



MARSHALL ISLANDS: TRANSPORT POLICY PROFILE

Insights from the Asian Transport Outlook (ATO):
Transport observatory for the
Asia – Pacific region

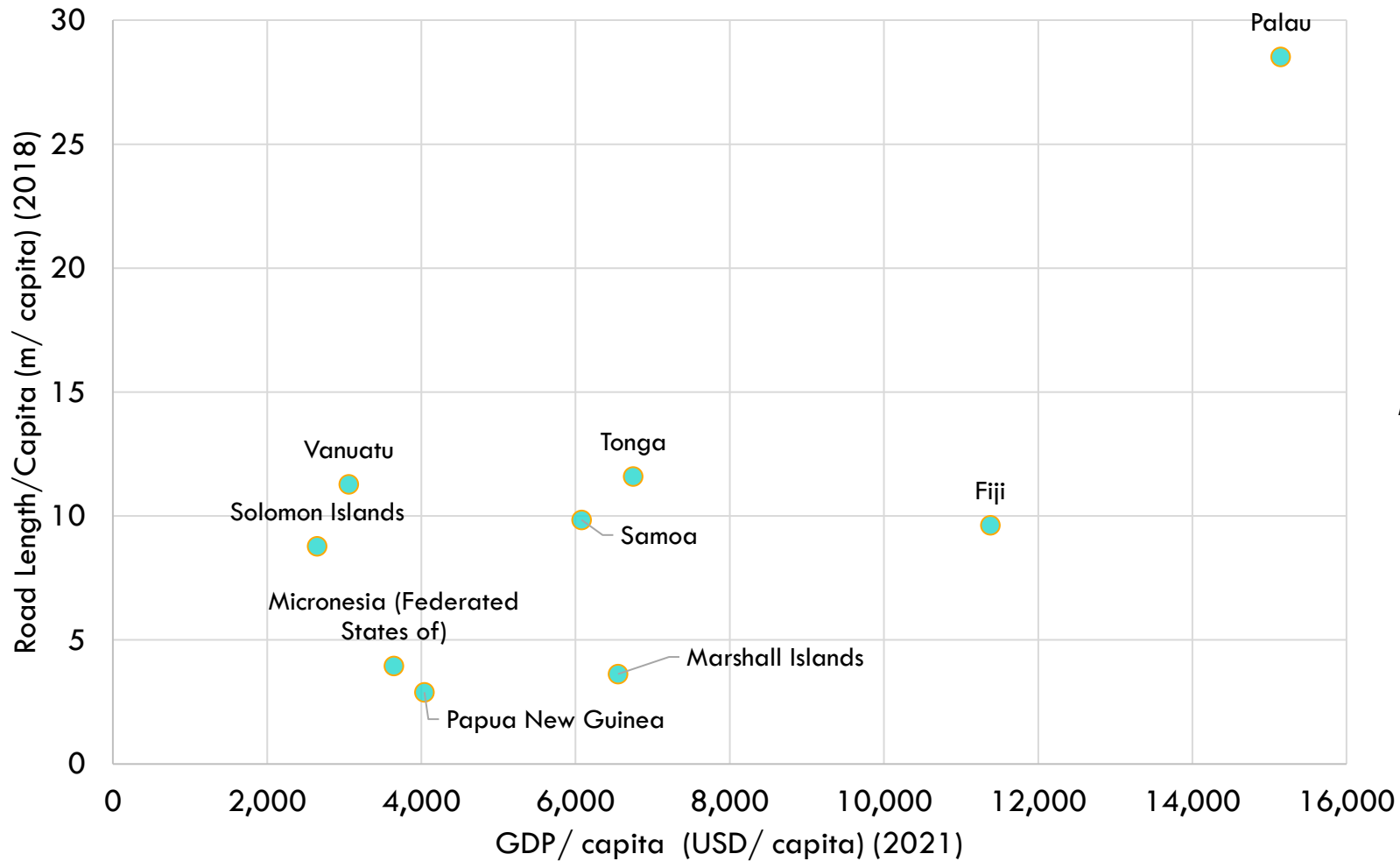
29 Feb. 2024

DATA INSIGHTS

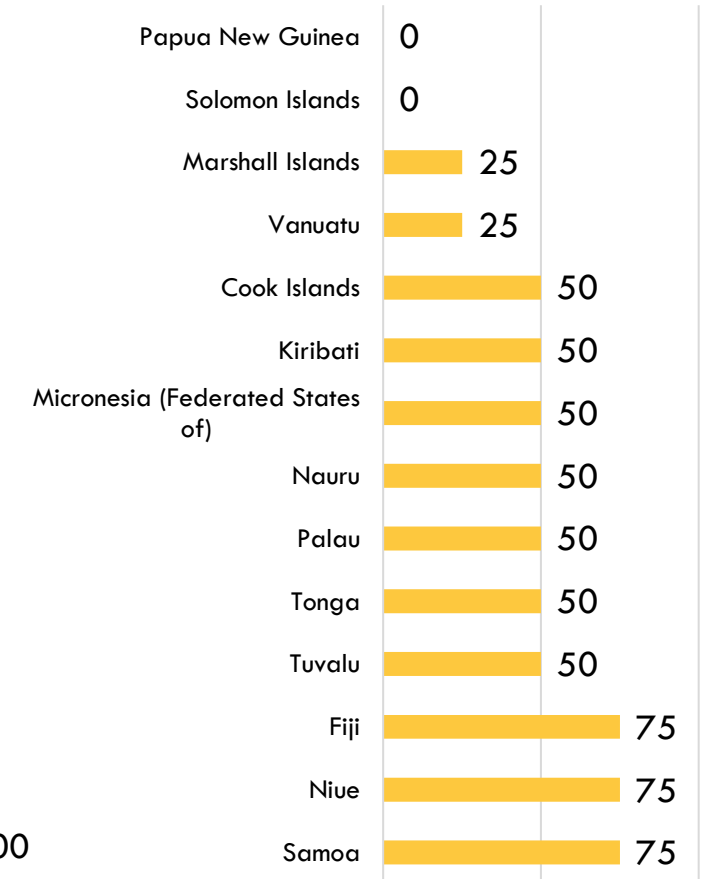
Focus on Solomon Islands, Nauru,
Vanuatu, Marshall Island, and
Palau

ROAD INFRASTRUCTURE AVAILABILITY

Road infrastructure availability

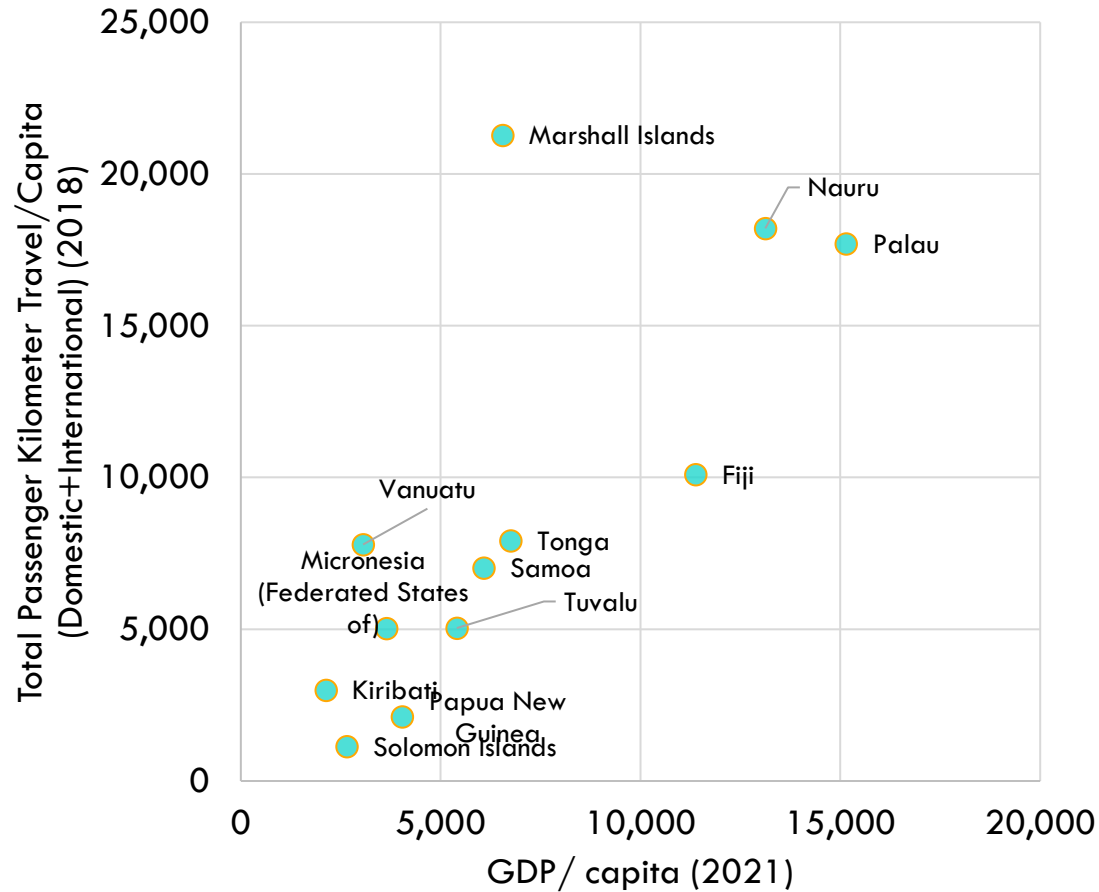


Adequacy of roads score (qualitative scoring) (2021)

