



The European Union 1999

MUNUC 33

ONLINE



TABLE OF CONTENTS

LETTER FROM THE CHAIR.....	3
LETTER FROM THE CRISIS DIRECTOR.....	4
HISTORY OF THE COMMITTEE.....	5
TOPIC A: EUROPEAN CITIZENSHIP.....	6
Statement of the Problem.....	6
History of the Problem.....	9
Past Actions.....	15
Possible Solutions.....	18
Bloc Positions.....	20
Glossary.....	22
Bibliography.....	23
TOPIC B: TRANSPORTATION OF GOODS.....	27
Statement of the Problem.....	27
History of the Problem.....	31
Past Actions.....	35
Possible Solutions.....	37
Bloc Positions.....	39
Glossary.....	41
Bibliography.....	42

LETTER FROM THE CHAIR

Dear Delegates,

Welcome to European Union, 1999! I am Zian Li and I am the chair of this committee. I am a third year at the University of Chicago, majoring in Economics. Outside of classes, I enjoy reading, and watching musicals.

This committee takes place in the end of the 20th century. The world is changing fast as countries have recovered from the war and are entering a growing state. For the first topic, delegates will be exploring a very unique concept: European citizenship. This was the among first times that countries worked together and established rights for every citizen living in a collection of member states. The decision itself remains very controversial, for example, it not only allows citizens to move freely, but also enables foreigners to take part in the political activities within a different country. Questions of national sovereignty naturally arises from this consideration. Delegates will debate on whether to amend the original treaty of the EU and adjust the rights a citizen can gain in a foreign country. The second topic, transportation of goods, focuses on the efforts made to create a single market. The countries in Europe are trying to boost the economy by making it easier and cheaper for firms to transport goods. There are two main focuses: policy and infrastructure. In Europe, a long-distance transport route can easily cross several borders. The whole process can be much less troubling if the countries all apply the same system. As for infrastructure, Europe already has a lot of established routes. The delegates can try connecting pathways to establish longer international transport routes.

Sincerely,

Zian Li

LETTER FROM THE CRISIS DIRECTOR

Hi Everyone,

I'm so excited to be working with you all this weekend! My name is Joshua Neudorf and I am a Fourth Year Economics and Geography major here at UChicago. I'm a Star Wars fan, a map collector, and an avid participant in various MUN related activities.

Simulating the European Union in 1999 is an interesting opportunity to explore an integral and far reaching portion of recent history. Questions of citizenship and infrastructure will define the scope of the 21st century for hundreds of millions of people, and this committee has an opportunity to shape that development from the very beginning. We hope to provide you with a dynamic and interesting forum to put forth questions and answers for difficult problems and complex solutions. Excited to see what you all come up with and looking forward to a fantastic weekend!

Best,

Joshua Neudorf

HISTORY OF THE COMMITTEE

European Union 1999

First, it is crucial to note that this is a historical committee. We will be simulating the European Union as it existed in 1999 for *both* topics, and only treaties, agreements, and circumstances that existed at this time will be relevant for our discussion. It is not possible to forget everything that has happened since then, but try as hard as possible to put yourself in the position of a representative of your country from that time.

The history of the European Union is not one that can be explained through one treaty or in a given year, but instead was created through a series of ongoing treaties and negotiations that all sought to create a more unified Europe. However, the process of creating a united Europe to eliminate conflicts and secure lasting peace began short after the violence of the Second World War. In 1950, the first step of creating a united Europe began with the founding of the European Coal and Steel Community (ECSC) signed by Belgium, France, Germany, Italy, Luxembourg and the Netherlands. In 1957, two additional treaties were signed in Rome, establishing the European Economic Community (EEC) and the European Atomic Energy Community (Euratom). Both of these were created in order to advance and unite the European economy. Signed in 1965, the Merger Treaty brought ECSC, EEC and Euratom together into a single council and a single commission. They became jointly referred to as the European Communities, which existed until the Treaty of Amsterdam was signed in 1997 and implemented in 1999.¹ The Treaty of Amsterdam was also significant in that it increased the powers the Union had and gave Parliament more power as well. In 1973 three more countries- Denmark, Ireland, and the United Kingdom- joined the European Union. In 1993, one of the most important treaties, the Maastricht Treaty was signed. It marked the beginning of a new stage with clauses establishing a common currency, European citizenship, and legislation in justice matters. In 1995 the EU gained three more new members: Austria, Finland and Sweden.²

¹ Laursen, Finn. "The Merger Treaty: Creating a Single Commission and Council of the European Communities." *Oxford Research Encyclopedia of Politics*. 26 Apr. 2019

² EU. "The history of the European Union", Europa.eu, https://europa.eu/european-union/index_en

TOPIC A: EUROPEAN CITIZENSHIP

Statement of the Problem

Citizenship

Introduced in the Maastricht Treaty in 1992, and reinforced in the Amsterdam Treaty in 1997, the European Union grants all residents of the member states citizenship. People that live in a territory but lack the status of citizen are deprived of the rights and duties that are included with citizenship. Every state has their own unique laws to regulate the way an individual can acquire its nationality, that is to say, citizenship.³ Ever since it was introduced, it has been one of the key issues of political debates in the 1990s as citizenship grants people certain rights within the member states.

The Treaty on the Functioning of the European Union, which was signed in 1957, was the first treaty that states the rights that each European Union citizen is entitled to. Under this treaty, each citizen can move freely within the territory of the Member States, vote and run as candidates in various elections, enjoy the protection and consular authorities of any Member State, and has the right to petition the European Parliament.⁴

Overseas Territories

Some member states have overseas territories that are outside the European Union. The Outmost Regions, which consists mainly of islands and **archipelagos**, are regulated by European Union laws on issues related to trade and investments. They also enjoy benefits such as free movement of workers. The reason for European Union laws regulating these issues is to help these territories compensate for the constraints caused by the geographical remoteness of these regions.⁵ Overseas

³ Ocaña, Juan Carlos. "The History of the European Union The European Citizenship." Edited by Jonathan Goldberg, 2003. <http://www.historiasiglo20.org/europe/ciudad europea.htm>.

⁴ Treaty on the Functioning of the European Union, Article 20, https://eur-lex.europa.eu/resource.html?uri=cellar:41f89a28-1fc6-4c92-b1c8-03327d1b1ecc.0007.02/DOC_1&format=PDF.

⁵ Kolodziejki, Marek. Outermost Regions (ORs): Fact Sheets on the European Union: European Parliament, September 2020. <https://www.europarl.europa.eu/factsheets/en/sheet/100/outermost-regions-ors->.

countries and territories (**OCTs**) are not sovereign countries as they depend on the member states and have constitutional relationships with member states.⁶ Due to this type of relationship, the member state that the OCT belongs to is the one that dictates what the foreign policies are. Whether the people living in those overseas territories can be granted European Union citizenship depends on the country's legislation, which can be complicated. During the 20th century, the United Kingdom had numerous colonies and complicated legislation determining who is considered a British national, making it difficult for the governing body of the Union to know who in the United Kingdom actually was a European citizen. To further complicate governing OCTs, each of these territories has its own constitution, government and local laws and the member states each interact with their politics in different ways. For example, Britain would appoint governors or commissioners to oversee operations in the territory. France, however, recognizes residents of its overseas territories as French nationals that can vote. The Netherlands, which has several islands in the Caribbean, have their residents considered as Dutch and European Union citizens, but the islands themselves are not part of EU territory. As for Denmark, Greenland is a special case as it is an official overseas country of Denmark. Greenland can receive EU funding and has some access to the bloc's internal market.⁷

Problems to be Resolved

Despite the benefits of European citizenship, there are arguments opposing this idea. One is the issue of national identity. As people are more and more used to being a member of the European Union, they tend to lack the national identity of their own country. The rights stated by the treaties enable people to move from country to country easily, as well as participating in politics. Citizens of European Union are no longer restricted in one country and the boundaries between countries become blurred. Countries fear that soon their citizens will lose sense of nationhood and the countries will no longer be unique with their own cultures. Delegates need to find ways to ensure national cohesion is not affected by the free movement of citizens.

⁶ EU. Overseas Countries and Territories. Europa.eu, https://ec.europa.eu/international-partnerships/where-we-work/overseas-countries-and-territories_en.

⁷ Staudenmaier, Rebecca, Europe's overseas territories: What you need to know, dw.com, Mar. 11th, 2018, <https://www.dw.com/en/europes-overseas-territories-what-you-need-to-know/a-46145298>.

