



Celebrating the Pacific, Shaping its Future

Laucala Declaration on the Decarbonisation of Pacific Islands Transportation

Agreed by the signatories at the 2018 Pacific Islands Transport Forum, Laucala Bay, Suva, Fiji.

Preamble

Transport is a critical cross-cutting issue of primary importance to all Pacific countries and economies that underpins all development agendas. The Pacific has unique transport characteristics that require unique solutions. The advent of climate change now requires these be developed and implemented parallel to decarbonisation of the sector.

A decarbonised future for transport (land/sea/air) that is inclusive, safe, appropriate and affordable is absolutely essential to meeting the Paris Agreement temperature goal of no more than 1.5°C of warming as agreed under the UN Framework Convention on Climate Change (COP21) and to achieving the Sustainable Development Goals.

Recognition of transport's pivotal role in the Pacific Islands region comes with the responsibility to decarbonize the sector. Our challenge is to ensure access for all and providing reliable services for the trade and mobility on which our economies and wellbeing depend, while removing GHG emissions and improving public health and disaster preparedness and response.

A combination of advances in technology and alternative fuels, as well as improving efficiency and managing demand along with behavioural change are needed to address these challenges. At the same time changing demographics, rapid urbanisation and digital connectivity need to be factored in. This paradigm shift needs to happen at speed.

Our ability to react to these challenges and opportunities will decide how effectively we transition to decarbonised and appropriate transport that meets both the Paris Agreement temperature goals and the sustainable development needs of our islands.

The overall objective of the Forum was to bring together key stakeholders to discuss the issues and challenges faced in decarbonising the transport sector and to identify ways of moving forwards.

Declaration

We, the signatories:

1. Recall:

- a) The 2013 [Majuro Declaration for Climate Leadership](#), which confirms the responsibility of all *“every government, every company, every organisation and every person with the capacity to do so, both individually and collectively”* to act urgently to reduce GHG emissions;
- b) The [SAMOA Pathway](#) and in particular paras. 66 and 67 which recognise the importance of sustainable transport to development of SIDS and commitments to support SIDS' efforts to access *“environmentally sound, safe, affordable and well-maintained*

transportation”, support policies that “take a life-cycle approach”, and “increase energy efficiency in the transport sector”.

- c) The 2015 [Suva Declaration on Climate Change](#) and in particular para. 19.f: *“An integrated approach to transitioning Pacific countries to low carbon transport futures, in particular sea transport given its central role in providing connectivity for Pacific Small Island Developing States, including a regional strategy to advocate for and monitor implementation of sector targets through relevant UN agencies commensurate with the 1.5°C threshold”;*
- d) The 2015 [Declaration of the Fourth France-Oceania Summit](#) and in particular para. 17 encouraging *“initiatives to enhance the interconnection of the Pacific Island Countries and Territories by expanding air and sea links and electronic communications, to facilitate the dissemination of knowledge to benefit the region’s development and integration into the global economy”;*
- e) The goals of the 2015 [Paris Agreement](#);
- f) The 2017 [Tony de Brum Declaration](#) , which confirms that international shipping, like all other sectors of human activity, must take urgent action;
- g) The 2017 [Energy and Transport Ministers Communiqué](#);
- h) The [18th Micronesia Presidents' Summit Communiqué](#); and
- i) The 2018 Smaller Island States Leaders Outcome.

2. Note:

- a) The 2018 IPCC [Special Report on Global Warming of 1.5](#) ;
- b) The 2018 OECD [Transport CO2 and the Paris Climate Agreement: Reviewing the Impact of Nationally Determined Contributions](#) report;
- c) The 2018 Global Maritime Forum maritime leaders’ [Call to action in support of decarbonization](#);
- d) The Initial IMO GHG Emission Reduction Strategy adopted in April 2018;
- e) AOSIS Samoa Declaration on Climate Change in the context of Sustainable Development for SIDS and the commitments made;
- f) The One World Summit [Commitment 7: zero pollution transport](#); and
- g) The Framework for Resilient Development in the Pacific 2017-2030.