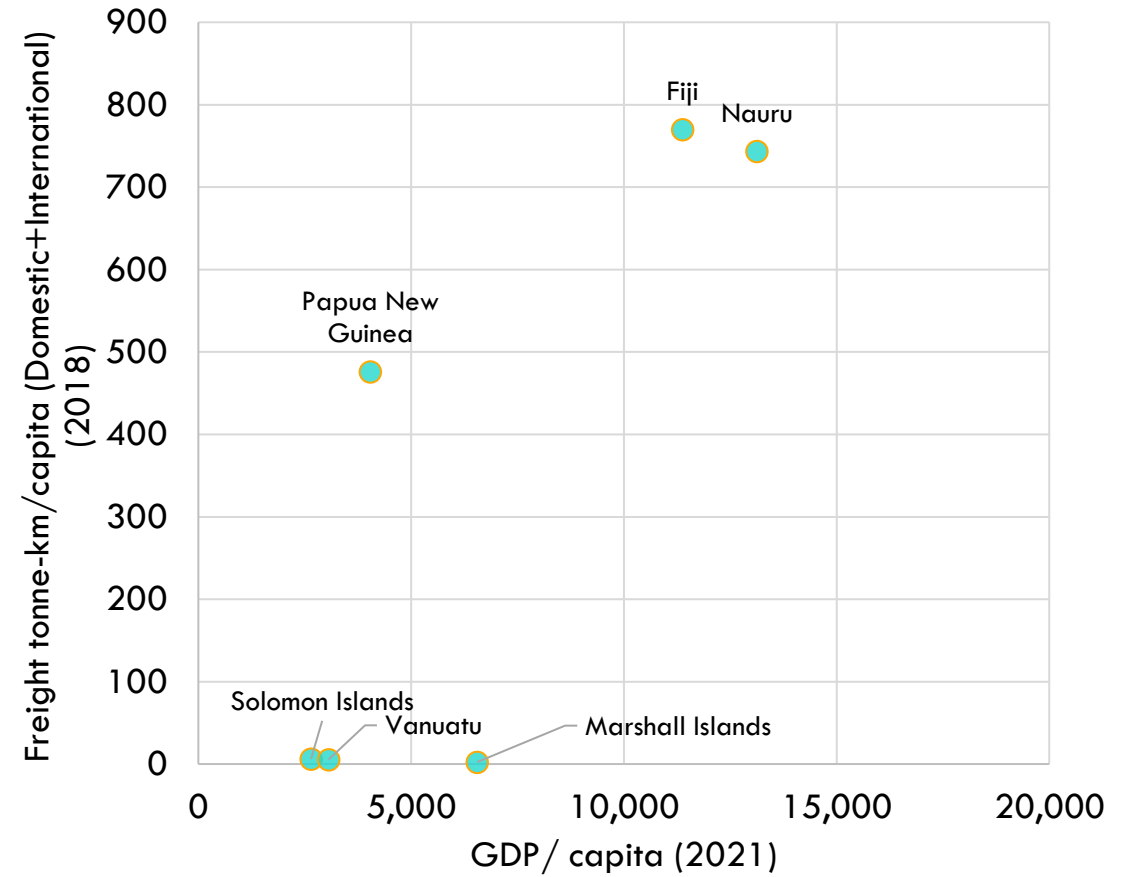


TRANSPORT ACTIVITY

Passenger Activity

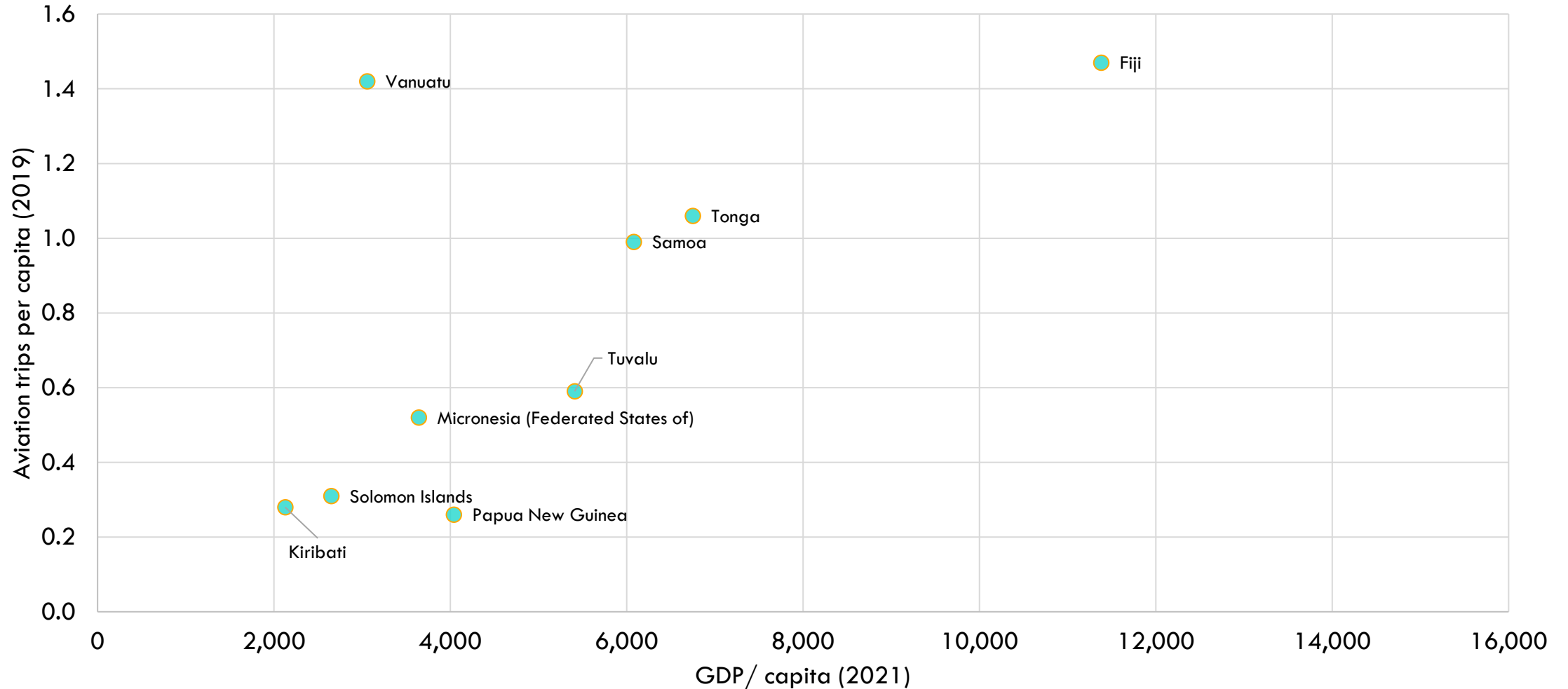


Freight Activity



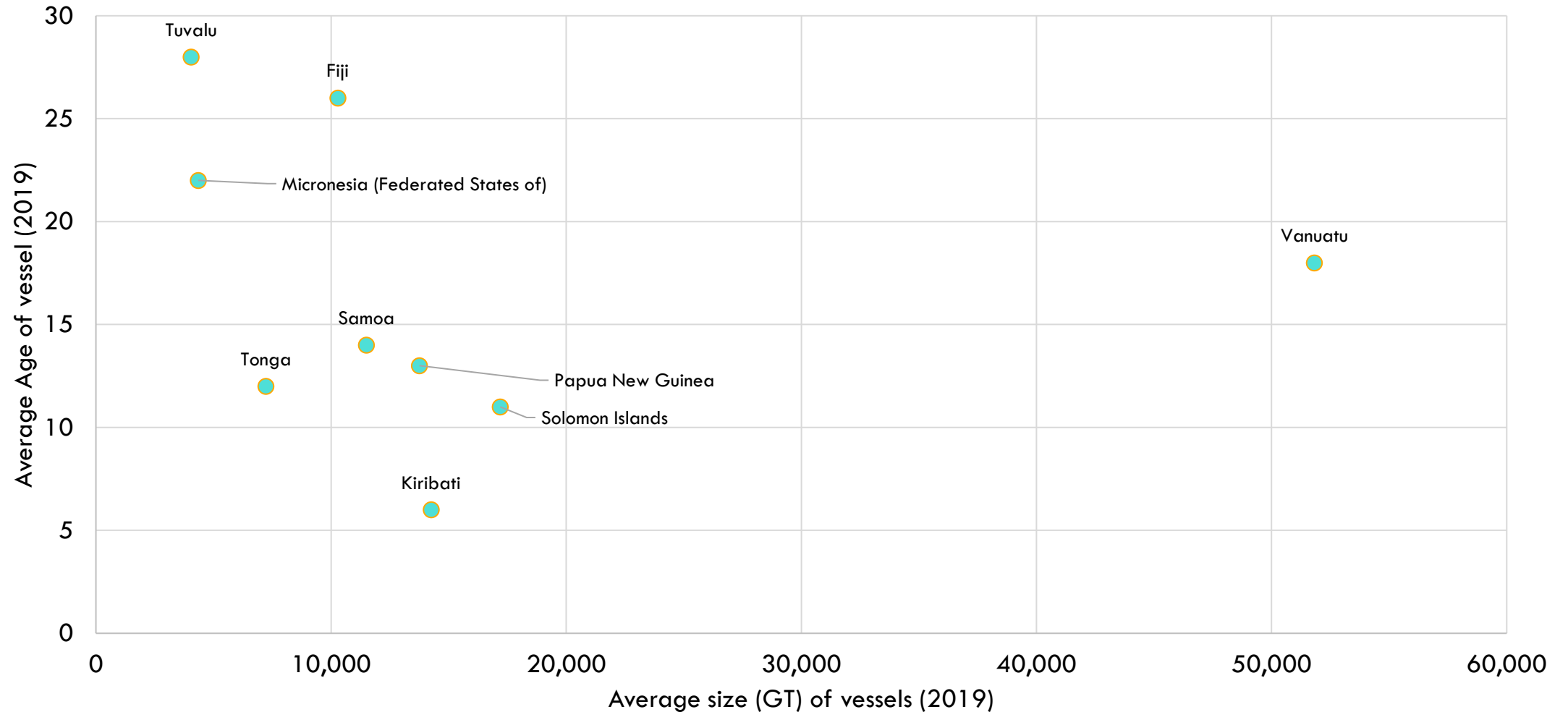
PASSENGER AVIATION ACTIVITY

Passenger Aviation Activity

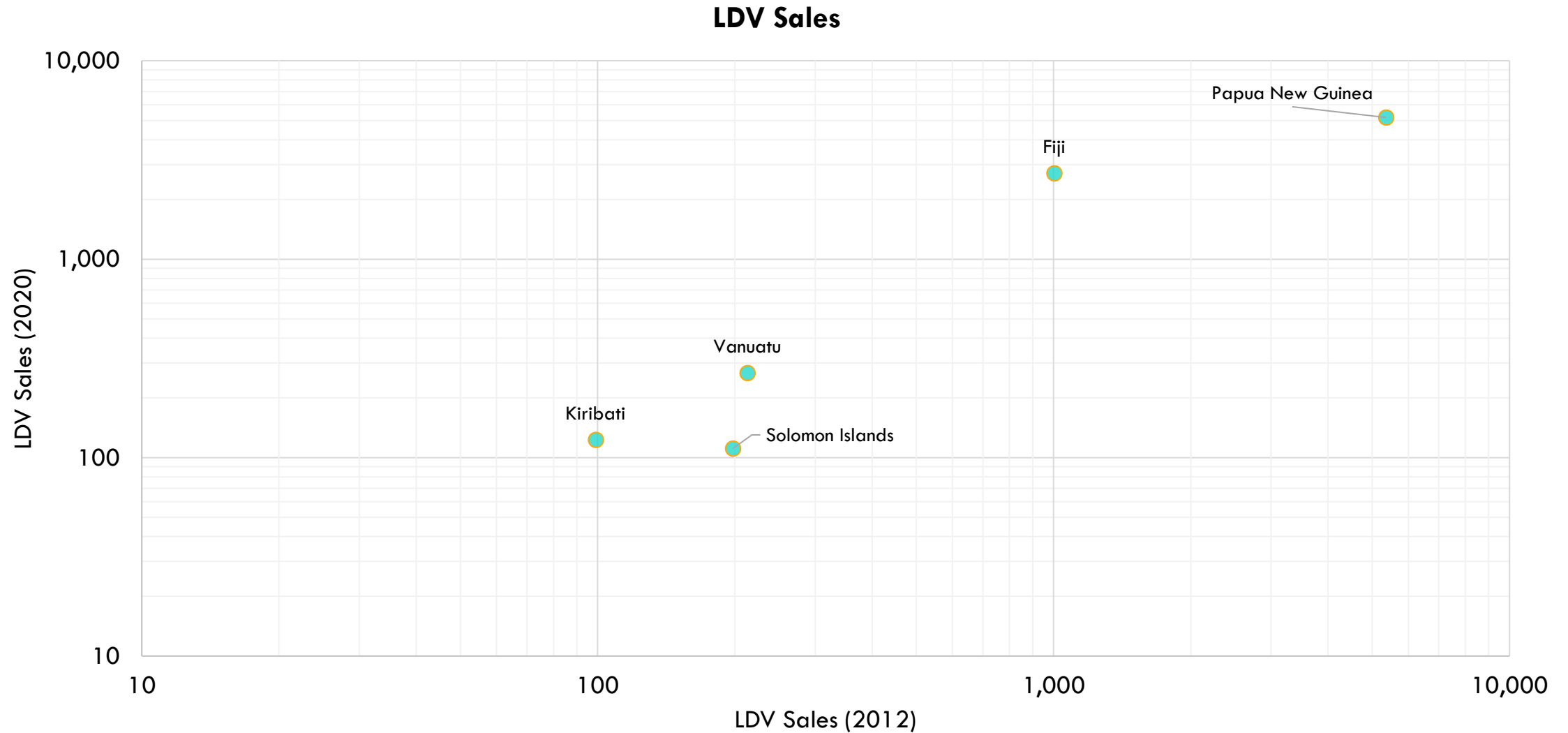


SHIPPING SERVICES

Shipping Services

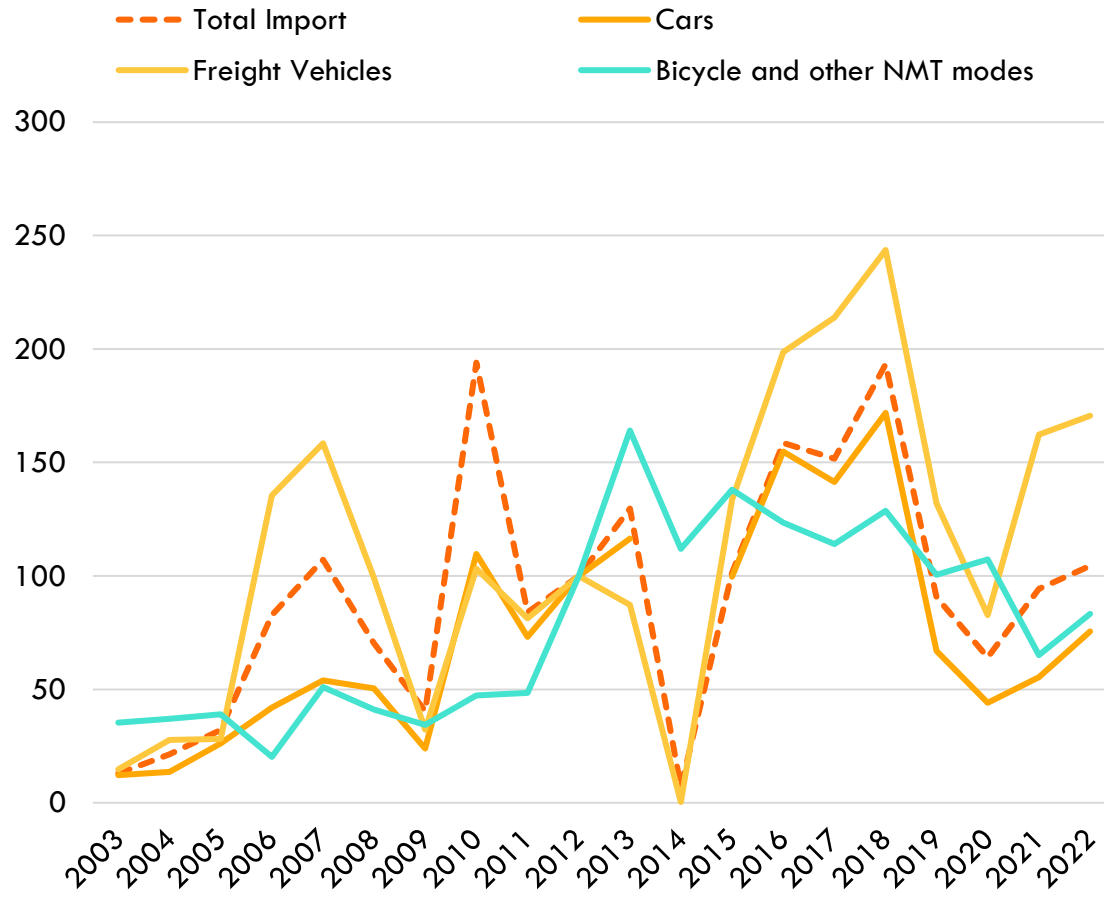


LDV SALES 2012 VS. 2020

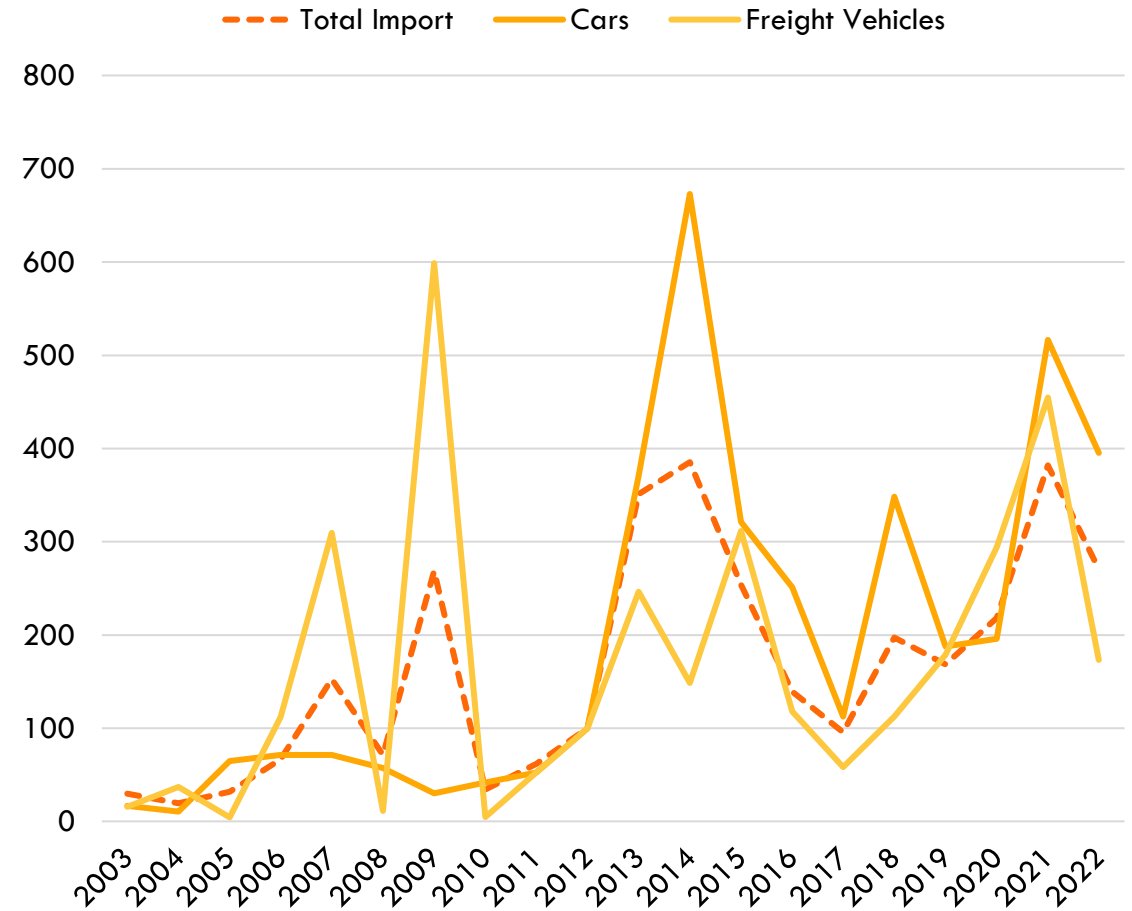


IMPORT TRENDS (2012 = 100)

Solomon Islands

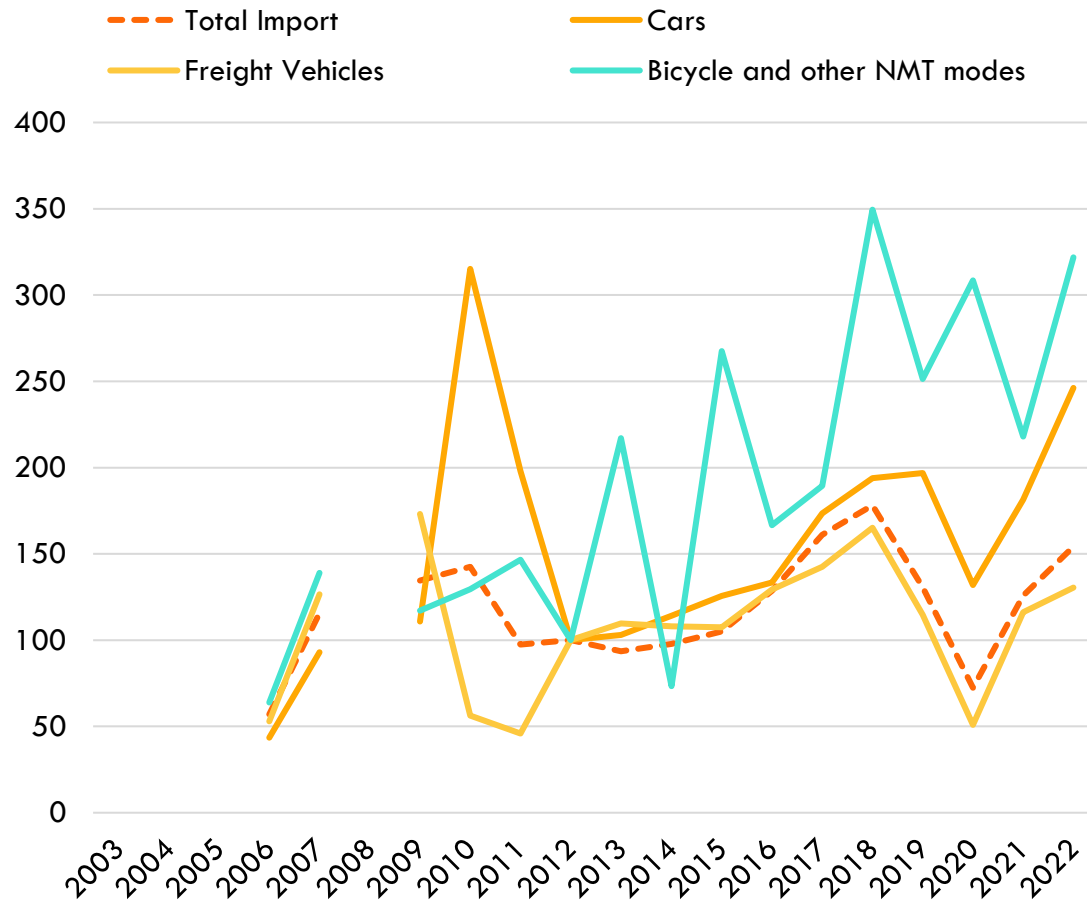


Nauru

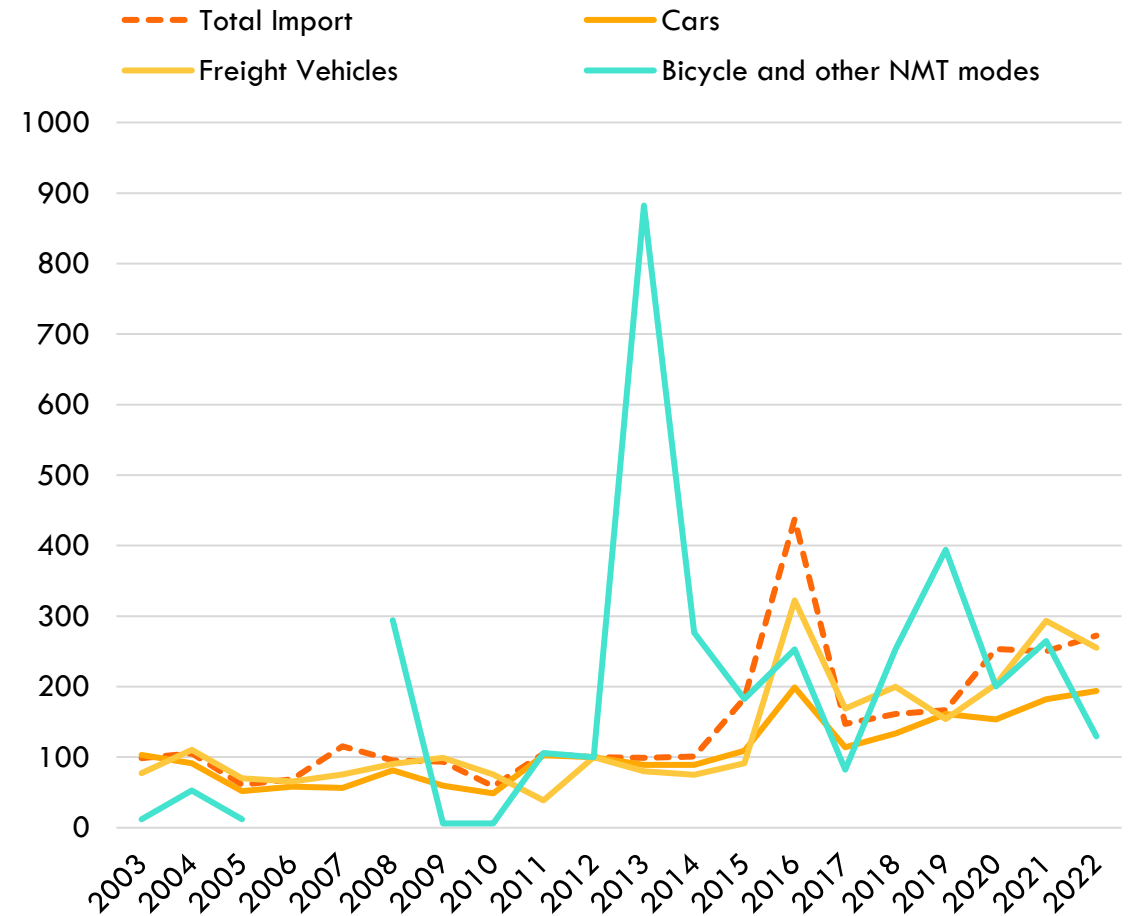


IMPORT TRENDS (2012 = 100)

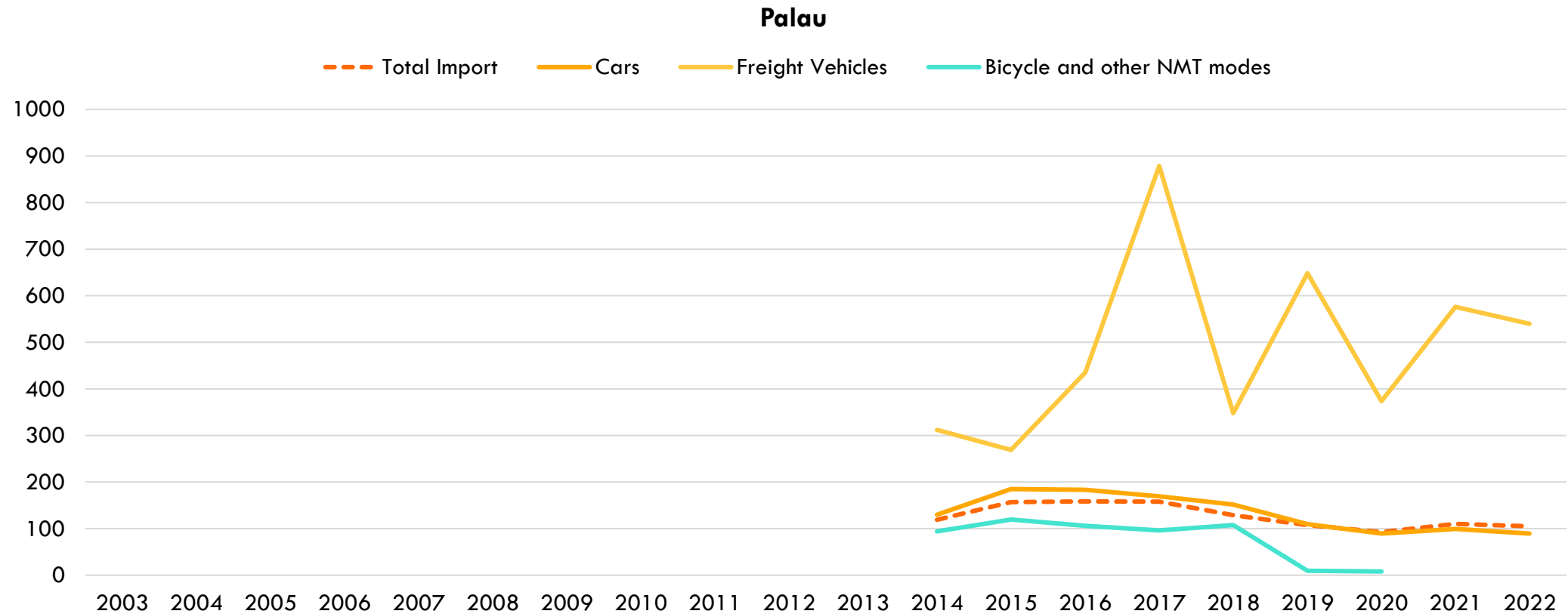
Vanuatu



Marshall Islands



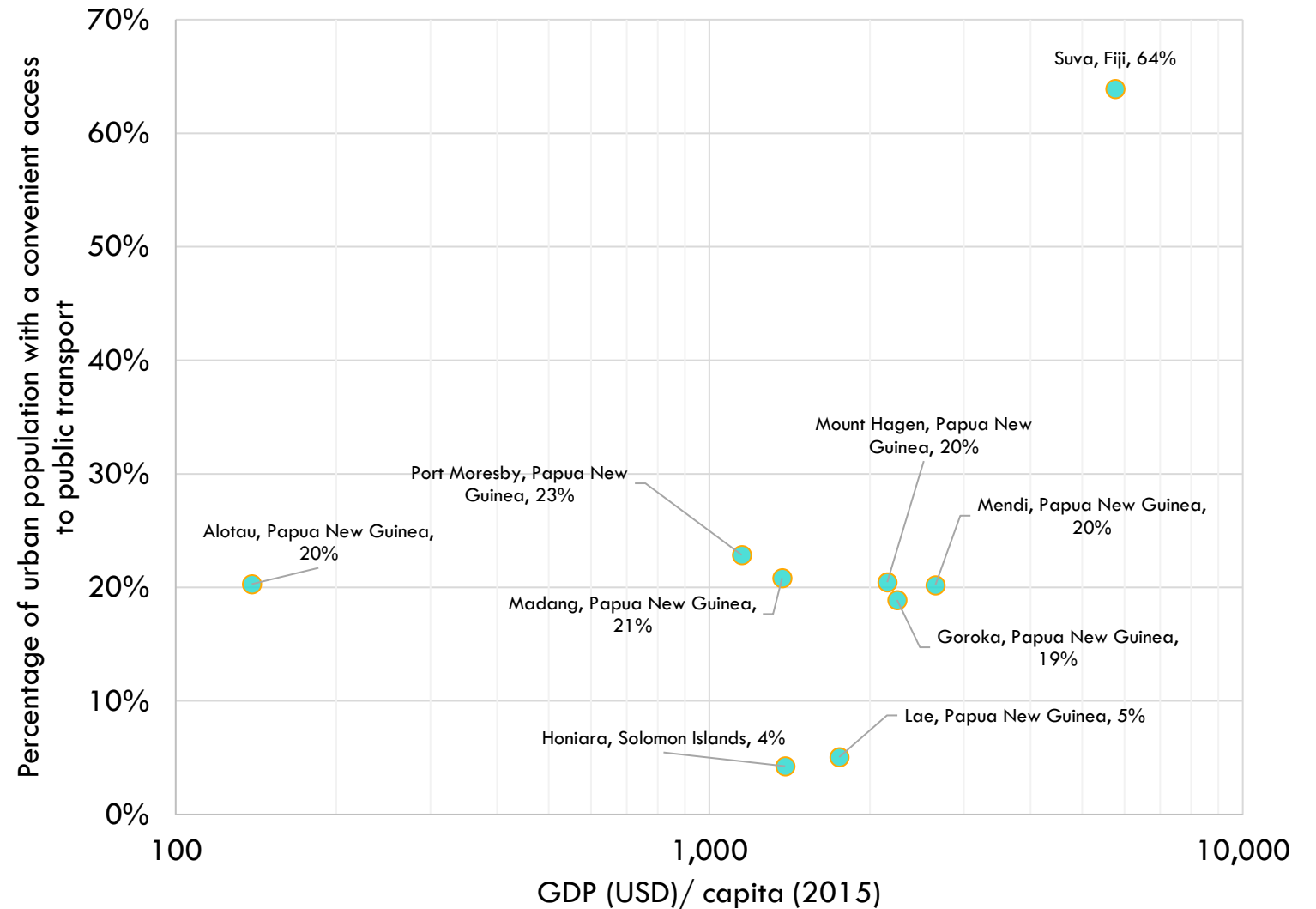
IMPORT TRENDS (2012 = 100)