Free movement also can cause problems of overpopulation. Think of traveling for vacation: now that crossing the borders is much easier, citizens may choose to travel abroad during breaks. As a result, popular spots may receive a much larger number of tourists during breaktime. This can cause chaos in the cities as they are not capable of providing entertainment to this many tourists. The cities will be overcrowded, and the environment may be polluted due to tourism. Having a generally permeable border can exacerbate these issues.

Another concern due to free movement is organized crime. The free movement of citizens may provide an opportunity for criminals to move across countries with greater ease and expand their illegal businesses into different countries. It is much harder to catch criminals if they are moving between different jurisdictions than if they are forced to stay within the borders of a country. Multinational criminal groups may thrive and pose threats to the safety of the European Union and its citizens. The delegates should work on measures that can enable citizens to travel while limiting criminal activities.

While trying to define what is a European Union citizen, and the rights that a European citizen has, delegates should take into consideration the positive and negative effects of the rights granted by citizenship.

History of the Problem

Introduction

The goal of unifying Europe is not new - instead, it was an ideal since the time of the Romans. However, the reasons to unite Europe have shifted significantly as countries took shape. In all forms of unification, movement of some kind is a necessity for real ramifications to exist. Through a historical understanding of European Union's creation and laws surrounding citizenship, the region can implement a new framework based on what has worked in the past.

World Wars

The great wars in Europe shifted the political landscape of the continent drastically, while remaining a social force. One of the largest causes of World War I was the stark national identities entrenched through a few decades of fairly consistent borders after the Franco-Prussian War. This was a time of intense rivalry as the countries struggled to best each other and dominate through their influence in Europe and around the world as empires exploited the people and resources for a foreign powers gain. Additionally, capitalism's acceleration at this time coupled with industrialization began to separate countries based on their economic levels.⁸ This all drove countries promoting their identities that were distinct, sometimes through the othering of other countries. Propaganda aided in the internalization of this national identity throughout various societies and is especially prevalent during the war.⁹ This early separation of country identity drove internal othering that made any kind of European unity only that of speculation and hope instead of action.

Alliances also added to the complexity of World War I as they pulled in most of Europe and created divisions that historically might not have arisen without signed documents.¹⁰ Yet, World War I almost drew nations together as nationals fought side by side. This is evident in Woodrow Wilson's

⁸ National Rivalries. The Corner.

<http://www.u.arizona.edu/~salvador/Spring%20thru%20February/World%20War%201/Causes%20of%20WWI%20Nationalism.pdf>.

⁹ Welch, David. "Propaganda for Patriotism and Nationalism," January 29, 2014. <https://www.bl.uk/world-war-one/articles/patriotism-and-nationalism>.

¹⁰ Cleary, Vern. Entangling Alliances. Modern World History Textbook

http://webs.bcp.org/sites/vcleary/modernworldhistorytextbook/wwi/section_2/entanglingalliances.html

push to create a unifying body as a requirement for world peace in his famous speech “The Fourteen Points”.¹¹ This body, the League of Nations, consisted of relatively few countries and the body did not have much real power, acting with the force of member nations only for little more than a decade. The member states focused on issues around the world and was able to de-escalate conflict between states, likely preventing a few wars as well as agree on economic and some trade settlements. However, as member states internal politics changed, so did the organization, leading to the exclusion of some members and the lack of unity in making decisions.¹² At one point, the concept of a European Union came up that would function as a separate organization as members thought that working with other groups would be most effective. However, these plans were slashed and only an internal working group was created to attempt a coalition from the inside. The talks were not entirely unsuccessful as countries on the outskirts of Europe, as well as those that had not been extremely active in the League of Nations, joined for talks, involving them further for the purpose of economic connections while having the side effect of minimizing conflict.¹³

The Second World War divided Europe as much as the First World War and brought an incredible amount of devastation at home and abroad. National identity played a large role in the build up to the war with Germany’s intense nationalism as well as a national character for who should live in that country. The pre-WWII era in Europe was that of pride when it came to colonialism and **imperialism** and these ideals intertwined with competition between other European countries. As a turning point for many issues, World War II allowed for unity among those with similar goals, such as a global coalition for coexistence and spurred decolonization efforts.¹⁴ In fact, the United Nations was a direct outcome from World War II as it was formed right after the Paris Peace Treaties were signed. With a general organization replacing the previous League of Nations, after the war Europe looked favorably upon the UN as a place for discussion and cooperation among nations. However, there was no system to handle economic issues and trade deals for a global network of trade. This vacuum,

¹¹ Woodrow Wilson, “The Fourteen Points,” https://avalon.law.yale.edu/20th_century/wilson14.asp

¹² “History of the League of Nations,” UNOG Library, Registry, Records and Archives Unit, [https://www.unog.ch/80256EDD006B8954/\(httpAssets\)/36BC4F83BD9E4443C1257AF3004FC0AE/%24file/Historical_overview_of_the_League_of_Nations.pdf](https://www.unog.ch/80256EDD006B8954/(httpAssets)/36BC4F83BD9E4443C1257AF3004FC0AE/%24file/Historical_overview_of_the_League_of_Nations.pdf)

¹³ Ibid

¹⁴ Harbsmeier, Michael. *Europe: Cultural Construction and Reality*. Google Play. Museum Tusulanum Press, 2001. <https://books.google.com/books?id=OTZ1De2LBBUC&pg=PA5&lpg=PA5&dq=national+character+and+identity+world+war+2&source=bl&ots=IsQNWoIrb2&sig=ACfU3U2gNqqmsg9oEM7vDZR-Vv5Lfk5oA&hl=en&sa=X&ved=2ahUKEwiYwsmvrLLqAhXHGcoKHXUk3oQ6AEwEXoECAoQAQ#v=onepage&q=national%20character%20and%20identity%20world%20war%202&f=false>

combined with increasing **globalization** and fast paced technological connection, gave way to the precursor organizations of the European Union.

Steel and Coal

The industrialization of Europe required natural resources to be the basis of economic prosperity in building up cities and manufacturing infrastructures. The importance of these resources made them central in trade agreements for post WWII payment and ensured future prosperity. Germany's natural resources were put up for grabs through a committee made up of Western bloc countries that were most affected by Germany. This group set up the International Authority for the Ruhr in 1948 to ensure that resources in Europe, mainly steel and coal production, would not be used for weaponization by superpowers. These and other efforts following WWII were threefold: to guarantee the disarmament and demilitarization of Germany, to support the revival of the countries of Europe, and to promote the close association between the economic systems to guarantee peace and prosperity in Europe.¹⁵ An additional benefit to these countries was to separate other Allied countries as a precursor of tensions that caused the Cold War.¹⁶

This coalition provided a framework for economic unity in the establishment of the European Coal and Steel Community (ECSC) through the Treaty of Paris in 1951 that effectively handed over these two markets to a unified European one. This allowed production and price to exist as a joint venture, ensuring that all parties involved had an incentive to work together. Jean Monnet, the head of the French planning agency at the time and who first proposed this idea, believed that an economic and political framework was essential to avoid Franco-German conflicts.¹⁷ This was a time when many multinational organizations, such as NATO, were created as a way to combat the intense division that led to the past world wars while also dividing the world into regions and ideology.

During the 1960s, one of the ECSC's main tasks was to reduce members' excess production of coal and replacing it with petroleum for fuel. As a result, coal mines that were deemed inefficient were

¹⁵ CVCE. Rep. *The International Authority for the Ruhr*. CVCE, 2016.

¹⁶ Ryner, Magnus and Alan Cafruny, *The European Union and Global Capitalism: Origins, Development and Crisis*, pg. 174.

¹⁷ The Editors of Encyclopedia Britannica. "European Coal and Steel Community." Encyclopædia Britannica. Encyclopædia Britannica, inc., n.d. <https://www.britannica.com/topic/European-Coal-and-Steel-Community>.

closed down in member states.¹⁸ In the 1970s when Japan and other countries began making low cost steel, the ECSC supervised the elimination of members' excess steelmaking capacity as that was putting that at a competitive disadvantage.¹⁹

The Treaty of Rome

The Treaty of Rome, which was signed in 1957, was one of the most fundamental treaties that would eventually lead to the formation of the European Union. The most significant outcome of this was the various economic improvements that became established as part of the European Union, such as the European Economic Community (EEC), which created a common market and customs union among all member states.²⁰ However, the reason for this treaty was not purely economic.

Underneath the construction of a unified market, there was a political aim to unite Europe in all areas of society- not just economic ones. Even in the preamble of the Treaty of Rome, it states that the Treaty declares "to be determined to lay the foundations of an even closer union among the peoples of Europe".²¹ The Treaty of Rome would soon be the foundations for other treaties to use to further achieve this political goal of a "closer union among the peoples of Europe".