3. Further note that Pacific leaders have consistently and repeatedly stated:

- a) Climate change is the greatest threat to the Pacific and is a real and in many cases existential threat;
- b) Keeping warming of average global temperatures to within 1.5 degrees warming above pre-industrial levels is of existential importance;
- c) All sectors and all actors must make all effort if a catastrophe of epic proportions is to be averted;
- d) Pacific islands cannot be held accountable for the event of climate change yet are at the forefront of its causalities;

- e) Transport is a cross cutting issue that underpins most aspects of economic and sustainable development, climate change adaptation and resilience building, achievement of SDGs, and disaster preparedness and response;
- f) Decarbonising transport in a Pacific Island scenario represents real challenges that will require political prioritisation, external and international investment commitments and concrete resources and actions and that these need to be recognised and provided for by the global community;
- g) The regional values for guiding policy making and implementation in the Framework for Pacific Regionalism; and
- h) Climate change offers potential positive outcomes for transport, particularly if adequate and appropriate climate financing can be activated to allow uptake of appropriate new technologies and approaches.

4. Acknowledge

- a) The existential threat that climate changes poses to the low-lying atoll States in particular and the urgent need for decarbonisation;
- b) The dramatic increase in the region in the number of vehicles and vessels in recent years and the impacts on climate change, air pollution, and public health, and underline the need to urgently reverse these impacts;
- c) The need to integrate transport decarbonisation policies to reduce the effects of climate change and to promote more sustainable transport initiatives;
- d) That transport is critical for access to jobs, education, healthcare, disaster preparedness and response;
- e) That public transport is essential for inclusive access and the need to prioritise very low to zero carbon options, including walking and cycling;
- f) The need to develop integrated transport and land use policies that increase access to appropriate transport services for all, including those with disabilities;
- g) The role that new technologies can make to improving transport services and infrastructure;
- h) The role of the UN bodies, in particular the International Maritime Organization and the International Civil Aviation Organization;
- i) That all modes of transport (land, sea and air) play an important role in sustainable development;
- j) That promoting green transport contributes to resilience, reduces GHG emissions, and supports economic growth and social inclusiveness;
- k) That education, training and research are essential prerequisites to effective transition;
- l) That data is essential to planning, providing and managing transport services and infrastructure and data sharing needs to be improved;
- m) That enabling environments are needed to transition to greener transport recognising the significant costs involved;
- n) The role of governments in incentivizing the private sector through fiscal policies;
- o) The role of governments in setting an example through demonstration pilot trials and with procurement processes;

- p) The benefits of a regional approach, in particular in with setting standards for imports of vehicles, vessels and equipment, bulk purchasing, and recycling;
- q) The need to undertake a regional assessment and national assessments of what is required to decarbonise the transport sector;
- r) The concept note on blended financing proposal and the need for countries and other organisations to work collectively together on financing is urgent; and
- s) Recognise that Fiji and Marshall Islands have already committed to decarbonise by 2050.

5. Commitment

- a) The signatories to this Declaration commit to act as local, regional and global advocates for a global and local goal of transport sector decarbonisation by 2050 and to:
 - Hold national workshops and further regional forums including the SPC Ministers' meetings and other relevant forums;
 - Establish national multi-stakeholder taskforce to drive the ambition for sustainable transport;
 - Undertake data collection and analysis;
 - Develop national roadmaps by 2020 for transport sector decarbonisation;
 - Advocate for reduced GHG emissions from national transport sectors by 40% by 2030;
 - Aim for full decarbonisation of national transport sectors by 2050 in all Pacific NDCs and related National Action Plans;
 - By June 2019, establish a *Sustainable Transport Finance Working Group* to assess and consultatively develop options for accessing GCF and other relevant public and private funding sources to support a large-scale transition to sustainable, resilient, and decarbonised transport sector for interested Pacific Island countries; and
 - Encourage all to do likewise.
- b) The global community is asked to support this Declaration and the initiatives it contains, and in particular to prioritise investment and technology transfer to support Pacific transport decarbonisation policies and enabling energy, education and investment policies.

Signed: