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Oceania Regional Overview

Demographics

Population size:

44 million

(2022)

Population growth:

+22%

(2010-2020)

Urban population share:

66%

(2022)

Urban population growth:

+19%

(2010-2022)

GDP per capita:

USD 40,469

(2021)

GDP growth:

+29%

(2010-2021)

Source: See endnote 1 for this section.



SLOCAT Partnership on Sustainable, Low Carbon Transport

Transport, Climate and Sustainability
Global Status Report - 3rd edition

Key findings



Demand trends



- In the larger economies of Oceania, private car use has continued to dominate passenger transport, even though the region has good access to public transport.
- In Australia, around 87% of work commutes in 2021 were by drivers or passengers of a car, motorcycle, or truck, while only 5% were by walking or cycling and 7% by public transport.
- Small-island countries have experienced rapid growth in motorisation (covering four-wheeled motor vehicles) as economies grow and urbanise. During 2010-2019, the region's largest growth was in Fiji and the Federated States of Micronesia, with increases near or above 40%. Australia and New Zealand had the highest overall motorisation levels in the region as of 2020.
- Oceania's electric vehicle uptake still lags behind other regions, as electric passenger cars in Australia and New Zealand comprise less than 1% of the global electric car stock.
- The COVID-19 pandemic and related border closures had profound effects on the Oceania region, resulting in high revenue losses in commodity exports and tourism. The Russian Federation's invasion of Ukraine further threatened the region's economic recovery, as disruptions affected shipping and freight corridors through the Pacific.
- Small-island countries in Oceania have major needs for sustainable, low-carbon transport.

Emission trends



- Oceania remained the lowest emitter of transport carbon dioxide (CO₂) emissions (excluding international aviation and shipping) among world regions in 2021, contributing less than 2% of transport emissions globally.
- Australia continued to be the largest emitter of transport CO₂ in the region and the 17th largest emitter globally in 2021, but it was surpassed by Cook Islands in emissions per capita.

Policy developments

- During 2021 and 2022, countries in Oceania, including small-island countries, enacted policy measures to enable and support electric vehicle uptake and to improve fuel efficiency standards.
- Recent investment projects have scaled up the ability of vulnerable small-island states to build resilient transport systems.
- Since 2019, Australia has increased its ambition on alternative fuels, such as hydrogen and sustainable aviation fuels.
- National and sub-national governments in Oceania have made net zero pledges in the transport sector, including for land, maritime and air transport.
- Climate action in New Zealand is being realised through comprehensive planning approaches, active mobility and support for public transport at the national and local levels.
- The Nationally Determined Contributions (NDCs) submitted by Oceania countries under the Paris Agreement as of 2022 offer a wide-ranging set of climate change mitigation and adaptation activities.





Overview



Oceaniaⁱ, which includes the large economies of Australia and New Zealand as well as a range of island countries in the Pacific Ocean, contributed the lowest share of global transport emissions in 2021. Aviation and shipping play a large role in the region due to the many small-island countries.² These island countries are among the most vulnerable to climate change from rising emissions and sea levels; however, regionally they are also the most dependent on fossil fuel imports, with the transport sector consuming the majority of imports.³ This contributes to other unique regional challenges, including high transport costs, lack of opportunities to increase economies of scale, and a large need for climate finance, among others.⁴

Transport demand and emission trends were rising steadily in the region before being temporarily offset by mobility restrictions in 2020 related to the COVID-19 pandemic. Declines in air travel and tourism and associated disruptions severely constrained the region's economies, which rely heavily on tourism and maritime corridors.⁵ After restrictions were lifted, regional transport demand and emissions returned to near or above pre-pandemic values. However, the Russian Federation's invasion of Ukraine in 2022 hampered recoveries and exacerbated supply chain disruptions and fossil fuel demand in the region.⁶

Transport decarbonisation strategies in Oceania are focused on transitioning to zero-emission vehicles and enabling electric vehicle uptake through infrastructure. Although many small-island countries have begun to use electric vehicles, in many cases local energy grids are not yet able to support high deployment of these fleets. Large opportunities exist to shift from car dependence to public transport as the main mode of transport and to improve road infrastructure to support and scale up resilient transport systems.

Recent policy measures in the region have linkages to several of the United Nations Sustainable Development Goals (SDGs), including SDG 9 (industry, innovation and infrastructure), SDG 11 (sustainable cities and communities) and SDG 13 (climate action), through measures adopting national strategies to support the decarbonisation of transport, committing to net zero pledges, and scaling up green and resilient investments.