The Single European Act

The Single European Act (SEA) was the first major development added to the Rome Treaty. By the time this act was signed in 1986- nearly 30 years after the Rome Treaty was signed- the union was still struggling in creating a politically unified Europe. Also by this time, despite that the European Community had grown in size, there was a major problem with implementing directives and regulations that they designed and passed. In terms of political advancements, one of the biggest changes made by the SEA was expanding Parliament's powers. Under the SEA, the Parliament was no longer limited to being simply an advisory role as they now had the power to veto an admittance of new member states, veto agreements made with associated states, and established elections of

¹⁸ Ibid.

¹⁹ Ibid.

²⁰ Ocaña, Juan Carlos. "The Treaties of Rome." Edited by Jonathan Goldberg. *The Treaty of Rome (1957) - The history of the European Union and European Citizenship*, 2003. <http://www.historiasiglo20.org/europe/traroma.htm>.

²¹ Department for European Policies. "The Treaties of Rome." Department for European Policies, December 5, 2018. <http://www.politicheeuropee.gov.it/en/legislation/the-treaties-of-rome/>.

the parliament's members.²² It also gave more power to the European Council, which is a body composed of leaders from the different member countries, and can be understood as a unified executive branch for Europe.



The Maastricht Treaty of European Union

The final treaty that was instrumental to the official creation of the European Union was the Maastricht Treaty of European Union, or simply the Maastricht Treaty. In this treaty that was signed in 1992, there were calls for further economic integration, creating common foreign and security policies, and increasing cooperation between police and other authorities on issues for crime, terrorism, and immigration.²³ When it signed, a total of 12 countries were the first ones to sign and agree to the treaty: Belgium, Denmark, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, and the United Kingdom.²⁴ By 1992, Austria, Malta, Cyprus, Finland,

²² Ibid.

²³ History.com Editors. "European Union Treaty Signed." History.com. A&E Television Networks, February 9, 2010. <https://www.history.com/this-day-in-history/european-union-treaty-signed>.

²⁴ European Central Bank, European Central Bank. "Five Things You Need to Know about the Maastricht Treaty." European Central Bank, February 15, 2017. https://www.ecb.europa.eu/explainers/tell-me-more/html/25_years_maastricht.en.html.

Norway, and Switzerland all joined to European Union.²⁵ The Maastricht Treaty is made up of three pillars: the European communities, a common foreign and security policy, and further cooperation in domestic affairs and justice.²⁶ This was also the first treaty that established EU citizenship, including the right for citizens to vote and run for office in various elections.

One of the biggest economic developments that came out of the Maastricht Treaty was laying the groundwork for the euro. In addition to laying the groundwork for the euro, the treaty also established the European Central Bank (ECB) and the European System of Central Banks, mainly to maintain **price stability**.²⁷ The idea of a single currency among all of Europe, and to be the main currency for all member countries and European citizens to use, was also not a new idea as it was first proposed in the early 1960s. Yet, due to the economic instability during the 1970s, a centralized currency was put off for a few decades until it was again reintroduced in the Maastricht Treaty. However, while the groundwork has been established, the euro wouldn't be introduced until 1999 and is something that delegates may consider in terms of citizenship, such as should all European Union citizens be required to use the euro?

²⁵ Ocaña, Juan Carlos. "The Treaty of Maastricht (1992)." *Historieiasiglo20.com*, 2003.
<http://www.historiasiglo20.org/europe/maastricht.htm>.

²⁶ Gabel, Matthew J. "The Maastricht Treaty." *Encyclopædia Britannica*. Encyclopædia Britannica, inc., n.d.
<https://www.britannica.com/topic/European-Union/The-Maastricht-Treaty>.

²⁷ European Central Bank, 2017.

Past Actions

The establishment of European Union citizenship benefits citizens in many ways, however, it also creates many inconveniences for the government. The right of free movement means that countries have less control over people as they can travel easily and quickly, and could potentially lead to higher rates of crimes as criminals can move between countries easier. To accommodate the changing world, countries have taken measures to maintain peace.

Multiculturalism

One of the main concerns of countries is that European citizenship can compromise a sense of national identity. The idea of national identity is a group of people having common points, such as history, culture, or other factors. These shared points often create a concrete sense of belonging and can shape a person's self-identity. Such a feeling of belonging can fuel a sense of duty towards one's country which, during times of social unrest, can impel citizens to do whatever they can to protect their country since they have a strong connection to the culture and history within that country. With a common currency and shared policies, the European Union created a new kind of "identity" for everyone living in the member states, and was one that is very different from national identity. Each of the member states have different official languages, different history and culture, yet the goal of the European Union is to establish a common set of policies that will unite these member countries, and their citizens, despite the differences between each country. This fear can be seen with Denmark as voters worried that European citizenship and an established union would infringe on their country's sovereignty.²⁸ On the one hand, countries want a united Europe where countries can work together but on the other hand, no country wants to lose its culture due to European integration.²⁹ Delegates should handle this delicate balance carefully and with much consideration.

Countries found that the best way to treat this problem is to embrace **multiculturalism**. Admitting to the fact that Europe has multiple cultures is better than forcing a single language by law.

²⁸ Gabel, Matthew J. "European Union." Encyclopædia Britannica. Encyclopædia Britannica, inc., January 31, 2020. <https://www.britannica.com/topic/European-Union>.

²⁹ Erdal, Rhiannon. "Identity Building: How Is Europe Different from the Nation?" The New Federalist. The New Federalist, May 3, 2019. <https://www.thenewfederalist.eu/identity-building-how-is-europe-different-from-the-nation?lang=fr>.

Additionally, the European Union has been working on preserving cultural heritage to ensure that countries will still have a connection to their unique heritage. The Treaty of the Functioning of the European Union, which was signed in 1957, is one of the treaties specifically aimed at preserving the cultures of each country. In the treaty it states that “the Union shall contribute to the flowering of the cultures of the Member States” and that “action by the Union shall be aimed at encouraging cooperation between Member States”.³⁰ Thanks to this treaty specifically, the European Union has been working hard on protecting heritage from the very start.

Right of Free Movement

The European Union publicized traveling freely between the various member countries in the Treaty of the Functioning of the European Union, which was signed in 1957. That treaty states that “the Union shall complement the action of the Member States in the tourism sector, in particular by promoting the competitiveness of Union undertakings in that sector.”³¹ From this, it shows that the European Union takes actions to help regulate traveling and tries to promote tourism in the various member states. In 1996, the European Travel Commission launched its first website to further promote tourism and travel between each member state. This was a new and fashionable thing at that time as the World Wide Web was created not long ago in 1990. The right of free movement by citizenship, along with the advertising and other efforts done by the European Union, has encouraged citizens to take advantage of their holidays and travel farther abroad. This creates jobs in the tourism industry and increases employment throughout the entire union.

Police Cooperation

While the right of free movement creates jobs in the tourism industry, it also makes criminals harder to catch. The different jurisdictions means that law enforcements may not realize the crimes are committed by the same group. Even if the police find out that the same criminal organization is responsible for several crimes, the jurisdictions make it hard for the police to cooperate. Unlike the criminals who have organizations and bases established in different countries throughout the European Union, the police do not work together to the same extent. To fight against cross-border

³⁰ Treaty on the Functioning of the European Union, n.d.

³¹ Ibid.

crimes, the European Union has been promoting cooperation between law enforcements in member states. The Treaty of the Functioning of the European Union states: European officials “shall take measures in order to strengthen customs cooperation between Member States and between the latter and the Commission. The Union shall establish police cooperation involving all the Member States' competent authorities.”³² This is significant in fighting cross border crimes since it is no longer between officials in two different countries to agree and set up protocols, which can be bogged down due to differences in opinions about how to handle the situation, and is instead controlled by one group: Parliament. Additionally, in 1992, the Europol Drugs Unit was established as a small group that went into action in 1994. The argument over the permanent site of Europol was heated, and the countries finally decided to build the headquarters of the agency at the Hague. In 1995, countries signed the Europol convention, which mandated that Europol must assist EU member states against international crime.³³ The agency was founded for the purpose of strengthening cooperation between authorities in member states to fight against criminal organizations that were now experiencing an easier time moving between borders. Its main function is to support local authority, to gather and provide information on criminal activities, and provide opinion from expertise.³⁴

Countries Defining Citizenship

Despite all of the difficulty in implementing citizenship, countries still have some control over their citizens as they can decide how to define citizenship for their own country. In order for a person to receive European Union citizenship, that individual must be a citizen of a member state. By legislation, member states have the right to decide who can receive citizenship according to birth, marriage, immigration, and other factors. Thus, we can conclude that every citizen of the European Union is recognized by a member state as someone who can be considered a member of the country.