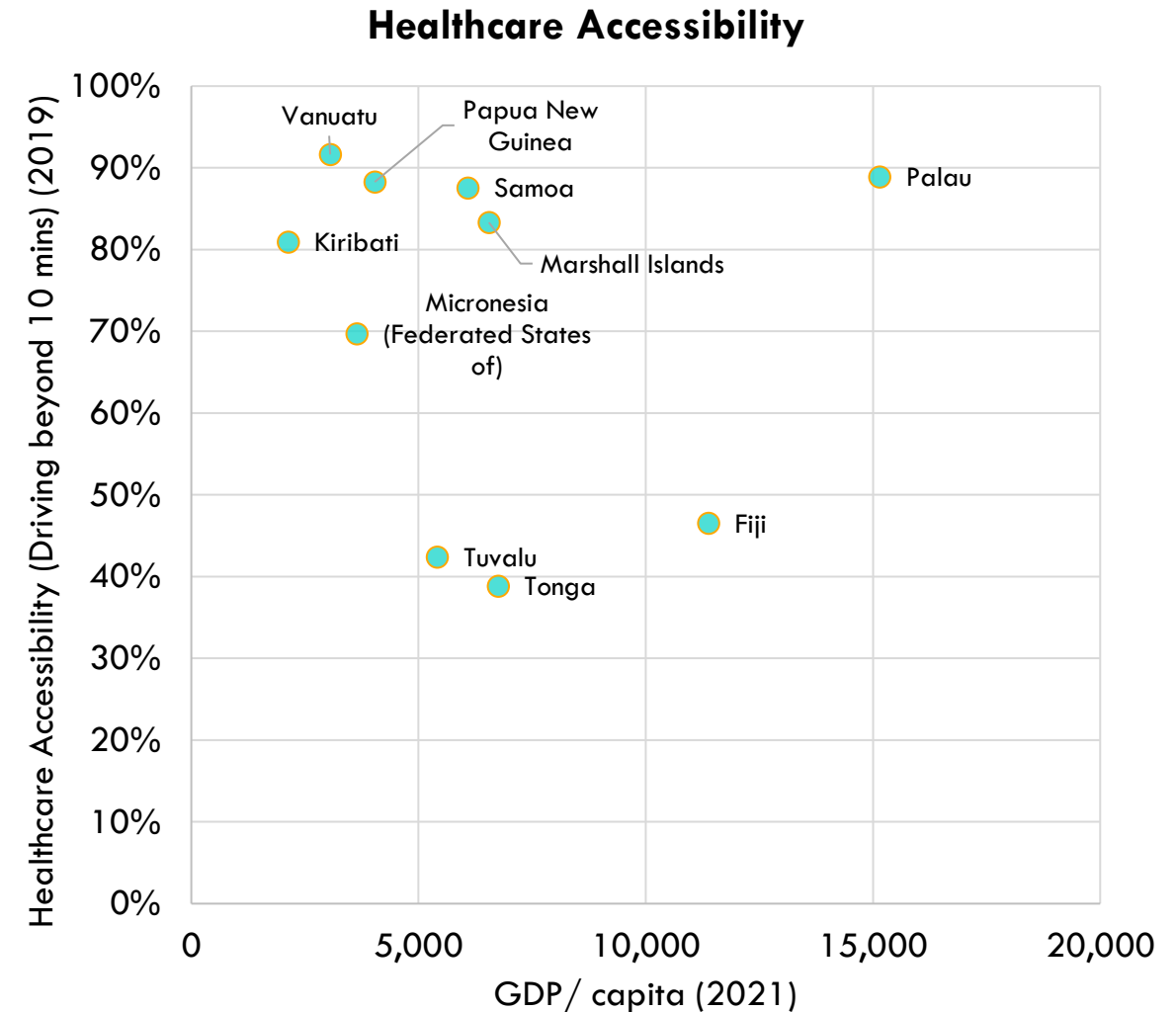
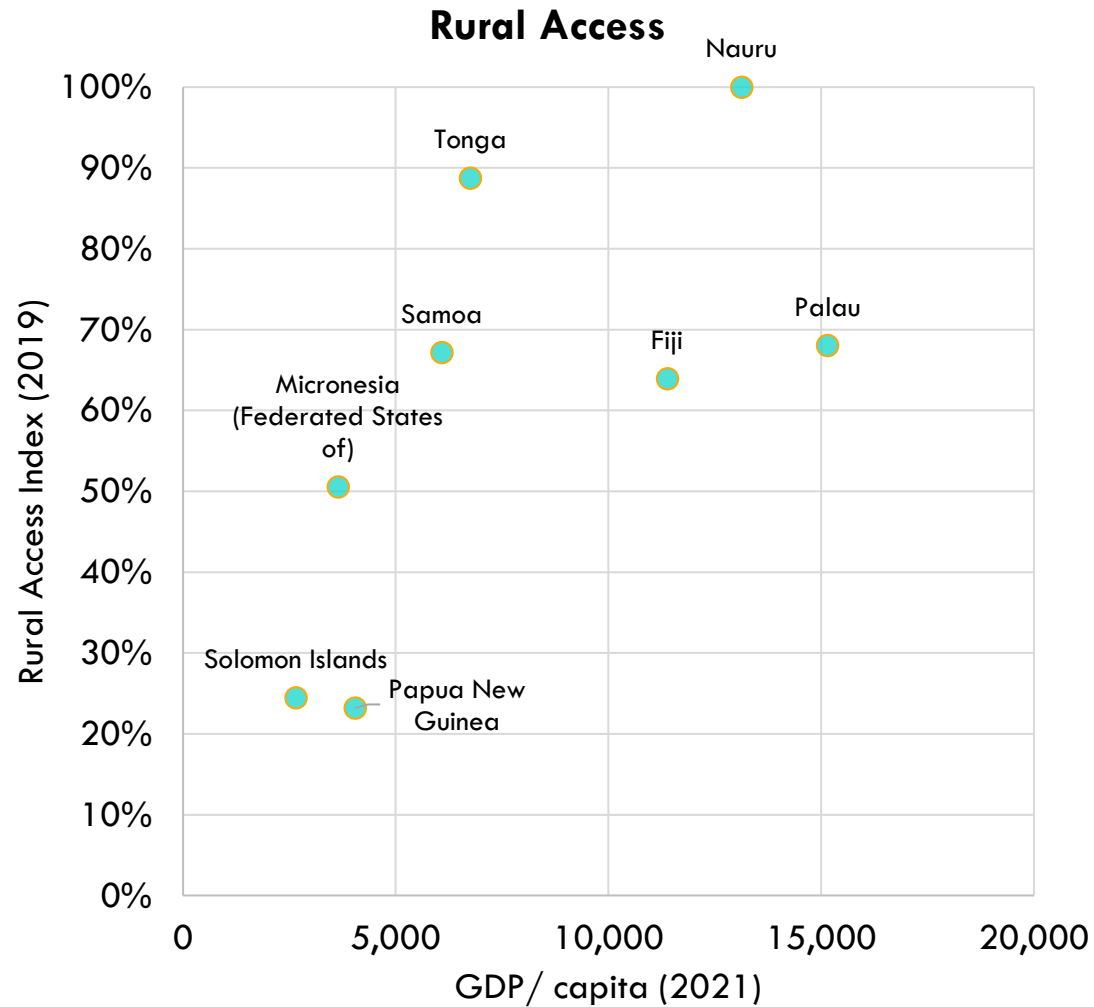
- Massive growth in the import of freight vehicles.

URBAN ACCESS

- The population weighted average for the Pacific SIDS indicates that only 27% of the urban population has a convenient access to public transport.
- A limitation of the data, is that it only considers formal public transport modes.
- Although a substantial data for mode share is not available, it can be reasonably understood that the formal public transport mode share is significantly low, because of the low accessibility.

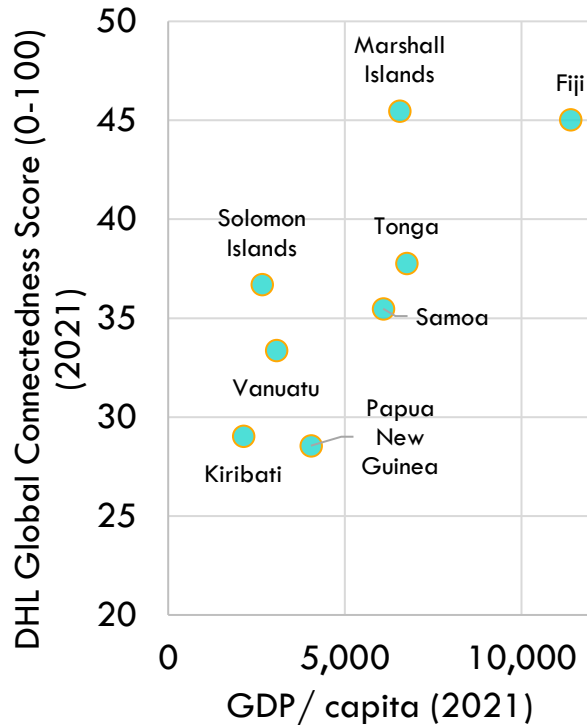


RURAL AND HEALTHCARE SERVICES ACCESS

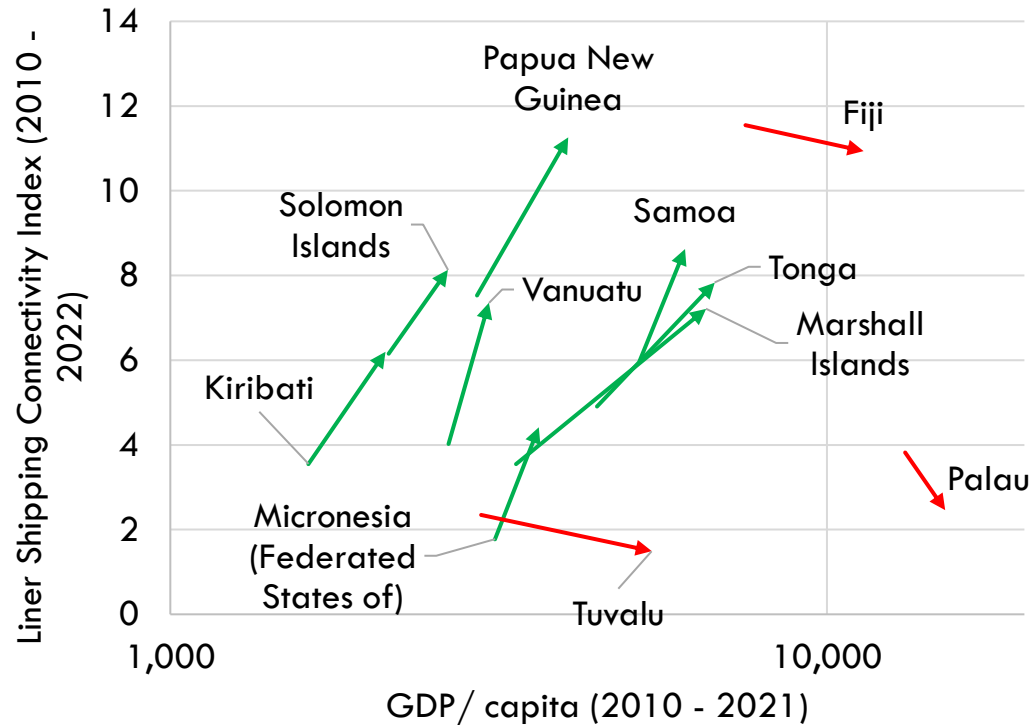


NATIONAL LEVEL CONNECTIVITY

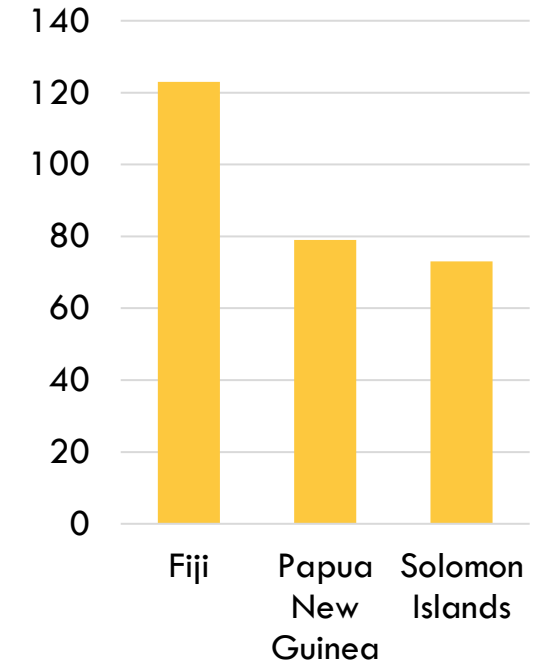
Global Connectedness



Liner Shipping Connectivity Index



Overall LPI Rank (2023)



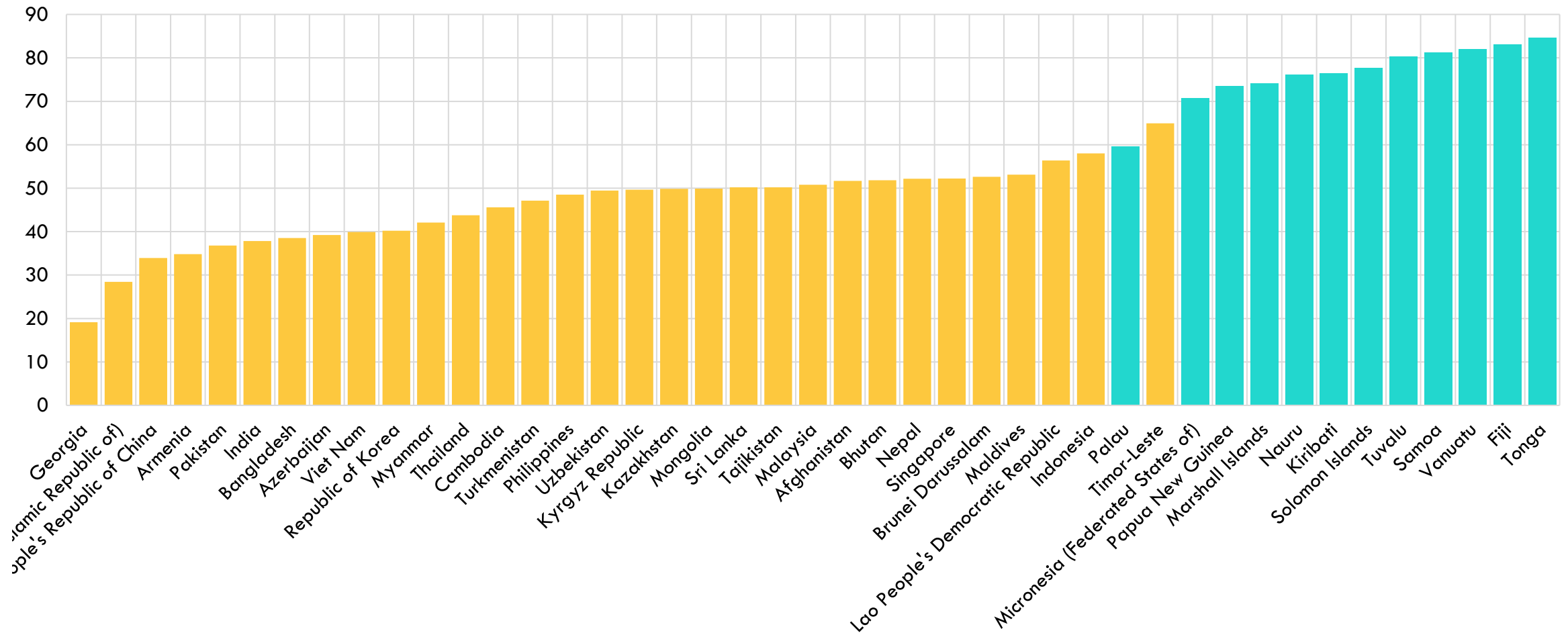
- DHL Global Connectedness Index (GCI) is a measure of globalization. It highlights key developments in international flows of capital, trade, information, and people.

- 27% of the Pacific SIDS have downgraded the Liner Shipping Connectivity Index between 2010 and 2022.
- The Marshall Islands showed a steep improvement

- Generally, the overall LPI Ranks for the Pacific SIDS is low.

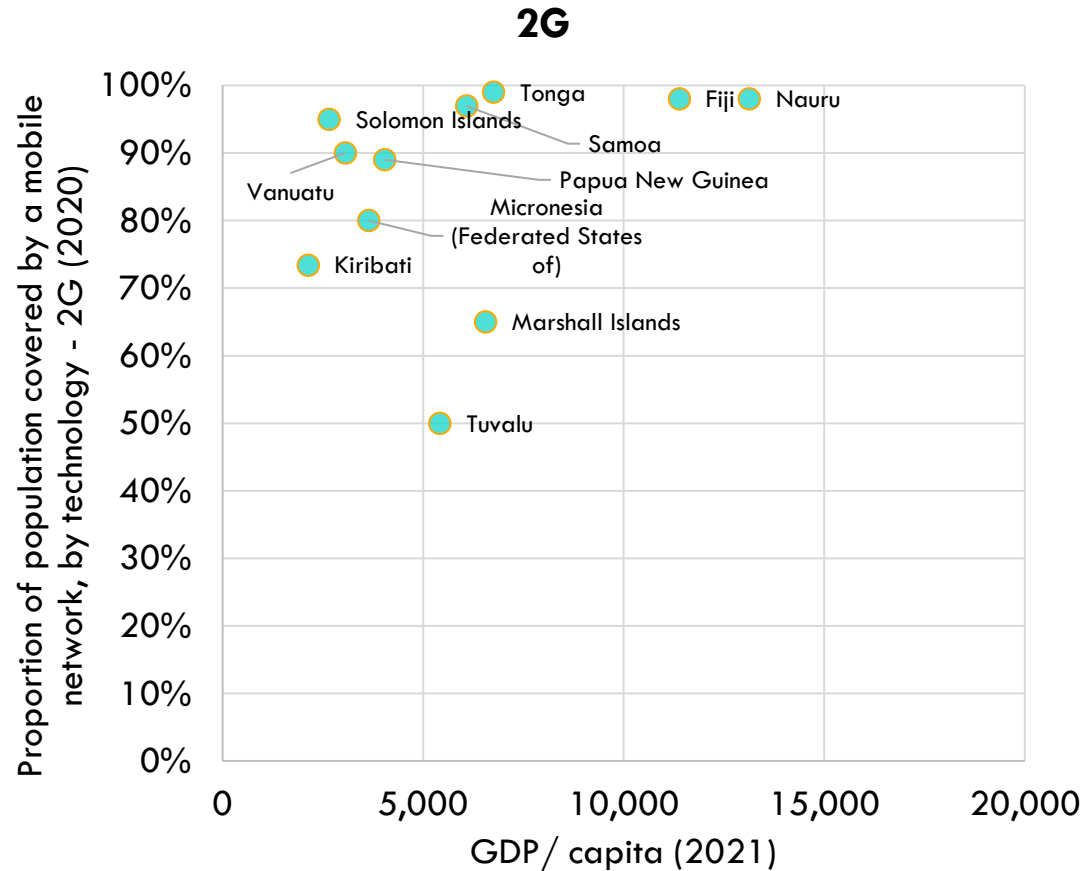
REMOTENESS INDEX

Remoteness index, 2015



- Remoteness is defined as the tradeweighted average of the distance from world markets.
- All the Pacific SIDS lie highest in the Remoteness Index.

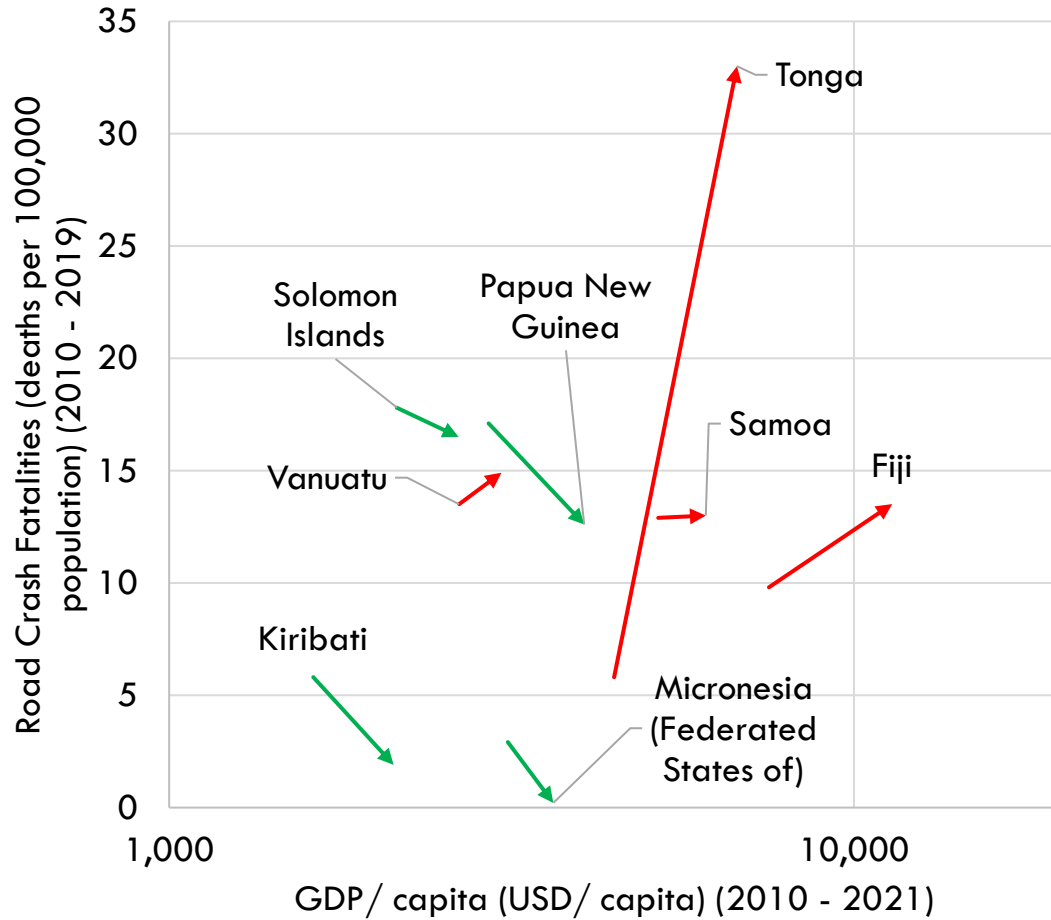
MOBILE NETWORK COVERAGE



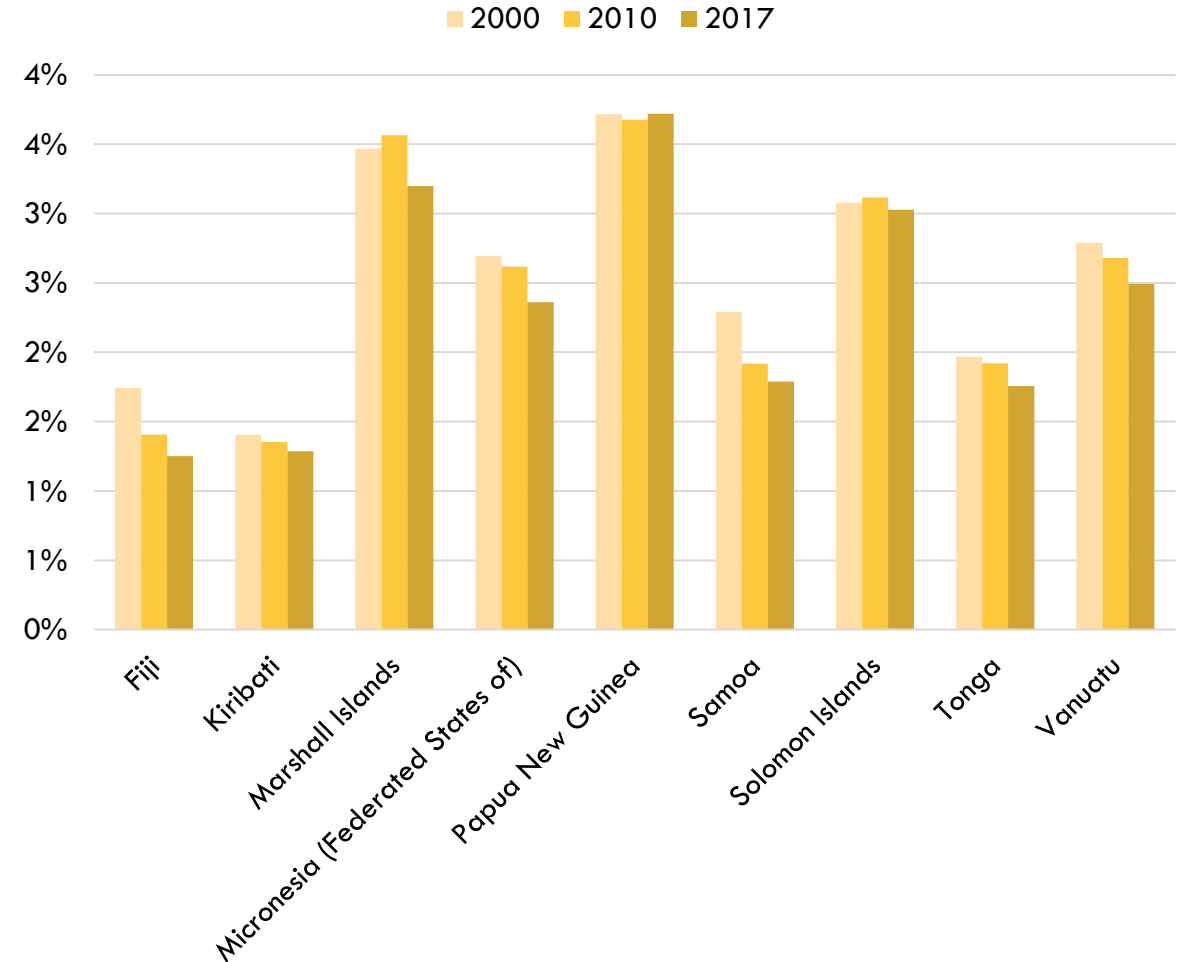
- Except for Marshall Islands and Tuvalu, the countries have more than 70% population covered by the 2G mobile network.
- The countries are slowly progressing in the 3G space.