Demand trends



In the larger economies of Oceania, private car use has continued to dominate passenger transport, even though the region has good access to public transport.

- ▶ **In Australia, around 87% of work commutes in 2021 were by drivers or passengers of a car, motorcycle, or truck, while only 5% were by walking or cycling and 7% by public transport.**⁷ The number of people working from home in the country increased from 500,000 in 2016 to 2.5 million in 2021.⁸
- ▶ Private cars accounted for 70% of passenger activity in Australia in 2021, or 252 billion passenger-kilometres.⁹ Overall passenger activity in the country in 2020 and 2021 was 18% below the all-time high of 2018 (443 billion passenger-kilometres).¹⁰
- ▶ In New Zealand in 2014 (latest data available), 79% of trips were by car drivers or passengers, while 18% were by walking or cycling and 3% by public transport.¹¹
- ▶ Car trips dominated in Australia and New Zealand even though these countries had the world's highest share of the urban population with access to public transport in 2021, at 82.8%, compared to a global average of 56.2%.¹²

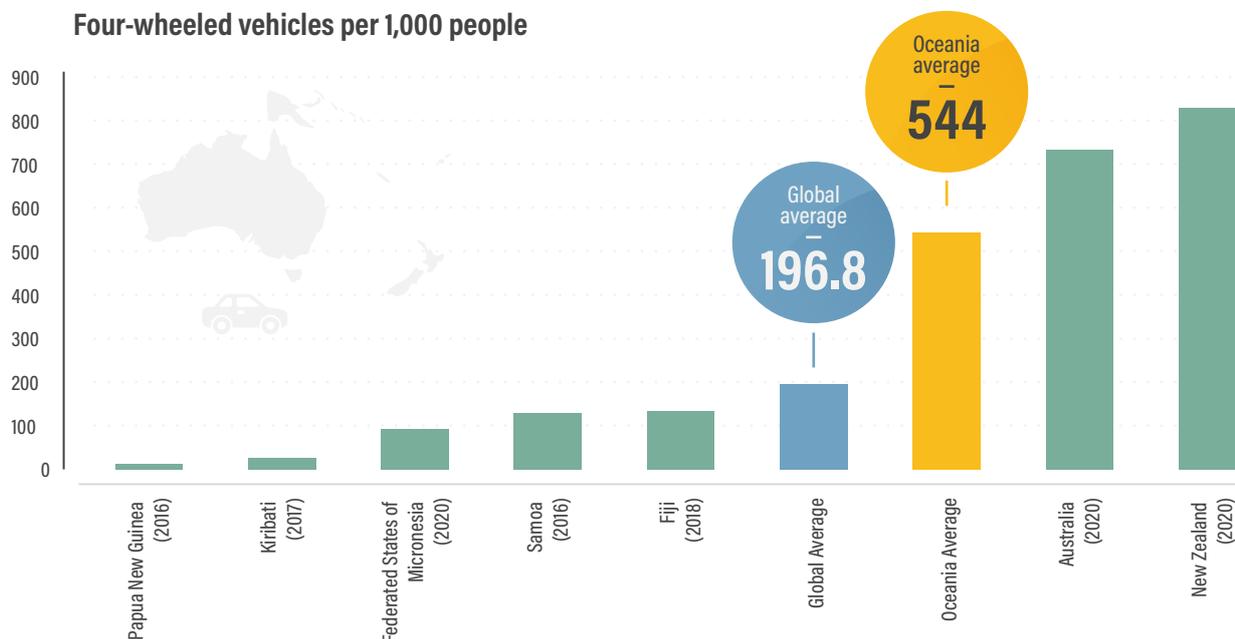
Small-island countries have experienced rapid growth in motorisation (covering four-wheeled motor vehicles) as economies grow and urbanise. During 2010-2019, the region's largest growth was in Fiji and the Federated States of Micronesia, with increases near or above 40% (much larger than in Australia and New Zealand).¹³ Australia and New Zealand had the highest overall motorisation levels in the region as of 2020.¹⁴

- ▶ Fiji's motorisation rate grew from 95 registered road vehicles per 1,000 people in 2010 to 136 vehicles per 1,000 people in 2019 (latest data available), while motorisation in the Federated States of Micronesia increased from 74 vehicles per 1,000 people in 2010 to 104 vehicles per 1,000 people in 2019.¹⁵
- ▶ Australia and New Zealand maintained the region's highest motorisation levels overall (see Figure 1), at 733 and 829 vehicles per 1,000 people, respectively, in 2020, around four times the global average.¹⁶

ⁱ Here, the Oceania region covers Australia and New Zealand as well as the island countries of Cook Islands, Fiji, Kiribati, Marshall Islands, the Federated States of Micronesia, Nauru, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu.

