

POSITION PAPER

<i>Name</i>	Elisa	<i>Surname</i>	Bello
<i>Committee</i>	ENVI	<i>School</i>	ISIS Malignani

<i>Topic</i>	<i>Food for thought: around 88 million tonnes of food are wasted annually in the EU, with associated costs estimated at 143 billion euros. Acknowledging that all actors in the food chain, from producers to consumers, play a role in this important issue, what measures should the EU take in order to prevent both food waste and strengthen the sustainability of the food system?</i>
--------------	---

Today's society is one of the most wasteful ever known and its effects are alarming. Each year throughout the world one third of the food produced for human consumption about 1.3 billion tonnes is thrown away. Food waste is one of the most challenging issues that we need to face. In the European Union some 87.6 tonnes of food are wasted annually. The sectors contributing the most waste are households, with approximately 47 million tonnes and the food manufacturing and processing sector with 17 million tonnes.

The primary problem for the European Union to overcome is the lack of awareness of its citizens regarding the subject of food waste. As most of it comes from households, it is very important to focus on people's approach to this issue. What is lacking in today's society is the culture of food as well as the knowledge of food consumption. For example, consumers often do not know the exact meaning of "use-by" and "best-before" dates and this usually leads them to throw away products that are still edible. People also buy large quantities of food, often unnecessarily, attracted by tempting sales and offers. Advertising and awareness-raising campaigns are already being used, but they appear not to be having the right impact, given that still large amounts of food are discarded.

To solve this crucial issue the European Union should on the one hand, strengthen its awareness-raising campaigns and on the other work harder to better educate EU citizens about this problem. Such cultural awareness needs to start from the kindergarten and up to high schools. This will ensure that the young minds of our future society would understand better how to buy food and consume it in a responsible way to help and preserve our planet and conserve our food resources.

During the last decades numerous initiatives, projects and plans have been carried out by the European Union and yet years have passed by without any noticeable change in food waste behaviour. The target of A 50% reduction in edible food waste by 2020, set in the "Roadmap to a Resource Efficient Europe in 2011", is still far from being achieved. Moreover, the Landfill Directive requires Member States to reduce the amount of biodegradable waste by 65% BY 2016 (with 1995 as the reference year for comparison). Unfortunately, this Landfill Directive does not provide specific guidelines on implementation, which has led most Member States to turn to incineration rather than waste prevention. It is certainly right to set ambitious aims, but now more concrete actions and effective strategies must be undertaken in order to resolve this problem.

There is no simple solution to such a controversial issue, one way requires much stronger cooperation among Member States. For example, ensuring the definition of common specific guidelines which can be easily implemented in Member States. Secondly, a committee can be established to monitor progress in this area, to stimulate and guide them as is deemed necessary. It can also study and create personalised plans that take into consideration the specific characteristics and diversities of each country.

A simple truth: more food is wasted, more raw material needs to be produced, more carbon dioxide is released into the atmosphere. For these reasons it is important to modernise and transform the European economy according to the principle of sustainability. What the European Union should do in this direction, is to accelerate and continue

the transition towards the circular economy. This restorative model aims at keeping products, components and materials at their highest utility and value at all times. Thanks to this new economic model, Europe can create a net benefit of some €1.8 trillion by 2030, €0.9 trillion more than in the traditional linear economy. Furthermore, this will increase household incomes, boost global competitiveness, create local jobs, reduce emissions and as well as energy consumption. It is evident that the circular economy is closely related to the EU commitments on sustainability, but also to the other priorities of the "Europe 2020 Strategy": Jobs, Growth, Climate and Energy. Bearing in mind that a **circular economy** requires fundamental changes throughout the value chain, the benefits coming from such a model exceed the possible disadvantages.

In conclusion, the European Union in order to reduce food waste should work on people's education, ensuring that its citizens are well informed and responsibly guided. For example, promoting initiatives and projects at a national or regional level in collaboration with NGOs, will certainly help to make a difference. Social responsibility is a principle that should guide every human action. The key solution for dealing with food waste, is the transition towards a circular economy whose purpose is to turn waste into a resource and to extend the product lifetime, thus preserving our natural resources. This new attitude/behaviour will allow the European Union to achieve economic development, while at the same time respecting environmental limits. Once these strategies are fully adopted, food waste will reduce its impact on the environment and both institutions and citizens will benefit from this new way forward.