ROAD SAFETY STATUS

Road Crash Fatalities

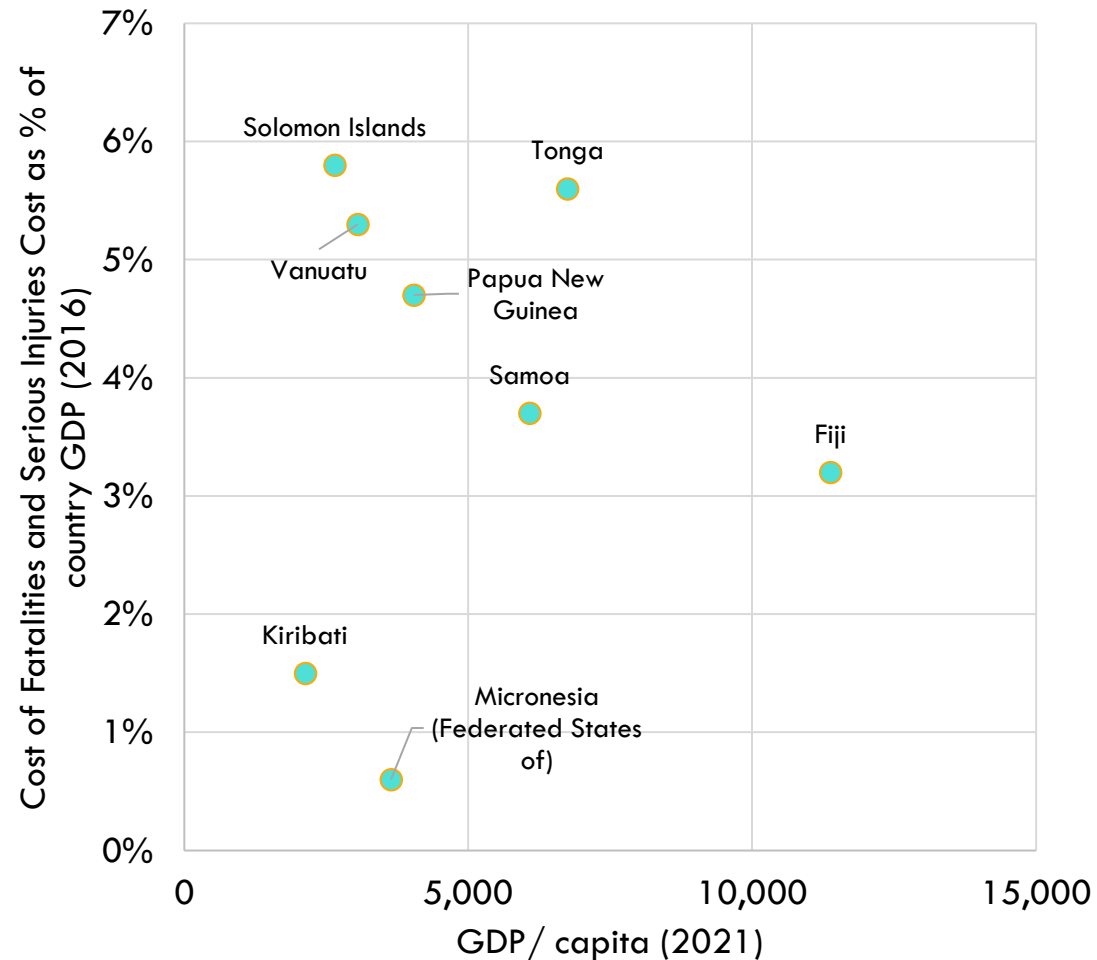


Share of Road Traffic Crash Fatalities in total deaths

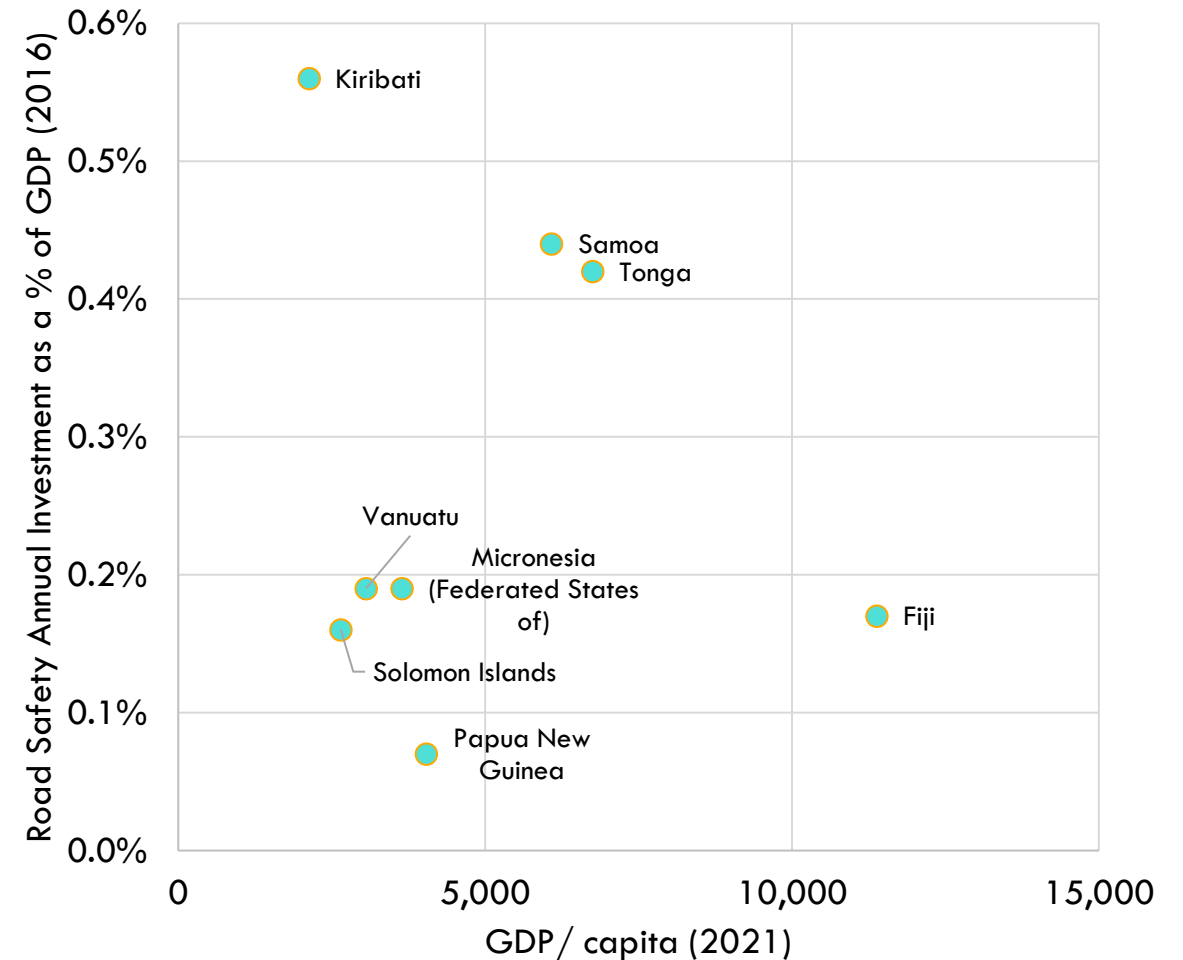


ROAD SAFETY STATUS

Road crash fatalities cost

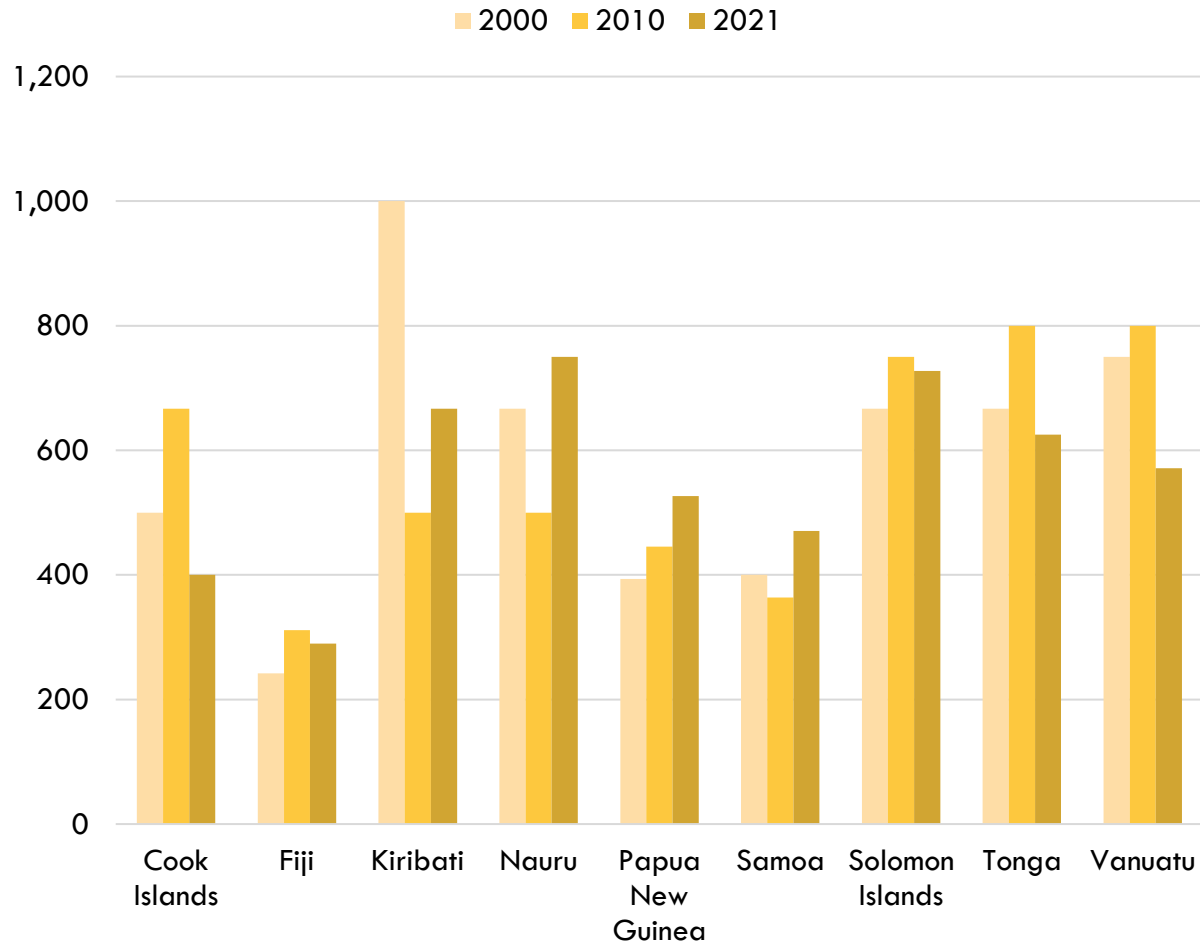


Road safety investments

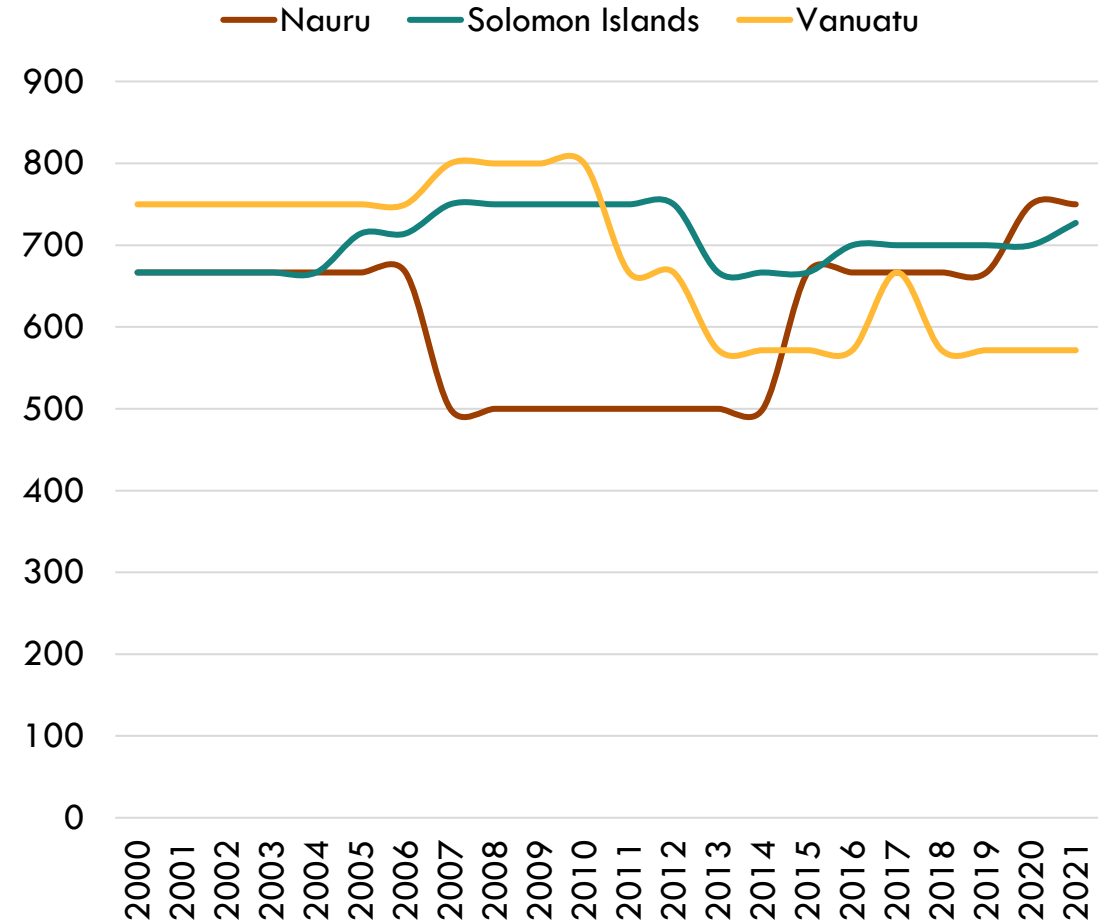


GRID EMISSIONS FACTOR

Grid emission factors for electricity (gCO₂/kWh)

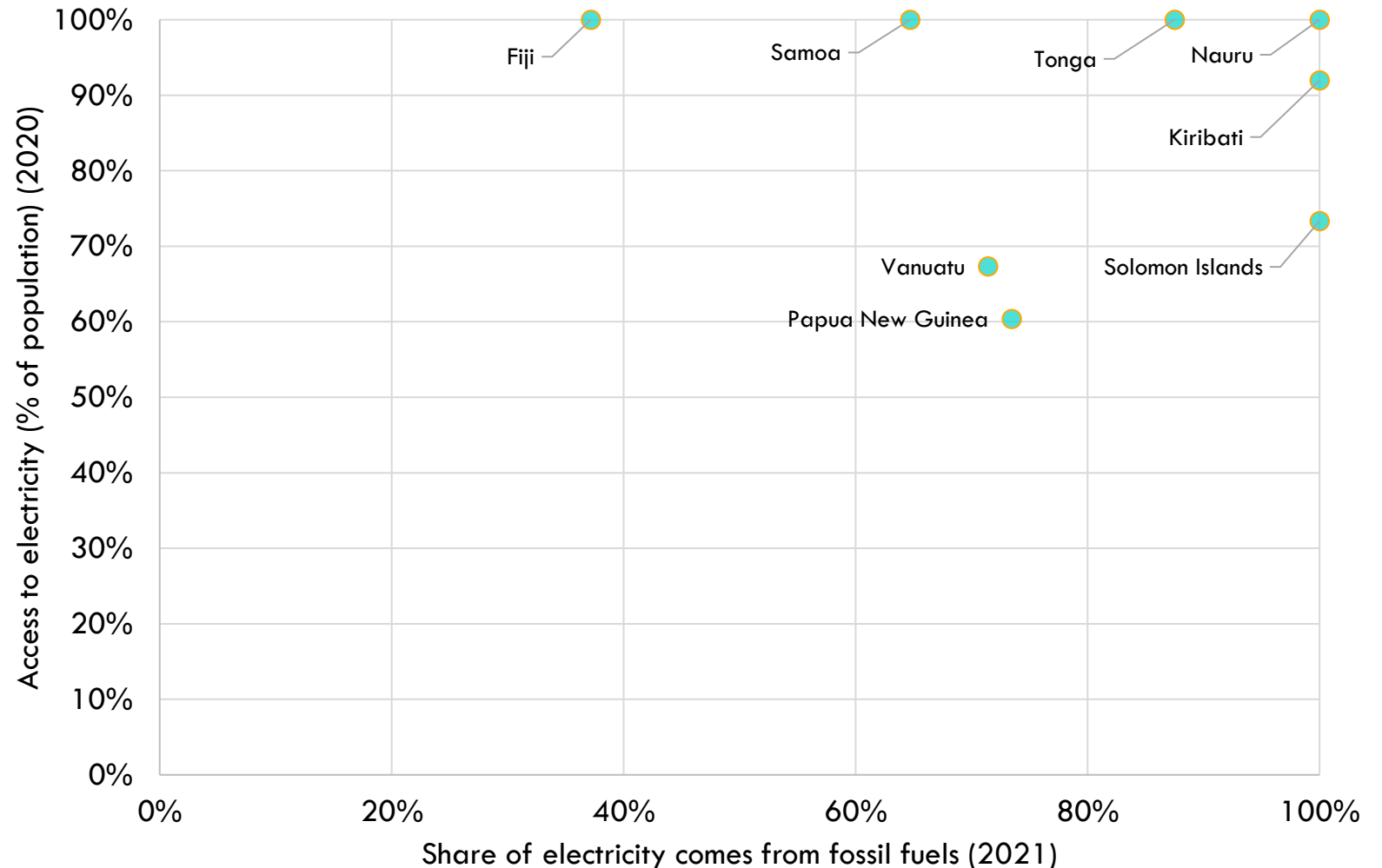


Grid emission factors for electricity (gCO₂/kWh)



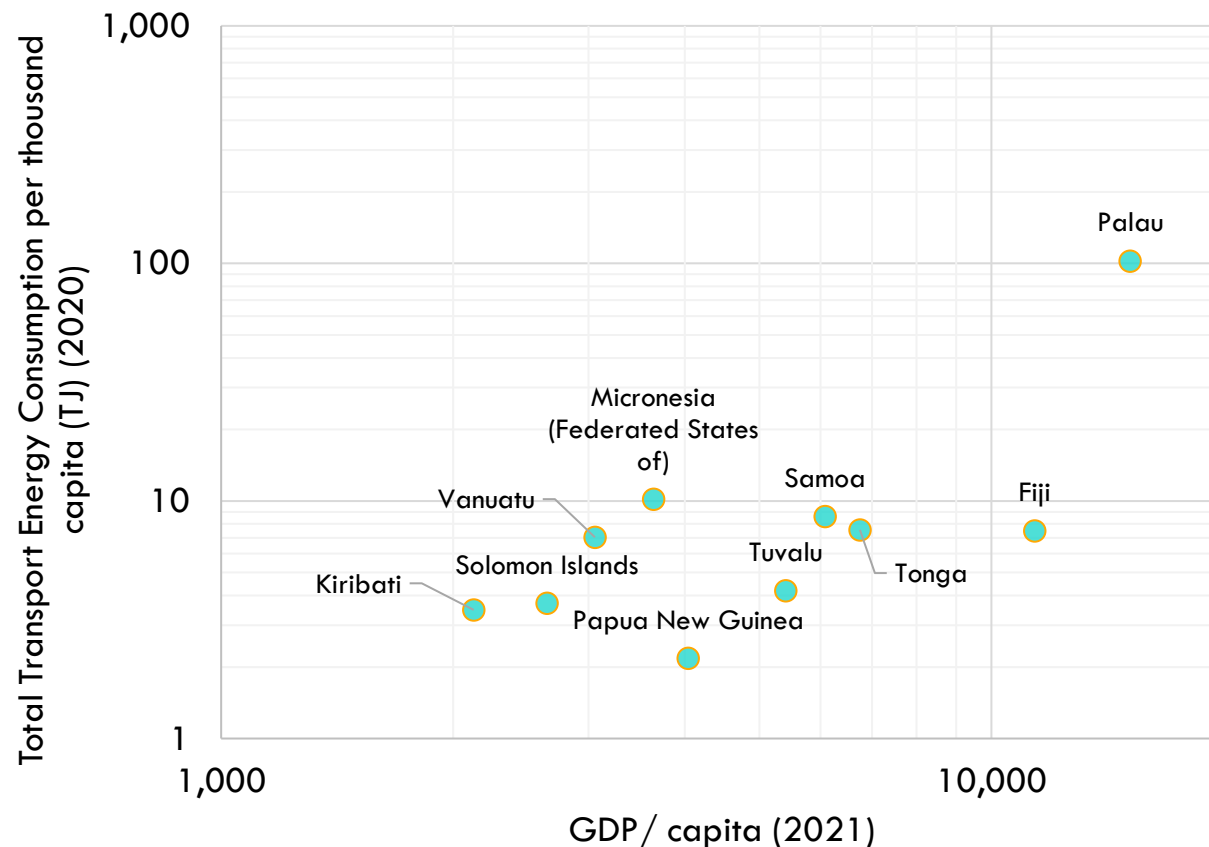
ACCESS TO ELECTRICITY VS. SOURCE OF ELECTRICITY

- Access to electricity is the percentage of population with access to electricity. Electrification data are collected from industry, national surveys and international sources. It contains mainly data from nationally representative household surveys (including national censuses).
- Solomon Islands has 100% of its electricity coming from fossil fuels and as of 2020, about 70% of the population had the access to electricity.



