



Committee: ECOSOC
Topic: Addressing “The Line” Project
Chair: Pamela Coutiño González
Moderator: Valeria Martinez Reyes

Introduction

The Economic and Social Council (ECOSOC) brings people and issues together to promote collective action for a maintainable world (UN, 2022). Conducts on advanced analysis, agree on global standards, and advocate for progress at the United Nations development systems core. The committee collaborative solutions advance sustainable development by making great results for living. ECOSOC studies economic, social, and environmental change, and encourages agreement on actions and policies that are consistent and linked by these three fundamentals. Since the committee's inception in 1945, ECOSOC has served as one of the main UN organs, organizing its activities around a global livable progress theme each year. This guarantees focused attention throughout the UN development system and among ECOSOC's diverse partners.

ECOSOC's faculty is to connect groups that decide, promote, govern, and advise. Similarly, to be persistent in developing organizations and giving way to people. As a result, it is easier for governments' discussions about crucial problems on a global level. The committee has documentation of agendas, reports, and resolutions, the most recent resolution being Palestinian women, to which the committee gives attention for people to know more information about the situation.

In addition to this, giving significance to The Line project which is a strengthened technology with a vision of the future, planning to move people and supplies to where they're needed by a standard form which will push for production with less waste. In contrast to the link with nature, 95% will be unconsumed by the growth of cities with more people. A spot unlike any other place in the world, social and money-based, for trying new things out and testing innovative scientific ideas. By joining and connecting worldwide to stop catastrophes before they happen, contemplating healthcare, and focusing on people living longer.

At the same time, they will have a zero-car environment, benefiting the environment, administrating transportation without pollution or wasting time, and bringing down the distance between home and work, leaving time for fun and relaxation. Also, eliminating the need to pay for fuel or related costs. The Line's design is based around people and

not technology surrounding the place. A thinking-oriented city that describes a possible future, and responds to what is required, not the opposite. Along with zero-gravity to upgrade density for this new experience and more job opportunities.

Development

The Line is a cultural revolution that prioritizes people and offers urban residents a unique experience while protecting the natural environment. It redefines the idea of urban growth and the design of future cities; The Line will discuss the problems that contemporary urban life brings to humans and highlight better ways of living—not forgetting and ignoring that a “New future” (NEOM) or new destination being created in the northwest of Saudi Arabia is leading the pace in offering creative solutions to the livability and environmental issues the communities are encountering. To bring the concept of a building to life, NEOM is leading a group of the most talented individuals in architecture, engineering, and construction. This will have a total capacity of 9 million people and be constructed in a 34 square kilometer area, resulting in a smaller infrastructure footprint and hitherto unheard-of efficiency in city operations. Moreover, residents can take advantage of the nearby natural beauty thanks to the optimum environment all year round. In addition to high-speed rail, which takes 20 minutes to go from point A to point B, all amenities will be accessible to homeowners within a five-minute walk of their homes.

The Line presents an innovative method for urban planning: Zero Gravity Urbanism is the idea of overlaying city functions vertically while allowing individuals to move freely in all three directions (up, down, or across) to reach them. This idea layers public parks and pedestrian spaces, schools, housing, and places of employment instead of merely tall buildings, making it possible to move quickly and meet all daily needs in under five minutes. The Line's exterior will be a mirror facade, giving it a distinctive personality and enabling even its small footprint to fit into the environment. The interior will be constructed to produce extraordinary experiences and beautiful moments. A group of renowned architects and engineers will build this ground-breaking idea for the future city under the direction of NEOM.

The project seems impressive environmentally at first glance. The distance from any place in the city to the urban boundary doesn't exceed 100 meters. Furthermore, no lines are more than 20 minutes away, thanks to high-speed electric public transportation service. Living in such a massive building suggests a cramped lifestyle. However, each person would theoretically benefit from an average urban volume of 1,000 cubic meters. A lot more hospitable than most living conditions in congested cities. Unfortunately, a complex vertical transportation system would be required, as in many high-density,

high-rise structures. This is because the building has the height of a typical 125-story skyscraper. At US \$55,000 per inhabitant, the project's costs also appear reasonable. Let's assume that this is feasible in nations with far lower employment expenses compared to those in developed economies; it solely concerns infrastructure. However, it is still unclear how the largest building can contain modern infrastructure, ultra-high-speed rail, and other services.

Living with no emissions is the goal of The Line. Renewable energy is used, green hydrogen generates export revenue, wastewater is recycled, and the newest "smart city" innovations and mixed-use structures are all present. Driving a car is avoided, favoring traveling by foot, bicycle, and public transportation. However, the building and materials for such a massive undertaking might be incredibly emissions-intensive. According to the concept, "nobody would be more than two minutes from nature (or, more specifically, the ground-level urban fringe)" Without proper planning, heavy dependence on vertical transit could dash plans for bikeable or walkable precincts.

The Line was designed to revolutionize urban living and was expected to be finished by 2025. However, since construction has barely begun, it's unclear whether it will be finished rapidly. Furthermore, the project plan rarely mentions essential factors like community organization, different types of homes, prospective demography, governance, personal rights (states where all things are equal, keeper of the land, available to social services, related to the responsibility of being a member of social activity, also citizenship), and tolerance for a range of spiritual and religious convictions. The Line affirms that "human experience" will be at the corner of its policies, that "progressive legislation" will be in place, and access to healthcare will promote "individual empowerment." But because new immigrants bring their ideals, preserving this vision can be challenging.