POSITION PAPER

<i>Name</i>	Agnese	<i>Surname</i>	Daverda Saccavino
<i>Committee</i>	TRAN	<i>School</i>	ISIS "A. Malignani"

<i>Topic</i>	<i>Travelling towards sustainability: given the fact that numerous European cities have Exceeded one or more of the 2010 imposed emission limits due to urban transportation, how can the EU promote and facilitate the transition to sustainable urban transportation?</i>
--------------	--

Climate change is the most important issue of our time and creating solutions to limit the damaging effects of human activities, which contribute to this problem, is a prime consideration of the EU's 2020 Climate Package Statements: respecting the Kyoto Protocol and the Paris Agreement on Climate Change, working towards a sustainable urban transport system. Most Member States did not abide by their environmental targets and there is evidence to show that transport in Europe is still 94% dependent on oil, with consequential economic and environmental costs. Furthermore, the EEA estimates that the demand for transport and goods will step up by some 40%, leading to an additional increase in the growth of greenhouse gas emissions, which already cause 400,000 premature deaths per year.

The main issue to be faced by the EU, will be the creation of a solution for urban sustainable transportation to be introduced in all the cities of the Member States. The European Union has launched the "Strategy for Low-Emission Mobility" with the objective to encourage the transition to digital technologies and zero-emission vehicles. The European Commission has started a series of initiatives, mainly focused on research in the field of urban advanced technical knowledge. Given the fact that these legislative products do not represent any practical form of legislation, most EU Member States are not complying with their 2020 energy targets. A reason for this change in the initial direction, is that Governments invest their time and their funds in other important issues, as there is no obligation and consequently no sanction when they fail to meet the measures imposed by the EU.

The EU Commission is expected to intervene immediately and both instruct and suggest a new directive of regulations that are binding. This solution should provide a guarantee for achieving the desired results and permit Member States to reach targets through their own means. Moreover, it has become clear that adopting obligatory measures is not practical when these ones conflict with private corporations. This is another relevant issue that the EU needs to resolve. The cities administrators will need the support of private business. The transition to a more eco-friendly means of transportation and urban planning is also an opportunity for job creation providing great benefits for both Governments and Companies.

In view of what is being proposed, I believe the EU should take into consideration measures that create partnerships and the engagement of private firms: Madrid and London are two good examples of supplemental economic support for sustainability projects. Finally, the issue of "Social Behaviour" is also crucial. Moving towards the sustainability of our urban transportation system does not only mean incremental changes in terms of new technologies and efficiency, it also has an impact on the individual from a social point of view. Provided that the Public Transport Services are improving their efficiency and security, it is necessary to encourage citizens to discover the benefits of using it or other eco-friendly alternatives such as the bicycle instead of a car. These should be the personal habits, the beliefs and the values of each and everyone of us.

The "collective and individual attitude" has already been identified as an important factor in many urban sustainability strategies and the European Union should adopt them as the main subject, being guided by the following process:

- i. **Knowledge and persuasion.** Informing its citizens about the significant impact of their behaviour and about the advantage of the new technological means of transport.
- ii. **Awareness.** People perceive the real meaning of their actions when they know the state of health of the urban air, or how polluted it is.
- iii. **Behaviour.** The change to a more eco-friendly lifestyle is a conviction that will guide sustainable actions and will bring about a more informed behaviour.

In conclusion, as air pollution is caused by urban transport, recognised as the main threat, urgent action of all EU Member States is required to tackle the problem. The European Union must deal with this worrying issue by better informing its citizens and drawing their attention on the three above-mentioned points. It must also introduce more effective legislation and provide more support in civil education and in the economy.