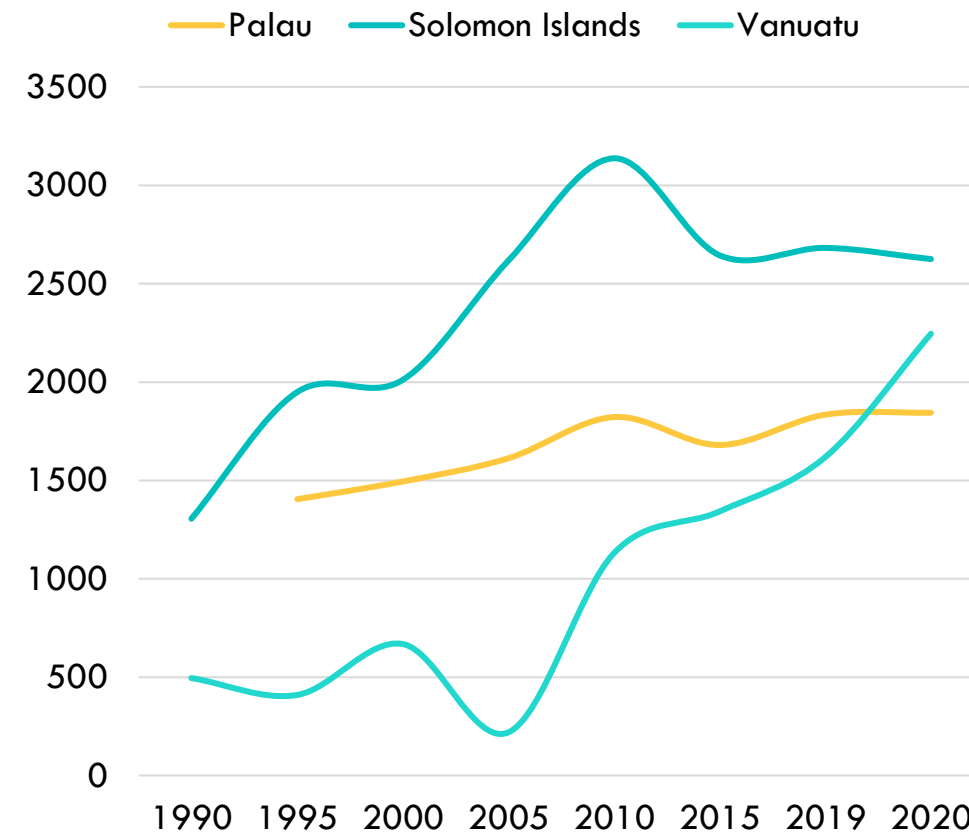
TOTAL TRANSPORT ENERGY CONSUMPTION

Total Transport energy consumption vs. GDP/ capita



- Palau demonstrates highest total transport energy consumption per capita among the Pacific SIDS.

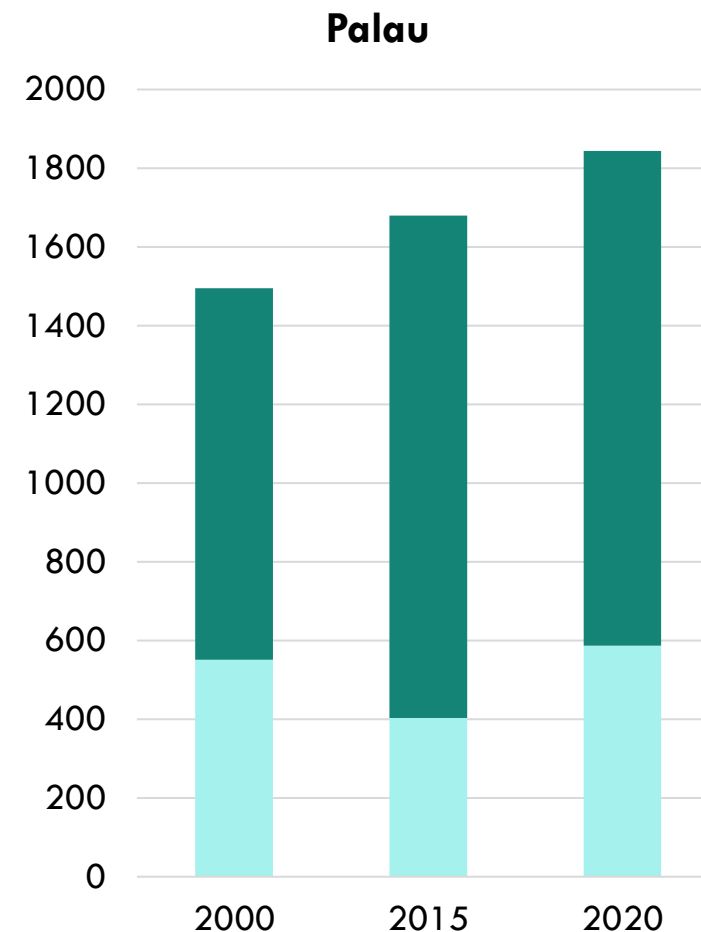
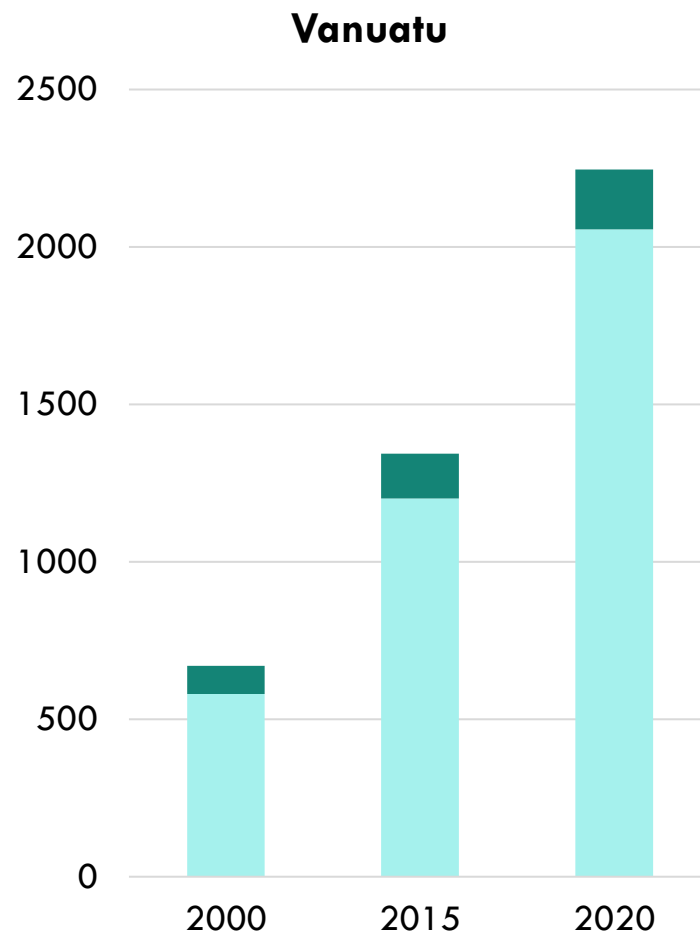
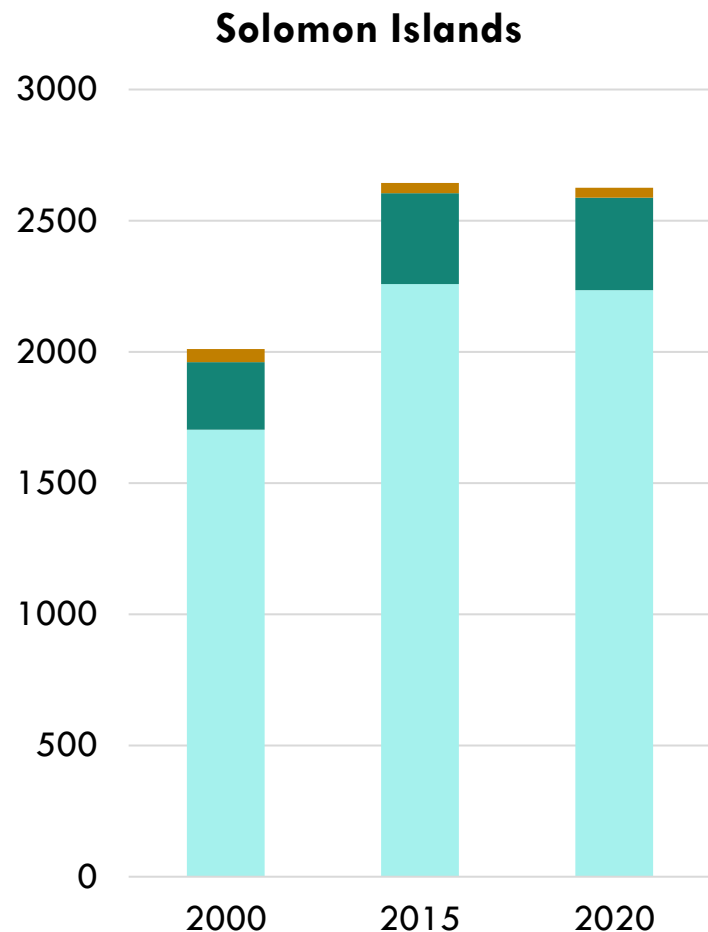
Total Transport Energy Consumption (TJ)



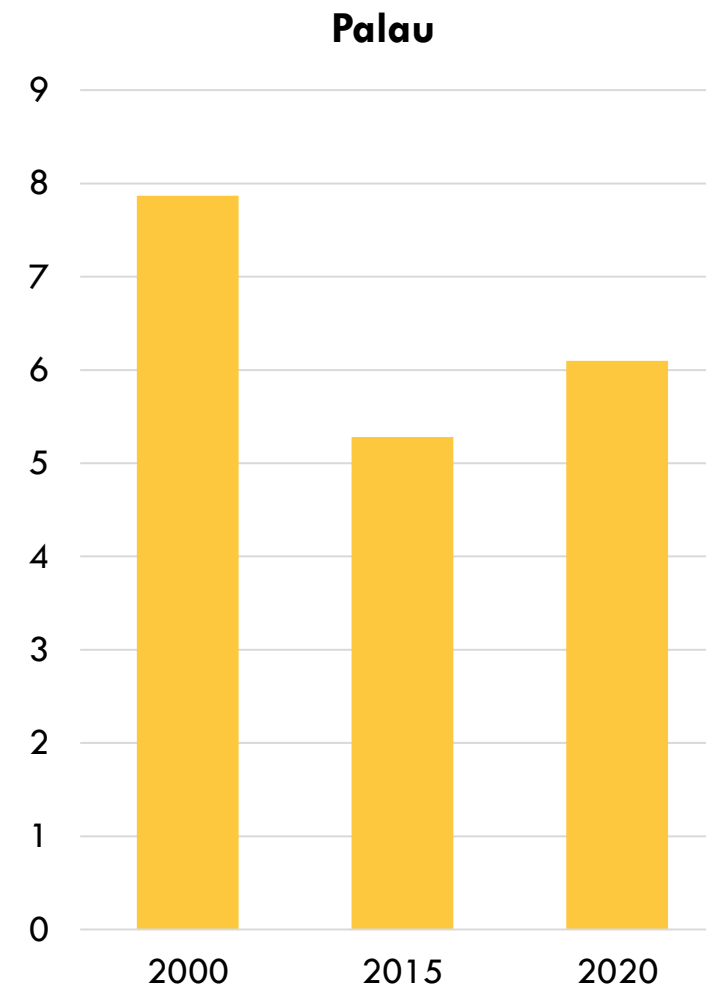
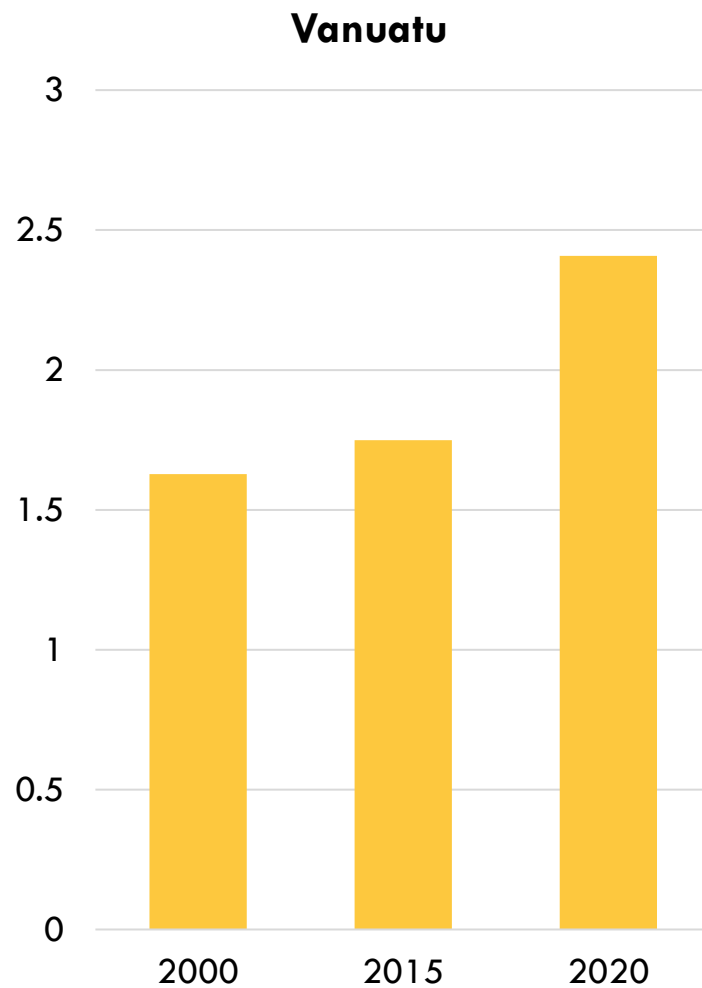
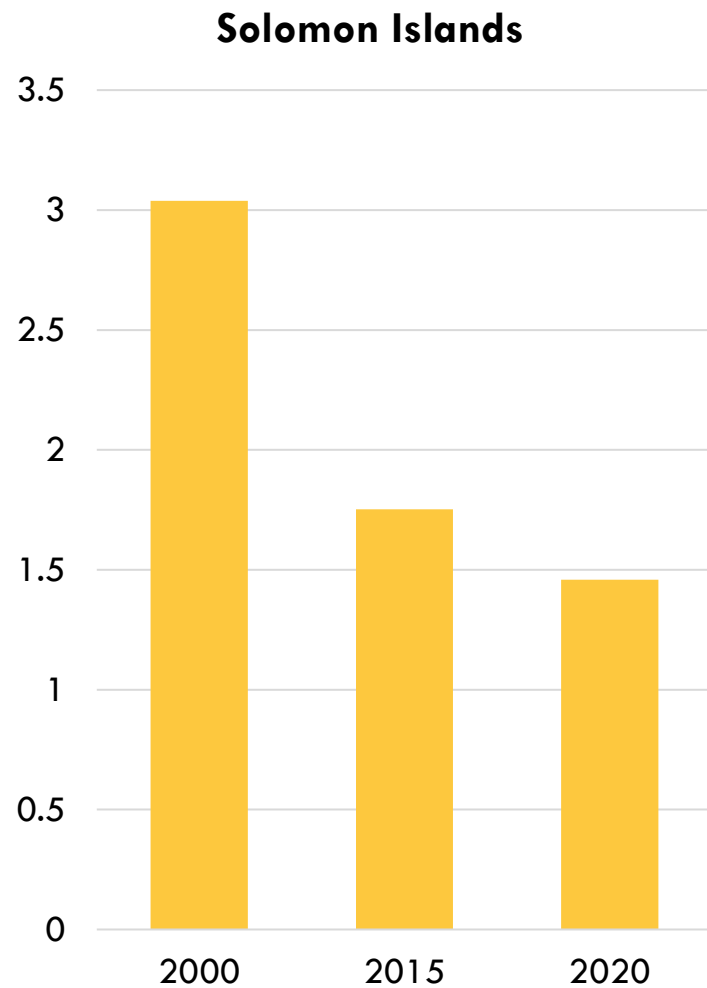
- Vanuatu exhibits rapid acceleration of the total transport energy consumption trends. Palau can be seen to be roughly stagnating.

FINAL ENERGY CONSUMPTION IN TRANSPORT BY MODE (TJ)

■ Road
 ■ Domestic navigation
 ■ Domestic aviation

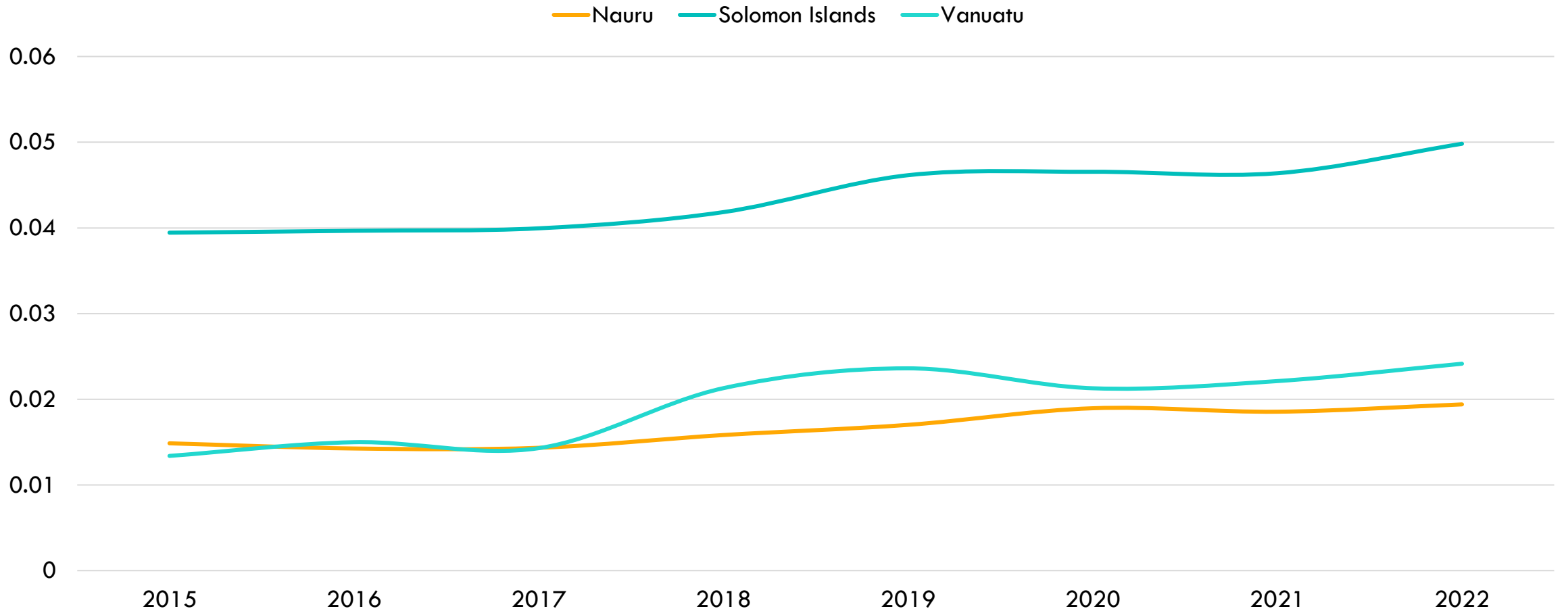


TRANSPORT ENERGY INTENSITY (MJ PER USD)



FOSSIL FUEL SUBSIDIES FOR PETROLEUM

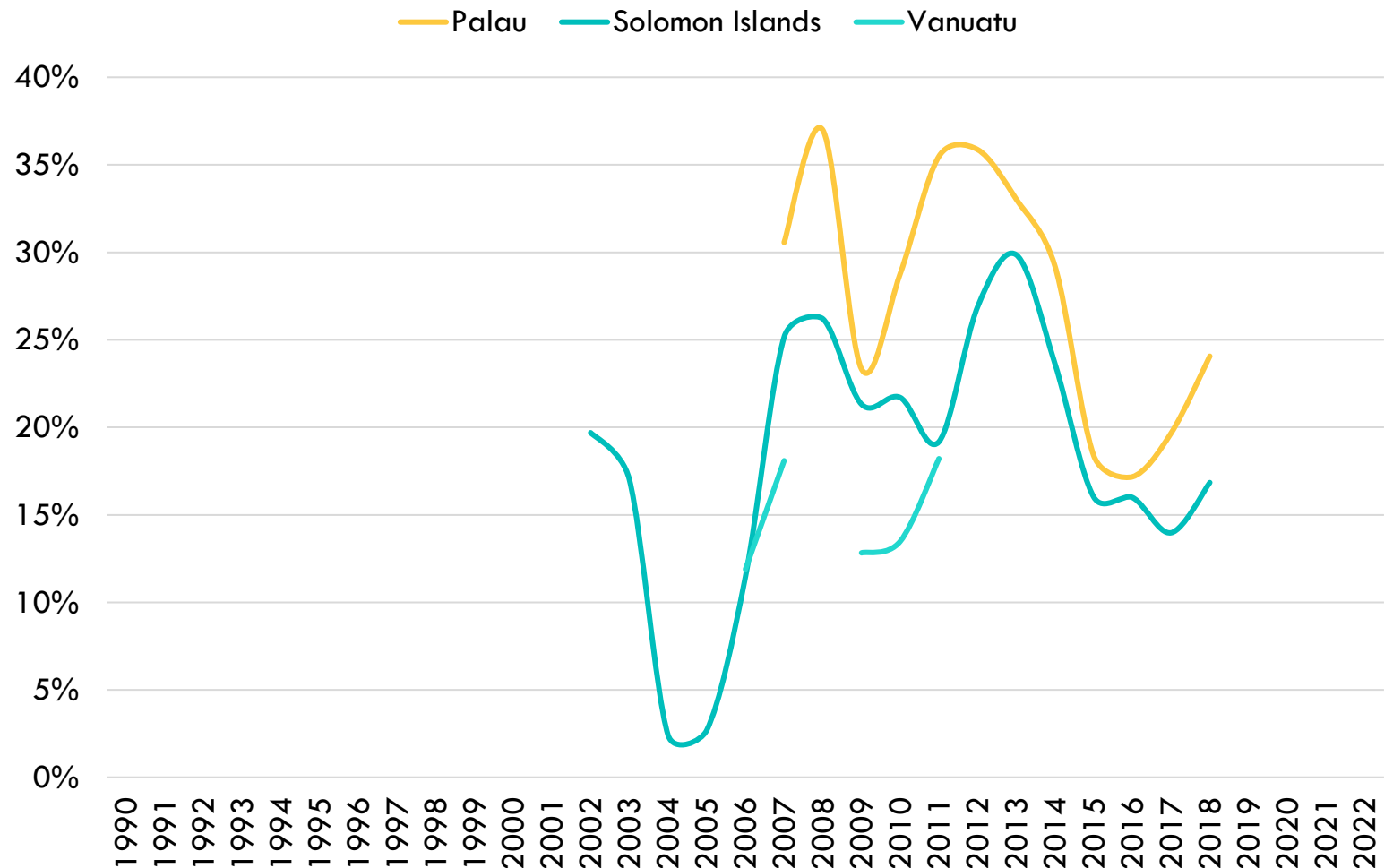
Implicit fossil fuel subsidies (Billion USD (constant 2021))



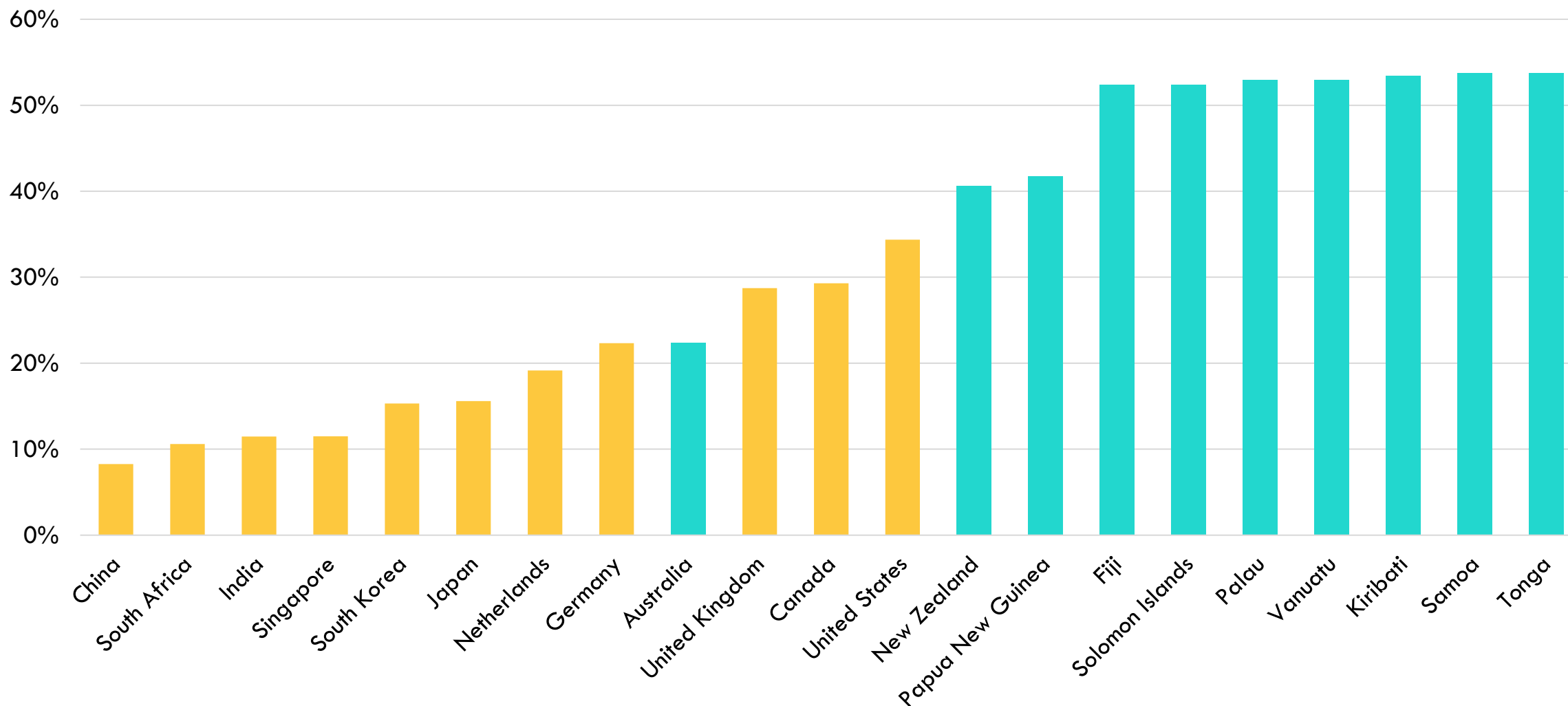
FUEL IMPORTS

- Fuels comprise the commodities in SITC section 3 (mineral fuels, lubricants and related materials). The indicator provides fuel import as a share of total merchandise imports.
- The share has dropped roughly between 2013 to 2017 for Palau and the Solomon Islands, but is showing an increasing trend since then.

Fuel imports (% of merchandise imports)

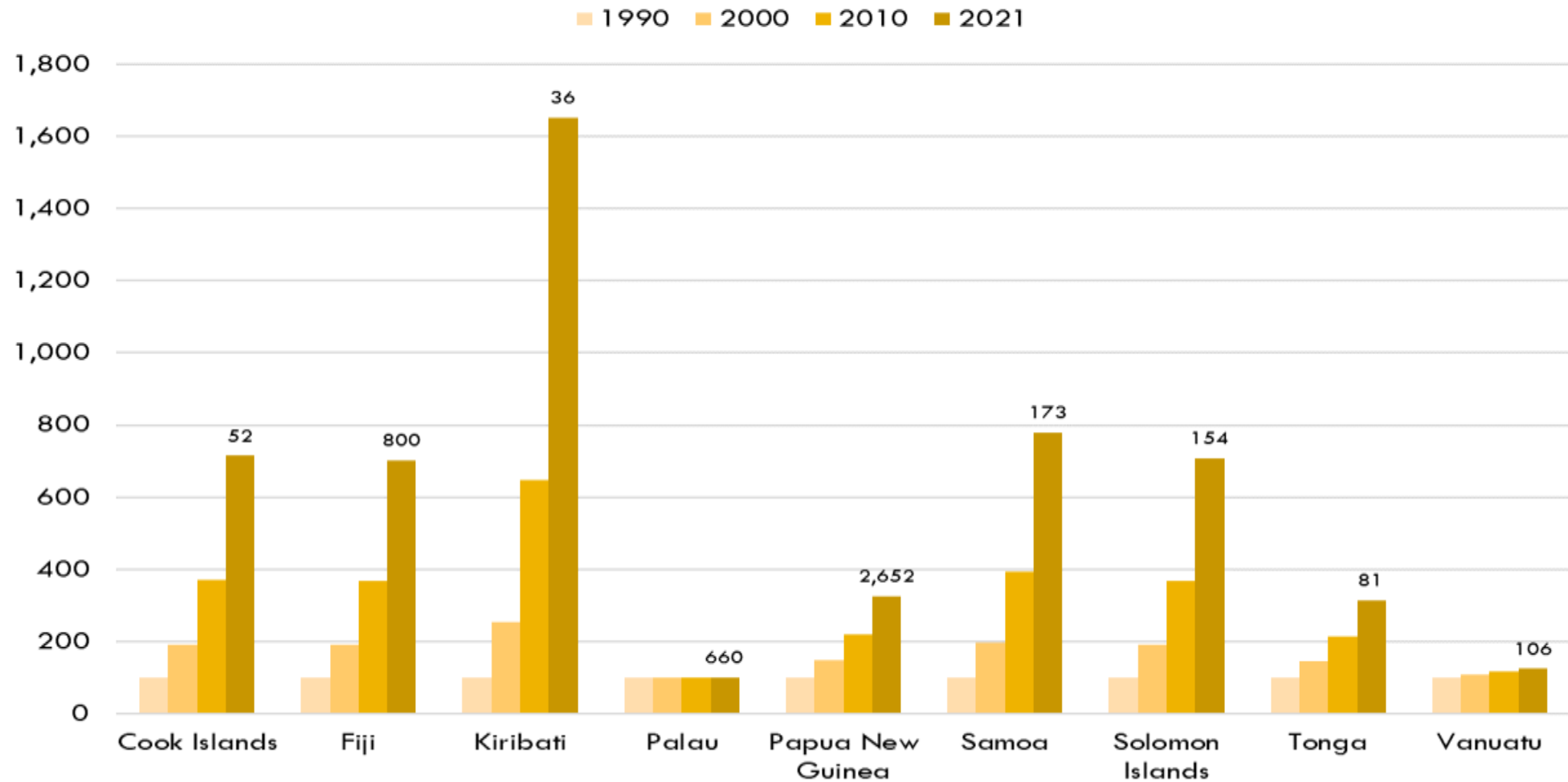


SHARE OF FOSSIL TRANSPORT CO2 EMISSIONS IN TOTAL CO2 EMISSIONS



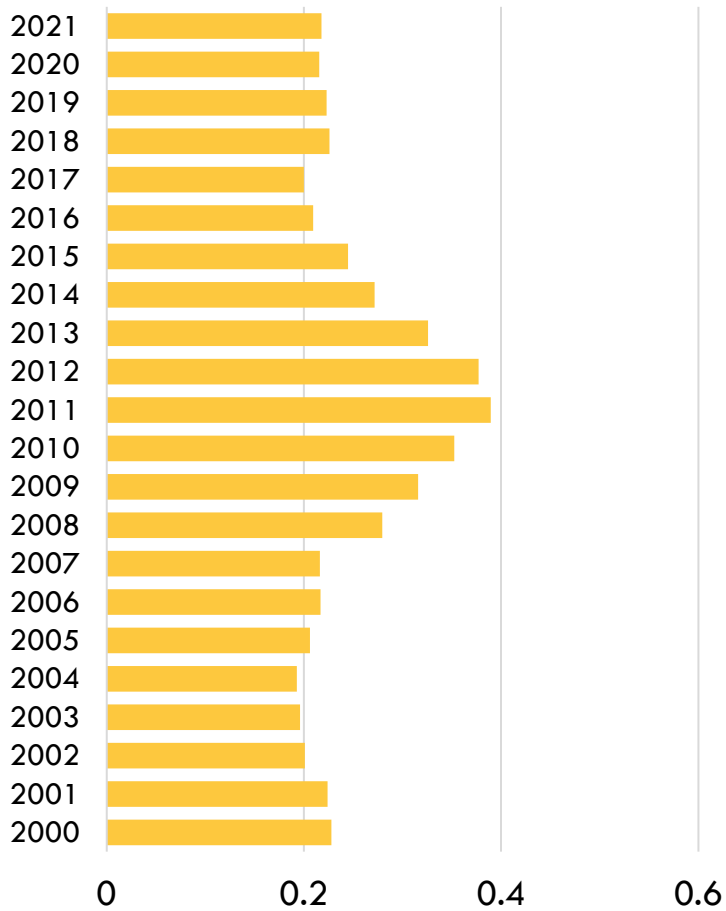
FOSSIL TRANSPORT CO2 EMISSIONS

Fossil Transport CO2 emissions (1990 = 100) (Data labels are values in thousand tonnes)

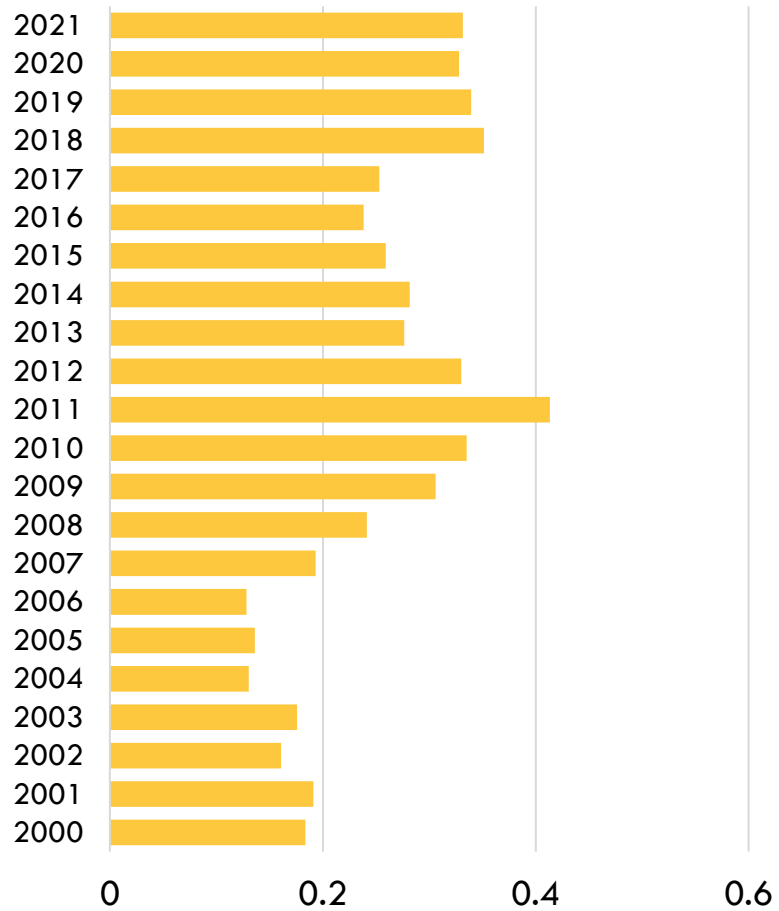


FOSSIL TRANSPORT CO2 EMISSIONS PER CAPITA (TONNES PER CAPITA)

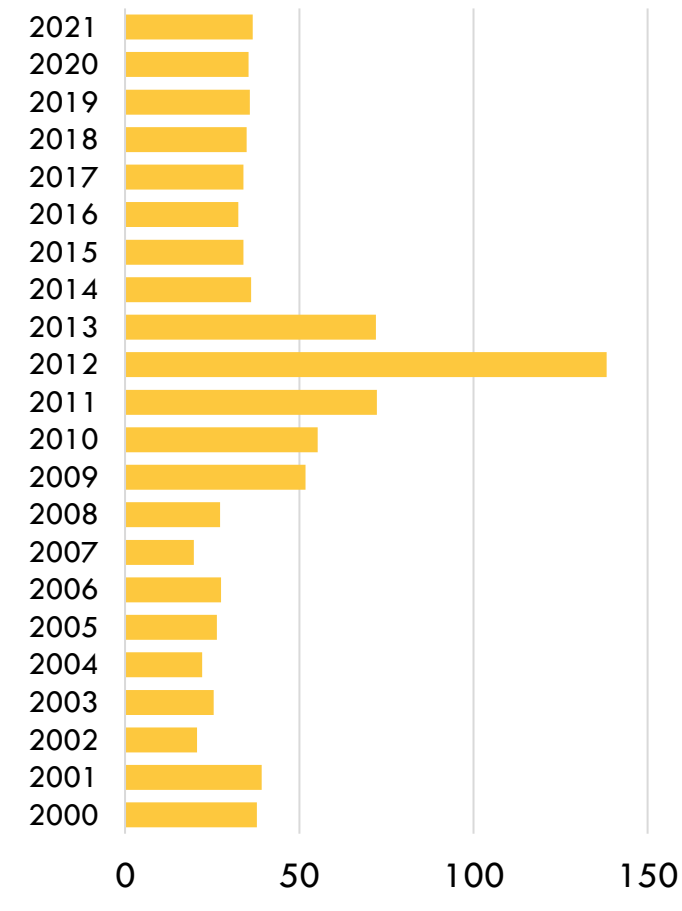
Solomon Islands



Vanuatu



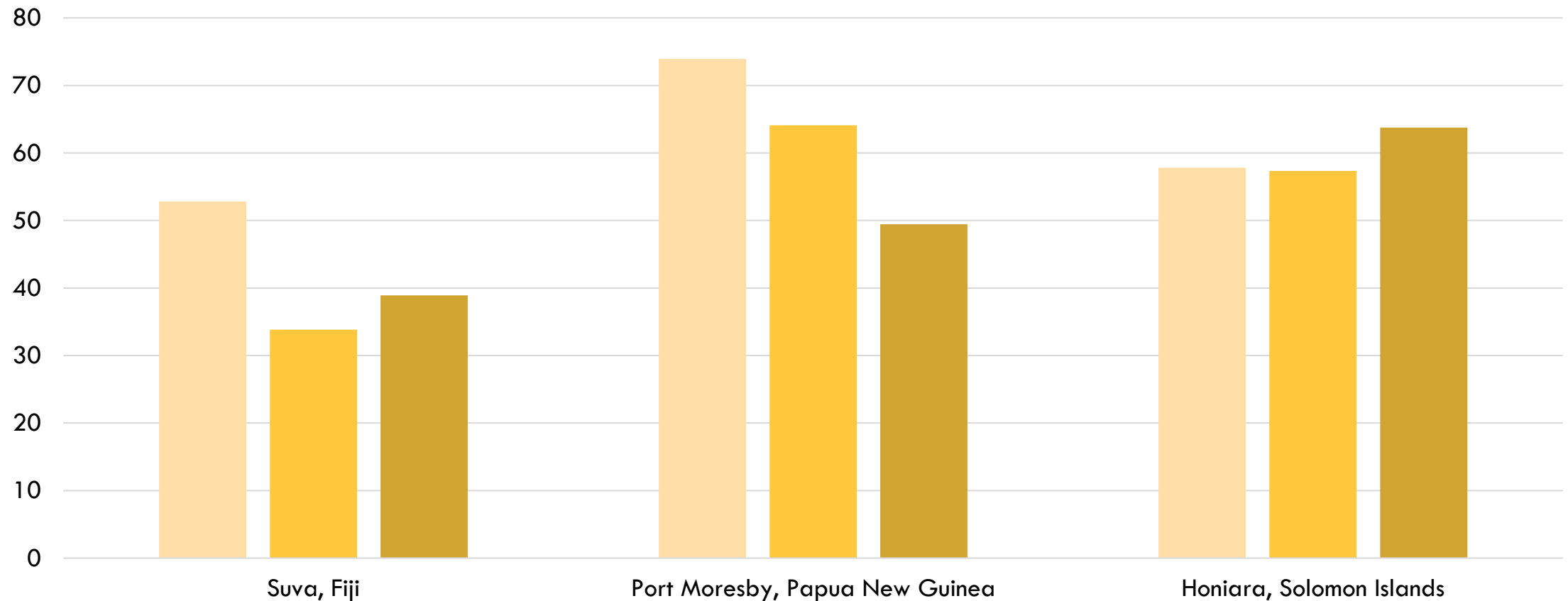
Palau



URBAN TRANSPORT EMISSIONS

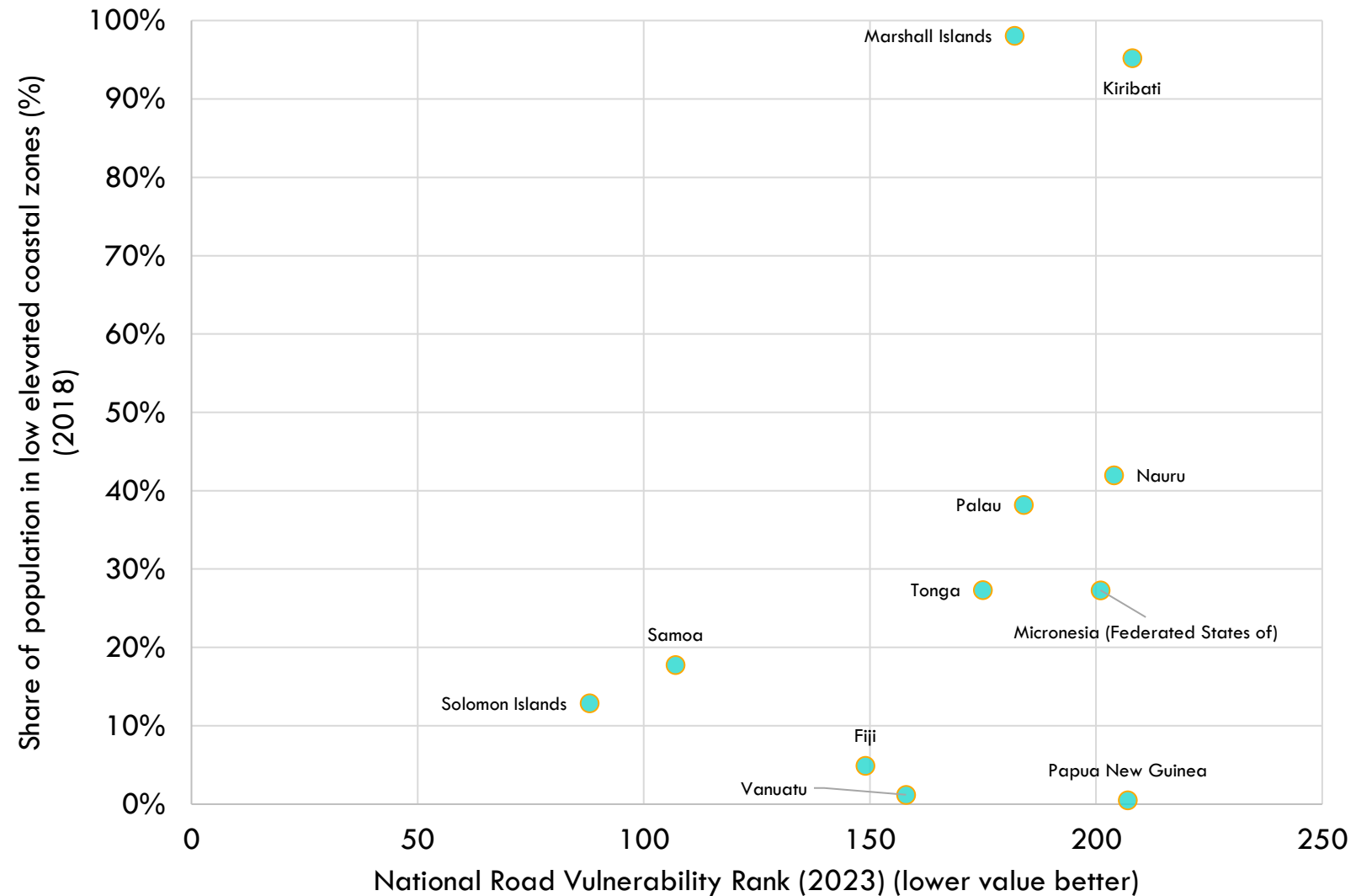
Transport CO2 emissions per capita (kg/ year/ capita)

1975 1990 2000



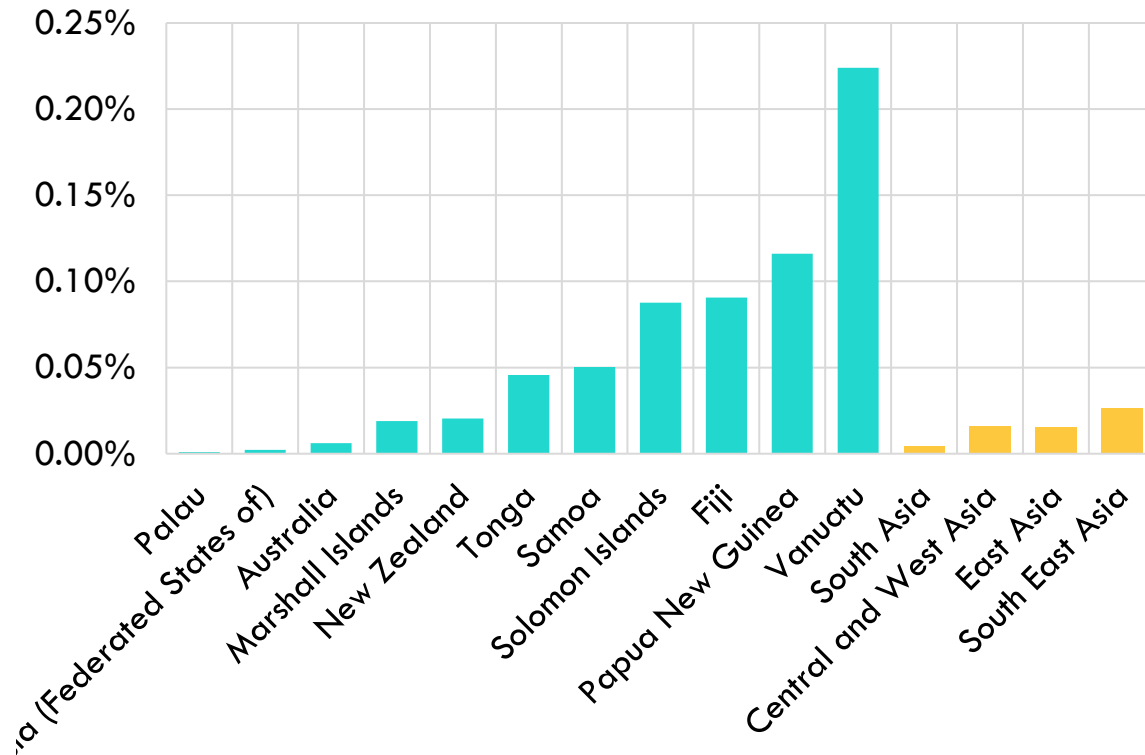
CLIMATE CHANGE VULNERABILITY

- For NRVI, natural disasters are simulated on random and cluster of country road segments. The Index indicates how much of the trips are potentially disrupted due to the missing segments.
- Marshall Islands and Kiribati stand extremely vulnerable with lower resistance of the road network and higher share of population in 5m proximity/ low elevated coastal zones.