³² Ibid.

³³ Europol. “Europol History.” Europol, n.d. <https://www.europol.europa.eu/history/europol-history.html>.

³⁴ EU. “European Police Office (Europol).” European Union, February 13, 2019. https://europa.eu/european-union/about-eu/agencies/europol_en.

Possible Solutions

Tourism Restrictions

As it was previously mentioned, the establishment of European Union citizenship enables people to travel further during vacations since it is now easier to travel between countries. While the boost in tourism can have positive effects that were mentioned previously, such as increased employment in the tourism sector, the boost in tourism also has negative effects such as causing an increase in pollution and pressure on the local society. Tourists bring rubbish with them and the pollution is unavoidable. They also cause trouble for the locals' daily life as they crowd into roads and shops, creating traffic jams, loud noises, and create a burden on existing infrastructure and businesses. The delegates must work to support the development of the tourism sector while protecting the local environment and society at the same time. One solution can be limiting the number of tourists that can visit a certain spot or try promoting countries that experience a lower amount of tourism. Both of these efforts can relieve the pressure on the local environment. However, this might be hard to execute as tourism can be the industry that supports that whole town, and thus residents will refuse the idea of limiting their income source.

Opt-outs

A special way of refusing to admit citizenship while still being part of the European Union is to opt-out. Since every treaty is amendable, if a country finds some of the rights by citizenship not suitable, it can ask for an opt-out. An opt-out by agreement can be very flexible according to the country's need as countries can choose to keep and refuse certain rights. For example, it may want to keep the right of free movement and deny the right of residence. While opt-outs can provide flexibility for countries, it is not a quick process and is also not guaranteed since every opt-out needs to be agreed upon from the other member states. When a country asks for an opt-out, they must convince the other member countries that such special treatment is necessary for the interest of the entire European Union. The process can take years and it is better to be prepared for the long debates before the agreement is signed.

Police cooperation

As mentioned before, Europol was established to support police agencies in member states. However, it can only help agencies in different member countries and does not have the right to perform arrests. Delegates may consider forming an agency that coordinates cross-border operations to a greater extent than Europol. This agency should be responsible for gathering information on crimes and organizing operations once it is confirmed that several crimes are committed by the same group. The advantage of this solution is that law enforcement may form small task groups with rights for arrestment. However, the disadvantage is that task forces are formed for certain crimes only and the members barely know each other and may affect efficiency. It is also likely that forming a new group will take extensive time and financial resources, so the formation of the group is unlikely to happen quickly.

Amendment

Every treaty can be amended. If one or several member states are not satisfied by the Treaty on the Functioning of the European Union, or any other treaty that exists, they can propose an amendment to make the treaty more favorable to what they are hoping to accomplish. All of the member states can then debate on the current treaty and how and if the treaty should be amended. For example, they can discuss whether to abolish citizens' right of free traveling to avoid chaos caused by frequent travels of large numbers of people or to keep the treaty as it is. Like the opt-out option, an amendment may take a long time to be discussed and passed and is not guaranteed as it also needs to be agreed and signed by all member states.

Bloc Positions

Tourism

Some European countries benefit greatly with open borders and free travel for other European Union citizens as it can increase tourism and revenue in the area. Many European countries' citizens travel outside their own country but inside the EU for vacation. If another EU country is receiving those tourists, it is helpful for their economy and thus the union as a whole. Travel agencies provide a large amount of the revenue for the tourism economy in the EU with the UK and Germany holding the largest EU travel agencies incoming revenue by 1997 with an upward trend. Switzerland and France also had a stake in tourist agencies in 1997 and continue trying to get more involved.³⁵ Tourism across the world is on the rise as more people have money and resources to travel with many tourists vacationing for 1 day, 1 week, or 2 weeks more frequently than other amounts of time.³⁶

On the opposite side of that, countries that experience a significantly lower number of tourists or a significantly higher number of tourists such that it possibly overburdens them, they could be against efforts to promote tourism as it would not benefit them and could even overburden them further. Countries that have a low number of tourists include Finland and some countries that are already high in tourism numbers are: Greece, Spain, and the Netherlands.³⁷

Labor Interests

For many EU member states, the incorporation of additional citizenship rights and groups represents an opportunity to vastly expand both domestic labor pools and intra-union employment opportunities for current citizens. Simply put, a collective citizenship makes it far easier to cross

³⁵ Leidner, Rüdiger, *The European Tourism Industry* § (2004).

³⁶ Office for National Statistics. "Holidays in the 1990s and Now." *Holidays in the 1990s and now*. Office for National Statistics, August 7, 2017.

<https://www.ons.gov.uk/peoplepopulationandcommunity/leisureandtourism/articles/holidaysinthe1990sandnow/2017-08-07>.

³⁷ Peterson, David. "Which European Countries Are Overrun with Tourists? A Data Story." *Towards Data Science*. Towards Data Science, August 31, 2017. <https://towardsdatascience.com/tourism-trends-in-europe-which-european-countries-are-overrun-with-tourists-f60c860bd23a>.

borders for work and opportunities that are nearly impossible to get within one's country of residence. Not only does this benefit countries wishing to send their citizens abroad, it also offers new talent and innovation for countries in need of new ideas and workers. Countries like Germany, Austria, and Luxembourg benefit from comparatively high rates of foreigners living and working within their borders³⁸. Creating more opportunities for this interconnection would appeal to their economic interests.

Security Concerns

For some EU countries, proper safeguards for domestic citizens need to be taken into account before admitting EU citizens to live and work within their borders. Issues of proper documentation, criminal and medical histories, and potential national security threats are seen as more difficult to address with large influxes of foreign born nationals. There are also issues with creating barriers for criminal organizations as they now have an easier time traveling between borders due to free movement. Belgium, France, and Spain have the highest police-recorded offences per 100,000 inhabitants, so countries that neighbor these countries, such as Italy, Austria, Germany, and Netherlands could be opposed to greater free movement policies without increasing various securities measures.

³⁸ Salt, John, and Jose Carlos Almeida. Rep. *International Migration in Europe* 22. 2nd ed. Vol. 22, 2006. <https://journals.openedition.org/remi/2828#tocto1n1>.

Glossary

Archipelagos: a group of islands

Domestic: belonging to one's home country

Globalization: the process by which one develops international influence or start operating on an international scale

Imperialism: a policy of expanding a country's power and influence through diplomacy or military force

Jurisdiction: authority granted to a law enforcement by location

Multiculturalism: the presence of, or support for the presence of, several distinct cultural or ethnic groups within a society

OCTs: Overseas Countries and Territories

Price stability: when there is little to no change in the economy over a period of time

The Treaty on the Functioning of the European Union: signed in 1957, one of the treaties that form the basis of the European Union legislation

Bibliography

Cleary, Vern. Entangling Alliances. Modern World History Textbook

http://webs.bcp.org/sites/vcleary/modernworldhistorytextbook/wwi/section_2/entanglingalliances.html.

CVCE. Rep. *The International Authority for the Ruhr*. CVCE, 2016.

Department for European Policies. "The Treaties of Rome." Department for European Policies, December 5, 2018. <http://www.politicheeuropee.gov.it/en/legislation/the-treaties-of-rome/>.

Erdal, Rhiannon. "Identity Building: How Is Europe Different from the Nation?" *The New Federalist*. *The New Federalist*, May 3, 2019. <https://www.thenewfederalist.eu/identity-building-how-is-europe-different-from-the-nation?lang=fr>.

EU. "European Police Office (Europol)." European Union, February 13, 2019. https://europa.eu/european-union/about-eu/agencies/europol_en.

EU. Overseas Countries and Territories. Europa.eu, https://ec.europa.eu/international-partnerships/where-we-work/overseas-countries-and-territories_en.

European Central Bank, European Central Bank. "Five Things You Need to Know about the Maastricht Treaty." European Central Bank, February 15, 2017. https://www.ecb.europa.eu/explainers/tell-me-more/html/25_years_maastricht.en.html.

Europol. "Europol History." Europol, n.d. <https://www.europol.europa.eu/history/europol-history.html>.

EU. "The history of the European Union", Europa.eu, https://europa.eu/european-union/index_en.