POSITION PAPER

<i>Name</i>	Alessio	<i>Surname</i>	Giuliani
<i>Committee</i>	AFCO	<i>School</i>	ISIS "A. Malignani"

<i>Topic</i>	<i>Europe vs Euroscepticism: with the increasing support among European citizens of the right-wing and Eurosceptic parties and considering the recent Brexit vote, how should the EU ensure the legitimization of its Parliament as well as a closer and constructive dialogue with such movements?</i>
--------------	--

Euroscepticism is a phenomenon that is gradually spreading all over Europe and it has a lot to do with the economic and financial crisis, unemployment (hitting young people above all), a lack of meaningful cooperation in the process of handling the migrant crisis, fragmentation of decisive power and the absence of a real direction that the European Union should follow. These issues are also amplified by the lack of knowledge about the function of the European Union by its citizens and its role in keeping EU members united in such difficult times.

The rise of Euroscepticism is a direct result of the economic crisis that started in 2008 and this is still not over. It has affected all European countries. There are many ways of dealing with this crisis.

Firstly, the EU can confront the monetary/economic difficulties in the following ways:

- i. limit the amount of government bonds¹ sold, trying to handle the public debt without increasing the deficit;
- ii. stop the task of monitoring the public account of Member States to the European Commission and entrust it to a more technical organisation, made up by those who have economic expertise and skills;
- iii. increase the control of the national budget, trying to avoid too restrictive austerity measures, which often slows economic growth and worsens the debt-to-GDP (Gross Domestic Product) ratio of Member States.

Another problem related to Euroscepticism is the failure of the European Government to promote effective guidelines to manage the massive migration flows that have occurred recently (as a result of war and poverty) mainly coming from Asia and Africa. According to the Dublin Regulation², the asylum requests must be handled by the first state where the migrant lands. Unfortunately, this principle makes the procedure of applying too lengthy and has been shown not to work as the number of incoming migrants was just too many to be effectively managed by a single country. It is unsustainable and unmanageable.

A possible solution of this issue could be the creation of a new agency working in cooperation with Frontex³ characterised by the following tasks:

- i. monitoring the main migrants' routes to get to Europe,
- ii. assisting Member States with the repatriation of illegal migrants,
- iii. fighting the cross-border crimes and people smugglers,
- iv. organizing the training of the national customs officers,
- v. aiding the migrants at sea after the sinking of their boats,
- vi. handling the process of accepting the political asylum requests for legal migrants.

The final issue concerns the very high rate of unemployment in EU member states, in particular for young people who have just finished school and for the first time face the world of work. For example, in Italy youth unemployment is at a very high level. As soon as they leave school, they require work experience. The economic crisis has not helped in this regard and Member States need to do more, invest more on both financial and educational resources.

Considering these problems, the governments of the Member States should:

- i. improve the educational system in general and vocational training in particular;
- ii. promote an agreement between the schools and the industries to facilitate the students' contact with the world of work as soon as they finish school;
- iii. give incentives to companies which employ the younger generation;
- iv. help people move from one job to another smoothly, making the economy more flexible;
- v. Create more apprenticeships getting inspiration from the German model.

In conclusion, Euroscepticism has become a serious problem for the unity of the European Union, but sensible rational choices can help to overcome this skeptical attitude. I believe Europe should concentrate on finding winning and meaningful guidelines for the future in order to become a real "confederation of states", not only a simple pact for the free movement of goods and people between separate nations.

POSITION PAPER

<i>Name</i>	Alberto	<i>Surname</i>	Mian
<i>Committee</i>	LIBE	<i>School</i>	ISIS “A. Malignani”

<i>Topic</i>	<i>What awaits refugees: by 2016, an estimated 3,000 people have lost their lives trying to cross the Mediterranean, with thousands still willing to risk their lives to reach Europe by sea. The rise in number of refugees has brought with it a vicious trade in human trafficking: what can both the states of departure and those of arrival in EU do to tackle traffickers?</i>
--------------	--