FIGURE 1. Motorisation rates per 1,000 people in Oceania, 2016-2020

Source: See endnote 16 for this section.



- ▶ The majority of countries in Oceania for which motorisation rates are available have levels below the global average. Car ownership and motorisation levels were smaller for Fiji and Samoa (at just over 100 vehicles per 1,000 people) and even lower for the Federated States of Micronesia, Kiribati, and Papua New Guinea, for various years.¹⁷

Oceania's electric vehicle uptake still lags behind other regions, as electric passenger cars in Australia and New Zealand comprise less than 1% of the global electric car stock.¹⁸ Major opportunities exist to scale up national targets, energy supply and infrastructure.

- ▶ Electric vehicle sales have grown exponentially in Australia in recent years – from a 0.2% share in sales in 2018 to 3.8% in 2022 – but are still well below the global average of 14% in 2022.¹⁹ Electric vehicle uptake in the country was projected to surpass 100,000 units in 2023.²⁰
- ▶ Electric vehicle uptake in New Zealand grew from nearly 24,000 units in 2020 to just over 36,000 in 2021 but failed to meet the government's target of 64,000 electric vehicles by 2021, set in 2016.²¹ Growth of electric vehicles in the country has been paralleled by rising sales of large utility coupes, trucks and sport utility vehicles (SUVs).²²
- ▶ In general, the shift to larger vehicles in both Australia and New Zealand has undermined the emission gains from greater electric vehicle sales.²³

Electric vehicle sales in small-island countries have been slower, although both Cook Islands and Fiji have in place policies to encourage their uptake (see *Policy Developments* section).²⁴

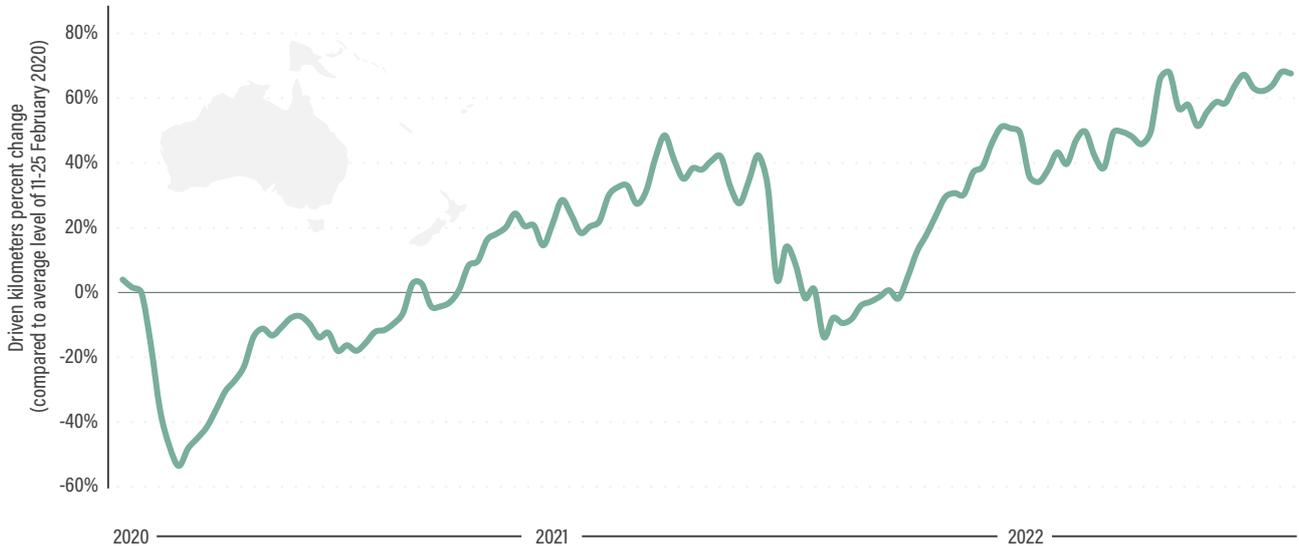
- ▶ In 2023, Cook Islands reported an electric vehicle stock of 46 electric cars, 3 electric pick-up trucks, 2 electric trucks, 24 electric two-wheelers and 4 electric scooters in operation.²⁵
- ▶ Papua New Guinea imported 3 electric commercial vans in 2022, Samoa imported a battery electric SUV under a government pilot project in 2021, and Tuvalu was awaiting the arrival of 12 electric scooters from China as of 2023.²⁶

