



From EGO to
ECO
European Youth
Parliament
sessions
x
Erasmus+
Destination
Happiness
Lublin, 21.03 - 25.03
2022

City of inspiration

City of inspiration

FROM EGO TO ECO

European Youth Parliament session x Erasmus+ Destination Happiness

As we move to a new module (Climate for Happiness) we have to focus on how individuals can affect climate change and vice versa. We shall consider how individuals' behaviour can be changed to become more eco-friendly and how we change the focus from an individualistic to a more collectivistic approach: how to **think, be** and **stay** eco on an everyday basis. Also, we have to find ways to maintain a positive attitude to a mass of negative information regarding climate change.

Committees will be discussing three aspects: Transport & tourism, the Protection of Animals and Civil Liberties when faced with environmental disasters. Debating within the committees will culminate in the General Assembly, where the resolutions will be either passed or not by the popular vote.

Firstly the video to inspire: <https://youtu.be/CcIY7s2LJvM>

Chairpersons: Hubert Falkowski, Laura Peirs & Zuzanna Gasik
Officials: Iga Łobińska
Coordinator: Barbara Ostrowska

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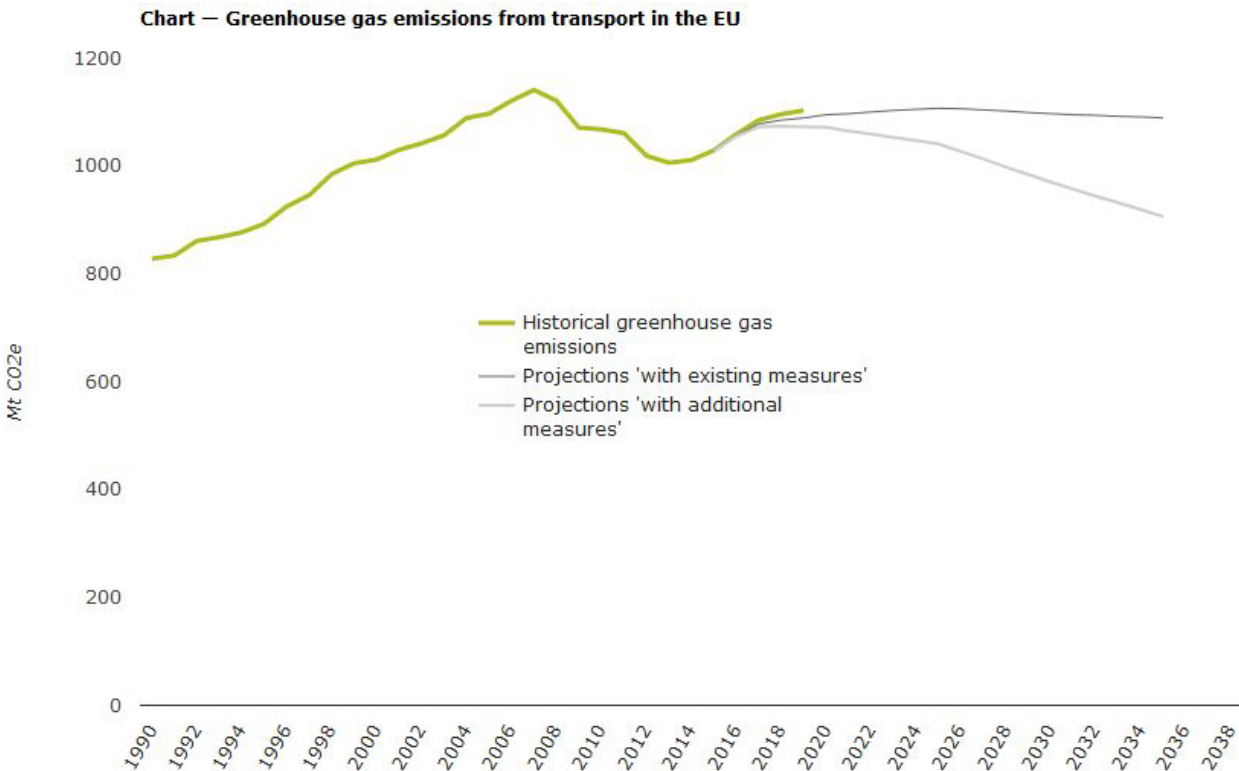
Committee on Transportation & Tourism (TRAN)

Chairperson: Hubert Falkowski

A Greta way to travel: *Considering the effect of transportation on air quality, what actions can we, as EU and individuals, take to limit climate change while maintaining positive well-being?*

WHY IS THIS RELEVANT?

