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Oceania Regional Overview





DEMOGRAPHICS, TRANSPORT AND SUSTAINABILITY DATA

Indicators	Oceania	Global
Population size (2023)	444 million	8,000 million
Population growth (2015-2023)	12.8%	8.5%
Urban population share (2023)	66.2%	57%
Urban population growth (2015-2023)	11.7%	16%
GDP per capita (2023)	USD 42,456 (constant 2015 USD)	USD 11,337 (constant 2015 USD)
GDP growth (2015-2023)	20.9%	22.8%
Share of women employed in transport and storage (2023)	24.4%	15.6%
Motorisation rate (2022)	586.7 vehicles per 1,000 people	218.7 vehicles per 1,000 people
Share of urban population with convenient access to public transport (2020)	41.3%	52%
Share of rural population with access to all-weather primary and secondary roads (2020)	No data	38%
Transport total GHG emissions (2023)	119 million tonnes CO ₂ eq	7,123 million tonnes CO ₂ eq
Per capita transport GHG emissions (2023)	2.7 tonnes CO ₂ eq	0.89 tonnes CO ₂ eq
Fossil fuel subsidies (explicit and implicit) (2023)	USD 1,037 per capita (constant 2021 USD)	USD 813 per capita (constant 2021 USD)
Share of renewable energy sources in transport (2023)	No information	4.6%
Carbon intensity of electricity generation (2023)	478.9 gCO ₂ /kWh	417 gCO ₂ /kWh
Transport contribution to air pollution (2019)	2%	6%
Premature deaths attributable to air pollution by transport (2019)	0.3 per 100,000 people	2.3 per 100,000 people
Road casualties (2021)	4.9 per 100,000 people	15 per 100,000 people

Source: See endnote 1 for this section.

KEY FINDINGS

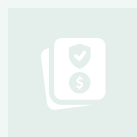
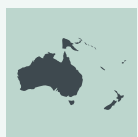


Demand, use and access

- Across Oceania countries, the average share of the urban population with convenient access to public transport was 41.3% in 2020, below the world average of 52%. However, this figure masks sharp contrasts across countries.
- The average share of people living near protected bikeways in 2023 was 34% in Australia and 17% in New Zealand, whereas data for Pacific SIDS were not readily available.
- Freight activity across the region has increased, albeit to varying extents.
- Passenger transport activity in Australia reached 434.6 billion passenger-kilometres in 2023, on par with the 2015 level of 434.5 billion passenger-kilometres.
- Due to its geography, Oceania remains highly dependent on air transport (domestic, regional and international) for its socio-economic development, connectivity and competitiveness.
- Maritime transport plays a critical role in meeting socio-economic and connectivity needs in Oceania, especially in Pacific SIDS where many dispersed small islands have limited or no land-based alternatives for transporting goods and people. Although shipping connectivity in the region has improved, this trend is not shared evenly among countries.
- In 2022, Oceania had a motorisation rate (covering four-wheeled motor vehicles) of 586.7 vehicles per 1,000 people. This represents an increase from 544 vehicles per 1,000 people during the 2016-2020 period and is well above the world average of 218.6 vehicles per 1,000 people in 2022.
- The region's motorisation landscape varies greatly by country. Despite well-developed public transport networks, New Zealand and Australia have the highest motorisation rates in the world, at 850.4 and 753.4 vehicles per 1,000 people, respectively, in 2022.
- The COVID-19 pandemic had profound impacts on public transport ridership across Oceania, especially in New Zealand and Australia, which have the region's most developed networks.
- Oceania's electric vehicle market remains in its early stages and continues to lag behind other world regions, although momentum has increased, with electric car sales reaching a double-digit share of new car sales in 2024.
- As of 2022, the share of renewable energy used in transport across the region was low, at only 2.2% in Australia and 0.4% in New Zealand.
- Despite some improvement since 2015, Oceania had the second highest carbon intensity of electricity generation globally in 2023 – at 478.9 grams of CO₂ equivalent per kilowatt-hour (kWh) – and was surpassed only by Asia (559.5 grams of CO₂ equivalent per kWh).



KEY FINDINGS



Sustainability and climate trends

- Oceania has the lowest transport greenhouse gas emissions among regions globally, contributing 119 million tonnes of CO₂ equivalent in 2023 and accounting for 1.7% of global transport emissions (excluding international aviation and shipping). These emissions are very unevenly distributed, with the bulk occurring in Australia and New Zealand. For many of Oceania's island states (Cook Islands, Fiji, Kiribati, Palau, Papua New Guinea, Samoa, Solomon Islands and Tonga), transport is the largest source of greenhouse gas emissions.
- Oceania's per capita transport greenhouse gas emissions, at 2.7 tonnes of CO₂ equivalent, were well above the global average of 0.9 tonnes and the second highest after North America in 2023.
- Despite Oceania's relatively small contribution to global transport greenhouse gas emissions, emissions within the region have grown steadily in recent decades, with only a brief decline in 2020 during the COVID-19 pandemic.
- Passenger cars continued to account for the majority of total transport emissions in the region.
- Heavy-duty vehicles, primarily trucks, have tended to dominate freight transport operations and emissions in Oceania. Freight emissions have continued to increase, with emissions from road freight in particular rising 17% between 2015 and 2024.
- The average energy efficiency of new light-duty vehicles sold in Australia and New Zealand in 2021 was around 6.7 litres per 100 kilometres (150 grams of CO₂ per kilometre), trailing other high-income countries and regions such as the European Union, Japan and the United States. Both Australia and New Zealand have targets to achieve emission levels of 58-59 grams CO₂ per kilometre for new vehicles by 2029.
- Car commuters in cities across Australia and New Zealand experienced significant delays due to traffic congestion in 2024, with the highest delays in Brisbane (84 hours annually), Melbourne (65 hours) and Auckland (63 hours).
- Other forms of transport – such as aviation, shipping and rail – contributed relatively low shares of transport emissions in Australia and New Zealand in 2019-2023.
- In Oceania, the transport sector contributes much less to health-damaging air pollution than in other regions, accounting for 2% of air pollutant emissions and 0.3 premature deaths per 100,000 people in 2019. The region's road casualties were below the global average in 2021, with 4.9 deaths per 100,000 people compared to 15 deaths per 100,000 people globally.
- Oceania is one of the most vulnerable regions to the impacts of climate change. Many Pacific SIDS are located in the world's most disaster-prone areas, and with their small economies they can incur GDP losses of up to 200% from a single climate-exacerbated disaster, threatening lives, transport infrastructure, connectivity, livelihoods and development.



KEY FINDINGS



Policy and investment developments

- In recent years, very few national strategies have been released in Oceania that support a transition towards sustainable, zero-emission transport; however, examples exist in Australia and New Zealand. Notably, New Zealand's Decarbonising Transport Action Plan (2022-2025) aims to pursue transport emission reduction interventions that simultaneously enhance resilience to natural hazards while delivering benefits for biodiversity and air quality.
- As of 25 May 2025, only two countries in Oceania – New Zealand and Marshall Islands – had submitted to the United Nations Framework Convention on Climate Change (UNFCCC) their third-generation Nationally Determined Contributions (NDCs) towards reducing emissions under the Paris Agreement.
- Among the seven countries in the region that submitted Long-Term Low Emission Development Strategies (LT-LEDS) as of 25 May 2025, only Australia, New Zealand, Solomon Islands and Vanuatu included national targets to reduce transport-related greenhouse emissions.
- Transport adaptation and resilience actions in the region's NDCs focus mainly on road transport and port infrastructure and fall short in devising tailored actions for specific transport modes or contexts.
- Five island states in Oceania – Fiji, Kiribati, Marshall Islands, Papua New Guinea and Tonga – had submitted National Adaptation Plans (NAPs) to the UNFCCC as of 25 May 2025.
- Countries in the region, including several SIDS notably Fiji, Kiribati, Tuvalu, have made increasing investments towards enhancing transport resilience.
- In 2023, countries in Oceania provided fossil fuel subsidies totalling USD 1,037 per capita – the third highest levels after North America (USD 2,172 per capita) and Europe (USD 1,265 per capita) – incentivising fossil fuel use and contributing to rising emissions.