In the last two years the routes used by migrants to enter Europe have dynamically changed: between 2015 and 2016 migrants' arrivals in Europe along the two most popular routes decreased drastically, with a 98% drop in the Eastern Mediterranean Route and a 83% drop in the Western Balkan Route. These two routes, together with the Central Mediterranean Route, are still the three most widely used routes. It is sad reality that human smugglers are more active along these routes used by migrants from Africa to Europe. Europe has already created one military operation, called EUNAVFOR MED “Operation Sophia”, to confront smuggling in the Central Mediterranean Route, and also a specific European institution, called European Migrant Smuggling Center (EMSC), to identify and tackle criminal smuggling networks. In order to face the huge number of migrants coming from the Eastern Mediterranean Route and the Western Balkan Route, the Member States signed a deal with Turkey in 2016, which promised to restrict the migration flows. It succeeded in reducing the numbers quite dramatically between 2015 and 2016.

Even if Europe has achieved significant positive results in the past years with Operation Sophia¹ and the EMSC², we are still far from having a satisfactory solution. The deal with Turkey, the fulcrum of the Western Balkan route, is at risk: due to inner political tensions and difficult relations with Europe, Turkey might cancel the financial agreement with the EU, which impedes migration flows through Turkey to Europe, putting once again the countries of the Western Balkan route under pressure. Furthermore, a long term investment in the poor third world countries, where most of the economic migrants come from, does not exist and there is a lack of proper communication between departure states and European anti-smuggling organizations. Added to this, arrival countries such as Greece are under extreme pressure with the collapse of the welcoming structures.

To tackle this emergency and limit the short-term and long-term crisis, Europe needs to take different measures. Firstly, in view of the satisfactory results achieved by the EMSC and Operation Sophia, a more effective communication needs to be established between the countries where smugglers are more active and a European structure should be created in order to facilitate data exchange to stop these criminals. Secondly, the EU needs to prepare itself for the results of the Turkish referendum. If Mr Erdogan loses, we need to prepare for the consequent instability that this loss will bring about. If Mr Erdogan wins we need to find a way to deal with him as his power will be increased (some see this as despotic power.)

To find a viable solution to the migration problem, Europe needs to think for the long term to solve the problem at its origin, in those countries where the migrants are coming from. This would be a better way for the migrants themselves if we are able to offer real help to those countries where these migrants were born. We know that most migrants coming to Europe leave their countries as economic migrants. The EU should create a permanent fund

¹ On her first year of activity, Operation Sophia has helped save more than 15,000 lives, apprehend 71 suspected smugglers and disable 139 smuggling boats on the high seas.

² The EMSC, in his first year of activity, managed to find 17,459 new suspects of smuggling (+24% vs 2015), 1150 social media accounts connected to migrant smuggling (+770% vs 2015) and to monitor 500 vessels of interest (+500% vs 2015)

to help third world poor countries that are in a constant state of economic crisis, political unrest and face drought and starvation. This fund could help to boost their economies thus creating meaningful employment. The fund would need to be targetted as many of these countries are corrupt. This help can assist them to acquire more autonomy and in the long term hopefully help to reduce the migrant crisis.

Finally, the pressure on the arrival countries needs to be reduced, to bring about a better functioning of the welcoming system. It has been shown that migrants coming to Italy and Greece remain stuck in these countries, or try and cross the borders with nearby countries illegally. In view of this the EU should push its Member States to open their borders and cooperate more fully to resolve this problem. One way to handle this huge wave of migrants pushing at Europe’s borders is to create a common agreement among Member States and to put together the necessary financial and social resources. Unity in diversity is the motto of the EU which could be extended to these new migrants who qualify.

POSITION PAPER

<i>Name</i>	Annalisa	<i>Surname</i>	Rossi
<i>Committee</i>	SEDE	<i>School</i>	ISIS “A. Malignani”

<i>Topic</i>	<i>A law for warfare: as European countries have recently started planning to produce drones for military purposes, how can the EU and its allies around the world reap the advantages of Unmanned Aerial Vehicles (UAVs) while safeguarding their compatibility with international laws?</i>
--------------	---

The use of UAVs (Unmanned Aerial Vehicles) is spreading, both in the EU member states and in China, Israel and the US, leaders in the “drones” market¹. Unmanned Systems are assuming different purposes, such as military operations, local inspections, earth observations and scientific research, but also missions that are concerned with agriculture and energy, delivery purposes and public security. Most military vehicles are still forbidden from flying over non-segregated airspace in the EU². The European Aviation Safety Agency (EASA), together with EUROCONTROL and the European Defence Agency (EDA) are currently working on implementing the UAVs regulation, to permit their use in safeguarding civilians’ safety.