Transport is one of the most important systems in our lives. **Everything** we own was transported from somewhere else. To visit places or go to work, you need transport. To just have **food**, you need transport. The intensity of use is therefore why transport contributes [more than a quarter](#) of the total greenhouse gas (GHG) [1] emissions in the EU. Other sectors like power generation have reduced their GHG emissions since 1990, but transport is the only sector where GHG emissions have increased. The graph below from the [European Environment Agency \(EEA\)](#) shows that transport GHG emissions will not decrease significantly in the future. Currently, the transport sector is unlikely to achieve the GHG reductions needed to reach the EU goals in [the Green Deal](#).



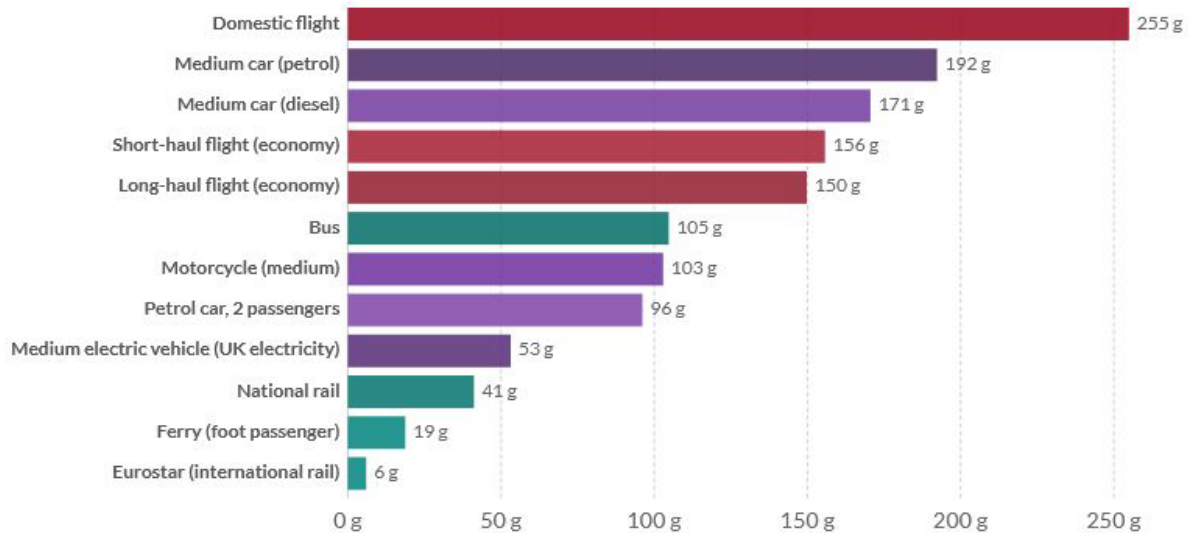
Data has shown that aviation emissions have more than [doubled since 1990 \(graph\)](#), much more than any other form of transport. The rate of increase is even faster than projected, and even 'with additional measures' (measures Member States plan to implement), they will continue to increase. On the other hand, railway emissions have fallen by almost 75% since 1990. During the pandemic, border closures and the enclosed aeroplane environment have meant flights have decreased drastically, leading to a noticeable improvement in air quality. This is a great opportunity to ensure that Europe does not return to pre-pandemic flight levels if we are serious about climate change. [Comparing the carbon footprint](#) [2] of transport modes shows the great difference between the climate effects of flights and other modes of transport.

Carbon footprint of travel per kilometer, 2018

Our World
in Data

The carbon footprint of travel is measured in grams of carbon dioxide equivalents per passenger kilometer. This includes carbon dioxide, but also other greenhouse gases, and increased warming from aviation emissions at altitude.

+ Add travel mode



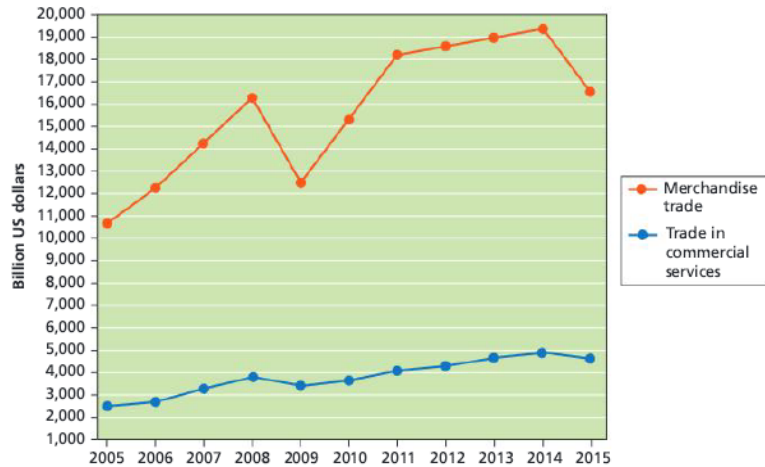
Source: UK Department for Business, Energy & Industrial Strategy. Greenhouse gas reporting: conversion factors 2019.