KEY FINDINGS

- Fossil fuel subsidies in Oceania are projected to increase around 26% between 2023 and 2030, further undermining climate and sustainability efforts globally. Fossil fuel subsidies as a share of GDP ranged from 1% in Papua New Guinea to 1.8% in New Zealand, 2.4% in Australia, 6.5% in Fiji and 6.6% in Tonga in 2023.
- Countries across Oceania have adopted various measures to support people in choosing active, shared, and public transport, and have also supported closer integration between urban mobility and land use planning.
- Australia and New Zealand have increasingly adopted dedicated policies and targets to promote the electrification of transport, including at the sub-national level.
- The region's SIDS have pursued vehicle electrification, although progress has been slower than in Australia and New Zealand.
- A growing number of countries in the region have pursued efforts to increase the use of renewable energy in transport.
- Pacific SIDS have taken steps to address the emissions from maritime shipping, both at the global level and domestically.
- A growing number of countries in Oceania have implemented green shipping corridors to decarbonise maritime transport.
- Countries in the region have shown strong interest in advancing low-carbon maritime transport through electrification, biofuels and other alternative low-carbon fuels.
- To decarbonise its freight transport sector, New Zealand has set two related targets: to reduce emissions from freight 35% below 2019 levels by 2035, and to reduce the emissions intensity of transport fuel by 10%.
- New Zealand provides grants to support the uptake of low- and zero-emission trucks.
- Australia has explored deploying electric trucks for urban deliveries, and hydrogen as a solution for longer-haul road freight transport.
- Australia is expanding and modernising its rail infrastructure for freight, inter-city passenger and urban transport. High-speed rail is a key element in the country's strategy to achieve net zero emissions by 2050.
- In 2023, Australia launched a comprehensive review of its National Freight and Supply Chain Strategy dating from 2019, which resulted in the release of the strategy's Review Report in 2024.
- To enhance transport connectivity, Pacific SIDS have emphasised the improvement of rural access.



Context, challenges and opportunities

Oceania comprises the large economies of Australia and New Zealand along with diverse small island developing states (SIDS) in the Pacific Ocean, presenting a complex and varied transport landscape. With a total population of 444 million, or just 0.55% of the global population, Oceania has the lowest transport greenhouse gas emissions among all regions globally, contributing 119 million tonnes of carbon dioxide (CO₂) equivalent in 2023.² This accounted for 1.7% of total global transport emissions (excluding international aviation and shipping).³

Access to transport is a key enabler of socio-economic opportunities. However, in Oceania less than half (41.3%) of the urban population had convenient access to public transport in 2020, below the global average of 52%.⁴ Australia and New Zealand have well-developed transport systems with high motorisation rates and significant freight activity, whereas the region's SIDS have lower motorisation rates and rely heavily on maritime and air transport to meet their transport needs.

Emissions in Oceania have grown steadily over the past decade, declining only briefly due to the COVID-19 pandemic in 2020. The distribution of transport emissions remains highly uneven across the region, with Australia and New Zealand accounting for the vast majority, and Kiribati and the Cook Islands being the lowest emitters. The COVID-19 pandemic, which triggered the collapse of transport activity and tourism, highlighted the profound socio-economic challenges facing the region. This underscores the need to pursue climate change mitigation and adaptation efforts in parallel with socio-economic development.

Despite their relatively small contribution to climate change, Pacific SIDS are particularly vulnerable to the impacts of climate change because of their unique geography and environment, the fragility of their economic systems and their distinctive demographics. As a result, SIDS experience annual losses from natural disasters and climate-exacerbated events that amount to between 1% and 9% of their gross domestic product (GDP).⁵ Sustained economic growth has remained a challenge in Pacific SIDS due to heavy reliance on a narrow range of industries and exports, associated with high transport costs and tight government budgets. These structural vulnerabilities, coupled with limited technical and financial capacities, leave SIDS particularly exposed to external shocks such as climate change, pandemics and geopolitical conflicts.

Although recent comprehensive data from the Rural Access Index (RAI) are not available for Oceania, the region scores below the world average on rural populations' access to all-weather roads and therefore under-performs in achieving

Sustainable Development Goal (SDG) 9.2 on rural access. Australia and New Zealand have more developed rural infrastructure, whereas Pacific SIDS have lower RAI scores, reflecting limited infrastructure and challenging geographical conditions that hinder rural accessibility.⁶

Among global regions, Oceania had the third largest share of women employed in transport and storage in 2023, at 24.4% (although this has not changed since 2014), well above the global average of 15.6%.⁷

Mirroring its relatively low climate footprint, Oceania's transport sector contributes much less health-damaging air pollution than the global average, accounting for 2% of the region's air pollutant emissions and 0.3 premature deaths per 100,000 people in 2019.⁸ Similarly, Oceania observed the lowest per capita road casualties (4.9 deaths per 100,000 people) among regions, at less than a third of the global average (15 deaths per 100,000 people) in 2021.⁹



Demand, use and access

Across Oceania countries, the average share of the urban population with convenient access to public transport was 41.3% in 2020, below the world average of 52%.¹⁰ However, this figure masks sharp contrasts across countries. Whereas 94.4% of urban residents in New Zealand and 84.4% in Australia enjoyed convenient access to public transport in 2020, only 7.1% of urban residents in the Solomon Islands had such access (Figure 1).¹¹

The average share of people living near protected bikeways in 2023 was 34% in Australia and 17% in New Zealand, whereas data for Pacific SIDS were not readily available.¹² Regionally, Point Cook in the Wyndham Vale area (Australia) had the highest share (68%) of people living within 300 metres' walking distance of a physically protected bikeway, a key parameter in encouraging people to use cycling.¹³

Freight activity across the region has increased, albeit to varying extents. Australia's domestic freight activity – dominated by road and rail – has grown strongly over the last 30 years.¹⁴ Although it fell slightly during the pandemic – dropping from a peak of 780 billion tonne-kilometres in 2018-19 to 759.7 billion tonne-kilometres in 2020-21 – it has since rebounded, reaching its second highest level at 778.7 billion tonne-kilometres in 2022-23.¹⁵ Australia's urban freight volumes alone are projected to increase 60% to 2040, putting growing pressure on freight networks.¹⁶ In New Zealand, freight

volumes are expected to rise 55% from 237 million tonnes in 2012-13 to 366 million tonnes in 2042-43.¹⁷

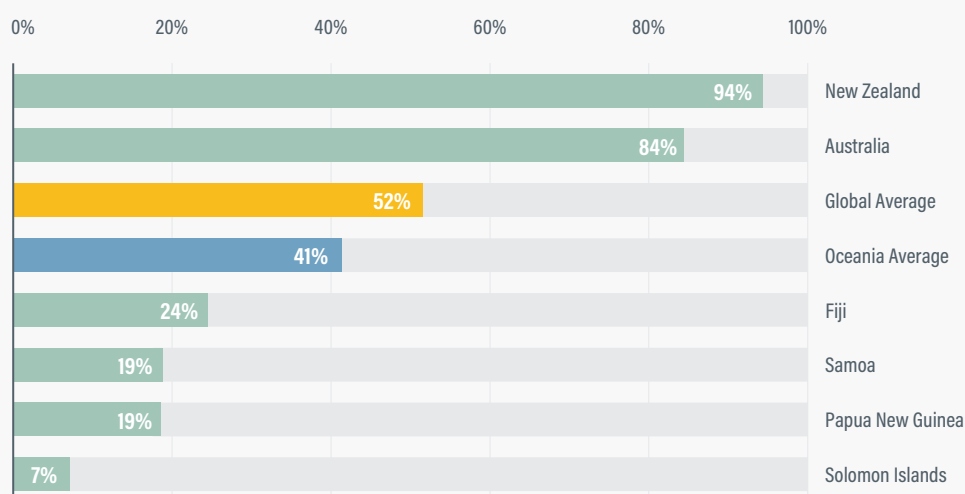
Passenger transport activity in Australia reached 434.6 billion passenger-kilometres in 2023, on par with the 2015 level of 434.5 billion passenger-kilometres.¹⁸ Passenger cars dominated in the country, with 63.6% of travel activity (276.2 billion passenger-kilometres), followed distantly by air transport (17.1%, or 51.7 billion passenger-kilometres) and buses and railways (around 4% each, or 17.2 billion and 15.2 billion passenger-kilometres, respectively).¹⁹ In New Zealand, 80% of household trips were undertaken as a car driver or passenger in 2012-13 (most recent data).²⁰ Reliable regional data on passenger transport activity are lacking.