The most significant barrier for massive initiatives like NEOM and The Line is money related to managing it. According to research, Saudi Arabia has had little success in luring financial support and investment from other governments and businesses. Although NEOM was initially intended to be finished by 2030 with a \$500 billion budget, some statements say that the metropolis could not be completed until 2050, which will result in a massive rise in prices. Because of this, it is anticipated that the plan, including The Line, will cost around \$1 trillion. The Public Investment Fund (PIF) is who guarantees the money for the project, being a sponsor. However, Riyadh hasn't built any framework outside of talks with some external corporations, particularly Russian ones. This is considered one of the main problems for Saudi Arabia as a technical challenge that is difficult to rectify soon.

The Huwaitat tribe has lived in the Tabuk area of northwest Saudi Arabia for millennia; this is where. The Line is being constructed. The Huwaitat people, however, have been forcibly evacuated from their houses as development has begun. Additionally, speaking out against the project wasn't advised, as it is with most things in Saudi Arabia. Especially in light of the death of tribal activist Abdul-Rahim al-Kuwaiti, who was shot dead for documenting the evictions in videos.

While the government wants to make the city more appealing to tourists and inhabitants, given the nation's history concerning human rights, some are raising their heads, as they're particularly hostile to migrant workers. Additionally, there are worries about how The Line is not the first work to use a linear structure. In 1882, the Spanish urbanist Arturo Soria and Mata created the "linear city" idea. Utilizing infrastructure (such as water, electricity, gas, and transportation) along a constricted, linear metropolitan corridor allows for significant energy savings. The idea behind the design was to "urbanize" the countryside and "ruralize" the metropolis. This idea is echoed in The Line, however, one does question its effects on the landscape. In any case, a continuous, 500-meter-tall mirror wall that spans 170 km of the terrain and reflects desert heat and light influences the local biodiversity because the direction of the line seems east-west. Although this would be ideal for thermal sun management, it will probably create many shadows in the middle of winter.

They work with clients worldwide to create specific business solutions leveraging vast engineering talent pools and cutting-edge technologies. Aligning with their culture and business procedures to forge an unbreakable collaboration to offer long-term engineering and business plans. They've prepared for the next stage of success with "more than 600 customers in the US, Europe, India, and Asia" and more than 500 full-time staff.

The Line will also affect local bird migration; the wall's construction will obstruct their progress. Saudi Arabia's future city promises a near-perfect vertical innovative world with zero emissions. However, it costs billions of dollars and displaces entire populations of people and animals, making many people wonder if it's even worth making. The Saudi government unveiled plans for the city of Neom in 2021. Including a significant undertaking that the project would take years of completion, and be built in the northwest region of Saudi Arabia, close to the Red Sea.

Conclusion

It's unclear if the modules that make up The Line would match neighborhoods. Would people be able to express their own designs? Ordinary cities have independently been

constructed from self-expression (representing their art in their home or village); however, this may not be viable with The Line's rigid framework.

By considerably upgrading construction, "The Line will fully digitalize technology and manufacturing processes, the city's design, and will industrialize the construction to an introduction of the designs. The Line is a continuation of NEOM's progress in developing its flagship initiative, including OXAGON, its reimagined manufacturing and innovation city; TROJENA, an international mountain tourism destination that will offer the first outdoor skiing in the Arabian Gulf; and the introduction of two NEOM subsidiaries: ENOWA, its energy, water, and hydrogen company; and the NEOM Tech and digital company.

After thorough research, according to the IEA (International Energy Agency), Saudi Arabia produced 12.3% of the world's crude oil in 2019 and is the largest exporter in the world. The Line and its parent project NEOM imply that the kingdom is aware of an impending energy transition, even though it has no immediate plans to reverse this. Saudi Arabia might be creating a plan B if oil demand declines. According to Keynes, Saudi Arabia is moving these massive projects forward to see if it can develop a thriving non-oil economy. "How successfully the kingdom transitions from an oil economy to a more diverse economy will determine its long-term viability." There aren't many details on The Line's financing, construction, and energy plan. NEOM declined requests for information or comments.

A Saudi court recently sentenced his brother Shadli, as well as Ibrahim al-Kuwaiti and Atallah al-Kuwaiti, who were also participated in protests, to death. No other way to say it exists: you need to understand that you are contributing to these acts of violence and cultural erasure if you take payment to work on any component of the NEOM project.

Therefore, there is no denying that NEOM is a "technically delicious" idea if the architectural and engineering issues brought on by dumping a 100-mile linear city in the middle of an uninhabitable desert are successfully addressed. If the underlying thermodynamic restrictions outlined above are even amenable to resolution, which is exceedingly improbable given our planet's catastrophically warming rate. However, that should be something other than your main priority. How fulfilling it was to work on this project and how pay that comes with it would ever make up for your involvement in an ecological and moral tragedy should take precedence in your calculations.

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