The COVID-19 pandemic and related border closures had profound effects on the Oceania region, resulting in high revenue losses in commodity exports and tourism.²⁷ This led to large contractions in gross domestic product, surges in unemployment and increases in fiscal debts.²⁸ The collapse of tourism was especially devastating for already vulnerable island economies (such as Fiji, Palau, Samoa and Tonga) that rely heavily on tourism for economic activity and employment.²⁹ **The Russian Federation's invasion of Ukraine further threatened the region's economic recovery, as disruptions affected shipping and freight corridors through the Pacific.**³⁰

- ▶ In the first 24 weeks of 2020, overall shipping activity in Oceania fell 12.3%, the second largest decline globally after Europe.³¹ Passenger maritime transport fell 18% in the first half of the year.³² Oceania also was among the most impacted

FIGURE 2. Changes in kilometres driven in Oceania, 2020-2022

Source: See endnote 34 for this section.



regions for maritime freight (along with Africa), as container ship calls fell 12.4% in the beginning of 2020.³³

- ▶ Declines in transport activity in the region were most evident during the months corresponding to COVID-19 variant outbreaks and consequential lockdowns, as indicated by Waze’s data on kilometres driven, which shows strong declines in March-May 2020 and August-September 2021 (see Figure 2).³⁴
- ▶ International aviation to and from Oceania started to rebound in 2022, but as of the beginning of the year international flights were still 40% below pre-pandemic levels.³⁵
- ▶ By 2022, Australia and New Zealand surpassed the average for the Asia-Pacific region in recovery rates for airline capacity for international travel compared to 2019.³⁶
- ▶ Fiji led small-island countries in the return to near pre-pandemic aviation activity by 2022.³⁷

Small-island countries in Oceania have major needs for sustainable, low-carbon transport. This applies across all transport modes, although no recent data on modal shares exist for countries such as Cook Islands, Kiribati, Papua New Guinea, Samoa, Tonga and Vanuatu.

- ▶ The majority (80%) of Vanuatu’s population lives across 6 main islands, but the country has more than 45 islands with a population of less than 1,000.³⁸ Only 20 of these islands have airstrips, and some islands have no road network at all.³⁹

- ▶ People in Greater Suva (Fiji) are high users of public buses.⁴⁰ More than 60% of Suva residents live within 500 metres of a bus route with 20-minute service frequency.⁴¹ In 2015 (latest data available), the largest share of travel in the city was by bus (46%) followed by car (34%).⁴² (Cycling data are not available.)

Emission trends



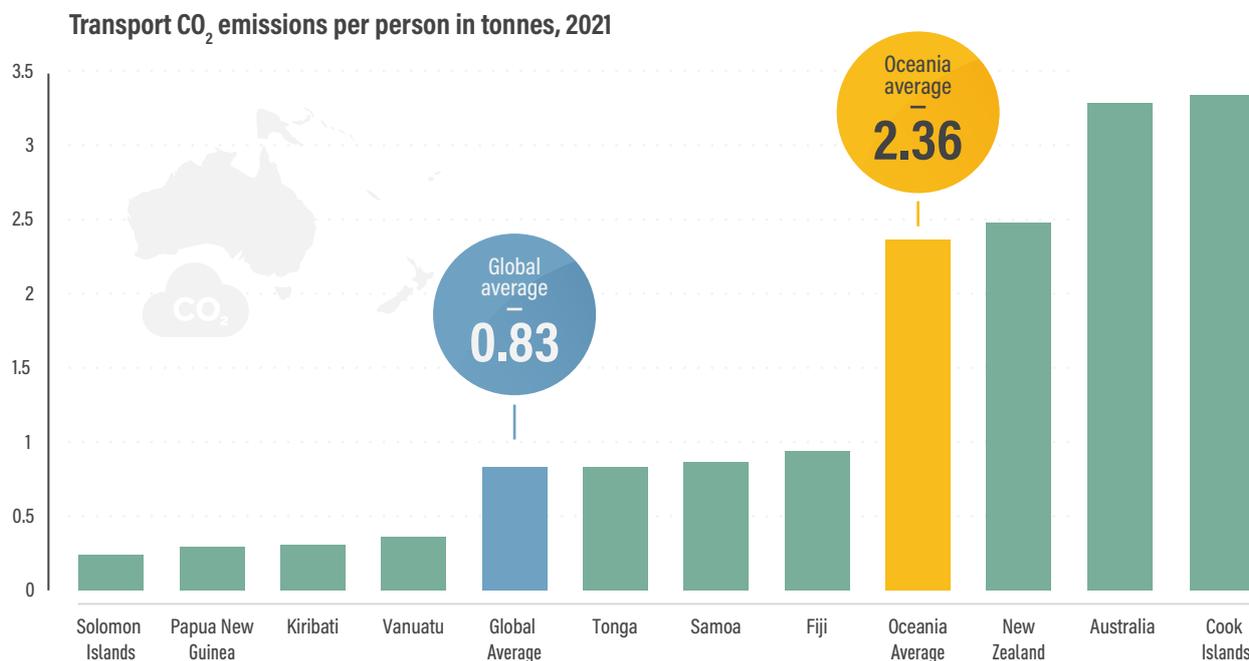
Oceania remained the lowest emitter of transport carbon dioxide (CO₂) emissions (excluding international aviation and shipping) among world regions in 2021, contributing less than 2% of transport emissions globally.⁴³ Transport CO₂ emissions in the region grew relatively steadily during 2010-2019, with 14% overall growth, then fell 16% in 2020 due to the decline in transport activity during the COVID-19 pandemic, before increasing slightly (1.4%) in 2021.⁴⁴