Gabel, Matthew J. "European Union." *Encyclopædia Britannica*. Encyclopædia Britannica, inc., January 31, 2020. <https://www.britannica.com/topic/European-Union>.

Gabel, Matthew J. "The Maastricht Treaty." Encyclopædia Britannica. Encyclopædia Britannica, inc., n.d. <https://www.britannica.com/topic/European-Union/The-Maastricht-Treaty>.

Harbsmeier, Michael. *Europe: Cultural Construction and Reality*. Google Play. Museum Tusulanum Press, 2001.
<https://books.google.com/books?id=OTZ1De2LBBUC&pg=PA5&lpg=PA5&dq=national+character+and+identity+world+war+2&source=bl&ots=lsQNWolrB2&sig=ACfU3U2gNqqmsg9lEM7vDZR-Vv5LfFk50A&hl=en&sa=X&ved=2ahUKEwiYwsmvrLLqAhXHGcoKHXUkB3oQ6AEwEXoECAoQAQ#v=onepage&q=national%20character%20and%20identity%20world%20war%202&f=false>.

History.com Editors. "European Union Treaty Signed." History.com. A&E Television Networks, February 9, 2010. <https://www.history.com/this-day-in-history/european-union-treaty-signed>.

"History of the League of Nations," UNOG Library, Registry, Records and Archives Unit, [https://www.unog.ch/80256EDD006B8954/\(httpAssets\)/36BC4F83BD9E4443C1257AF3004FC0AE/%24file/Historical_overview_of_the_League_of_Nations.pdf](https://www.unog.ch/80256EDD006B8954/(httpAssets)/36BC4F83BD9E4443C1257AF3004FC0AE/%24file/Historical_overview_of_the_League_of_Nations.pdf).

Kolodziejski, Marek. Outermost Regions (ORs): Fact Sheets on the European Union: European Parliament, September 2020.
<https://www.europarl.europa.eu/factsheets/en/sheet/100/outermost-regions-ors->.

Laursen, Finn. "The Merger Treaty: Creating a Single Commission and Council of the European Communities." *Oxford Research Encyclopedia of Politics*. 26 Apr. 2019.

Leidner, Rüdiger, *The European Tourism Industry* § (2004).

National Rivalries. The Corner.
<http://www.u.arizona.edu/~salvador/Spring%20thru%20February/World%20War%201/Cause%20of%20WWI%20Nationalism.pdf>.

Ocaña, Juan Carlos. "The History of the European Union The European Citizenship." Edited by Jonathan Goldberg, 2003. <http://www.historiasiglo20.org/europe/ciudad europea.htm>.

Ocaña, Juan Carlos. "The Treaties of Rome." Edited by Jonathan Goldberg. The Treaty of Rome (1957) - The history of the European Union and European Citizenship, 2003. <http://www.historiasiglo20.org/europe/traroma.htm>.

Ocaña, Juan Carlos. "The Treaty of Maastricht (1992)." [Historiasiglo20.com](http://www.historiasiglo20.org/europe/maastricht.htm), 2003. <http://www.historiasiglo20.org/europe/maastricht.htm>.

Office for National Statistics. "Holidays in the 1990s and Now." [Holidays in the 1990s and now](https://www.ons.gov.uk/peoplepopulationandcommunity/leisureandtourism/articles/holidaysinthetwentyyearsandnow/2017-08-07) . Office for National Statistics, August 7, 2017. <https://www.ons.gov.uk/peoplepopulationandcommunity/leisureandtourism/articles/holidaysinthetwentyyearsandnow/2017-08-07>.

Peterson, David. "Which European Countries Are Overrun with Tourists? A Data Story." [Towards Data Science](https://towardsdatascience.com/tourism-trends-in-europe-which-european-countries-are-overrun-with-tourists-f60c860bd23a). Towards Data Science, August 31, 2017. <https://towardsdatascience.com/tourism-trends-in-europe-which-european-countries-are-overrun-with-tourists-f60c860bd23a>.

Ryner, Magnus and Alan Cafruny, *The European Union and Global Capitalism: Origins, Development and Crisis*, pg. 174.

Salt, John, and Jose Carlos Almeida. Rep. *International Migration in Europe* 22. 2nd ed. Vol. 22, 2006. <https://journals.openedition.org/remi/2828#tocto1n1>.

Staudenmaier, Rebecca, Europe's overseas territories: What you need to know, [dw.com](https://www.dw.com/en/europes-overseas-territories-what-you-need-to-know/a-46145298), Mar. 11th, 2018, <https://www.dw.com/en/europes-overseas-territories-what-you-need-to-know/a-46145298>.

The Editors of Encyclopedia Britannica. "European Coal and Steel Community." Encyclopædia Britannica. Encyclopædia Britannica, inc., n.d. <https://www.britannica.com/topic/European-Coal-and-Steel-Community>.

Treaty on the Functioning of the European Union, Article 20, https://eur-lex.europa.eu/resource.html?uri=cellar:41f89a28-1fc6-4c92-b1c8-03327d1b1ecc.0007.02/DOC_1&format=PDF.

Welch, David. "Propaganda for Patriotism and Nationalism," January 29, 2014. <https://www.bl.uk/world-war-one/articles/patriotism-and-nationalism>.

Woodrow Wilson, "The Fourteen Points," https://avalon.law.yale.edu/20th_century/wilson14.asp.

TOPIC B: TRANSPORTATION OF GOODS

Statement of the Problem

The European Union was established under the vision of building a united Europe where members work together to benefit, especially economically. Right after the Second World War, numerous countries were recovering from the damage of the war. In Europe, several countries decided to work together in order to stimulate and rebuild their economy. The results are the predecessors of the European Union including the European Coal and Steel Community, EEC and Euratom. The European Union has inherited the vision of a united Europe and one of its main goals at this time was to form a single market in Europe. In this committee, we are going to explore an essential part of the market: transportation of goods.

Treaty of Rome

The Treaty of Rome, which was signed in 1957, established a common market which enabled free competition between companies in different countries. It also enables a series of common policies aiming at rebooting the economy. For example, the member states all agreed to eliminate any tariff barriers over a 12 year period in aims of promoting economic success and creating a freer exchange between various markets.³⁹ However, the Rome Treaty took unifying the member states market by also focusing on specific sectors. For example, the Rome Treaty also created the Common Agricultural Policy (CAP) which enacted a free market of agricultural products within the EEC. It also established policies that were designed to protect European farmers by guaranteeing them sufficient revenues and helped them avoid competition from other countries' products by guaranteeing set agricultural prices.⁴⁰ Most importantly, it enables free movement of goods between member countries.⁴¹

³⁹ Ocaña, 2003.

⁴⁰ Ibid.

⁴¹ Treaty on the Functioning of the European Union, n.d.

Policy and Infrastructure

Now that laws support the movement of goods, what this committee should work on is the charging and infrastructure. Before the European Union, every country had its own toll system, but this has created problems in establishing a common market as transporting goods across borders has been difficult because of the different systems.

Delegates may also need to consider improving infrastructure that already exists within certain member states as they could have insufficient infrastructure to handle an increase of transportation of goods that comes with the European Union.

The Single European Act

The Single European (SEA) was in large part created by British Commissioner Arthur Cockfield who drafted a report with 300 recommendations on how to create this desired single market.⁴² In this report, Cockfield identified three reasons that explained why the single market failed to be created. Those reasons were: physical (border), technical (rules and regulations), and fiscal (tax rates differing among different countries). The main goal for the SEA, which is something that the member states felt was lacking within the Rome Treaty and part of the delay in creating a unified market, was to set a deadline for implementing a single market by 1992 and did so by trying to address each of the barriers that Cockfield mentioned in his report.⁴³ To address the barriers that were in Cockfield's report, the SEA allowed free movement of goods, capital, labor and services between the member states.⁴⁴ It also attempted to create a Europe without frontiers in an attempt to eliminate the red tape and difficulties associated with crossing borders of member states.⁴⁵

⁴² James, Will. "Single European Act." CIVITAS Institute for the Study of Civil Society, 2005. https://www.civitas.org.uk/content/files/TR.2.SEA_.pdf.

⁴³ Ibid.

⁴⁴ Madsen, Peter. "Single European Act." Encyclopædia Britannica. Encyclopædia Britannica, inc., June 24, 2020. <https://www.britannica.com/topic/Single-European-Act>.

⁴⁵ Ibid.