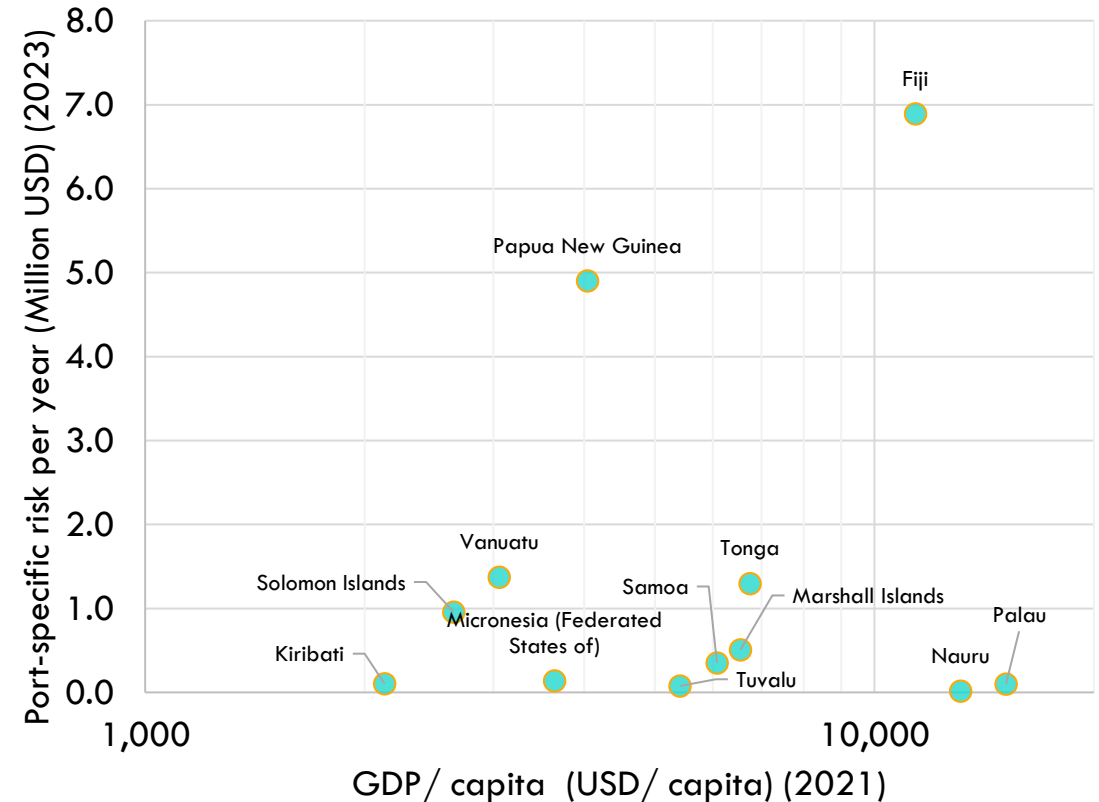
MULTI-HAZARD EXPECTED ANNUAL DAMAGES TO TRANSPORT INFRASTRUCTURE, SHARE OF GDP, 2019

Multi-hazard expected annual damages to transport infrastructure, share of GDP, 2019



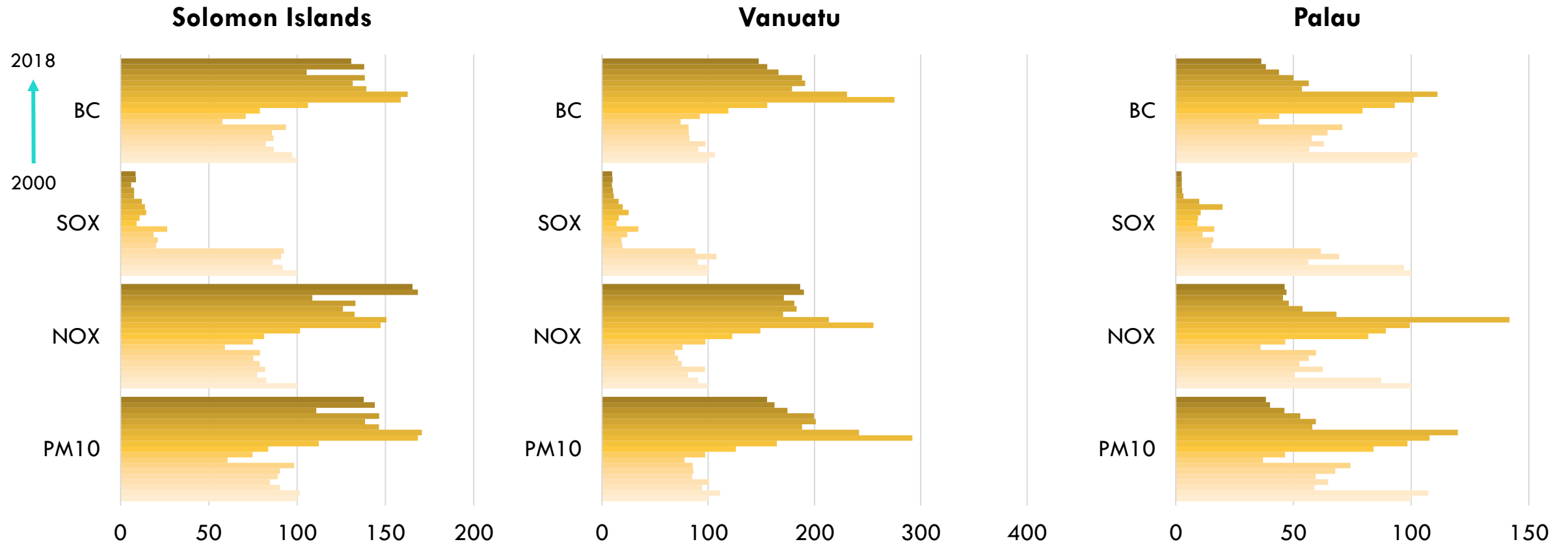
- Vanuatu poses highest multi hazard risk of damages to the transport infrastructure as a share of GDP.

Port specific risks



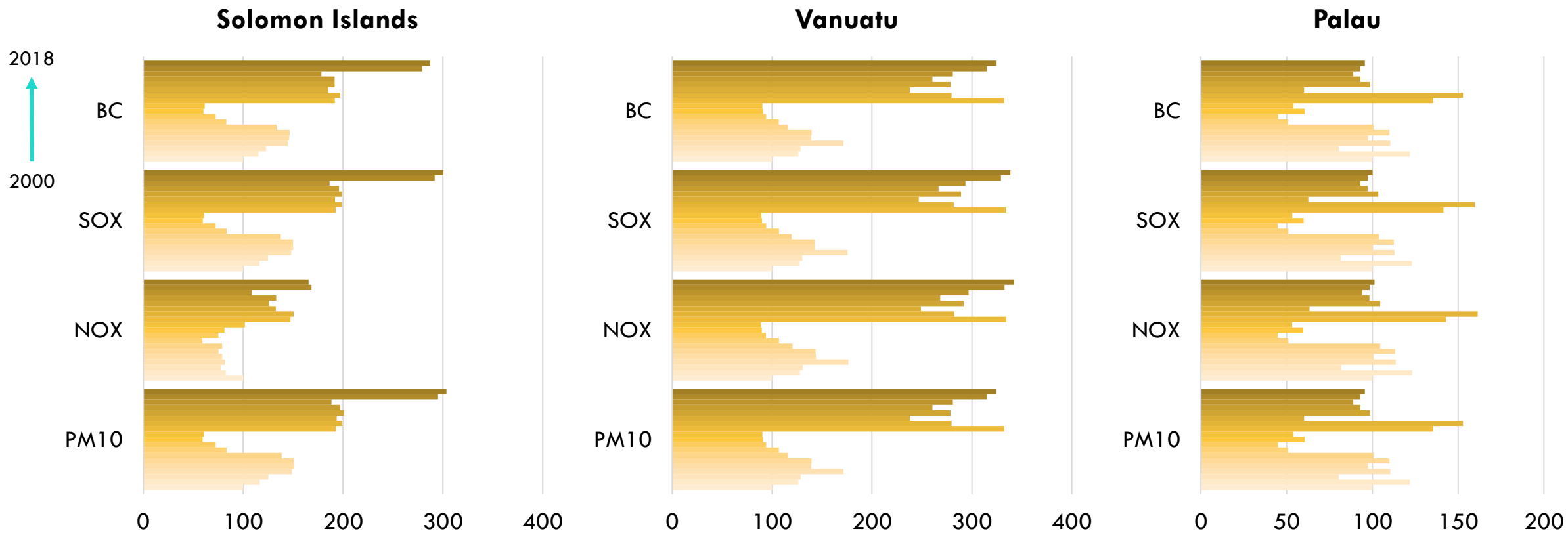
- Fiji poses highest port specific risk of damages while PNG also does so at lower GDP/capita levels.

ROAD TRANSPORT AIR POLLUTANT EMISSIONS (2000=100)



- Broadly between the period of 2000 to 2018, all the air pollutant emissions are on the decline except for NOx in the Solomon Islands.

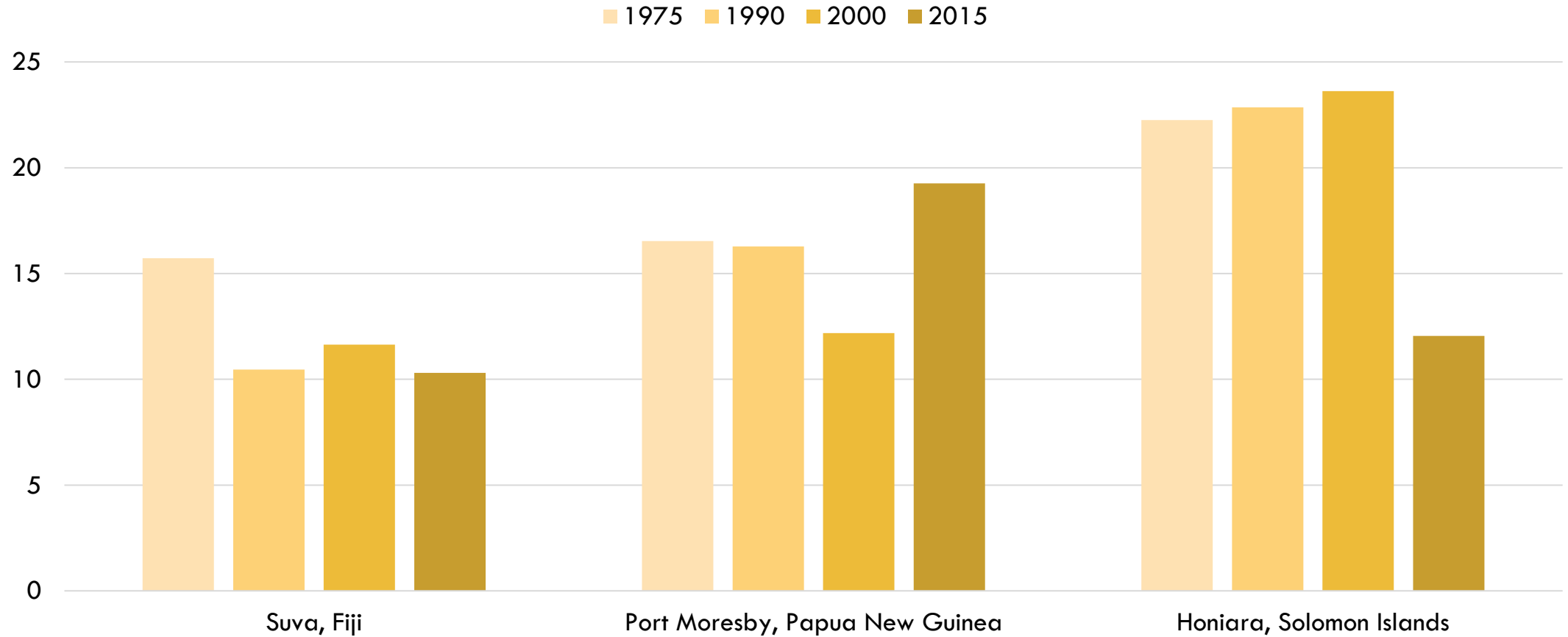
DOMESTIC NAVIGATION AIR POLLUTANT EMISSIONS (2000=100)



- Domestic Navigation subsector is showing slower progress compared to the road subsector.

URBAN TRANSPORT EMISSIONS

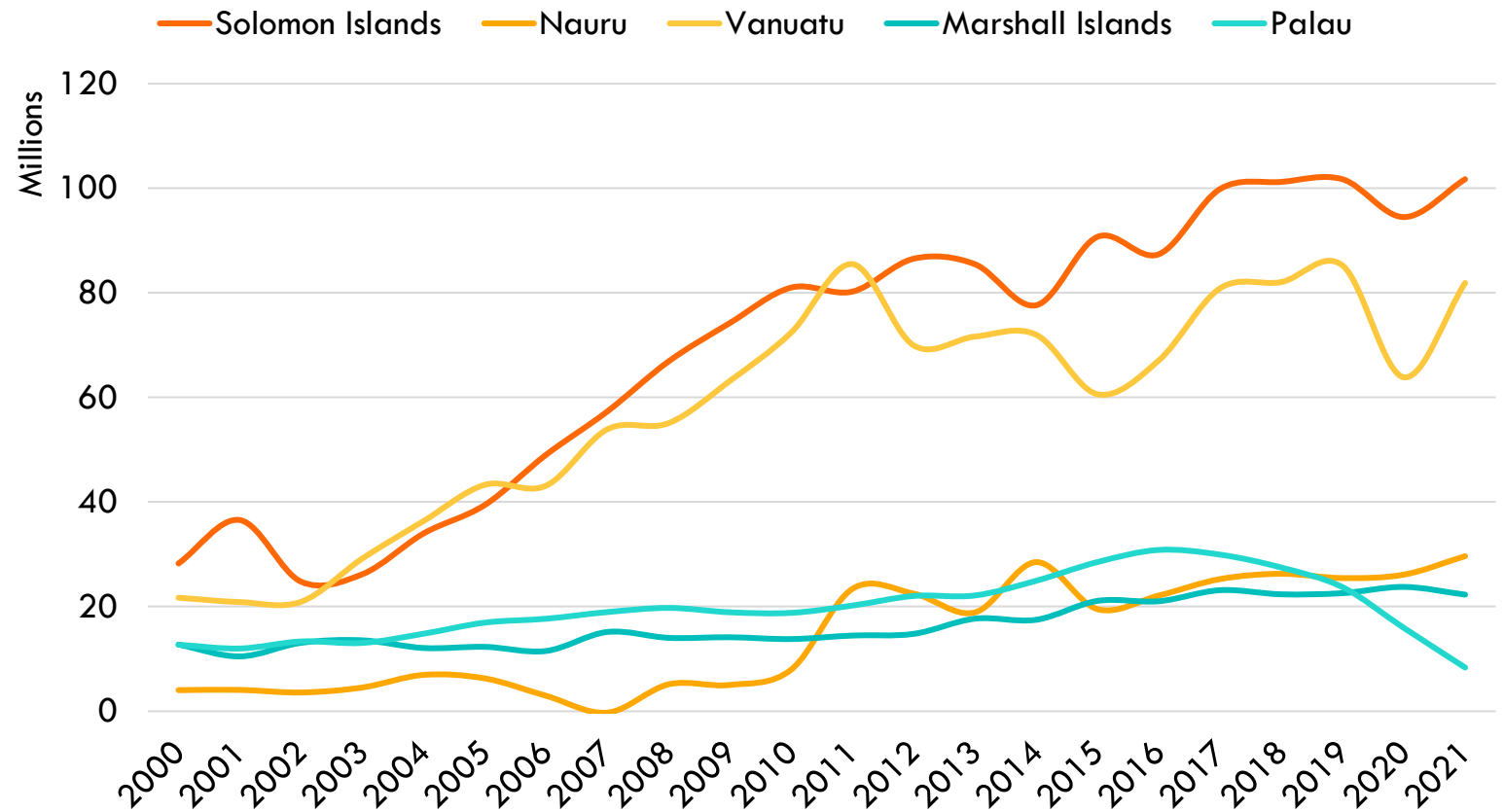
Transport pm2.5 emissions per capita (grams/ year/ capita)



GROSS VALUE ADDED

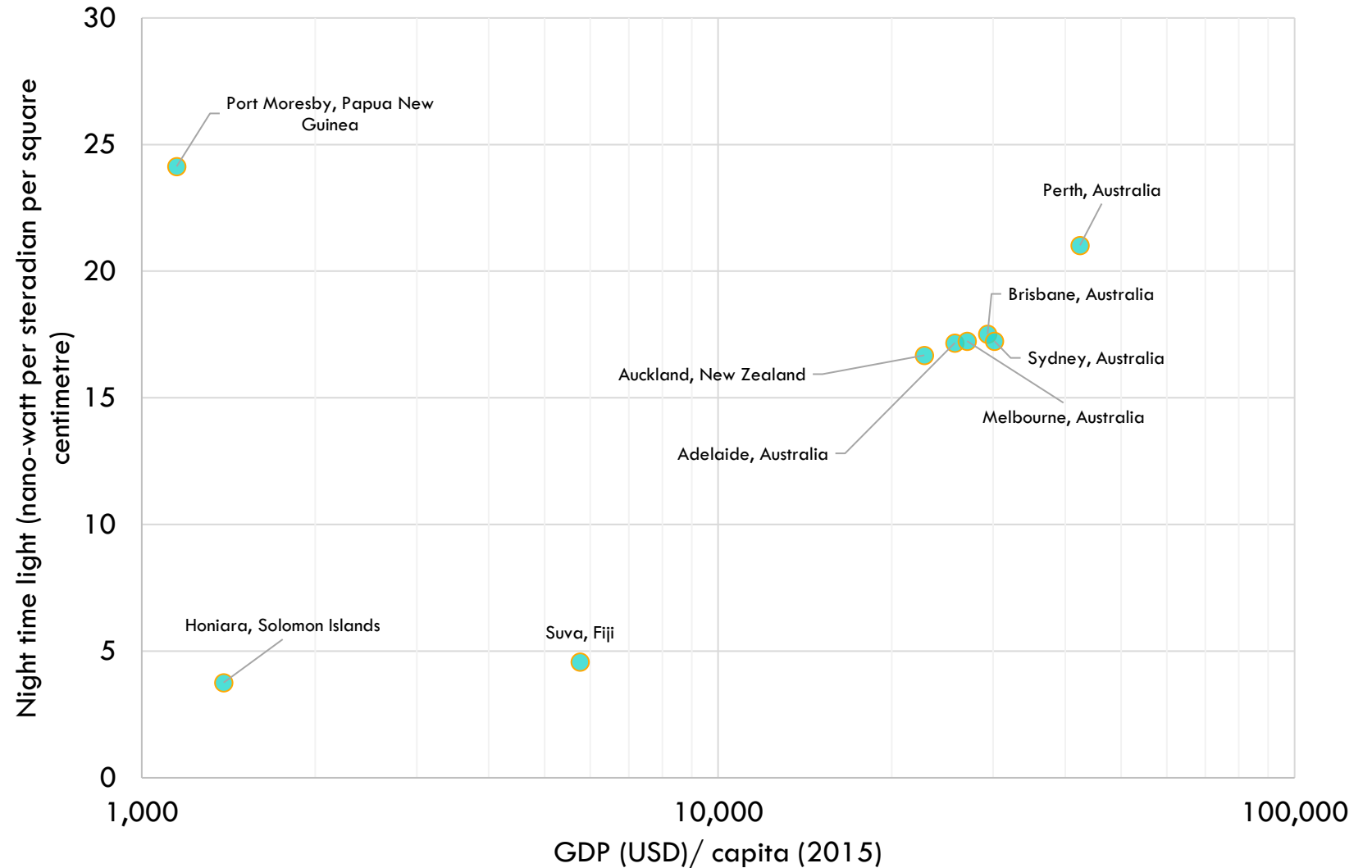
- The Gross Value Added by the transport sector refers to the economic contribution made by the transportation industry to the Gross Domestic Product (GDP) of a country. This includes the value added by activities such as the movement of goods and passengers by road, rail, air, and sea, as well as related services like logistics and transportation infrastructure.
- The GVA by the transport sector steeply increased for the Solomon Islands and Vanuatu between the period 2003 and 2011.
- For Palau it is recently dropping.
- Nauru and the Marshall Islands are stagnating.