Australia continued to be the largest emitter of transport CO₂ in the region and the 17th largest emitter globally in 2021, releasing more than 84 million tonnes.⁴⁵ This was due largely to the continued reliance on passenger vehicles with high fuel consumption, as well as energy-intensive road freight.⁴⁶

- ▶ New Zealand came in a distant second in 2021 with just over 12 million tonnes of CO₂, followed by Papua New Guinea with nearly 3 million tonnes.⁴⁷

FIGURE 3. Per capita transport CO₂ emissions in Oceania, 2021

Source: See endnote 49 for this section.



- ▶ The smaller island countries measured much lower transport CO₂ emissions, ranging from less than 1 million tonnes in Fiji to only 0.04 million tonnes in Kiribati.⁴⁸
- ▶ **Cook Islands surpassed the larger Oceanic economies (Australia and New Zealand) in per capita transport CO₂ emissions (see Figure 3),** due to its heavy reliance on road and air transport, even though its overall transport emissions totalled just over 0.05 million tonnes in 2021.⁴⁹
- ▶ Other island countries had smaller per capita transport CO₂ emissions, ranging from less than 1 tonne in Fiji to as low as 0.24 tonnes in Solomon Islands.⁵⁰

Regional CO₂ trends



Total transport CO₂ emissions (2021):
102 million tonnes

Share of global transport CO₂ emissions (excluding international aviation and shipping) (2021):
1.6%

Per capita transport CO₂ emissions (2021):
2.36 tonnes

Transport CO₂ per USD 10,000 (2021):
0.58 tonnes

Source: See endnote 51 for this section.

Policy developments



During 2021 and 2022, countries in Oceania, including small-island states, enacted policy measures to enable and support electric vehicle uptake and to improve fuel efficiency standards.

- ▶ In 2021, Australia released its Future Fuels and Vehicles Strategy, backed by the AUD 250 million (USD 170 million) Future Fuel Funds to support charging infrastructure and commercial fleet transitions.⁵² Australia's consultation for a National EV Strategy began in September 2022 to define goals, objectives and actions to enable Australians to access the best transport technologies and help meet emission reduction targets.⁵³
- ▶ In 2022, the Australian government doubled the existing investment in the Driving the Nation Fund, allocating AUD 500 million (USD 340 million) to support electric vehicle charging infrastructure for highways, as well as hydrogen highways for key freight routes.⁵⁴ In 2022, Australia passed Electric Car Discount legislation that exempts eligible electric cars from the fringe benefits tax and import tariffs.⁵⁵
- ▶ Australia announced in its 2022-23 Budget that it would co-invest AUD 146 million (USD 99 million) over five years in projects to reduce emissions from road transport through the Australian Renewable Energy Agency (ARENA).⁵⁶ The

funds will be used to expand electric vehicle charging points along highways, install smart charging, develop vehicle-to-grid charging projects and explore approaches to incentivise household smart charging.⁵⁷

