

## **5.0 TRANSPORT**

### **5.1 Summary - Transport**

Transport remains to be a vital component of the economy contributing to around 10 percent to GDP. The goal of this sector is to provide efficient transport services at reduced costs to enhance access to services and markets. The transport sector includes land, sea and air transport.

In 2004, the Department of Environment in consultation with Ministry of Transport through an ADB funding undertook a detailed assessment of vehicle emissions in Fiji.

An Action Plan was developed for the reduction of vehicle emission through wide consultation. With changes in ministry portfolios and staffing, it is anticipated that this report would be implemented with necessary changes.

It is reality that vehicle emission is contributing towards climate change and air pollution, and is a major challenge. The Land Transport Authority randomly checks on vehicle emission. Emission standards for ships and aviation are dealt with by the International Maritime Organisation and International Civil Aviation Organisation.

### **5.2 Particulate Emission**

Assessment of the Kyoto Protocol have found that particulate emission is a major concern for Fiji. Second hand vehicles of low grade and older diesel engines emit high level of particulates. Vehicles owners were, to some extent, not aware of costs linked to emissions and the way to reduce such emissions. More over, diesel is taxed less as compared to petrol since diesel is considered the working fuel.

Traffic congestion directly impacts vehicle emission, therefore traffic volume needs to be intelligently reduced so that fewer journeys are made. Effective partnership and paradigm shift eg. from diesel vehicles to unleaded vehicles is recognised by government as the way forward.

### **5.3 Growth Policies**

There is the dilemma of growth-oriented policies that generate increased transportation, and environmental policies that advocates emission reductions. The transport policy is anticipated to address technology improvements in managing emission to support the increasing traffic volumes at a controlled rate. The Land Transport Authority has in place an age limit to imported second-hand vehicles. Newer engines are expected to be more economic and made more fuel efficient.

Furthermore, traffic volume must be reduced so that fewer journeys are made by car plane. The policy would be to explore supply side objective of developing greener motor vehicles.

#### **5.4 Alternative Travel**

Recently, governments are encouraging car pooling, restrictions on car access and parking capacity and encouraging alternative forms of travel such as public transport, cycling and walking. However, stronger incentives are required to discourage car use. More efficient, convenient and affordable public transport would entice people to leave their cars at home.

#### **5.5 Subsidies and Options**

Transport subsidies need to be carefully analysed in light of the pollution cost. There is strong growth in the use of bio-fuels. Fiji has wealth of natural raw materials for bio-fuel. Coconut Natural Oil in transport has been applied successfully in blends with kerosene and diesel in the region during the past years, in adapted vehicles. We must now reassess our options, realign our priorities and double our efforts to drastically cut down on hazardous gas emissions, and through concerted efforts with the community and stakeholders, improve the air quality in the transport sector.