Note: Data is based on official conversion factors used in UK reporting. These factors may vary slightly depending on the country, and assumed occupancy of public transport such as buses and trains.

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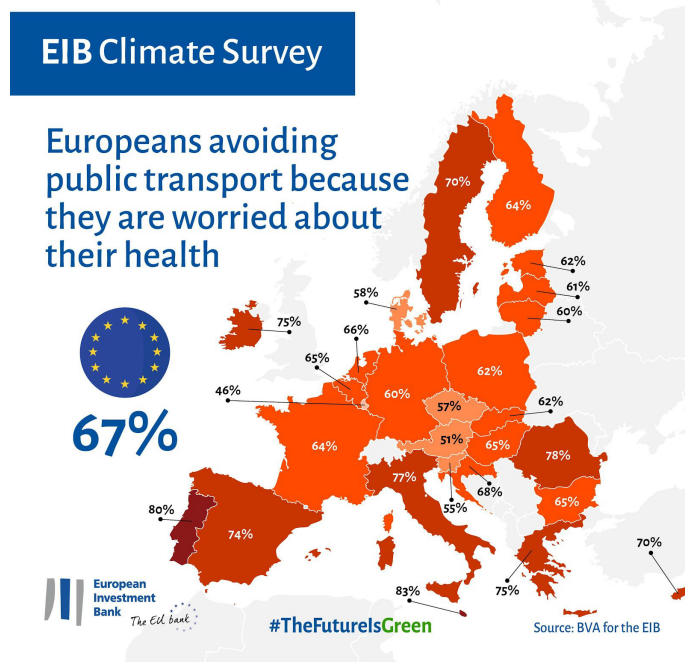
The rise in global trade

Global trade [3] roughly **doubled** between 2005 and 2015. Asia, Europe and North America continue to account for the biggest amount of the merchandise[4], although the share in merchandise exports from emerging economies increased from **33%** in 2005 to over **40%** in 2015. Moreover, the trade between emerging economies increased from just over **40%** to over **50%** of their global trade between 2005 and 2015.



Main conflicts

Covid-19 has a major effect on public transport, as people do not want to be crammed in with others. This, working from home, and lockdowns mean that ridership has **fallen drastically**, and therefore revenue. Economies are struggling, meaning less money is available for investing in **green transport [5] alternatives**.



There is also a **lack of viable alternatives to flying** as planes can go much faster and more directly than trains. This means flights are more convenient, and it is **very difficult to**

persuade people to give up convenience. Flights are also much more affordable, as they benefit from tax exemptions, big international lobbies, government support, and an overarching international organisation. For example, the [Eurostar ski train](#) was suspended to save money last year, whereas airline companies were bailed out by governments. **Railways in Europe are very diverse**, as they are owned by many different companies- the infrastructure differs from one country to another. Cross-border connections were not preplanned and there is **no standard ticketing system**. Trains crossing into other territories must pay access charges, which vary massively by company.

For the first/last mile, mobility sharing apps cannot [compensate for underdeveloped public transport](#). Also, options like Uber or e-scooters **cannot compare to walking or cycling**. [According to the EEA](#), E-scooters seem green, but the materials and manufacturing needed for them, and their frequent collection for recharging can have significant negative impacts. Ride-hailing apps “[do little to reduce emissions and actually draw people away from public transport](#)”.

Where is the individual in this?

As the **awareness** of the impact of our actions on climate change rises, there is a question of what actions we can take to [change our behaviour](#) in transportation to become more eco friendly. The pressure is put **on individuals, especially young people** to fight climate change - we have to make sure that their [mental health](#) is not affected by the pressure put on them.

Big questions

1. How can we encourage the usage of green transport?
2. How do we make sure that transportation is unified across the EU?
3. What can individuals do to limit climate change?- what action can we take?