Due to its geography, Oceania remains highly dependent on air transport (domestic, regional and international) for its socio-economic development, connectivity and competitiveness. In 2023, the Asia-Pacific region (which includes Oceania) accounted for 34.7% of global passenger air travel; this market employed 42 million people in the region and contributed USD 890 billion to the GDP.²¹ Across Oceania, the recovery of air traffic in the wake of the COVID-19 pandemic has been varied.

- Air connectivity in the Asia-Pacific region (measured as the number of flights per 1,000 people) has grown from an average of 1.0 in 2000 to 2.9 in 2019, although it dropped

FIGURE 1. Share of urban population with convenient access to public transport in Oceania, 2020

Share of urban population with convenient access to public transport, 2020



In 2020, access to public transport varied widely across Oceania, ranging from the highest shares in access to the lowest – with the region ranking second-lowest in the world, just above Africa.

Source: See endnote 11 for this section.



to 1.8 in 2021 due to the effects of COVID-19.²²

- In 2024, air traffic in Australia and New Zealand rebounded robustly across both international and domestic travel as well as the leisure and business sectors, driven by the reopening of borders and increased travel demand.²³
- In Pacific SIDS, the number of registered carrier departures per 1,000 people declined steadily from 1990 to 2021, indicating a deterioration in aviation connectivity.²⁴

Maritime transport plays a critical role in meeting socio-economic and connectivity needs in Oceania, especially in Pacific SIDS where many dispersed small islands have limited or no land-based alternatives for transporting goods and people. Although shipping connectivity in the region has improved, this trend is not shared evenly among countries. The collapse of tourism in the early years of the COVID-19 pandemic had devastating impacts on the already vulnerable economies of Pacific SIDS (such as Fiji, Palau, Samoa and Tonga), where passenger maritime transport fell 18% in the first half of 2020.²⁵ Inefficient ports are a key obstacle to trade expansion, impeding socio-economic development.²⁶

- Since 2015, shipping connectivity in Oceania has improved steadily, with Micronesia registering a more

than 50% improvement in its score on the Liner Shipping Connectivity Indexⁱ (LSCI).²⁷

- The LSCI scores of Pacific SIDS, ranging from 4 to 50, have remained much lower than in the broader Asia-Pacific region.²⁸
- Pacific islands rank poorly in the Container Port Performance Indexⁱⁱ, with Papua New Guinea's Port Moresby ranking the highest among them at 289th place in 2023.²⁹

In 2022, Oceania had a motorisation rate (covering four-wheeled motor vehicles) of 586.7 vehicles per 1,000 people (Figure 2).³⁰ This represents an increase from 544 vehicles per 1,000 people during the 2016-2020 period and is well above the world average of 218.6 vehicles per 1,000 people in 2022.³¹ Oceania's motorisation rate is comparable to that in Europe (588.5 vehicles per 1,000 people in 2024) and much higher than in Asia (140.4 vehicles per 1,000 people in 2022).³²

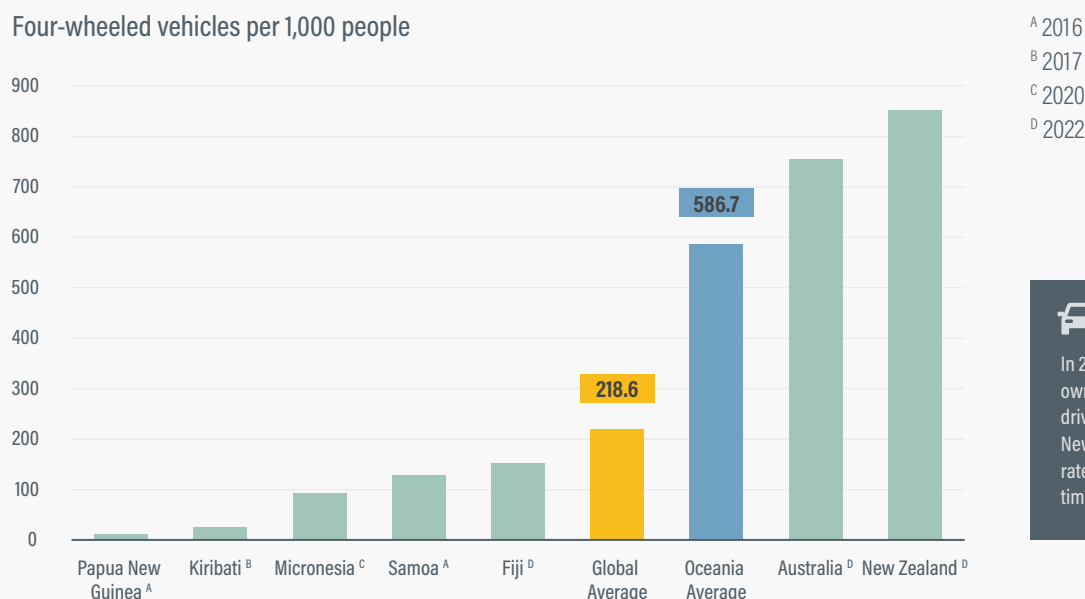
The region's motorisation landscape varies greatly by country, with New Zealand and Australia the highest motorisation rates in the world, at (850.4 and 753.4 vehicles per 1,000 people, respectively, in 2022).³³ In contrast, the

i The Liner Shipping Connectivity Index (LSCI) is a comprehensive tool for quantifying a nation's integration into the global maritime network. By aggregating data on ship call frequency, container capacity, service regularity, shipping carrier diversity, largest ship size, and network reach, the LSCI provides a standardised metric to assess a country's access to and efficiency within international liner shipping.

ii The Container Port Performance Index is a benchmarking tool created by the World Bank and S&P Global Market Intelligence to analyse port efficiency and provide essential insights into international shipping connectivity.

FIGURE 2. Motorisation rates per 1,000 people in Oceania, various years

Four-wheeled vehicles per 1,000 people



A 2016
B 2017
C 2020
D 2022



In 2016-2022, vehicle ownership in Oceania was driven by Australia and New Zealand — where rates reached over four times the global average.

Source: See endnote 30 for this section.

world's lowest motorisation rates globally are in Papua New Guinea (12.3 vehicles per 1,000 inhabitants in 2016) and Kiribati (25.3 vehicles per 1,000 inhabitants in 2017).³⁴ In many Pacific SIDS, the limited access to transport services in urban and rural areas has led to the expansion of road infrastructure, contributing to rising motorisation.³⁵ Given the high numbers of unregistered vehicles across SIDS, precise data on vehicle stocks and use are limited.

