Main Submitter: Israel

Co-Submitter(s): Ireland, United States

Signatories: Ireland, Iran, Serbia, Greece, Syria, Somalia, Finland, Azerbaijan, Nepal, Morocco, Australia, Costa Rica, Iceland, Ethiopia, Georgia, Bangladesh, Venezuela, UAE, Malta, Mali, Cote D'Ivoire, France, United States of America, Germany, Samoa, Canada, Mexico, Jordan, Republic of Rwanda, Republic of Korea, Netherlands, Philippines, Croatia, Cyprus.

Topic: Foreign intervention in areas of severe hunger crises.

GENERAL ASSEMBLY,

Recalling General Assembly resolution 46/182 concerning the coordination of humanitarian emergency assistance and Security Council resolution 2417 concerning conflict-related hunger,

Reaffirming the principles of humanity, neutrality, impartiality and operational independence, together with the Charter of the United Nations and applicable international humanitarian law,

Alarmed by the vulnerability of civilians whose access to food is interrupted by conflict, natural disasters, damaged infrastructure or restrictions on humanitarian access,

Recognizing that aircraft and helicopters can reach otherwise inaccessible communities, while requiring appropriate flight permissions, suitable infrastructure and careful assessment of risks to civilians,

Emphasizing that humanitarian assistance must be allocated according to need and must not be exchanged for political support, religious affiliation or cooperation with armed actors,

Acknowledging the importance of coordinating with existing humanitarian agencies and local organizations rather than creating unnecessary parallel institutions,

Stressing that successful humanitarian assistance must be measured by supplies safely received by civilians rather than solely by quantities dispatched,

1. *Recommends* the development of a voluntary humanitarian air bridge under the Last Mile Compact, operating through existing humanitarian coordination arrangements for an initial 180-day pilot in a consenting setting and consistent with international humanitarian law, with the objectives of:

    a. Delivering food and essential nutrition supplies to communities that cannot be adequately reached through safe and timely ground transport,

b. Providing assistance free of charge to recipients and solely according to humanitarian need,

c. Connecting emergency air delivery with reliable local distribution and the restoration of sustainable ground access;

2. *Invites* the World Food Programme, OCHA and relevant humanitarian partners, within their respective mandates and subject to available resources, to support an operational plan that:
    a. Uses existing humanitarian coordination structures to identify responsibilities for needs assessment, aviation logistics, food distribution and monitoring,

    b. Engages the United Nations Humanitarian Air Service where operationally appropriate and other qualified humanitarian aviation providers where suitable cargo capacity is required,

    c. Consults affected authorities, relevant civil aviation authorities and local humanitarian organizations on access, infrastructure and community needs,

    d. Keeps decisions on humanitarian priorities and operational safety with competent humanitarian and aviation personnel rather than individual donors;
3. *Encourages* the use of independent needs and access assessments to determine where air delivery is justified, giving priority to:

    a. Communities facing severe food insecurity where roads are impassable, unsafe or unable to deliver sufficient assistance within the necessary timeframe,

    b. Locations where credible early-warning evidence indicates a rapidly deteriorating situation, without requiring a formal famine declaration before assistance is considered,

    c. Populations facing particular barriers to assistance, including displaced persons, children requiring therapeutic nutrition, older persons and persons with disabilities;

4. *Supports* a coordinated delivery system that:

    a. Uses suitable cargo aircraft to transport food and essential supplies to assessed regional airports or logistics hubs,

b. Uses helicopters or other appropriate onward transport to reach isolated communities through technically assessed landing sites,

c. Prioritizes nutritionally appropriate food, therapeutic nutrition and essential supporting supplies according to assessed needs and available aircraft capacity,

d. Uses airdrops only where safer feasible delivery methods are unavailable and qualified operators determine that weather, accuracy, civilian safety and ground collection arrangements permit their use, and

e. Connects every delivery to an identified humanitarian receiving partner responsible for secure collection, storage and needs-based distribution;