Road and Rail

The late 20th century is the period of mass production and mass distribution of goods. Thus, transportation plays an important role in the economy to ensure that such transportation of goods is still efficient. European countries have established many motorways during the 20th century in order to satisfy the need of sufficient road network for automobile transportation.⁴⁶

Just like the automobile industry, the rail system is also very well developed in the 20th century. For those two means of transport that already have fully developed infrastructure in place, the European Union needs to focus on establishing cross-border operations and using the current infrastructure in the most efficient method. Member states may also cooperate and establish motorways and rails that connect several countries to improve this efficiency.

Water Transport

Water transport through seas and rivers is equally popular at this time. Shipping is one of the first forms of transportation as it has existed since near the very beginning of civilization itself. Throughout Europe, there are already several ports for cargo ships to come and go. First founded in the 19th century, the port of Bremerhaven has already opened container terminals in order to accompany the changing needs of a unified European market. Similarly, the port of Rotterdam in Netherlands, which had to be rebuilt after it was destroyed during the Second World War, has become a prototype for ports in Europe.⁴⁷ At such locations with large ports, shipping supports the economy of the whole city and is where the majority of the city's employment comes from. In addition, advancements in technology has enabled countries to build canals that connect various waterways and seas, making water transportation significantly more efficient. Now that countries have formed the European Union, they may consider building new cross-border canals and create a waterway network to further improve the speed and efficiency of water transport.

⁴⁶ Vahrenkamp, Richard, "The Rise of Transportation and Logistics in Europe 1950 - 2000", 17 Aug., 2012, <https://www.intechopen.com/books/globalization-education-and-management-agendas/the-rise-of-transportation-and-logistics-in-europe-1950-2000>.

⁴⁷ The Editors of Encyclopaedia Britannica. "Rotterdam." Encyclopædia Britannica. Encyclopædia Britannica, inc., April 4, 2019. <https://www.britannica.com/place/Rotterdam-Netherlands>.

Air Transport

Unlike the others, air transport is a whole new concept during the 1990s. Cargo aircraft thrived during the Second World War for transporting military equipment but was not heavily used for commercial transportation of goods during or before. After the war, private companies started to regularly use aircraft for delivering goods since it is much faster than other means of transport. The introduction of air transport also led to a new idea: airspace. After the numerous bombings by planes during the war, countries were very cautious when it came to aircraft passing through their territory, especially since it is nearly impossible to tell which country that plane belongs to and if it is for transportation of goods, surveillance, or another attack. Each member state has its own regulations on planes passing its airspace and delegates may discuss whether to form a common policy to simplify the process of applying for an air route.

By unifying the routes and policy for transportation of goods, the European Union can attract more companies to expand their operation, and thus boost countries GDP. During the conference, delegates should be aware that they can only enact laws to regulate the market and cannot control the companies' decisions.

History of the Problem

Introduction

Efforts to establish trans-European economic integration are not particularly new. As far back as the Roman Empire, free movement of goods and trade within the continent were essential for the livelihoods of European merchant classes. Integral to both this practice and our historical understanding of it was the Roman system of roads. This network of hard-surfaced transit covered 50,000 miles stretching from Spain to Iran.⁴⁸ This framework built the backbone of European transportation for centuries, with some fragments still existing in the present day. Throughout the next millennium, the precedent created for European transportation continued.

The Commercial Revolution

After the fall of Rome and the subsequent Dark Ages, medieval European society entered a fundamental shift in its economic structure. Through the 11th century, most communities relied on subsistence agriculture as the primary source of consumption and primary use of labor. With the onset of the crusades and renewed trade from the east, however, agrarian surplus in European communities soon transformed into export products.⁴⁹ Starting in the maritime communities of Italy and Greece, new ideas and goods began to circulate within Western Europe. Trade empires like Venice grew wealthy not through agrarian labor, but through the movement of goods from the East into Europe.⁵⁰ With this growth of wealth came improvements to national coinage, the beginnings of credit, and economic growth and development that echoed throughout the continent. This economic growth, also, required expansion of transportation methods for goods. New roads began to take shape, internal waterways and rivers became a staple of the transport of goods from one community to another. Through the 14th century, this development along the Mediterranean continued.

⁴⁸ The Editors of Encyclopaedia Britannica. "Roman Road System." Encyclopædia Britannica. Encyclopædia Britannica, inc., April 3, 2018. <https://www.britannica.com/technology/Roman-road-system>.

⁴⁹ Lopez, Robert S. *The Commercial Revolution of the Middle Ages*. Cambridge: Cambridge University Press, 1976. doi:10.1017/CBO9780511583933.

⁵⁰ Ibid.

The Hanseatic League

While circumstances within the Mediterranean spawned new and unique trade routes and systems, in the north of Europe, new transportations of goods were afoot. Growing from medieval guilds, key trading cities in modern day Germany and Poland began to monopolize and grow Baltic trade across northern Europe and started what is now known as the Hanseatic League.⁵¹ Reaching from Russia to England, traders of the Hansa facilitated the free transportation of goods across northern Europe by using similar maritime methods and waterways in growing their networks. This network was also unique in its political ramifications. To be in Hansa was to not only trade together, but to form a loose political and legal union together. Through this, transportation of goods became a groundwork for the construction of a political order yet unseen in the region. This union lasted in strength until a steady period of decline starting in the 15th century, as new eastern powers like Poland and Russia began to break the Hanseatic monopoly.⁵² By the late 17th century, the power of the Hanseatic league had all but faded.

Mercantilism

Up until now, the movement of goods was merely restrained by the technological prowess of the trader and the quality and quantity of the infrastructure present. However, the advent of **mercantilism** changed this. As the nation states of Europe began to fully form and increase their power, questions of trade became apparent. Some prominent thinkers starting in the 16th century began to question the role of the state in trade. Ideas of trade deficits and surpluses began to take hold, and nations sought to stockpile gold and silver through the export of goods, while restricting imports.⁵³ Due to all of this, mercantilism replaced the previous feudal economic system, especially in Western Europe, and began an economy rooted in the idea that a nation's wealth and power comes from increasing their exports and collecting gold and silver.⁵⁴ Countries encouraged their citizens to only buy goods at home and the international transfer of goods was discouraged. Nations eventually

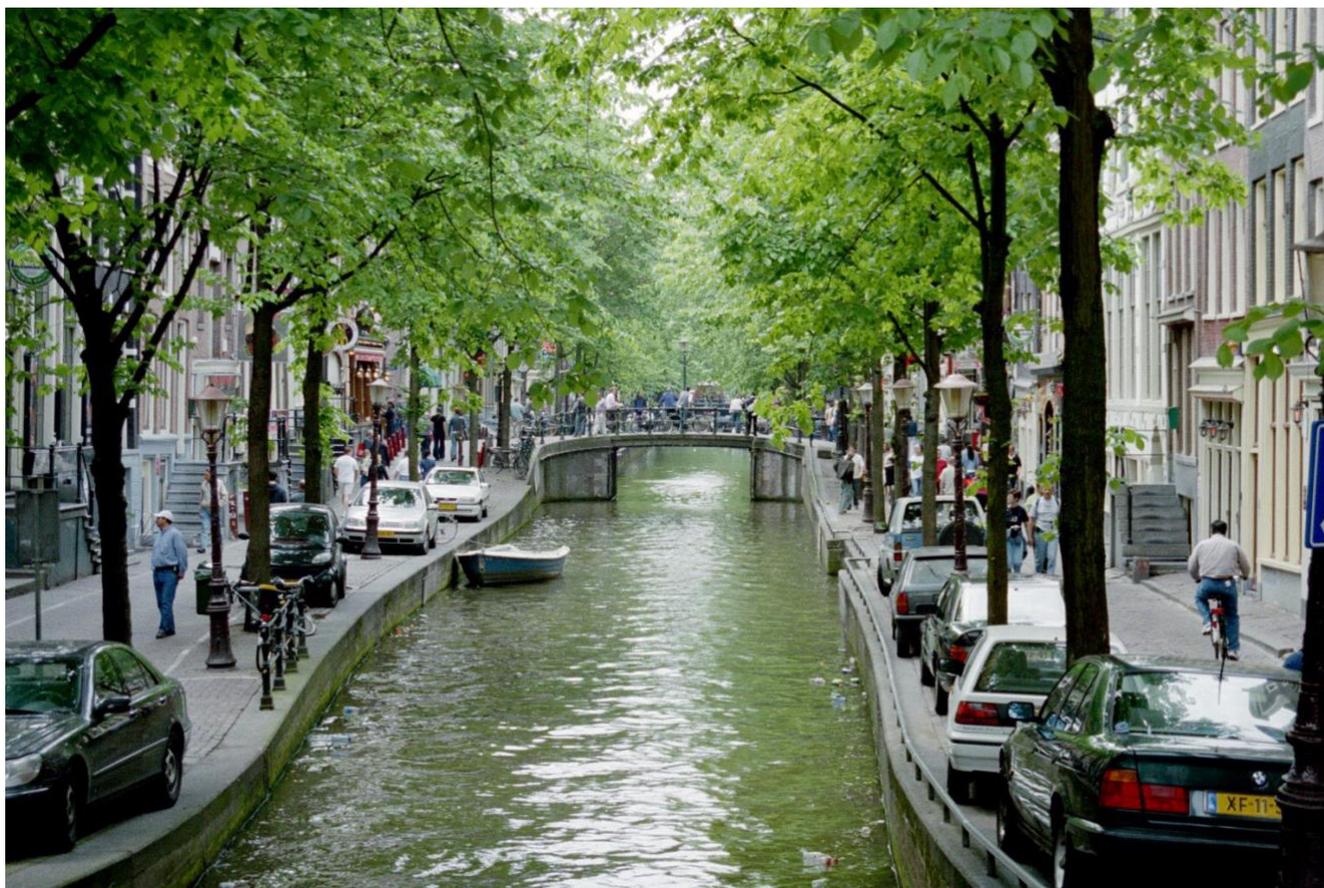
⁵¹ Hibbert, Arthur Boyd. "Hanseatic League." Encyclopædia Britannica. Encyclopædia Britannica, inc., October 21, 2019. <https://www.britannica.com/topic/Hanseatic-League>.