- ▶ Australia is among the few remaining countries in the Organisation for Economic Co-operation and Development (OECD) that lack mandatory fuel efficiency standards.⁵⁸ Consultations have occurred on implementing fuel efficiency standards for light and commercial vehicles, as well as on addressing heavy-vehicle emissions.⁵⁹ The International Council on Clean Transportation has shown that having world class fuel efficiency standards in Australia could reduce the well-to-wheel emissions of light-duty vehicles 95% below 2019 levels by 2050.⁶⁰
- ▶ In 2022, a voluntary industry-led CO₂ emission standard was initiated in Australia, aimed at reducing CO₂ emissions 4% annually on average for passenger cars and light SUVs.⁶¹
- ▶ In 2022, Australia announced that it would phase in Euro VI (Stage C) requirements for new medium- and heavy-duty vehicle models (greater than 3.5 tonnes) starting in November 2024, and for existing heavy-vehicle models still being supplied to the Australian market on or after 1 November 2025.⁶²
- ▶ In New Zealand, the Clean Vehicle Standard is aimed at increasing the quantity and variety of low- and zero-emission vehicles supplied; the standard sets specific greenhouse gas emission targets for transport at 65.9 million tonnes for 2022-2025, 76 million tonnes for 2026-2030 and 56.8 million tonnes for 2031-2035.⁶³

- ▶ Also in 2022, New Zealand implemented the Clean Car Import Standard, with the target to lower the CO₂ emissions of imported vehicles from an average of 171 grams of CO₂ per kilometre in 2020 to 105 grams by 2025 for cars and 132 grams for vans by 2025.⁶⁴ In 2022, New Zealand's Clean Vehicle Discount scheme encouraged purchases of zero-emission vehicles.⁶⁵
- ▶ Fiji raised its subsidy for capital investments for electric vehicle charging infrastructure from 5% to 10% in its 2022-23 budget.⁶⁶

Recent investment projects have scaled up the ability of vulnerable small-island countries to build resilient transport systems.

- ▶ In 2019, the World Bank launched the Pacific Climate-Resilient Transport Program, with initial projects in Samoa, Tonga, Tuvalu and Vanuatu.⁶⁷ The programme has since expanded to include projects to build and strengthen roads in Marshall Islands and Micronesia.⁶⁸
- ▶ The World Bank's Pacific Aviation Investment Program supports Samoa, Solomon Islands and Tuvalu in improving the safety and efficiency of aviation.⁶⁹
- ▶ The Global Green Growth Institute has supported the small-island developing states within its membership – Fiji, Kiribati, Papua New Guinea, Tonga and Vanuatu – in pursuing a low-carbon development approach while also promoting increased resilience.⁷⁰
- ▶ In March 2023, six Pacific Island countries – Fiji, Niue, Solomon Islands, Tonga, Tuvalu and Vanuatu – signed the Port Vila Call for a Just Transition to a Fossil Fuel Free Pacific, a call to action encompassing many measures to transition the region away



TABLE 1. Zero-emission bus fleet targets in Australia

Source: See endnote 86 for this section.

States	Zero-emission bus targets
Australian Capital Territory	100% zero-emission bus fleets by 2040
New South Wales	100% zero-emission bus fleets by 2030
Queensland	100% of translink-funded bus purchases to be zero-emission from 2025 in South-East Queensland and from 2025-2030 in all of Queensland
Victoria	100% zero-emission bus purchases from 2025

from fossil fuels, including reforms to international climate finance to help enable the transition.⁷¹

- ▶ To reduce its vulnerability, Samoa has pushed for a coherent and multi-pronged approach to systems planning, with the adoption of sectoral and spatial planning tools, investments in road network redundancy for critical infrastructure such as roads and bridges, the construction of pedestrian evacuation routes, and policies and planning that address disaster and climate risks.⁷²

Freight system improvements are under way in Australia. Through the Inland Rail Project, a 1,600 kilometre freight rail project, was initiated in 2018 and is anticipated to be complete by 2027 to service the country's freight demands and to shift more goods to rail. This priority infrastructure project is supported by USD 14.5 billion in funding from the Australian government, with the rest from the Australian Rail Track Corporation (ARTC), grants and public-private partnerships.⁷³

Since 2019, Australia has increased its ambition on alternative fuels, such as hydrogen and sustainable aviation fuels.