The COVID-19 pandemic had profound impacts on public transport ridership across Oceania, especially in New Zealand and Australia, which have the region's most developed networks. In New Zealand, public transport ridership fell 23% between 2018-19 and 2022-23, and passenger numbers have only recently neared pre-COVID levels.³⁶ Australia's public transport activity incurred a similar dip but has also shown signs of recovery, with ridership on buses increasing 38.7% in 2023 and on railways increasing 61%.³⁷

Oceania's electric vehicle market remains in its early stages and continues to lag behind other world regions, although momentum has increased, with electric car sales reaching a double-digit share of new car sales in 2024.³⁸ In New Zealand, electric vehicle uptake has increased considerably due to a government rebate scheme, a broader

range of electrified offerings and competitive pricing for entry-level models. Although data remain limited, Pacific Island countries hold significant potential for the adoption of small electric vehicles (e.g., two-wheelers and compact cars) for short- to medium-distance travel, and for the piloting of electric minibuses and larger buses in island cities.³⁹

- ▶ In Australia, around 250,000 battery-electric passenger cars were on the roads in 2024 – a 15-fold increase since 2020 – although electric vehicles still represented only 1.9% of the total car fleet.⁴⁰
- ▶ In 2024, electric vehicles accounted for 13% of all new cars purchased in Australia (around 21,000 battery-electric vehicles) and for around 2.5% of motorised two- and three-wheelers; no data were available for buses, trucks and vans.⁴¹
- ▶ Electric vehicles accounted for 3.3% of New Zealand's car fleet in 2024 (with a total of 78,000 battery-electric cars on the road) and for 11% (around 21,000 units) of all new car sales.⁴²
- ▶ Electric drivetrains covered 1.3% of New Zealand's motorised two- and three-wheelers, 1% of buses and 0.3% of vans in 2024.⁴³ Zero-emission heavy-duty vehicles made up less than 0.13% of the country's heavy truck fleet in 2024.⁴⁴

As of 2022, the share of renewable energy used in transport across the region was low, at only 2.2% in Australia and 0.4% in New Zealand.⁴⁵ Although Pacific SIDS have actively pursued the uptake of renewables (particularly in electricity and transport) to reduce their reliance on fossil fuel imports and boost their energy security, the integration of renewables in transport remains scarce, and comprehensive data are limited.

Despite some improvement since 2015, Oceania had the second highest carbon intensity of electricity generation globally in 2023 – at 478.9 grams of CO₂ equivalent per kilowatt-hour (kWh) – and was surpassed only by Asia (559.5 grams of CO₂ equivalent per kWh).⁴⁶

Sustainability and climate trends

Oceania has the lowest transport greenhouse gas emissions among regions globally, contributing 119 million tonnes of CO₂ equivalent in 2023 and accounting for 1.7% of global transport emissions (excluding international aviation and shipping).⁴⁷ These emissions are very unevenly distributed, with the bulk occurring in Australia and New Zealand. For many of Oceania's island states (Cook Islands, Fiji, Kiribati, Palau, Papua New Guinea, Samoa, Solomon Islands and Tonga), transport is the largest source of greenhouse gas emissions.⁴⁸

- Australia accounted for the vast majority of the region's transport greenhouse gas emissions (97.5 million tonnes), followed by New Zealand (16.2 million tonnes) and, more distantly, Papua New Guinea (2.6 million tonnes).⁴⁹
- The region's lowest transport emitters were Kiribati (0.05 million tonnes) and the Cook Islands (0.07 million tonnes).⁵⁰

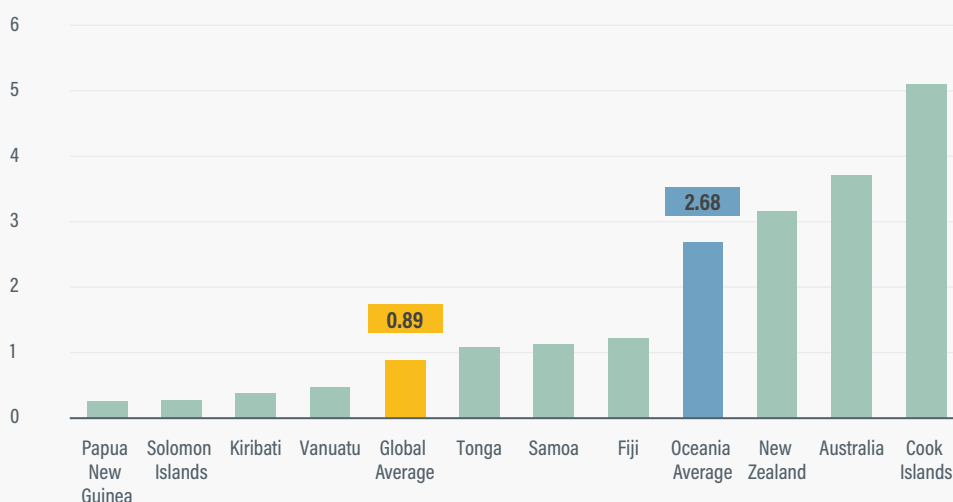
Oceania's per capita transport greenhouse gas emissions, at 2.7 tonnes of CO₂ equivalent, were well above the global average of 0.9 tonnes and the second highest after North America in 2023.⁵¹ By comparison, Asia's per capita transport greenhouse gas emissions were 0.6 tonnes in 2023, and Europe's were 1.66 tonnes; only North America had higher per capita transport emissions at 5 tonnes.⁵² In 2023, Oceania's highest per capita transport emissions were in the Cook Islands (5.1 tonnes) and Australia (3.7 tonnes), and the lowest were in Papua New Guinea and the Solomon Islands (both around 0.3 tonnes) (Figure 3).⁵³

Despite Oceania's relatively small contribution to global transport greenhouse gas emissions, emissions within the region have grown steadily in recent decades, with only a brief decline in 2020 during the COVID-19 pandemic.

- In 2023, Australia's transport greenhouse gas emissions increased 7.2% (a surplus of 6.6 million tonnes of CO₂ equivalent), reflecting a return to pre-COVID-19 transport activity levels, driven mainly by the rise in passenger

FIGURE 3. Per capita transport greenhouse gas emissions in Oceania, 2023

Per capita transport greenhouse gas emissions in tonnes CO₂ equivalent



In 2023, per capita transport emissions in Oceania reached 2.7 tonnes of CO₂ equivalent, three times the global average of 0.9 tonnes.

Source: See endnote 53 for this section.

vehicle use, air travel and diesel use in heavy transport.⁵⁴

- In New Zealand, the transport sector emitted 16.2 million tonnes of CO₂ equivalent in 2023, accounting for 19% of the country's total greenhouse gas emissions.⁵⁵
- Transport greenhouse gas emissions in New Zealand grew 7% from 2022 to 2023 and 11% from 2015 to 2023.⁵⁶

Passenger cars continued to account for the majority of total transport emissions in the region. In Australia, light-duty vehicles (including passenger and light commercial vehicles) contributed 59.7% of transport emissions in 2023, whereas trucks and buses contributed 23.4%.⁵⁷ Similarly, the bulk of New Zealand's transport emissions (65.1%) in 2019 came from light-duty vehicles such as cars.⁵⁸

Heavy-duty vehicles, primarily trucks, have tended to dominate freight transport operations and emissions in Oceania. Freight emissions have continued to increase, with emissions from road freight in particular rising 17% between 2015 and 2024.⁵⁹ However, the emissions contribution of different freight transport modes is not necessarily equivalent to their total share in freight operations.