⁵² Ibid.

⁵³ The Editors of Encyclopaedia Britannica. "Mercantilism." Encyclopædia Britannica. Encyclopædia Britannica, inc., May 13, 2020. <https://www.britannica.com/topic/mercantilism>.

⁵⁴ Bloomenthal, Andrew. "Mercantilism." Edited by Brian Barnier. Investopedia. Investopedia, April 28, 2020. <https://www.investopedia.com/terms/m/mercantilism.asp>.

even restricted their coastlines and borders from trade, instead choosing to construct far away colonies and artificial monopolies to bolster their merchant classes.⁵⁵ While these ideas fell out of favor for the most part by the late 18th century, ideas of mercantilism still exist today. Modern tariffs and trade wars exist as an extension of the theories that came from 16th century European thinkers as the idea of protecting producers at home was of greater importance than the free transportation of goods internationally. However, by the late 18th century, a new idea was sweeping European intellectual circles.



The Industrial Revolution and Capitalism

In 1776, *An Inquiry into the Nature and Causes of the Wealth of Nations* was published by a British thinker named Adam Smith.⁵⁶ This scathing critique of the mercantilist policies of the British Empire

⁵⁵ Ibid.

⁵⁶ The Library of Economics and Liberty. "Adam Smith." Econlib. Accessed November 21, 2020. <https://www.econlib.org/library/Enc/bios/Smith.html>.

began a new era in the economic history of Europe: capitalism was born.⁵⁷ With the insights to a Smithian organization of labor came new theories of free trade and commerce between nations. These theories, coupled with the laissez-faire ideas of David Ricardo, who is another British classical economist, the British Empire overturned its previous mercantilist trade practices in the mid 19th century.⁵⁸ By 1860, the Cobden-Chevalier treaty was signed between Britain and France and led to the establishment of free trade agreements across various European powers. This network and the treaty created the first modern liberal trade regime within this region. Additionally, the growth of new technologies like rail and steamboats made it possible for even cheaper and easier movement of goods across borders both due to the speed of transporting goods as well as the amount of goods that can be transported in one round or shipment. From this, the current order of free trade agreements and negotiations among the European Union was born.

The way that consumer goods were being marketed also changed with this rise of capitalism as shops started catering to those who could afford coffee from Brazil and not just selling the product that the shop owner made themselves.⁵⁹ During this time as well, infrastructure was enhanced and expanded. For seamen, they saw improved docks and new navigation instruments and charts that were more accurate. 64 new lighthouses, an important feature for the transportation of goods via sea routes especially past sunset, were added between 1600 and the mid-1700s.⁶⁰ By 1789, France also had 7,500 miles of roads and essentially every Dutch city was linked by canals.⁶¹

⁵⁷ Heilbroner, Robert L. "Adam Smith." Encyclopædia Britannica. Encyclopædia Britannica, inc., July 13, 2020. <https://www.britannica.com/biography/Adam-Smith>.

⁵⁸ Spengler, Joseph J. "David Ricardo." Encyclopædia Britannica. Encyclopædia Britannica, inc., September 7, 2020. <https://www.britannica.com/biography/David-Ricardo>.

⁵⁹ Mayne, Richard J. "Early Capitalism." Encyclopædia Britannica. Encyclopædia Britannica, inc., February 4, 2020. <https://www.britannica.com/topic/history-of-Europe/Early-capitalism>.

⁶⁰ Ibid.

⁶¹ Ibid.

Past Action

Road and Rail

The 20th century sees the creation of freeways, a highway with no conflicting traffic movement and no access from adjoining properties. Europe is the first to introduce highway systems that divide highways into four classes: national, regional, main local roads, and township roads. They are maintained by different sections: national roads are the responsibility of the government, regional roads are maintained by department under road service bureaus, main local roads rely on communes and grants from department, and finally, township roads are built and maintained by communities alone.⁶²

In an effort to standardize the transport network, the European Economic Community adopted the First Railway Directive and proposed opening the market. This was the first directive specifically created that aimed to create a uniform management system within the European Union.⁶³

Water transport

The water transport facilities can be divided into two types: ports and canals. As mentioned before, the history of waterway shipping is likely connected to the history of human civilization as most societies started near waterways. After the Second World War, ports such as Rotterdam were recovering from destruction and trying to adapt to the post war economy.

Water transport was an easy and logical decision for transport as Europe is connected by a large network of waterways. Although the use of transport among small rivers had significantly decreased due to the rise of rail and roads, and because of war, the transport of mass products still heavily relied on canals.⁶⁴ Unlike water transport generally, the technology to build canals is relatively new and fully

⁶² Lay, Maxwell Gordon. "Roads and Highways." Encyclopædia Britannica. Encyclopædia Britannica, inc., June 6, 2016. <https://www.britannica.com/technology/road>.

⁶³ Tunncliffe, Andrew. "Timeline: Europe's Dream for a Single Railway, Two Decades In." Railway Technology, September 3, 2019. <https://www.railway-technology.com/features/rail-transport-in-europe/>.

⁶⁴ "Shipping, Inland Waterways, Europe ." *History of World Trade Since 1450*. . *Encyclopedia.com*. (October 16, 2020). <https://www.encyclopedia.com/history/news-wires-white-papers-and-books/shipping-inland-waterways-europe>

matured in the 20th century. One of the earliest and most crucial Canal, the Corinth Canal which connects the Gulf of Corinth and the Saronic Gulf, was finished in the 19th century.⁶⁵ The Rhine-Main-Danube Canal, also known as the Europa Canal, links the North Sea and the Black Sea. It was completed in 1992, just a few years before this committee is held.⁶⁶ Finished in 1895, the Kiel Canal connects the Baltic Sea with the North Sea.⁶⁷ Danube-Black Sea Canal, built in the 20th century, is an important part of the European canal system that links the North Sea to the Black Sea.⁶⁸

Air Transport

By the time this committee was held, commercial airlines had been booming as firms could provide international services. Planes can carry goods across long distances in a shorter time than any means of ground transport. However, the competition in aviation was actually low because of the high cost. The European Union signed three aviation liberalization packages permitting aircrafts that belong to firms in member states to enter any EU routes.⁶⁹ This had successfully set up a single internal market for aviation, and made air transport slightly more accessible among the European Union Members.

⁶⁵ Clarke, Michael. "Corinth Canal." Encyclopædia Britannica. Encyclopædia Britannica, inc., March 18, 2019. <https://www.britannica.com/topic/Corinth-Canal>.

⁶⁶ Clarke, Michael. "Main-Danube Canal." Encyclopædia Britannica. Encyclopædia Britannica, inc., June 27, 2018. <https://www.britannica.com/topic/Main-Danube-Canal>.

⁶⁷ Clarke, Michael. "Kiel Canal." Encyclopædia Britannica. Encyclopædia Britannica, inc., May 6, 2013. <https://www.britannica.com/topic/Kiel-Canal>.

⁶⁸ Penčev, Peter Georgiev. "Danube River." Encyclopædia Britannica. Encyclopædia Britannica, inc., August 20, 2019. <https://www.britannica.com/place/Danube-River>.