Key terms

[1] **Greenhouse gas (GHG)** - Gases that trap heat in the atmosphere are called greenhouse gases, those include: carbon dioxide (CO²), water vapour (H₂O), Methane (CH₄)

[2] [Carbon footprint](#) - the total amount of greenhouse gases (including carbon dioxide and methane) that are generated by our actions.

[3] **Global trade** - the exchange of capital, goods, and services across international borders or territories

[4] **Merchandise** - goods to be bought and sold.

[5] **Green transport** - transport that is sustainable or has a low carbon footprint

Committee on Inquiry on the Protection of Animals (ANIP)

Chairperson: Laura Peirs

The Ark: *Every year nearly 360 million pigs, sheep, goats and cattle as well as several billion poultry are killed in EU slaughterhouses. Despite the EU adopting rules for protection and welfare of animals, implementation of those rules remains questionable. With violations in application of set rules and guidelines ongoing. What can the EU do to ensure that established standards for welfare and protection of animals are met, while also reducing emissions caused by the meat sector?*

Underlined words are explained in section 2: key terms.

1. Introduction

Inhumane conditions in animal handling, some illegal, have been an issue for a very long time. Most of them are used for breeding, fattening and killing. Animals are often treated with extreme cruelty- 99% of animals used for food live on massive industrial “factory farms,” where they are crammed by the thousands into wire cages, metal crates, or other extremely restrictive enclosures inside windowless sheds. These farms are also extremely polluting; Over the course of a whole year, if people gave up one steak a week and replaced it with veggies, it would save 270 kg of carbon dioxide.

Farm animal abuses are widespread in the European Union, with illegal pig tail docking, long-distance transport and slaughterhouse stunning. Industrial farms are particularly problematic, the report by the European Court of Auditors (ECA) reveals, with economic interests often being seen as more important than welfare rules. “*Reports show it’s difficult to introduce improvements on intensive farms and enforce laws*” Janusz Wojciechowski, the ECA member responsible for the report, told the Guardian.

“In intensive farming systems, the risk for animal welfare is increased. When there are 100,000 pigs it is very difficult to control. Small farms are easier places to achieve high animal welfare standards.”

The EU has implemented some rules to protect animal welfare, but it still has plenty of misunderstandings and flaws in its own standards - for example, even though they require watering intervals for animals on long-distance journeys, animals often do not receive any water at all. Journeys between countries often last too long - the longest of them up to 14 days. This produces emissions, adding to the fact that the meat sector is one of the most polluting sectors nowadays. The challenge is how to reduce emissions and improve animal welfare alike.



2. Key terms

Slaughterhouse - a place where animals are slaughtered for food.

Inhumane conditions - regarding this topic, it implies reduced space, changing temperatures, limited food and water and vehicle motion.

Industrial factory farms- large-scale, intensive production of animals, often involving harmful use of antibiotics in animals (as a way to compensate for filthy conditions, even when the animals are not sick)

Pig tail docking - The cutting of tails are when the piglets are five days old.

Slaughterhouse stunning - the process of turning animals immobile or unconscious, with or without killing the animal, when or immediately prior to slaughtering them for food.

Animal welfare standards - the standards of animal welfare outlined by the EU in their legislation, which help ensure the well-being of animals in transport.

EU Member States - they have governmental bodies within them such as different ministries that are capable of implementing changes in the area of ethical animal trade and can cooperate with non-governmental organisations in order to gain necessary data and professional support.

European Commission - this body of the EU is capable of promoting animal rights through campaigns, gathering statistics and research, funding projects and introducing policies and rules connected to food, fisheries and farming, also can cooperate with non-governmental organisations and Member States

3. Actors & Stakeholders

The World Organisation for Animal Health (OIE) - an intergovernmental organisation focused on improving animal health worldwide, creating policies and standards for sanitary safety of international animal trade, collecting and analysing scientific information, providing food and sanitary safety and animal welfare.

<https://www.oie.int/en/home/>

GAIA- or Global Action in the Interest of Animals, unites defenders of animal welfare and advocates for animal rights in Belgium. They believe animals should be treated with respect and deserve a decent life. We work towards building a human-animal relationship of humanity and justice.

<https://www.gaia.be/en/who-we-are>

Compassion in World Farming - A charity focused mainly on humanitarian farming, but still raising awareness about the cruelty of animal trade through educational campaigns, events and calls upon governing bodies.