The first problem in the use of unmanned aircraft in the European Union is the fragmented regulatory framework, especially in the use of small vehicles. The EU is not currently in charge of regulating UAVs whose weight is below 150 kg, regardless of their purpose, leaving basic national safety rules to apply³. The National Aviation Authority (NAA) will need to integrate safety, data protection, privacy and environmental safeguard rules to safeguard properties and citizens from UAVs flights; but the main problem is the lack of common, compulsory guidelines for all EU Member States, particularly on small drones.

The solution for this matter, in my opinion, would be the categorization already outlined by EASA, based on the operation rather than the weight of every single Unmanned Vehicle. I would suggest the introduction of an EU regulation that could manage every unmanned vehicle.

A division should be established as follows:

- i. Small and civil-purpose UAVs (under 150 kg). These would need a common, mandatory regulatory framework for all member states.
- ii. Bigger, civil-purpose UAVs (over 150 kg). This kind of unmanned vehicles would follow EU guidelines as for their fabrication and equipment, but they would need a NAA to authorize a flight, following rules similar to manned aircraft ones.

- iii. Military UAVs that, regardless of their size, would need special authorization to cross regional (FIR/UIR) borders since they are part of Operational Air Traffic (OAT).

An additional problem regarding "drone traffic management" throughout Europe is the potential danger of Unmanned Vehicles. If the suggested regulations of UAV traffic contemplates the shared non-segregated airspace with unmanned and manned vehicles, the risks would considerably increase; and they could have a severe impact on public acceptance⁴. Despite the differences between drones and regular aircrafts, the EU affirms that UAV Air Traffic Management (ATM) should mirror those applicable to manned aircraft⁶, therefore drones should be allowed to fly in non-segregated airspace. The issue is, once again, the insufficient safety of RPAs, that does not allow military Unmanned Vehicles to exit segregated airspace and fly like any other civil aircraft.

The focus of this issue is on the safety of UAVs, that should be fixed in the following manner:

- i. Collisions. These should be avoided by an adequate Detect and Avoid (D&A) mechanism standard model that has to be laid out by EUROCONTROL to be adopted by the Industry.
- ii. Takeovers of datalinks (theft or deliberate use of the aircraft to damage infrastructure or injure civilians⁶). In this situation, drones should have a backup plan and immediately provide information about the data loss to a proper authority (ex. NNA or an ATC⁷ controller).
- iii. Autonomy. The pilot-in-command should always be able to intervene in emergency situations.

Implementing the already existing security framework would certainly bring about a positive change in the citizens view, but I think an awareness campaign would help inform and change people's beliefs. Furthermore, these added measures would help the integration of UAVs in non-segregated airspace and the cohesion of standards for both unmanned and manned craft would increase, meeting the objectives stated in the EUROCONTROL specifications (2012)⁸. Considering drones as manned aircraft is the best position the European Union can possibly take to help integrating this new technology in the EU scenery.

The final issue concerns the possible use of Unmanned Vehicles in conflicts. As US targeted missions conducted with UAVs demonstrate, the appeal of armed drones is clear: they permit targeted killings at little or no risk to the personnel carrying them out⁹. States have often failed to specify the legal justification for their policies, labeling their missions as "targeted killings". The latter are legal under International Humanitarian Law (HIL) only if the target is a "combatant", or "directly participates in hostilities"⁹. The problem hides in the boundaries of this definition which does not give an objective definition of the term "target", leaving it open to interpretation.

Since very little information and research has been released until now on the use of drones in military battlefields and operations, my first concern would be their psychological effects on pilots-in-command. I would suggest a gathering of studies about the consequences of piloting such weapons. In my opinion, their use for military exploration missions or for the transport of goods in unreachable locations could be a first step. Weaponry should then be used only when the risks of the pilot and the precision of the firearm is clearly stated and taken into consideration by the EDA and the European Commission.