⁶⁹ "Air transport: market rules", Europa.eu, <https://www.europarl.europa.eu/factsheets/en/sheet/131/air-transport-market-rules>.

Possible Solutions

Policy

The European Union is trying to form a single market within its member states. To do that, transportation of goods must be simplified. Delegates should work together to set up common policies on transport, whether it is ground, water, or air. For example, countries had already agreed on setting a common tariff, now is the time to discuss what it is. The debate may take a long time for countries to reach an agreement while protecting their interest. However, if the debate takes too long, the economy may crash and cause chaos. The delegates must try to come up with a common policy soon enough so that the economy is not affected greatly.

Roads and Rail

Ground transport by automobile and train is already very developed. Delegates may consider small constructions that link roads or rails together to form a larger Europe network. By doing this, more rural and inland countries and cities could see an increased ease of delivery and receiving various goods as they have more roads connected to them or nearby them. However, this will lead to the problem of which member state should be responsible for cross-border constructions and deciding who must pay can be time consuming and potentially unproductive if countries are unwilling to compromise.

Canal

As mentioned before canals have already been constructed throughout much of Europe. Though smaller goods are more likely to be transported through ground transport, mass products still rely on Europe's water network for transportation. Thus, building canals to connect rivers and seas can help transport products quicker and more conveniently. The difficulty in building canals is the land. To dig a canal, countries need to own the land. Here comes the problem: if a planned canal crosses the border, how should the two countries divide the cost of buying land? What if the owner of the land refuses to sell? The delegates will not only be dealing with each other, but will also be working with private landowners.

Air

Despite air transport having the ability to transport goods farther and quicker, it has been very expensive in the past. While there have been the efforts of the aviation liberation packages, delegates must find new ways to lower the cost and attract customers as these previous efforts have not made significant progress in lowering the costs. One way may be setting up prizes for outstanding inventions related to aircraft. The difficulty in this is that the development in aircraft is different in every country and it is hard to set up a judge panel that all member states can agree on. Also, where will the prize money come from? There are a lot of problems to be solved if the delegates want to set up a prize or some other incentive to lower the cost of air transport.

Bloc Positions

Laissez-faire

For some within the EU, there is a substantial benefit to free and unfettered movement of goods across EU borders. For nations with strong domestic industry, the ability to move goods cheaply and efficiently across the continent poses a serious advantage. In 1999, Germany, Italy, France, Belgium, and the Netherlands all had **positive trade balances**, that is, they exported more goods than they imported. For these nations, free markets offer even more opportunities to sell goods and services. These countries may also favor expansion of current free market protocols, further lowering of even common tariffs, and the construction of better infrastructure.



Protect Local Production

Some countries may wish to protect local production from foreign competition, especially with nations better suited toward industrial or agricultural production. For these nations, safeguards, tariffs/price controls, or ratings standards may be desired to protect their own farmers and craftsmen from economic harm. The UK, Greece, and Spain all had **negative trade balances**. That is, they imported more goods and services than they exported. For these countries, it may be desired to keep more production domestic to boost their own industry, even in spite of potential harms to the economic union as a whole.

Improving Existing Infrastructure

Expanding and creating new infrastructure will only benefit countries that already have quality infrastructure that are highly functional. For other countries that have transportation infrastructure, such as roads, that are already low in quality, building new infrastructure will most likely not affect them and money that could be used to improve their existing infrastructure would instead be used to build new infrastructure. Because of this, countries like Greece, Luxembourg, and Portugal which all have low quality roads would be more willing to see money spent on improving their existing infrastructure before spending money on creating new infrastructure. On the contrary, countries that already have well established infrastructure will want to create new ones to further advance their economies. These countries would be Germany, Italy, Sweden, and France.

Glossary

Laissez Faire: an economic system where no government intervention occurs

Negative trade balances: when a country's imports are greater than its exports

Positive trade balances: when a country's exports are greater than its imports

Tariff: tax paid on imports or exports

Bibliography

"Air transport: market rules", Europa.eu,

<https://www.europarl.europa.eu/factsheets/en/sheet/131/air-transport-market-rules>.

Bloomenthal, Andrew. "Mercantilism." Edited by Brian Barnier. Investopedia. Investopedia, April 28, 2020. <https://www.investopedia.com/terms/m/mercantilism.asp>.

Clarke, Michael. "Corinth Canal." Encyclopædia Britannica. Encyclopædia Britannica, inc., March 18, 2019. <https://www.britannica.com/topic/Corinth-Canal>.

Clarke, Michael. "Kiel Canal." Encyclopædia Britannica. Encyclopædia Britannica, inc., May 6, 2013. <https://www.britannica.com/topic/Kiel-Canal>.

Clarke, Michael. "Main-Danube Canal." Encyclopædia Britannica. Encyclopædia Britannica, inc., June 27, 2018. <https://www.britannica.com/topic/Main-Danube-Canal>.

Heilbroner, Robert L. "Adam Smith." Encyclopædia Britannica. Encyclopædia Britannica, inc., July 13, 2020. <https://www.britannica.com/biography/Adam-Smith>.

Hibbert, Arthur Boyd. "Hanseatic League." Encyclopædia Britannica. Encyclopædia Britannica, inc., October 21, 2019. <https://www.britannica.com/topic/Hanseatic-League>.

James, Will. "Single European Act." CIVITAS Institute for the Study of Civil Society, 2005. https://www.civitas.org.uk/content/files/TR.2.SEA_.pdf.

Lay, Maxwell Gordon. "Roads and Highways." Encyclopædia Britannica. Encyclopædia Britannica, inc., June 6, 2016. <https://www.britannica.com/technology/road>.

Lopez, Robert S. *The Commercial Revolution of the Middle Ages*. Cambridge: Cambridge University Press, 1976. doi:10.1017/CBO9780511583933.

Madsen, Peter. "Single European Act." Encyclopædia Britannica. Encyclopædia Britannica, inc., June 24, 2020. <https://www.britannica.com/topic/Single-European-Act>.

Mayne, Richard J. "Early Capitalism." Encyclopædia Britannica. Encyclopædia Britannica, inc., February 4, 2020. <https://www.britannica.com/topic/history-of-Europe/Early-capitalism>.

Ocaña, Juan Carlos. "The History of the European Union The European Citizenship." Edited by Jonathan Goldberg, 2003. <http://www.historiasiglo20.org/europe/ciudad europea.htm>.

Penčev, Peter Georgiev. "Danube River." Encyclopædia Britannica. Encyclopædia Britannica, inc., August 20, 2019. <https://www.britannica.com/place/Danube-River>.

"Shipping, Inland Waterways, Europe ." History of World Trade Since 1450. . Encyclopedia.com.(October 16, 2020). <https://www.encyclopedia.com/history/news-wires-white-papers-and-books/shipping-inland-waterways-europe>.

Spengler, Joseph J. "David Ricardo." Encyclopædia Britannica. Encyclopædia Britannica, inc., September 7, 2020. <https://www.britannica.com/biography/David-Ricardo>.

The Editors of Encyclopaedia Britannica. "Mercantilism." Encyclopædia Britannica. Encyclopædia Britannica, inc., May 13, 2020. <https://www.britannica.com/topic/mercantilism>.

The Editors of Encyclopaedia Britannica. "Roman Road System." Encyclopædia Britannica. Encyclopædia Britannica, inc., April 3, 2018. <https://www.britannica.com/technology/Roman-road-system>.

The Editors of Encyclopaedia Britannica. "Rotterdam." Encyclopædia Britannica. Encyclopædia Britannica, inc., April 4, 2019. <https://www.britannica.com/place/Rotterdam-Netherlands>.

The Library of Economics and Liberty. "Adam Smith." Econlib. Accessed November 21, 2020. <https://www.econlib.org/library/Enc/bios/Smith.html>.

Treaty on the Functioning of the European Union, Article 20,

https://eur-lex.europa.eu/resource.html?uri=cellar:41f89a28-1fc6-4c92-b1c8-03327d1b1ecc.0007.02/DOC_1&format=PDF.

Tunncliffe, Andrew. "Timeline: Europe's Dream for a Single Railway, Two Decades In." *Railway Technology*, September 3, 2019. <https://www.railway-technology.com/features/rail-transport-in-europe/>.

Vahrenkamp, Richard, "The Rise of Transportation and Logistics in Europe 1950 - 2000", 17 Aug., 2012, <https://www.intechopen.com/books/globalization-education-and-management-agendas/the-rise-of-transportation-and-logistics-in-europe-1950-2000>.