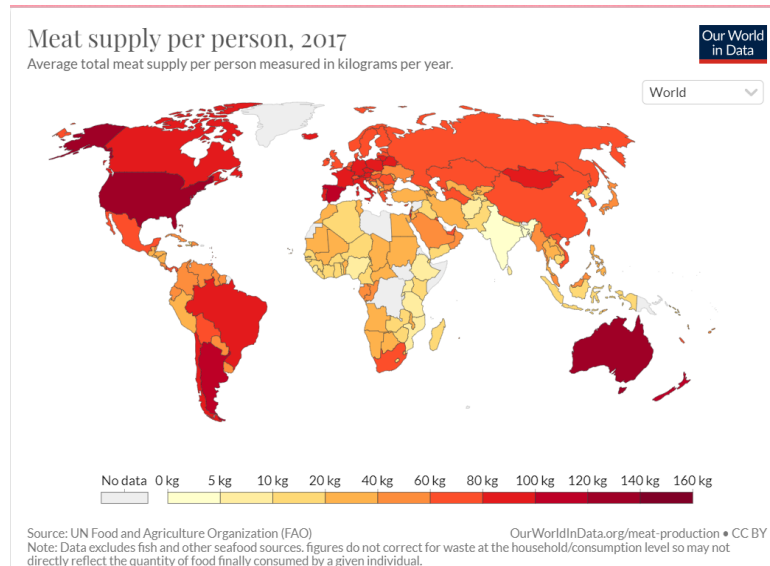
https://donate.ciwf.org.uk/page/81196/donate/1?supporter.appealCode=LAWE_UK1018a

4. Conflicts

There are a lot of conflicts regarding this controversial topic. To begin with, there are **organisations advocating for better animal welfare**, and shifting the focus from monitoring and investigating violations of welfare policy towards a more **sustainable livestock industry**. However, with the current legislative measure being already challenging to implement, this would seemingly require a **long period of time in order to be efficiently put in place**.

The key problems faced by Member States are a **lack of specification** within EU legislation and a lack of ability or willingness to enforce the existing legislation. Firstly, the EU legislation does not give specific limits for the number of live animals that can be owned by a single farm, meaning that theoretically, thousands of animals can be held under inhumane conditions. Moreover, when it comes to transport, there are four million cattle, four million sheep, 150,000 horses, 28 million pigs and 243 million poultry **transported for longer than eight hours within the EU every year**. Having said that, it is vital to state that animals are much more prone to anxiety, fear, and psychological disorders during long transport.

However, as people get **richer, the demand for meat rises**. As you can see on the table beneath, the richest countries in the world are the ones that consume the most meat. The industry has to keep up with this demand. On the other hand, vegetarianism is becoming more and more popular. The number of vegans/vegetarians in the EU has doubled within four years- this could be a good way to decrease the meat demand.



To conclude, many businesses do not comply with EU guidelines and are not adequately punished for doing so, while the legislation itself lacks some specifics. The big size of the industry means that the **EU would struggle to enforce more specific legislation**, given that many Member States are already struggling to manage welfare standards right now.

At the very end, it is crucial to mention the impact of the pandemic on the meat supply chain. It is being argued that the reintroduction of border controls has resulted in significant delays in animal transport, which increases animal stress and heightens the risk of spreading zoonotic* diseases.

***Zoonotic diseases** (also known as zoonoses) are caused by germs that spread between animals and people through direct or indirect contact.

5. Measures in place

The European Commission — the executive branch of the European Union — announced in June a **ban on cages for a number of animals**, including egg-laying hens, female breeding pigs, calves raised for veal, rabbits, ducks, and geese, **by 2027**.

With the improvement of animal welfare being a crucial issue from 2015, the European Parliament has developed Guides to Good and Best Practice for the transport of the main livestock species and has launched a three-year Pilot Project. These publications were followed by a roadshow in eight Member States and a presentation of the guidelines to the professionals concerned, such as transporters, drivers, farmers, and official veterinarians aimed at raising awareness among the key part takers.

“Shame on the Commission who does not have the guts to launch infringement procedures against failing governments! It says a lot about the EU’s poor values: animals don’t count”

- Stefan Eck, an independent German MEP devoted to fighting the inhumanity of modern-day animal trade.

6. Questions for the debate

1. How and to what extent can we reduce the demand for meat?
2. What legislations would improve animal welfare and reduce emissions?
3. How can we make sure that the legislation is met?
4. How can the EU support the actions of the non-governmental organisations mentioned in part 3?
5. How can we make people more aware of the issue?