- In New Zealand, trucks carried 93% of total freight volumes

in 2019 and were the second largest source of transport emissions, at 24.4%.⁶⁰

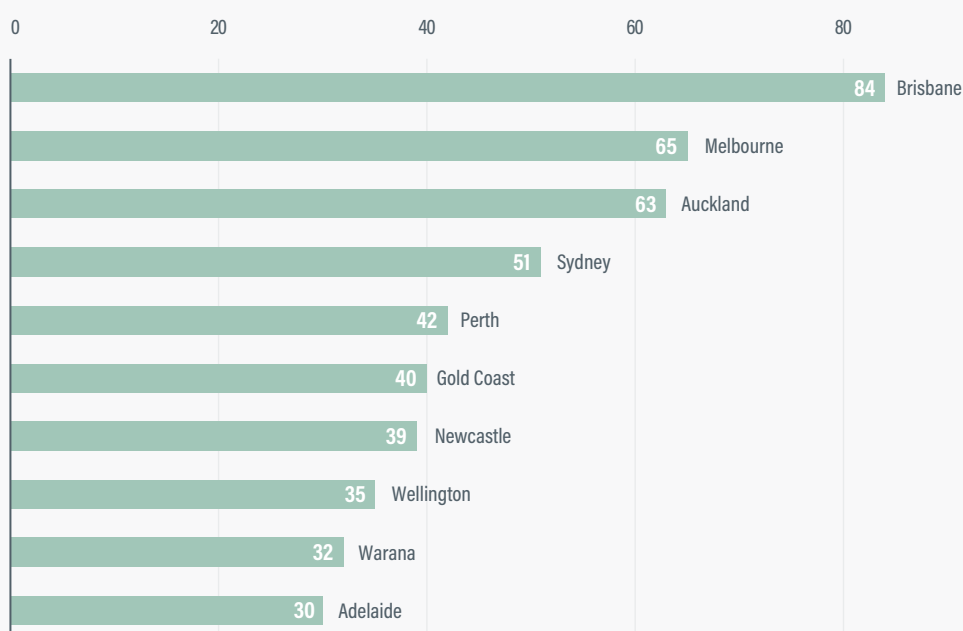
- Heavy-duty vehicles were responsible for 86% of Australia's freight emissions in 2023-24, while making up 31% of total freight activity.⁶¹
- Railways are Australia's main mode for transporting bulk goods (such as coal and iron), accounting for 57% of total freight activity in 2023-24, yet their share of emissions remained low at 11%.⁶²

The average energy efficiency of new light-duty vehicles sold in Australia and New Zealand in 2021 was around 6.7 litres per 100 kilometres (150 grams of CO₂ per kilometre), trailing other high-income countries and regions such as the European Union, Japan and the United States.⁶³ Both Australia and New Zealand have targets to achieve emission levels of 58-59 grams CO₂ per kilometre for new vehicles by 2029.⁶⁴

Car commuters in cities across Australia and New Zealand experienced significant delays due to traffic congestion in 2024, with the highest delays in Brisbane (84 hours annually), Melbourne (65 hours) and Auckland (63 hours) (Figure 4).⁶⁵ The combination of population growth,

FIGURE 4. Average annual hours of traffic delay in major Oceanic cities, 2024

Hours Delay in 2024



In 2024, drivers in major cities across Australia and New Zealand spent between 24 and 85 hours, equivalent to one to four full days, stuck in traffic congestion.

Source: See endnote 65 for this section.

dispersed land use patterns, and rising vehicle ownership has contributed to growing road congestion in the region, leading to delays, added economic costs, decreased productivity and environmental damage.

Other forms of transport – such as aviation, shipping and rail – contributed relatively low shares of transport emissions in Australia and New Zealand in 2019-2023. In Australia, domestic aviation accounted for 9% of transport emissions and 1.6% of total national emissions, while domestic maritime transport accounted for 2.2% of transport emissions and 0.4% of total national emissions.⁶⁶ Railways contributed 3.5% of Australia's transport emissions.⁶⁷ In New Zealand, domestic aviation and maritime emissions together accounted for 9.3% of the country's transport greenhouse gas emissions in 2019.⁶⁸

In Oceania, the transport sector contributes much less to health-damaging air pollution than in other regions, accounting for 2% of air pollutant emissions and 0.3 premature deaths per 100,000 people in 2019.⁶⁹ The region's road casualties were below the global average in 2021, with 4.9 deaths per 100,000 people compared to 15 deaths per 100,000 people globally (Figure 5).⁷⁰

- ▶ Road traffic deaths in 2021 totalled 4.5 fatalities per 100,000 people in Australia, 6.21 in Kiribati, 6.6 in New Zealand, 9.6 in Samoa and 17.6 in Cook Islands.
- ▶ the share of assessed roads in Oceania designated as three-star or above was only 18% for pedestrians, 25%

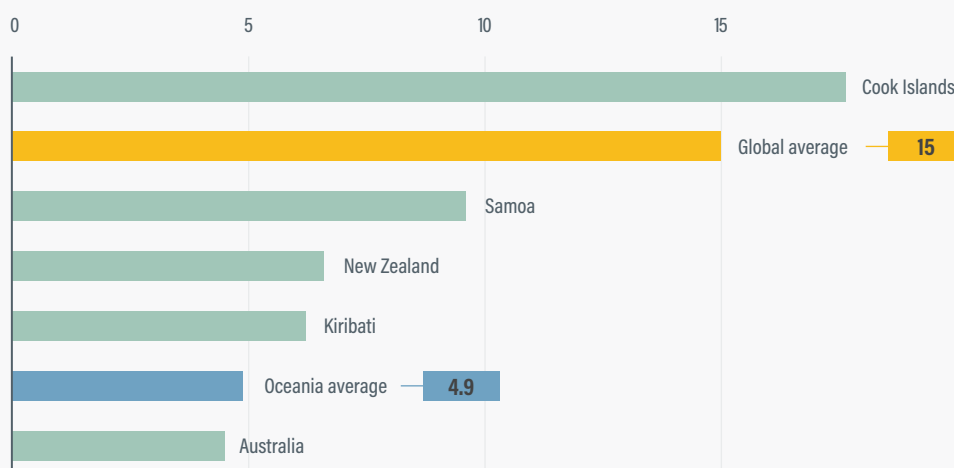
for bicyclists, and 32% for motorcyclists, highlighting the urgent need for infrastructure upgrades across the region.⁷¹

Oceania is one of the most vulnerable regions to the impacts of climate change. Many Pacific SIDS are located in the world's most natural disaster-prone areas, and with their small economies they can incur GDP losses of up to 200% from a single climate-exacerbated disaster, threatening lives, transport infrastructure, connectivity, livelihoods and development.⁷² Natural hazards – such as earthquakes, floods and landslides – as well as climate change-induced impacts such as sea-level rise and more-frequent and more intense extreme weather events, can greatly disrupt transport networks and damage infrastructure.

- ▶ Globally, SIDS make up two-thirds of the countries that suffer the highest relative losses from natural disasters – between 1% and 9% of their GDP each year.⁷³
- ▶ In Fiji, transport damage from flooding in 2009 totalled USD 28.5 million (43% of total infrastructure damage), and transport damage from Cyclone Winston in 2016 totalled USD 63 million (61% total infrastructure damage).⁷⁴ Cyclone Yasa in 2020 led to significant infrastructure damage across Fiji.⁷⁵
- ▶ The Solomon Islands faced USD 12 million in transport damage from flooding in 2014, making up 90% of the country's total infrastructure damage.⁷⁶

FIGURE 5. Road casualties per 100,000 people in Oceania, 2021

Road casualties per 100,000 people in Oceania



In 2021, Oceania had the safest roads of any region, with 4.9 road deaths per 100,000 people, well below the global average of 15.

Source: See endnote 70 for this section.

