

 KENTUCKY YMCA YOUTH ASSOCIATION KENTUCKY UNITED NATIONS ASSEMBLY United Nations Proposal	Proposal # 69
	Proposed by Uganda
Authors: Urooj Nasim, Rebecca Kramer, Harper Carlton	Committee: A Action on Proposal ___ <input type="checkbox"/> Passed ___ <input type="checkbox"/> Defeated
School: duPont Manual HS	
City: Louisville	

1 An act to incentivize citizens and institutions to help create infrastructure in developing countries

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3 **Be it hereby enacted by the General Assembly of the United Nations**

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5 Justification Clause: Uganda’s population has grown by 20 million since 1991, this means that more people are
6 traveling on a daily basis than ever have before. Travel is a fundamental part of life, if someone is ever expected
7 to escape from poverty and participate in raising the GDP, they must have access to transportation. Only 29% of
8 roads are paved, however; this is a median: only 42.9% of urban roads are paved, while virtually all feeder roads
9 are left unpaved. During the rainy season, roads are impassable. This problem is global, countries like Brazil, India,
10 and Belize suffer from lack of transit. If we expect to give the people of Uganda, and other povertous countries a
11 chance to survive and thrive, we must increase the number of roads paved.

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13 Section I: A fundamental obstacle to developing nations is a non–progressive mindset held by the public in general,
14 which translates over to poorly–functioning institutions run by people of that mindset, like transportation.
15 Institutions which could serve as developers and repair–persons often lack motivation or awareness to achieve a
16 better transport system in povertous countries. To make people aware of the issue at hand and spread the
17 progressive mindset, public awareness campaigns will be set up to target those who have the resources, but lack
18 knowledge about how and why to use them in a manner beneficial to the country. To incentivize those with the
19 engineering capabilities to build roads or have the funds to do so, we plan to set up a rewards system, which will
20 directly benefit those who feed into multiple infrastructure rejuvenation programs. The programs will compete
21 against each other in a venture to pave Uganda’s roads, and will spur each other on to more quickly and efficiently
22 improve infrastructure in Uganda.

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24 Section II: The rewards system based upon incentivization will not be solely monetary. Scholarships for college
25 students will be offered to those who participate in an infrastructure rejuvenation program, and campaigns to
26 primary and secondary schools regarding the issue will be carried out on a semi–annual basis, offering students
27 opportunities to experience and participate in revolutionizing the state of their country’s roads. The goal is to
28 obtain an agreement with institutions that will help the country, but also the contributors. This balance system
29 could be that university students with a focus on engineering can achieve a degree quicker with experience in the
30 field. The more wealthy members of Uganda, and other countries, who would be contributing, could get a tax
31 reduction, as would corporations that provide the equipment necessary to carry out the massive renewal project.

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33 Section III: Funding will come from the UN (International Monetary Fund.) It will go toward supplying the public
34 awareness campaign and kickstarting the initiative. Because the funds and equipment for the actual building of
35 the roads will be provided by participants in the rejuvenation programs, the only money truly needed is for the
36 design and implementation of the public awareness campaign and scholarships, estimated to be \$1billion, with
37 one–fourth going to the public awareness campaign and the remaining constituting scholarship money. Better
38 transport means less deaths per year, more job opportunities, and a better overall country. These factors will
39 contribute to a higher GDP and more independence, which means less foreign aid will be sent to these countries.

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41 Section IV: Enactment date is set for 18 months after passage. This is needed in order to locate and secure
42 companies and colleges that are willing to help with an incentive, allocate money to countries that are severely
43 lacking in infrastructure, and design a strategic plan for the public awareness campaign.