- ▶ Australia established a Sustainable Aviation Fuel (SAF) Council in October 2022, modelled on the United Kingdom's Jet Zero Council.⁷⁴ Australia's flag carrier, the Qantas Group, is committed to using 10% SAF by 2030 and achieving net zero emissions by 2050.⁷⁵
- ▶ Australia's National Hydrogen Strategy 2019 sets out actions for building the hydrogen industry and considers transport as a key potential use sector.⁷⁶ The country's National Freight and Supply Chain Strategy 2019 sets an agenda for co-ordinated and well-planned government and industry action across all freight modes over the next 20 years and beyond.⁷⁷ The emphasis is on economic objectives and building Australian competitiveness; some decarbonisation could occur through operational efficiencies and inter-modality, but no targets for freight decarbonisation have been set.⁷⁸

National and sub-national governments in Oceania have made net zero pledges in the transport sector, including for land, maritime and air transport.

- ▶ In 2019, the Pacific Blue Shipping Partnership was jointly launched by Fiji and the Marshall Islands – with partnerships with Samoa, Solomon Islands, Tuvalu and Vanuatu – to raise ambitions to decarbonise respective shipping sectors and achieve net zero carbon by 2050.⁷⁹
- ▶ In 2020, Marshall Islands set the objectives of reducing domestic shipping emissions 40% by 2030 and fully decarbonising the sector by 2050.⁸⁰ Kiribati, Marshall Islands and Solomon Islands have been influential within the International Maritime Organization in advocating for scaled-up ambition in decarbonising shipping.⁸¹
- ▶ In 2022, members of the Pacific Islands Forum endorsed the 2050 Strategy for the Blue Pacific Continent with the key transport ambition to increase regional connectivity.⁸²
- ▶ Australia legislated targets in 2022 to reduce emissions 43% below 2005 levels by 2030 and to achieve net zero emissions by 2050, which covered a broad range of climate and energy policy, funds and sectoral-focused policies including transport.⁸³
- ▶ Most states and territories in Australia have set targets for the uptake of zero-emission vehicles, which taken together would be equivalent to a target for 46% new zero-emission car sales by 2030.⁸⁴ Most states and territories have adopted financial incentives for the purchase of zero-emission vehicles, such as waiving stamp duty and registration fees, as well as investments in electric vehicle charging infrastructure.⁸⁵
- ▶ All states and territories in Australia are shifting to zero-emission bus fleets, with specific targets in the Australian Capital Territory, New South Wales, Queensland and Victoria (see Table 1).⁸⁶ Tasmania, Western Australia, South Australia and the Northern Territory have been undertaking trials and investigations.⁸⁷

Climate action in New Zealand is being realised through comprehensive planning approaches, active mobility and support for public transport at the national and local levels.

- ▶ New Zealand’s Decarbonising Transport Action Plan 2022-2025 sets out four transport targets to support the goal of reducing transport emissions 41% below 2019 levels by 2035: 1) reduce total kilometres travelled by the light fleet 20% by 2035 through improved urban form and providing better travel options, particularly in the largest cities; 2) increase zero-emission vehicles to 30% of the light fleet by 2035; 3) reduce emissions from freight transport 35% by 2035; and 4) reduce the emissions intensity of transport fuel 10%.⁸⁸
- ▶ In 2022, Auckland Council’s Environment and Climate Change Committee adopted the Transport Emissions Reduction Pathway, to support and enable Te Tāruke-ā-Tāwhiri’s required 64% reduction in transport emissions.⁸⁹
- ▶ In New Zealand in 2022, Wellington City Council approved a new long-term cycling plan, Paneke Pōneke Bike Network, aimed at expanding cycling networks to connect suburbs to the city centre.⁹⁰
- ▶ New Zealand halved public transport fare rates for several months in 2022 in response to the soaring petrol prices resulting from the Russian invasion of Ukraine.⁹¹

The Nationally Determined Contributions (NDCs) submitted by Oceania countries under the Paris Agreement as of 2022 offer a wide-ranging set of climate change mitigation and adaptation activities. Only five countries in the region (Australia, Fiji, Marshall Islands, New Zealand and Tonga), or 33%, had submitted Long-Term Strategies under the Paris Agreement as of the end of 2022.⁹²