Policy and investment developments

In recent years, very few national strategies have been released in Oceania that support a transition towards sustainable, zero-emission transport; however, examples exist in Australia and New Zealand. Notably, New Zealand's Decarbonising Transport Action Plan (2022-2025) aims to pursue transport emission reduction interventions that simultaneously enhance resilience to natural hazards while delivering benefits for biodiversity and air quality.⁷⁷

- In New Zealand's Decarbonising Transport plan, interventions include creating green spaces and ecological corridors as part of new and improved transport infrastructure and services.⁷⁸ Drawing on the Avoid-Shift-Improve (A-S-I) Frameworkⁱ, the Plan prioritises three focus areas: reducing reliance on cars and encouraging active and public transport, promoting wider uptake of electric mobility and deepening efforts to decarbonise heavy transport and freight.⁷⁹ The plan sets some concrete targets including reducing the vehicle-kilometres travelled by light-duty vehicles 20% by 2035 through improved urban form and the provision of better travel options.⁸⁰
- Following consultations in 2024, the Australian government has been finalising its Transport and Infrastructure Net Zero Roadmap and Action Plan, which outlines net zero pathways for each transport mode (light-duty and heavy-duty road vehicles, rail, maritime and aviation) and contains specific time frames for 2030, 2040 and 2050.⁸¹

As of 25 May 2025, only two countries in Oceania – New Zealand and Marshall Islands – had submitted to the United Nations Framework Convention on Climate Change (UNFCCC) their third-generation Nationally Determined Contributionsⁱⁱ (NDCs) towards reducing emissions under the Paris Agreement.⁸² Although both countries' NDCs include transport-related content, neither establishes transport-specific activities on adaptation. Marshall Islands' NDC, published in 2025, refers directly to the outcomes of the First Global Stocktake adopted at the 2023 United Nations Climate Change Conference (COP 28), committing the country to accelerate emission reductions from road transport through pathways such as infrastructure development and rapid deployment of zero- and low-emission vehicles. The NDC also features a target to reduce domestic shipping emissions 40% below 2010 by 2030 and achieve complete decarbonisation by 2050.⁸³

For the latest analysis of transport commitments in NDCs, including those expected ahead of COP 30, see the [NDC Transport Tracker](#) by GIZ and SLOCAT, a database on ambition, targets and policies in NDCs and Long-Term Strategies.⁸⁴

Among the seven countries in the region that submitted Long-Term Low Emission Development Strategies (LT-LEDS) as of 25 May 2025, only Australia, New Zealand, Solomon Islands and Vanuatu included national targets to reduce transport-related greenhouse emissions.⁸⁵ LT-LEDS complement NDCs and reflect countries' strategies to 2050 and beyond.

- In its Net Zero Plan of 2021, Australia set a target to reduce its economy-wide emissions 43% below 2005 levels by 2030, with a view to achieving net zero emissions by 2050.⁸⁶ The country's updated LT-LEDS from 2023 reaffirms the 2050 net zero objective across all transport modes.⁸⁷
- New Zealand's LT-LEDS of 2021 commits to achieving net zero emissions for transport by 2050 while building a healthy, safe, equitable and accessible transport system.⁸⁸ This requires reducing the country's transport emissions 41% by 2035 compared to 2019 levels, according to pathways modelled by the Climate Change Commission.⁸⁹
- In 2023, Vanuatu published an LT-LEDS with a target to reduce transport emissions 50% below business as usual by 2050, and Solomon Islands released an LT-LEDS with a dedicated transport section but without specific ambitions for reducing emissions from the sector.⁹⁰

Transport adaptation and resilience actions in the region's NDCs focus mainly on road transport and port infrastructure and fall short in devising tailored actions for specific transport modes or contexts. As of 25 May 2025, Micronesia and Papua New Guinea were the only two countries in Oceania to feature transport adaptation targets in their second-generation NDCs.

- Micronesia's NDC, published in 2022, aims to climate-proof all major island ring roads, airport access roads, and arterial roads, as well as major ports, by 2030.⁹¹
- In its NDC, Papua New Guinea has committed to building and rehabilitating USD 1.2 billion worth of transport (air, sea, and land) infrastructure in line with climate-resilient codes and standards.⁹²
- Australia's NDC of 2022 sets out to ensure that the country is disaster-proof by spending up to USD 200 million annually on disaster preparation and resilience projects.⁹³

i The Avoid-Shift-Improve (A-S-I) framework seeks to guarantee access to transport and mobility while prioritising policy measures that "Avoid" unnecessary motorised trips based on proximity and accessibility; "Shift" to less carbon-intensive modes (e.g., from private vehicles to public transport, shared and active mobility, etc.); and "Improve" vehicle design, energy efficiency and clean energy sources for different types of freight and passenger vehicles. Growing evidence shows that "Avoid" and "Shift" strategies can account for 40-60% of transport emission reductions, at lower costs than "Improve" strategies.

ii Every NDC submitted since November 2024 is regarded as a 3.0/third-generation NDC, regardless of the document title, version number or content.



Five island states in Oceania – Fiji, Kiribati, Marshall Islands, Papua New Guinea and Tonga – had submitted National Adaptation Plans (NAPs) to the UNFCCC as of 25 May 2025.⁹⁴ All of these contain transport-specific references, recognising the sector’s key role in supporting adaptation and enhancing resilience to climate change impacts. NAPs support countries, especially developing and least-developed countries, in planning and implementing medium- and long-term adaptation to climate change.

- ▶ The Marshall Islands’ NAP of 2023 underlines the importance of careful design, construction and maintenance of public facilities (including roads and runways) to improve the overall resilience of infrastructure, as well as the need for infrastructure planning to avoid negative impacts such as coastal erosion and pollution.⁹⁵
- ▶ In its 2023 NAP, Papua New Guinea echoes its NDC commitment on transport adaptation to build or rehabilitate transport assets totalling USD 1.2 billion (PGK 4.2 billion) to meet climate-resilient codes and standards. The NAP outlines a plan to conduct rigorous risk and vulnerability assessments of inland road networks and coastal roads and to update road design standards to reflect climate change considerations, among others.⁹⁶

Countries in the region, including several SIDS notably Fiji, Kiribati, Tuvalu, have made increasing investments towards enhancing transport resilience.

- ▶ New Zealand’s National Land Transport Programme (2024–2027) establishes a new Coastal Shipping Resilience Fund of USD 30 million over three years (2024–25 to 2026–27) for activities that enhance the resilience of coastal shipping freight connections.⁹⁷
- ▶ In Fiji, a USD 199.6 million project aims to enhance the resilience of four major bridges on the main island of Viti Levu against natural hazards and climate change, thereby benefiting 62% of the country’s total population.⁹⁸ The project, funded by the Government of Fiji, the World Bank, and the Asian Development Bank, kicked off in 2025 and is slated for completion by 2031.⁹⁹
- ▶ Kiribati is retrofitting coastal infrastructure – such as roads, causeways and jetties – to withstand climate threats through a USD 110 million World Bank grant approved in 2025, while also upgrading air and sea transport infrastructure to maintain connectivity and ensure food and water security.¹⁰⁰
- ▶ In 2023, the World Bank approved a USD 23 million project in Tuvalu to enhance the resilience of the island’s airport infrastructure to disasters and the impacts of climate change.¹⁰¹

In 2023, countries in Oceania provided fossil fuel subsidies totalling USD 1,037 per capita – the third highest levels after North America (USD 2,172 per capita) and Europe (USD 1,265 per capita) – incentivising fossil fuel use and contributing to rising emissions.¹⁰² Fossil fuel subsidies in Oceania are projected to increase around 26% between

2023 and 2030, further undermining climate and sustainability efforts.¹⁰³ Fossil fuel subsidies as a share of GDP ranged from 1% in Papua New Guinea to 1.8% in New Zealand, 2.4% in Australia, 6.5% in Fiji and 6.6% in Tonga in 2023.¹⁰⁴

Countries across Oceania have adopted various measures to support people in choosing active, shared, and public transport, and have also supported closer integration between urban mobility and land use planning.