7. Links to further research

[Video on how lab grown meat is made](#)

[Short video on the animal-welfare during transportation](#)

[The fate of exported European animals](#)

[Slaughter & Stunning](#)

[Vegetarians around the world](#)

Committee on Civil Liberties & Environmental Disasters (LIBE)

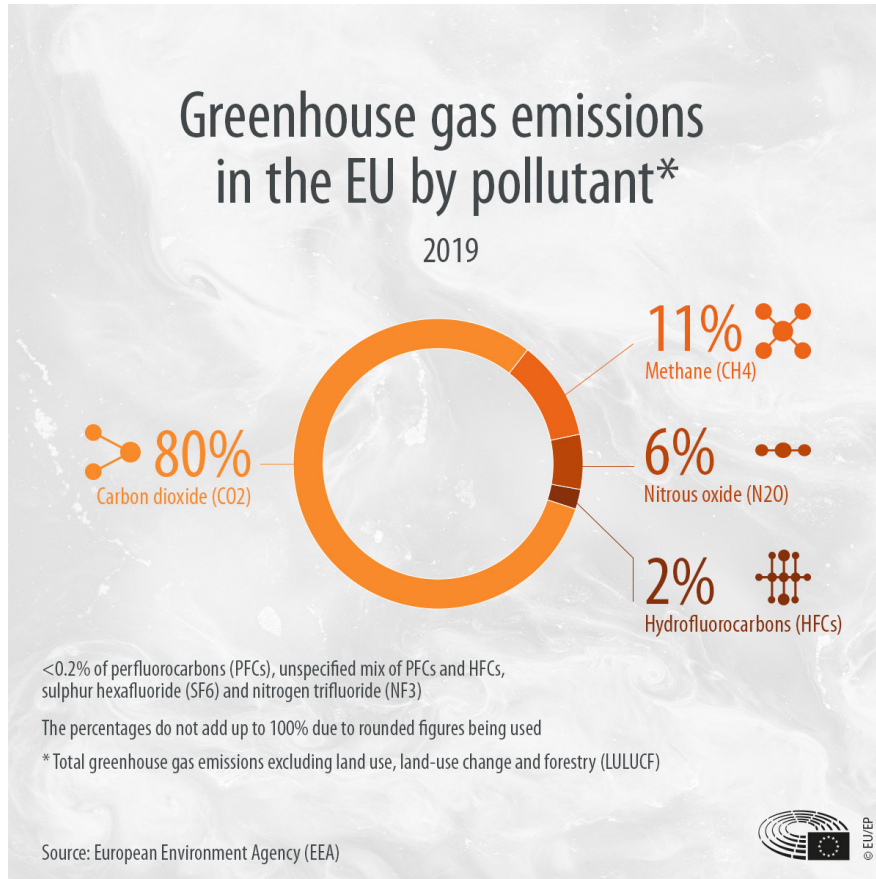
Chairperson: Zuzanna Gasik

Climate support: *While developed countries and major emerging economy nations lead in total carbon dioxide emissions, developing countries are suffering the consequences as well. What can the EU do to provide support for people hit by climate change in developing countries?*

1. Introduction

With **climate change** being one of the most important problems the world, and consequently the European Union, is facing right now. **Developing countries** are suffering from the effects of it, while not necessarily being its largest contributors. They are also the least likely to cope with the implications, as causes such as economic instability restrict their ability to prevent climate change and respond fast.

In 2017, **the biggest emitters** in Europe were Germany, United Kingdom, France, Italy, Poland and Spain, while the **countries** suffering from the consequences of it are the least developed ones, such as **Europe's** Moldova, Ukraine, Albania and the **world's** Afghanistan, Angola and Bangladesh. Out of all **Greenhouse Gases (GHGs)** emissions in 2017, 80.7% of them were due to the energy sector, although switching to **renewable energy sources** is lowering that number with an aim to **reach climate neutrality by 2050**. **GHGs emissions** and **pollution** in general not only affect climate change, but also the **economic state of developing countries** and citizens' lives.



2. Key terms

- **Greenhouse gases (GHGs)** - are compound gases that trap heat and longwave radiations in the atmosphere and their presence makes the Earth's surface warmer.
- **Climate neutrality** - when climate-damaging greenhouse gases such as carbon dioxide (CO₂) and methane (CH₄) are completely avoided or gases emitted are getting saved elsewhere, it is considered that the subject in matter has achieved climate neutrality.
- **LDCs (Least Developed Countries)** - a term used to represent the countries with the lowest incomes which are confronting structural impediments to sustainable development.
- **Developing countries** - are countries with low GDP (gross domestic product) economies per capita and therefore rely on agriculture as their primary industry.
- **Developed countries** - any country with Gross National Income (GNI) per capita of \$12,500 or more is considered high-income, and therefore developed.