- ▶ Samoa was the only country in the region with a target for transport greenhouse gas mitigation in its second-generation NDC.⁹³
- ▶ The NDCs of Pacific islands target improvements in shipping. Kiribati intends to develop a national maritime action plan and to introduce small and efficient freight and passenger ships; the Federated States of Micronesia will update existing vessels with renewable energy power sources and secure additional vessels for transport between islands and for emergency response operations; and Solomon Islands will promote renewable and energy efficient technologies for water and land transport.⁹⁴
- ▶ Germany’s Agency for International Cooperation (GIZ) has administered the Regional Pacific NDC Hub to support Pacific Island countries in reviewing, enhancing and implementing their climate commitments, including identifying opportunities to bring the transport sector to the fore and to connect climate ambitions at the national and local levels.⁹⁵ The Hub – implemented in partnership with the Global Green Growth Institute, the Pacific Community and the Secretariat

of the Pacific Regional Environment Programme – served 14 member countries as of early 2023: Cook Islands, Fiji, Kiribati, Marshall Islands, the Federated States of Micronesia, Palau, Papua New Guinea, Nauru, Niue, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu.⁹⁶

Partnership in action



SLOCAT partners engaged in dozens of actions during 2020-2022, including:

- ▶ The **Asia LEDS Partnership (ALP)** is a voluntary regional network comprising individuals and organisations from the public, private and non-governmental sectors that are active in designing, promoting and/or implementing Low Emission Development Strategies (LEDS) in the Asia-Pacific region (including Australia and New Zealand).⁹⁷
- ▶ **Climateworks Centre** bridges research and action to achieve the system-level transitions required to reach net zero emissions across Australia, Southeast Asia and the Pacific. It was co-founded by the Myer Foundation and Monash University in 2009 and works within the non-profit Monash Sustainable Development Institute.⁹⁸
- ▶ The **Pacific Islands Development Forum (PIDF)**, headquartered in Suva (Fiji), is a regional organisation aimed at supporting sustainable development in the Pacific Islands.⁹⁹ In 2019, the PIDF declared the “Pacific Decade for Sustainable Transport 2020-2030” to accelerate a transition to sustainable, low carbon transport in the region.¹⁰⁰
- ▶ The **United Nations Economic and Social Commission for Asia and the Pacific (ESCAP)** supports inclusive, resilient and sustainable development in Oceania by generating action-oriented knowledge, and by providing technical assistance and capacity building services in support of national development objectives, regional agreements and the implementation of the 2030 Agenda for Sustainable Development.¹⁰¹ ESCAP Member States in the Pacific cover Australia, Fiji, Kiribati, Marshall Islands, the Federated States of Micronesia, Nauru, New Zealand, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu, as well as associate members American Samoa, Cook Islands, French Polynesia, Guam, New Caledonia, Niue and the Northern Mariana Islands.¹⁰²
- ▶ **UITP Asia-Pacific** is the regional network of the International Association of Public Transport (UITP) in Asia and the Pacific, with more than 200 members from 14 different territories working together to foster knowledge and exchange insights between public transport practitioners for better transport developments.¹⁰³ In 2023, for example, a training on transit-oriented development with the Land Transport Authority Singapore educated authorities and planners about integrated urban mobility and land-use practices.¹⁰⁴

- ▶ The **United Nations Centre for Regional Development (UNCRD)** strives to promote sustainable regional development in developing countries with a focus on development planning and management in the context of globalisation and decentralisation trends. UNCRD's Environment Unit is focusing on three urban priorities, including sustainable transport.¹⁰⁵
- ▶ The **United Nations Conference on Trade and Development (UNCTAD)** helps emerging economies access the benefits of a globalised economy more fairly and effectively – through analysis, facilitating consensus building, and offering technical assistance – to help them use trade,

investment, finance and technology as vehicles for inclusive and sustainable development.¹⁰⁶ UNCTAD has active projects in several small-island countries such as Fiji, Papua New Guinea, Solomon Islands and Vanuatu.¹⁰⁷

- ▶ The **United Nations Development Programme's (UNDP) Pacific Office** in Fiji serves 14 countries to advance the Global 2030 Agenda and help countries meet the SDGs, including SDG 7 on affordable and clean energy. UNDP is guided by a Sub-regional Programme Document for the Pacific Island Countries and Territories 2018-2022, which in turn contributes to the achievement of an overarching UN system-wide Pacific Strategy.¹⁰⁸



2.6 OCEANIA REGIONAL OVERVIEW

- 1 Calculations from the SLOCAT Partnership on Sustainable, Low Carbon Transport based on United Nations (UN), 2022, "World Population Prospects 2022", <https://population.un.org/wpp>, accessed 21 January 2023; UN Stats, 2018, "2018 Revision of World Urbanization Prospects", <https://population.un.org/wup>, accessed 28 December 2022; World Bank, 2023, "GDP (constant 2015 US\$)", <https://data.worldbank.org/indicator/NY.GDP.MKTP.KD>.
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