5. *Calls upon* relevant authorities and parties to facilitate safe humanitarian aviation operations, consistent with applicable international law, through arrangements that:

   a. Establish designated contact points and expedited procedures for flight permissions, customs processing and essential humanitarian cargo clearance,

   b. Seek decisions on complete clearance applications within 24 hours where practicable, providing specific reasons for delays and an urgent review channel,

   c. Coordinate airspace use, flight notification and landing arrangements through appropriate channels, recognizing that notification alone does not guarantee safety,

   d. Respect the humanitarian character of participating flights, which shall not transport weapons or conduct combat operations or intelligence collection for parties to a conflict, and

   e. Preserve the authority of qualified operators to postpone, reroute or cancel a flight when safety requirements are not met, without treating missed processing targets as automatic permission to enter airspace;

6. *Invites* Member States and other donors to finance the air bridge through appropriate existing humanitarian funding mechanisms and agency appeals, subject to their allocation rules, by:

a. Providing voluntary public funding and transparently reported donations for aircraft charter, fuel, maintenance, insurance, qualified crews and necessary ground services,

b. Supporting storage, onward transport, nutrition treatment and independent monitoring alongside the purchase and air transport of food,

c. Offering suitable in-kind contributions that meet humanitarian operators' technical and operational requirements,

d. Publishing costed operational plans, confirmed contributions and remaining funding gaps, without assuming that unconfirmed pledges are available resources, and

e. Applying transparent procurement and appropriate financial oversight while preventing donors from conditioning beneficiary selection on political allegiance or diplomatic concessions;

7. *Urges* participating humanitarian partners to ensure that assistance reaches civilians without political conditions by:

    a. Distributing assistance free of charge according to assessed need and without discrimination based on nationality, ethnicity, religion, sex or political affiliation,

    b. Prohibiting requirements that recipients provide political support, relocate, participate in publicity or cooperate with armed actors in exchange for assistance,

    c. Providing accessible distribution arrangements and outreach for persons unable to travel safely to collection points,

    d. Consulting local communities on safe collection locations and establishing confidential complaints channels, and

    e. Collecting only personal information necessary for safe and accountable delivery, with safeguards against misuse and without imposing unnecessary documentation requirements that exclude vulnerable civilians;

8. *Recommends* independent monitoring and proportionate corrective measures through arrangements that:

    a. Record supplies dispatched, received at logistics hubs, delivered to distribution points and received by communities as separate stages,

b. Publish regular aggregate reports on funding, expenditure, delivery coverage, unmet needs, access delays and verified losses or diversion,

c. Protect recipient identities, witnesses and sensitive operational information, including flight details whose disclosure could endanger civilians or crews,

d. Investigate credible allegations of diversion, corruption or abuse through competent mechanisms and refer suspected offenses to appropriate authorities in accordance with applicable law, and

e. Replace or suspend an implicated supplier or delivery partner where justified while arranging alternative assistance, rather than collectively excluding an affected population;

9. *Further encourages* participating authorities and humanitarian partners to address interrupted operations and long-term sustainability by:

a. Convening designated access focal points within 24 hours of a reported serious obstruction, where practicable, to identify the obstacle and possible remedies,

b. Seeking a clearance decision, alternative route or other safe delivery arrangement within 48 hours of the report, while documenting unresolved constraints,

c. Referring persistent obstacles to appropriate UN humanitarian leadership for diplomatic engagement and reporting, without authorizing unauthorized flights or military intervention, and

d. Restoring ground routes, local storage and food production wherever feasible so that air delivery supplements rather than permanently replaces more sustainable assistance;

10. *Requests* the Secretary-General, within existing mandates and applicable budget procedures, to include lessons from participating pilots in relevant humanitarian reporting, drawing on a 90-day operational review and a 180-day evaluation of safety, delivery times, equitable access, unmet needs, cost-effectiveness and accountability, with recommendations on whether operations should be modified, continued or concluded.