3. Actors and Stakeholders

- **The European Commission**, especially the department on [Energy, Climate change and Environment](#), is the EU's executive branch responsible for proposing laws, monitoring their implementation and allocating funds regarding the climate change and effects of it.
- **Member States' governments** play an essential role in [funding and supporting](#) the developing countries in their fight to reduce greenhouse gas emissions and cope with climate change.
- **The European Environment Agency (EEA)** is an agency supported by the EU, responsible for providing information on the environment, being a reliable independent source for development, adaptation, implementation and evaluation of the policies put in place.
- **The European Environment Information and Observation Network (Eionet)**, developed by the EEA and a partnership network of it, contains and collects all the information regarding the environment from the Member States.
- **NGOs**, such as [Climate Action Network](#), promote development policies, sustainable climate and energy throughout Europe. CAN is a part of [The Green 10](#), a coalition of ten largest environmental organisations and networks on a European level.

4. Conflicts

[Mitigation or adaptation](#)

While **rapidly developing countries** should be focusing on [1] **mitigation** of their emissions, it seems that for [LDCs](#) it is best if the EU focuses on assisting in [2] **adaptation**. Adaptive capacity will be increased by stimulating development and reducing poverty. It would make the countries less [3] vulnerable to climate change, while also improving the economy, education and health in the country.

On the other hand, the EU is currently stimulating mitigation and transfer of clean technologies through the [Clean Development Mechanism \(CDM\)](#). In rapidly developing countries a lot should be done in terms of increasing energy efficiency, land use change and

agriculture. It is also important that they are stimulated to choose a **sustainable, low emission** development pathway.

Never-ending poverty

With climate change not only affecting nature, but also the people, it has been said that **poverty is just increasing** due to it. Consequently, developing countries, which are already suffering from poverty, will have to endure even more, as a result of extreme weather crises leaving people homeless and under even worse living conditions.

On the other hand, urbanisation is needed in order for countries to develop, however **the cost of it increases** when sustainable and eco-friendly ways are being introduced. Climate change causes developing countries to be much more vulnerable than the rest of the world, because **population growth, poverty and rapid [4] urbanisation** are all affected by climate change.

Climate change on physical and mental health

Climate change has a lot of impacts on **human health**, by threatening the foundation of good health, such as clean air, safe drinking water, healthier food, and secure shelter - and has the potential to reverse decades of global health progress. Climate change is predicted to **increase the number of deaths** by 250 000 lives each year between 2030 and 2050, owing to malnutrition, malaria or diarrhoea. Without assistance to plan and respond, areas with **limited health facilities**, particularly in developing countries, would barely be able to cope with it.

In developing countries, **poverty and poor living standards** have a huge effect on people's **mental health**. Bad mental health has also been an issue caused by climate change, with anxiety, depression, post-traumatic stress disorder (PTSD), and drug addiction being common symptoms following a crisis brought on by **extreme weather**. There is also a raising risk of depressive symptoms, suicidal thoughts, and suicide in the aftermath of the accident.

[1] mitigation - the action of reducing severity, seriousness

[2] adaptation - the act or process of changing to better suit a situation; helps a living thing survive and function better in its environment