In conclusion, drones provide a great opportunity for the EU in both future defense and business. The EU, through EASA regulations, should be able to control every unmanned vehicle. This would allow the use of drones and manned systems in the European sky. These new regulations would provide for the use of UAVs on battlefields, respecting international laws, and could bring unmanned vehicles to become a vital EU resource.

POSITION PAPER

<i>Name</i>	Cristiano	<i>Surname</i>	Saro
<i>Committee</i>	EMPL	<i>School</i>	ISIS "A.Malignani"

<i>Topic</i>	Integration through education: concerned by the fact that young people born in a non-EU
--------------	--

	country are particularly vulnerable to the NEET (Not in Education, Employment or Training) phenomenon, how can the EU increase the integration of young foreigners in our society and economy through education?
--	---

The “Not in Education, Employment or Training” (NEET) generation are the representatives of the integration problem, as quite clearly non-EU-born citizens are more likely to become NEET. Data shows that in 2015 almost 14 % of the native-born young people aged 15–29 in the EU-28 were NEET. This share was significantly higher for the foreign-born young population, especially for those not born in the EU (24.4 %)¹. This only confirms that the present integration system is not efficient enough and needs to be improved.

NEETs is a serious problem. Immigrants who do not take an active part in society are a cause of great concern to the EU. In such an environment, Xenophobic and Eurosceptic ideas flourish, making the problem much more critical within the EU. Furthermore, young immigrants also have a problem concerning their potential capabilities which remains unvoiced at the present. Both from an employment and education point of view this is due to some handicaps that both EU-born immigrants and new immigrants face when pursuing their everyday lives in comparison to their native counterparts. These are language difficulties, culture ignorance and in some cases non-recognition of previously acquired education qualifications.

There are ways in which some of these problems can be resolved. Those who have much needed qualifications and abilities on arrival should have these qualifications assessed as quickly as possible so that they can be put to good use. The European Commission has already made some proposals to improve staff training in reception facilities, in order to recognize qualifications of immigrants. The situation in arrival points is complicated, but the promotion of a "standard training and education recognition methodology" is a key point in helping to achieve their full potential. The present strategy is a good starting point; it needs to be enhanced improving the current hosting structures, adding human resources to the European Agencies in force such as Frontex, using the already existing network. This needs to be shared and applied in the European Union: for example, assessing the level of preparation of the immigrants, so as to establish what education is required by single individuals.

Employment is important, but education also plays a fundamental role in integration. Language must be mastered in order for immigrants and EU-born immigrants to be aligned as much as possible with native students. That is still not enough; in fact, leaving school having attained only a lower secondary school education is much more common in EU-born young people than that of their native-born counterparts (in 2015, 17.1 % vs 10.1 %)². To reduce this difference young people should receive alignment courses with experienced teachers able to turn them into motivated students, free individuals who will have the same opportunities as their native colleagues.

In conclusion, the main challenge is to eliminate linguistic barriers, while keeping in consideration the immigrants’ needs and particularities, talents and weaknesses. It is also fundamental to remove barriers from entering in the labour market, ensuring a training programme which will lead to a dignified occupation and an equal treatment as native born citizens. To do exactly the same in schools, it is needed to reduce all the difficulties one immigrant could face in the very first years of education and to ensure they get their preparation as close as possible to that of their native counterparts. Reducing the gap and not threatening their unique traditions and customs is a primary objective as well as avoiding a discouraged, indifferent and inactive generation of migrants.

1- Eurostat: *First and second-generation immigrants* - statistics on labour market indicators.
Data extracted in September 2016.

http://ec.europa.eu/eurostat/statistics-explained/index.php/First_and_second-generation_immigrants_-_statistics_on_labour_market_indicators

2- *Migrant integration statistics* – education

Data extracted in April 2016.

http://ec.europa.eu/eurostat/statistics-explained/index.php/Migrant_integration_statistics_-_education