- Kiribati offers financial incentives for bicycles and electric bicycles, and Tuvalu is exploring the possibility of introducing solar-powered electric bikes.¹⁰⁵
- Samoa is promoting shared and electric micro-mobility through a phased approach from 2026 onwards, starting with pilot trials of 50 e-bikes and 5 e-minibuses, followed by a full rollout of 2,000-3,000 e-bikes and 80-100 e-minibuses to enhance village mobility.¹⁰⁶
- In its Second Biennial Update Report of 2022, Papua New Guinea set out to reduce vehicle-kilometres through more compact development.¹⁰⁷
- Tonga's Low Emission Development Strategy (2021-2050) aims to decentralise services from urban to rural areas to decrease traffic congestion around Tongatapu as well as the centre of island districts.¹⁰⁸
- At the sub-national level, South Australia's Transport Strategy of 2025 identifies the integration of transport with land use planning and growth trends as a strategic priority to secure a fit-for-purpose transport system. As part of this effort, the government targets the improvement of active and public transport networks as well as corridor infrastructure to connect new growth areas.¹⁰⁹

Australia and New Zealand have increasingly adopted dedicated policies and targets to promote the electrification of transport, including at the sub-national level. In Australia, sub-national governments have also been the first movers in phasing out internal combustion engine vehicles

- In 2022, New Zealand set a target for 30% zero-emission vehicles in its light-duty vehicle fleet by 2035, which it aims to achieve by boosting the roll-out of charging infrastructure and introducing further measures to shift away from internal combustion engines (especially high-emitting vehicles).¹¹⁰
- To match its commitment to net zero emissions by 2050, Australia adopted the Powering Australia Plan in 2022, including a USD 28 million (AUD 45.8 million) fund over six years for implementation.¹¹¹ The Plan includes a new vehicle efficiency standard, applicable to new cars from January 2025, that seeks to incentivise the production and import of fuel-efficient, low- and zero-emission vehicles.¹¹² Adoption of the standard is expected to generate USD 58.7

billion (AUD 95 billion) in fuel savings and USD 3 billion (AUD 5 billion) in health savings by 2050.¹¹³

- Australia has implemented an Electric Car Discount to reduce the purchase price of electric vehicles and is expanding charging infrastructure through a USD 309 million (AUD 500 million) Driving the Nation Fund.¹¹⁴
- The Zero Emissions Vehicles Strategy 2022-30 of July 2022 aims to ensure that 80-90% of new light vehicle sales in the Australian Capital Territory (ACT) are zero-emission vehicles by 2030.¹¹⁵
- In 2020, the Tasmanian Government set a target of transitioning its fleet to 100% electric by 2030.¹¹⁶
- South Australia and Queensland set targets to phase out petrol and diesel cars and vans by 2035 and 2036, respectively.¹¹⁷

Zero-emission buses have gained in popularity in recent years for their economic, health and emissions benefits.

- Starting in July 2025, public authorities in New Zealand will be obliged to procure only zero-emission buses, with this shift supported by at least USD 44.7 million through the 2024 budget.¹¹⁸
- The Australian government joined the international Zero-Emission Government Fleet Declaration and aims to procure 100% zero-emission vehicles across all categories for the government fleet by 2035.¹¹⁹
- At the sub-national level, the Zero Emissions Vehicle (ZEV) Roadmap of Victoria (Australia) includes a target for all public transport bus purchases to be zero-emission vehicles starting in 2025.¹²⁰

The region's SIDS have pursued vehicle electrification, although progress has been slower than in Australia and New Zealand.

- Vanuatu's LT-LEDS of 2023 strives to transition 10% of the public bus fleet to electric models by 2030 and to grow the electric share of total land and maritime transport demand from 0% in 2030 to 50% in 2050.¹²¹
- The Solomon Islands, through its Climate Technology Centre and Network (CTCN), developed an Electric Mobility Policy and Roadmap in 2022 and undertook a pre-feasibility testing of electric buses for Honiara.¹²²
- Tuvalu's NDC of 2022 highlights a USD 35,000 pilot project to procure 12 e-bikes in the country.¹²³

A growing number of countries in the region have pursued efforts to increase the use of renewable energy in transport.

Several countries, including Marshall Islands, Palau, Papua New Guinea, Solomon Islands, and Vanuatu, have policy documents that refer directly to the use of renewables in road transport. Countries have adopted varying targets to reach shares of electricity generation from renewable sources.



- ▶ In its LT-LEDS of 2023, Australia references its aspirations to become a renewable energy superpower by developing a renewable hydrogen industry to help decarbonise hard-to-abate sectors such as heavy transport.¹²⁴ The Hydrogen Headstart programme, announced in the 2023-24 Budget, will invest USD 1.24 billion (AUD 2 billion) to accelerate the development of Australia's renewable hydrogen industry by covering the gap between the cost of producing renewable hydrogen and its market price.¹²⁵
 - ▶ Palau's Voluntary National Review (VNR) of its implementation of the Sustainable Development Goals (SDGs) mentions an ideal mix of land use and transport integration (including active mobility infrastructure), combined with public and marine transport powered by renewable energy.¹²⁶
 - ▶ In its second-generation NDC of 2022, Micronesia sets targets to increase the renewable electricity share to more than 70% of total generation by 2030, and to reduce CO₂ emissions from electricity generation more than 65% below 2000 levels.¹²⁷
- Pacific SIDS have taken steps to address the emissions from maritime transport, both at the global level and domestically.** Although SIDS have contributed minimally to the emissions from international shipping, they have been vocal advocates for more stringent measures to reduce shipping emissions because of their heavy reliance on maritime transport for trade and connectivity and their vulnerability to the impacts of climate change. Measures include targets, a universal carbon levy, corridors and low-carbon fuels.
- ▶ SIDS have called for a universal carbon levy on shipping emissions through the International Maritime Organization (IMO), both to decarbonise maritime transport and to generate much-needed revenue to support climate adaptation and mitigation efforts in SIDS.¹²⁸
 - ▶ At the April 2025 gathering of the IMO's Marine Environment Protection Committee (MEPC 82), governments approved the first-ever Net-Zero Framework for the maritime sector, which includes new annual emission reduction targets for 2028-2035 along with penalties for non-compliance.¹²⁹ However, some SIDS have criticised the IMO decision for its lack of incentives for industry to make the shift to cleaner technologies.¹³⁰ Under the new framework, ship owners will be required to reduce the emissions intensity of their vessels 30% below 2008 levels by 2035 and 65% by 2040, with targets for 2035-2040 to be decided in 2032.¹³¹ Ship owners that fail to meet the targets will be obliged to purchase "remedial units" from the IMO to make up the difference, priced at USD 380 per tonne of CO₂ equivalent.¹³²
 - ▶ Marshall Islands' 2023 Sustainable Domestic Maritime Transport Roadmap aims to reduce domestic maritime transport emissions at least 40% below 2010 levels by 2030 and to fully decarbonise the sector by 2050.¹³³ To meet these objectives, the roadmap calls for replacing petrol outboards, introducing wind-assisted ship propulsion, generating electrical loads with wind turbines and solar panels, and implementing ship operational and design efficiency measures, among others.¹³⁴

A growing number of countries in Oceania have implemented green shipping corridors to decarbonise maritime transport. By focusing on specific trade routes and fostering close collaboration among key port hubs and stakeholders, green shipping corridors can be instrumental in eliminating barriers to the uptake of zero-emission solutions for the maritime sector.

- Fiji, Kiribati, Marshall Islands, Solomon Islands, Tonga, Tuvalu and Vanuatu have joined the Pacific Blue Shipping Partnership (PBSP), aiming to reduce their greenhouse gas emissions from domestic shipping 40% by 2030 and 100% by 2050.¹³⁵
- In 2024, Australia and Singapore signed a Memorandum of Understanding on establishing a Green and Digital Shipping Corridor, which will pilot solutions to enhance the resilience, efficiency and sustainability of global supply chains and logistics between the two countries.¹³⁶
- A pre-feasibility study for an Australia–New Zealand green shipping corridor, which could allow commercially operating ships to use alternative fuels, was carried out jointly with industry stakeholders in 2023.¹³⁷

Countries in the region have shown strong interest in advancing low-carbon maritime transport through electrification, biofuels and other alternative low-carbon fuels.