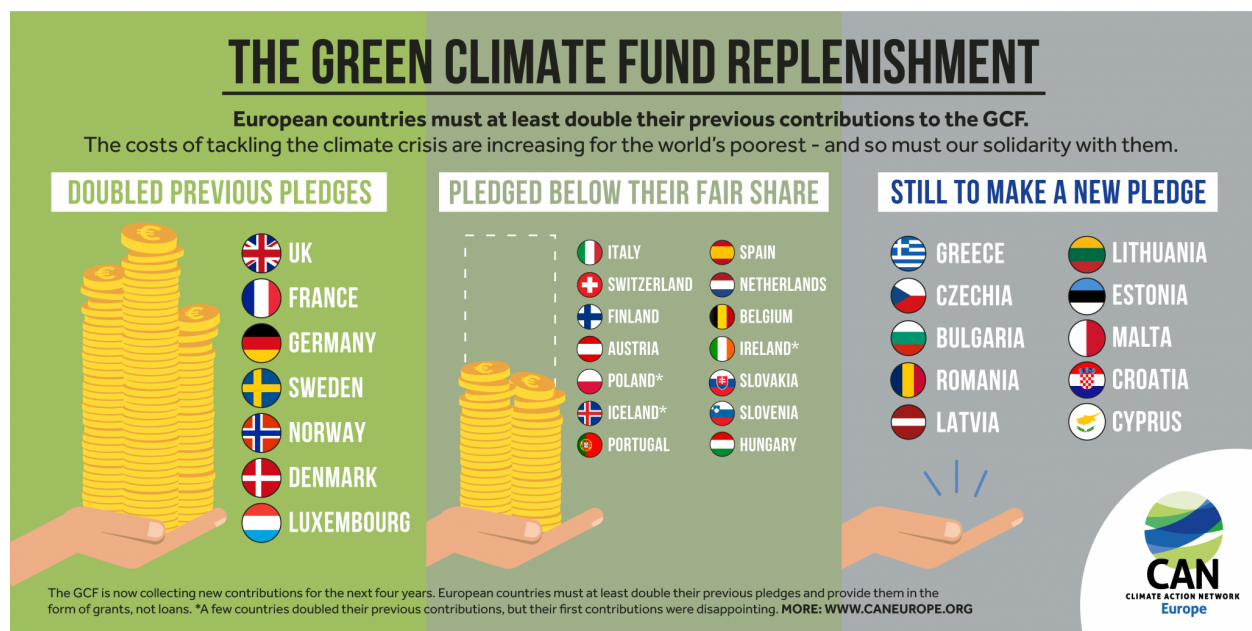
[3] vulnerable - exposed to possibility of being harmed (endangered, at risk, in danger)

[4] urbanisation - population shift from rural to urban areas

5. Measures already in place

GCCA+ - A flagship program of the EU intended to help the world's most vulnerable countries in dealing with climate change. Over 80 national, regional, and global projects in developing countries have been funded by this initiative. The EU's GCCA+ initiative is making a substantial contribution to the ultimate goal of allocating **at least 20%** of the EU budget to climate action. All EU GCCA+ projects must first and primarily strive to **ease the transition** to a [5] climate-resilient, low-carbon future in line with the 2°C goal.

Founded by 194 governments, **GCF (Green Climate Fund)** aims to help **limit or reduce GHG emissions** in developing countries by **investing** and **contributing** to the fund. They accomplish their goals by **engaging in four areas**: transformational planning and programming, climate innovation, de-risking investment to mobilise capital at scale and incorporating climate risks and opportunities into investment decision-making in order to align finance with long-term growth.



The European Commission has a Climate target plan for the reduction of GHG emissions with the end goal for Europe to be the first continent to become **climate neutral by 2050**. Other target goals being 2021, with adaptive strategies on international actions and 2030, focusing on cutting

GHG emissions by at least 55%, have in plan **massive reductions** in emissions. They have also started an **international climate finance** programme in order to support developing countries. The EU, its Member States and European Investment Bank have together **provided €23.2 billion** in 2019 alone for climate support in developing countries.

[5] **climate resilience** - adaptive capacity for a socio-ecological system to capacity absorb stresses and maintain function in the face of external stresses imposed upon it by climate change

6. Summary

Both developing and developed countries are affected by climate change, which is primarily caused by increasing **greenhouse gas emissions**, such as carbon dioxide emissions. When we take into account the economic state of **developing countries**, we can say that coping with such a huge issue is much more complicated for developing countries than it is for countries with stable economies, who are mainly the **emitters** of the effects.

People's lives are affected by climate change. Residents of developing countries because of it live in a fear of poverty and death considering that **poor living standards** are increasing and around 2030 and 2050, 250 000 deaths are predicted as a consequence of climate change impact. It also has an effect on **mental health** by the increased number of extreme weather events which leave people homeless.

The EU and EU Commission acknowledge the need to assist developing countries in dealing with such a large problem and attempt to address it by creating projects such as the **Green Climate Fund (GCF)**, establishing flag shipping programmes like GCCA+, and setting **target plans** for reducing GHG emissions, with the most important one being reaching **climate neutrality** by 2050.

7. Links to further research

- The real solution to global warming, a TEDtalk for TEDxYouth@GMIS, 2019.
- Europe's plan to become the first carbon neutral continent, a TEDtalk by Ursula von der Leyen, 2020.
- Economic impact of climate change in Europe, a video by EU Science HUB, European Commission, 2019.

- How does climate change hit poor countries?, a video by EURACTIV, 2016.
- [Eco-anxiety: 75% of young people say 'the future is frightening'](#) by Medical News Today, 2019