- In 2024, the “Low Carbon Sea Transport” partnership between Marshall Islands and Germany’s GIZ launched a prototype low-emission vessel that combines wind-assisted propulsion, fuel-efficient engines and solar power.¹³⁸
- New Zealand’s Decarbonising Transport Action Plan 2022–2025 recognises the decarbonisation of shipping and aviation as “longer-term projects” due to the cost and availability of low-carbon technologies for these sectors.¹³⁹ It underlines the need for a modal shift to cleaner modes, such as coastal shipping and rail freight.¹⁴⁰ As part of these efforts, New Zealand’s Transport Agency Waka Kotahi made available USD 16.78 million (NZD 30 million) for investment in the coastal shipping sector as part of the 2021–24 National Land Transport Programme.¹⁴¹
- The Australian government, in the framework of its Transport and Infrastructure Net Zero Roadmap and Action Plan, is developing a Maritime Emissions Reduction National Action Plan to set maritime transport on a path to net zero emissions. It is intended to decarbonise domestic maritime transport, advance the development of green shipping corridors from Australia and contribute to reductions in international shipping emissions.¹⁴²

To decarbonise its freight transport sector, New Zealand has set two related targets: to reduce emissions from freight 35% below 2019 levels by 2035, and to reduce

the emissions intensity of transport fuel by 10%.¹⁴³ To this end, the country seeks to promote a modal shift from road to railways and coastal shipping while accelerating the uptake of low-emission heavy-duty vehicles. The national strategy commits to decarbonising the aviation and maritime sectors by encouraging the production and uptake of low-carbon fuels such as biofuels, electricity and green hydrogen.¹⁴⁴

New Zealand provides grants to support the uptake of low- and zero-emission trucks. The government’s Low Emissions Heavy Vehicles Fund (LEHVF), supported with a 2024 budget allocation of USD 15.52 million (NZD 27.75 million), aims to promote innovation and offset the costs of hundreds of heavy-duty vehicles powered by clean technologies. This intends to help early adopters overcome upfront cost barriers and accelerate the uptake of battery electric, hydrogen fuel cell or hybrid vehicles. The fund is expected to support replacing up to 500 diesel vehicles with low- and zero-emission vehicles by 2028.¹⁴⁵

Australia has explored deploying electric trucks for urban deliveries, and hydrogen as a solution for longer-haul road freight transport. The government is establishing hydrogen refuelling networks for key freight routes.¹⁴⁶ The Australian Renewable Energy Agency (ARENA) awarded logistics solutions company Team Global Express a grant of USD 12.4 million (AUD 20 million) to support a USD 27.2 million (AUD 44 million) “Depot of the Future” project to make metropolitan deliveries using small electric trucks that recharge when they return to base.¹⁴⁷ In addition to 60 new trucks, the project includes back-to-base charging infrastructure and a 500-kilowatt battery to power a third of the company’s Sydney-based express parcel fleet.¹⁴⁸

Australia is expanding and modernising its rail infrastructure for freight, inter-city passenger and urban transport. High-speed rail is a key element in the country’s strategy to achieve net zero emissions by 2050.¹⁴⁹

- As of 2025, the largest infrastructure project in Australia was the Inland Rail project, a 1,600-kilometre railway line from Brisbane to Melbourne that is intended mainly for freight and is expected to be completed by 2027.¹⁵⁰ In 2023, the 176-kilometre section between Narrabri and North Star became operational.¹⁵¹
- Rail projects under way in and around Sydney include a 30.2-kilometre upgrade to the metro system, which is expected to be completed by 2026.¹⁵² The first phase – a 12-kilometre light rail line – became operational in 2024.¹⁵³
- In 2023, an Australian mining company ordered the world’s first 100% battery-powered heavy-haul freight locomotive, which has an energy capacity of 7 megawatt-hours and will operate on the Roy Hill railway to transport iron ore in Western Australia.¹⁵⁴

- Australia's High Speed Rail Authority released plans in 2024 for a high-speed rail between Sydney and Melbourne, which would be the first and only high-speed rail in Oceania and is targeted for completion in 2037.¹⁵⁵

In 2023, Australia launched a comprehensive review of its National Freight and Supply Chain Strategy dating from 2019, which resulted in the release of the strategy's Review Report in 2024.¹⁵⁶ Recognising decarbonisation as a critical emerging theme for Australia's freight sector, the report calls for incorporating a new goal on "decarbonising the freight and supply chain sector" along with dedicated resilience and decarbonisation key performance indicators to enable the monitoring and measurement of the updated Strategy.¹⁵⁷

To enhance transport connectivity, Pacific SIDS have emphasised the improvement of rural access.

- The Solomon Islands' National Development Strategy 2016-2035 targets the expansion of road networks to connect inland communities to coastal roads and maritime networks, which is seen as crucial in fostering access to agricultural land, rural connectivity and sustainable development.¹⁵⁸
- Palau is striving to ensure that 100% of its rural population lives within 2 kilometres of an all-season road by 2030.¹⁵⁹
- Vanuatu's 2030 strategy seeks to provide equitable and affordable access to efficient transport in rural and urban areas, including by establishing effective partnerships that facilitate the development of the private sector and rural communities as service suppliers in providing transport and infrastructure.¹⁶⁰

Partnerships in action

SLOCAT partners engaged in dozens of actions during 2023-2024, including:

- In 2024, the Asian Development Bank (ADB) approved a USD 280 million financing package in Papua New Guinea for the Sustainable Highlands Region Core Road Network Project, which aims to improve road transport efficiency, boost accessibility for people, goods, and services, enhance disaster responsiveness, and strengthen road safety.¹⁶¹
- The ADB is providing the Government of Solomon Islands with a second tranche of USD 53 million for the Land and Maritime Connectivity Project, which strengthens transport infrastructure and better connects people in rural areas to markets, health and education services.¹⁶² Tranche 2 continues the rehabilitation and climate-proofing of road

infrastructure initiated under Tranche 1, and has a strong focus on institutional improvements, including developing a gender strategy to support women in technical and leadership roles within the Ministry of Infrastructure Development.¹⁶³

- Between 2023 and 2025, the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) has supported sustainable transport transitions in Pacific Island nations through regional workshops and consultations. It convened a Pacific sub-regional consultation in Fiji in 2023 to align national transport goals with climate objectives, followed by two key dialogues in 2024 on setting low-carbon transport targets and identifying green transport corridors.¹⁶⁴ In 2025, ESCAP held a capacity-building workshop to equip Pacific SIDS with tools to leverage smart mobility solutions.¹⁶⁵
- The Pacific Office of the United Nations Development Programme (UNDP), based in Fiji, works with island nations that face development challenges such as geographic isolation and high vulnerability to climate change. In 2023, UNDP Pacific launched a Multi-Country Programme Document (2023-2027) outlining its commitment to addressing critical regional issues such as high transport costs and heavy reliance on maritime transport. Recognising the need for resilient and cost-effective mobility systems, UNDP Pacific prioritises sustainable transport initiatives that reduce fossil fuel dependency, enhance connectivity across dispersed populations, and support achievement of the SDGs.¹⁶⁶
- The Pacific Islands Development Forum (PIDF) proclaimed 2020-2030 as the Pacific Decade for Sustainable Transport, during the 2019 PIDF Leaders' Summit in Nadi, Fiji. This initiative recognises the urgent need to address transport emissions and calls for reducing carbon emissions, investing in renewable energy-powered transport, reviving traditional maritime practices combined with modern technology, and integrating sustainable transport in NDCs and LEDS.¹⁶⁷ It urges co-ordinated efforts among national stakeholders and international partners to promote public transport, clean energy use and climate-resilient mobility across all Pacific Island nations.¹⁶⁸

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