**Gross value added by transport, storage, and communication
(USD, current)**



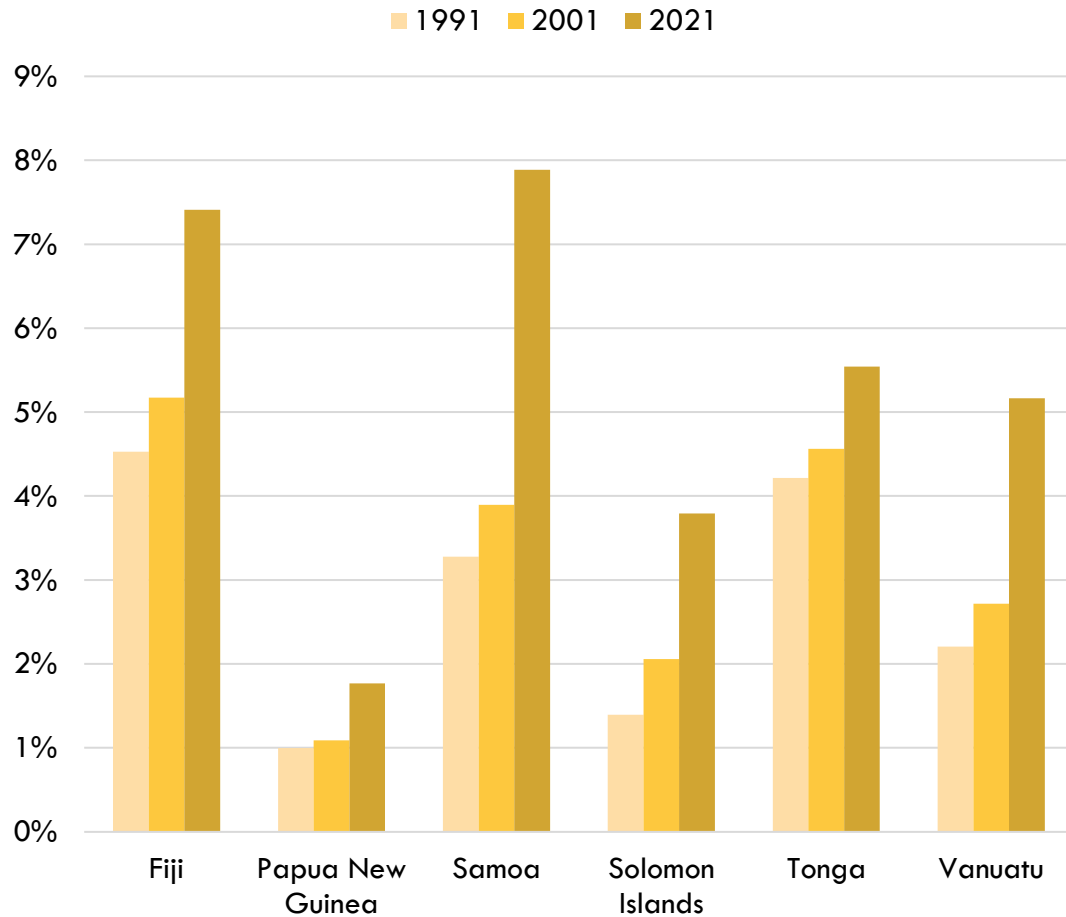
NIGHT TIME LIGHT ANALYSIS

- Nighttime light analysis is a technique that involves studying satellite imagery of Earth at night to analyze the patterns and intensity of artificial lights.
- It reflects the urbanization trends, potentials of transport hubs, traffic and movement patterns etc.
- The city of Port Moresby in PNG compares to the cities in the Australia and New Zealand at much lower GDP/ capita levels.

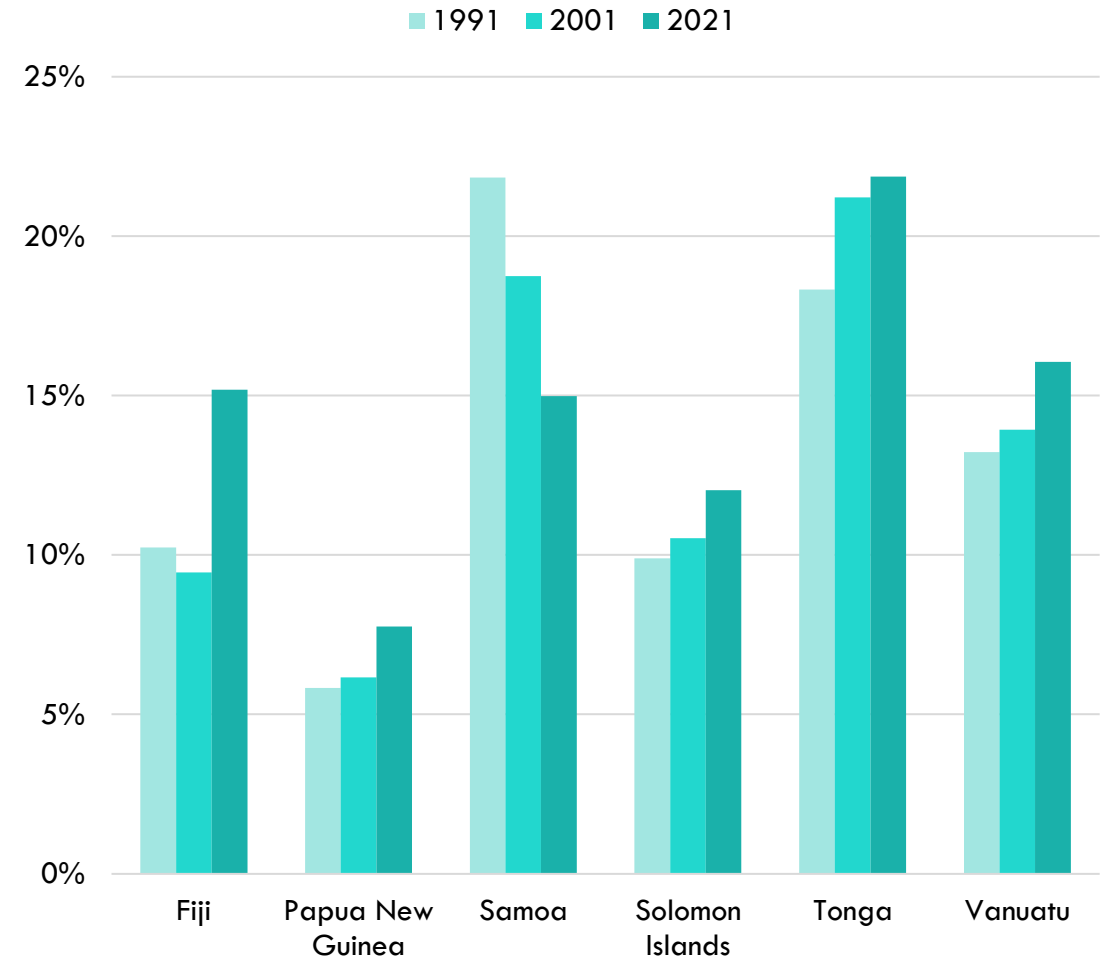


TRANSPORT EMPLOYMENT

Transport Sector Employment share in Total Employment



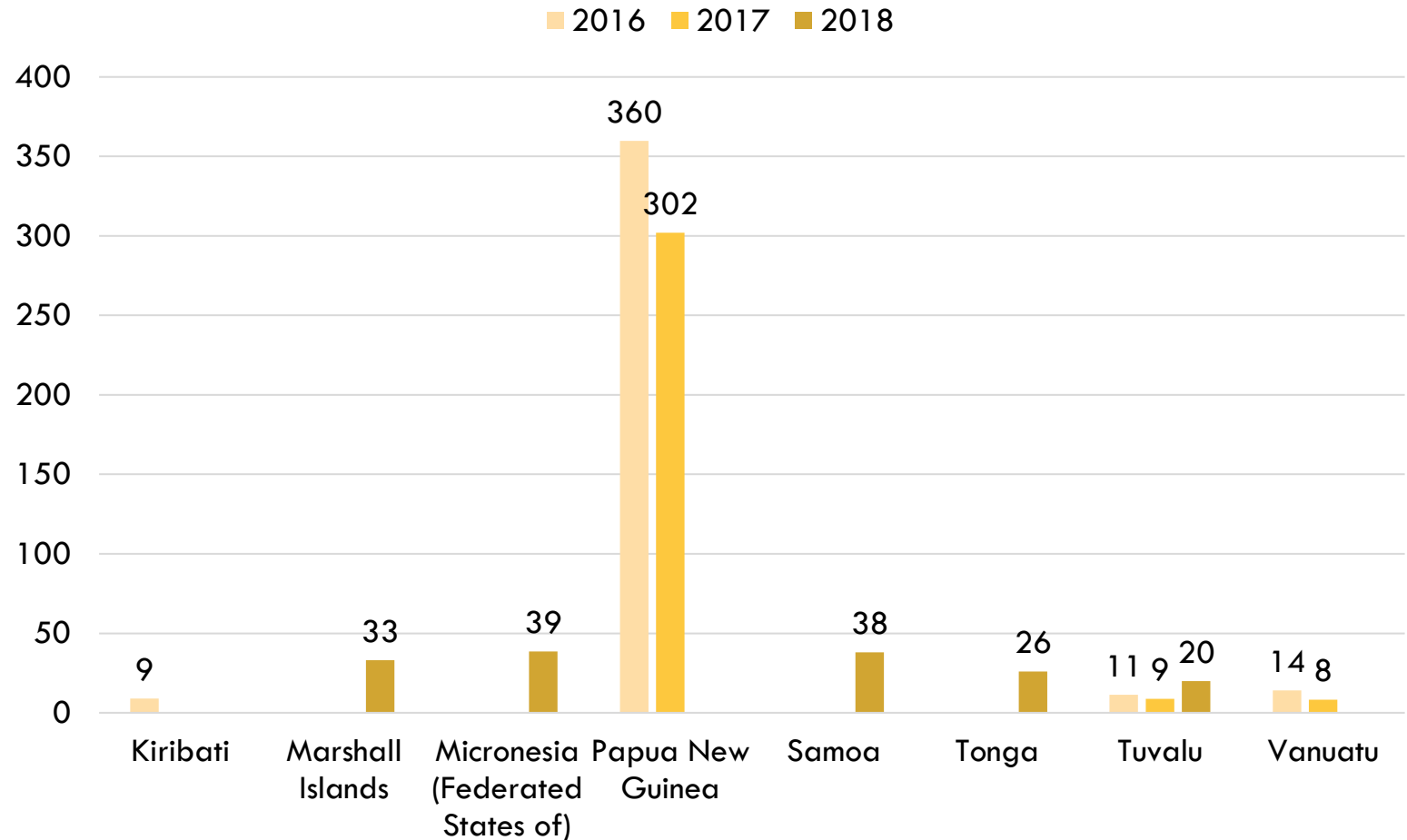
Workers in transport who are female (percentage)



MDB DEVELOPMENT ASSISTANCE FOR TRANSPORT

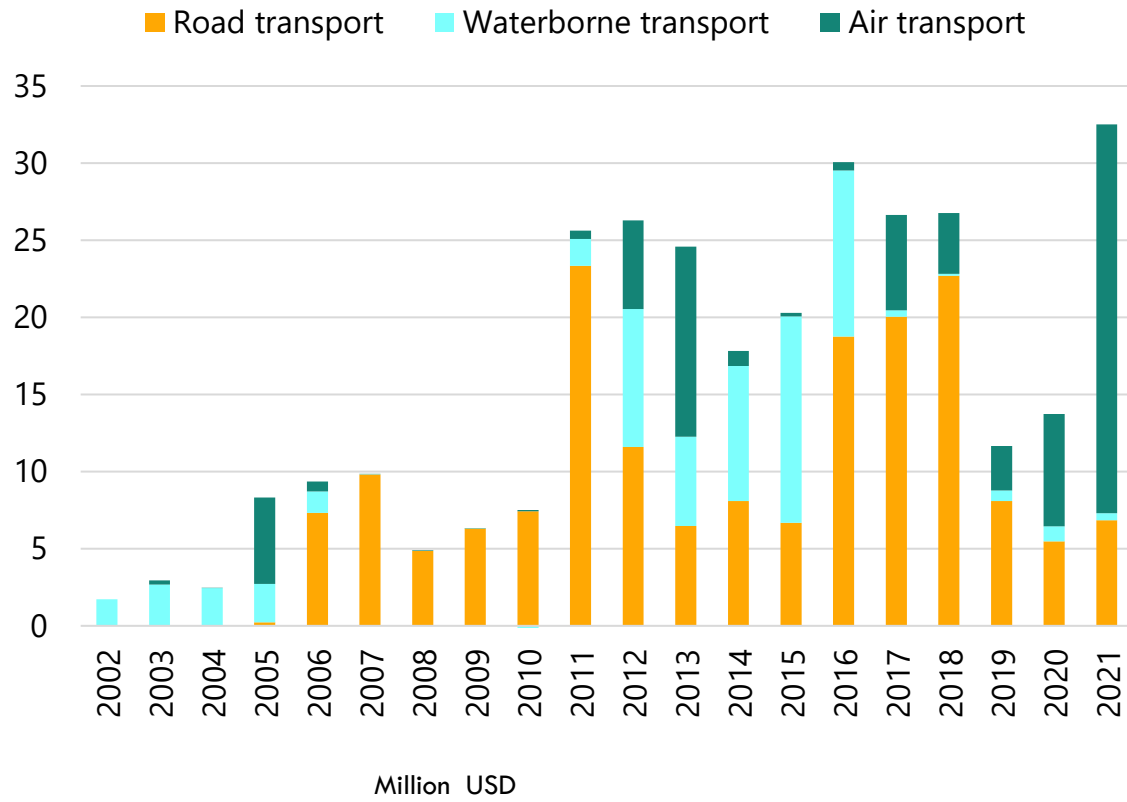
- The data includes loans and grants for transport in developing countries from African Development Bank, Asian Development Bank, CAF - Development Bank of Latin America, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank, World Bank.

MDB development assistance for Transport (mln. USD)

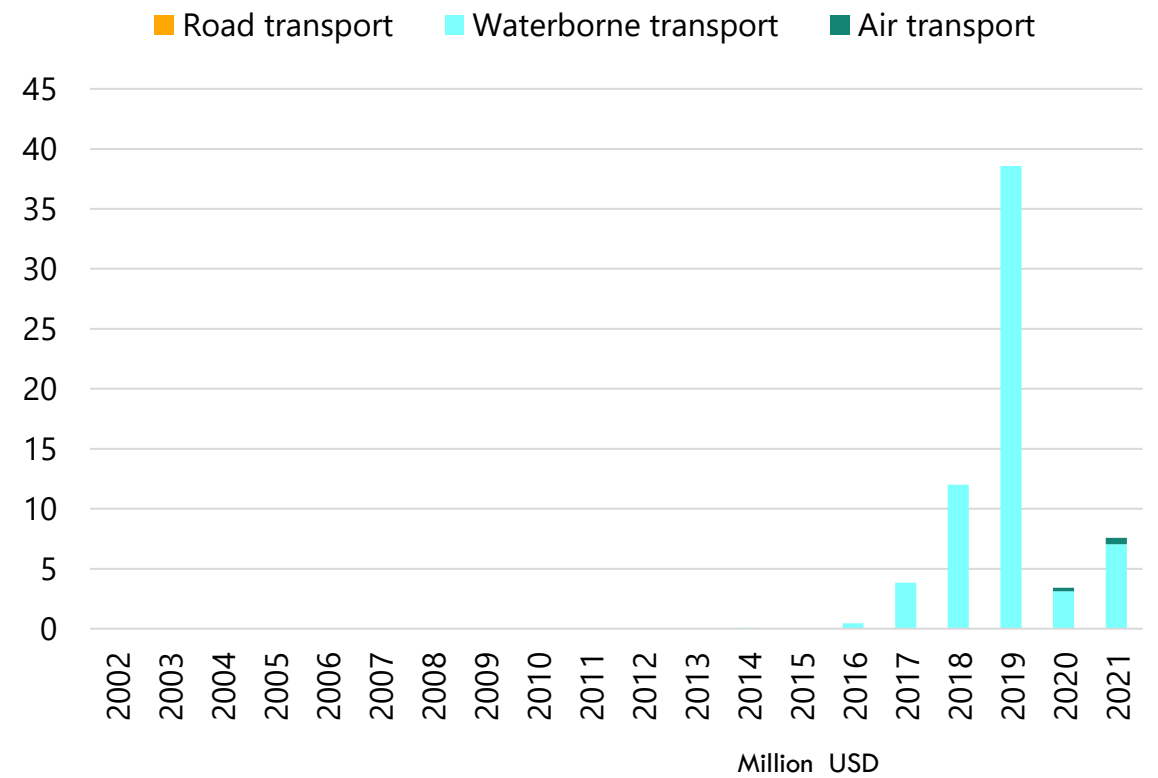


OFFICIAL DEVELOPMENT ASSISTANCE

Solomon Islands

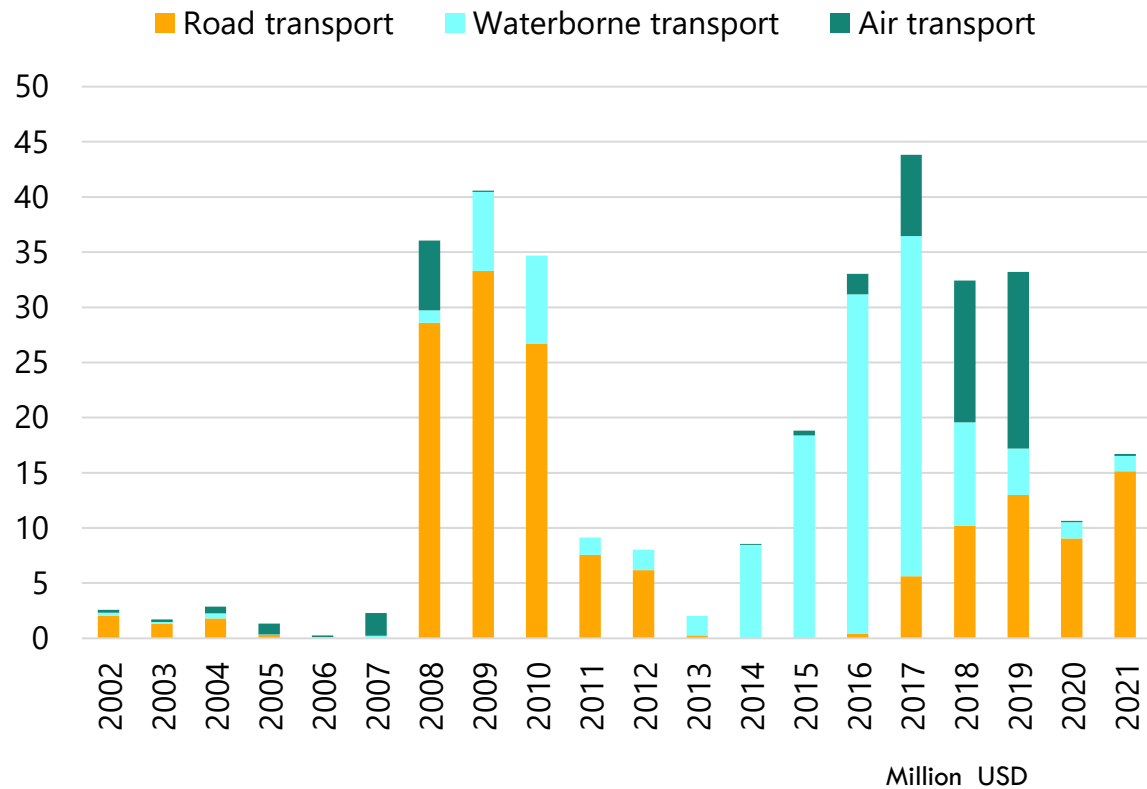


Nauru

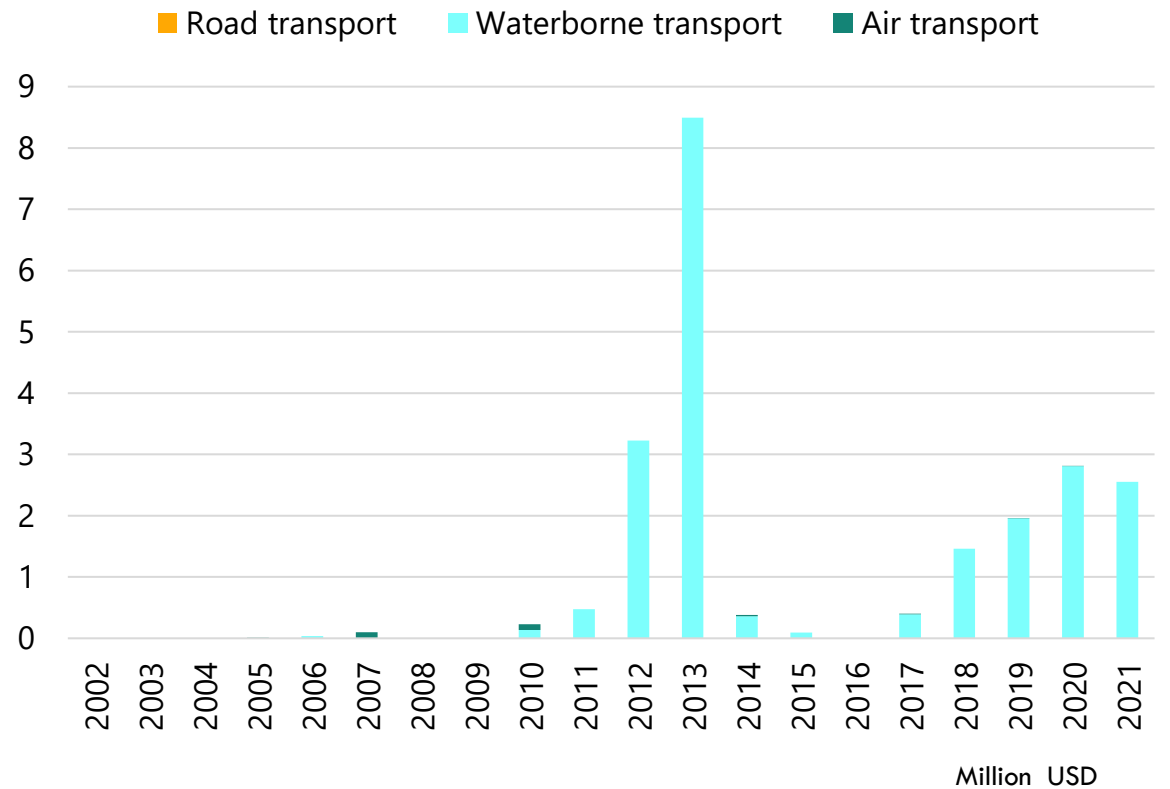


OFFICIAL DEVELOPMENT ASSISTANCE

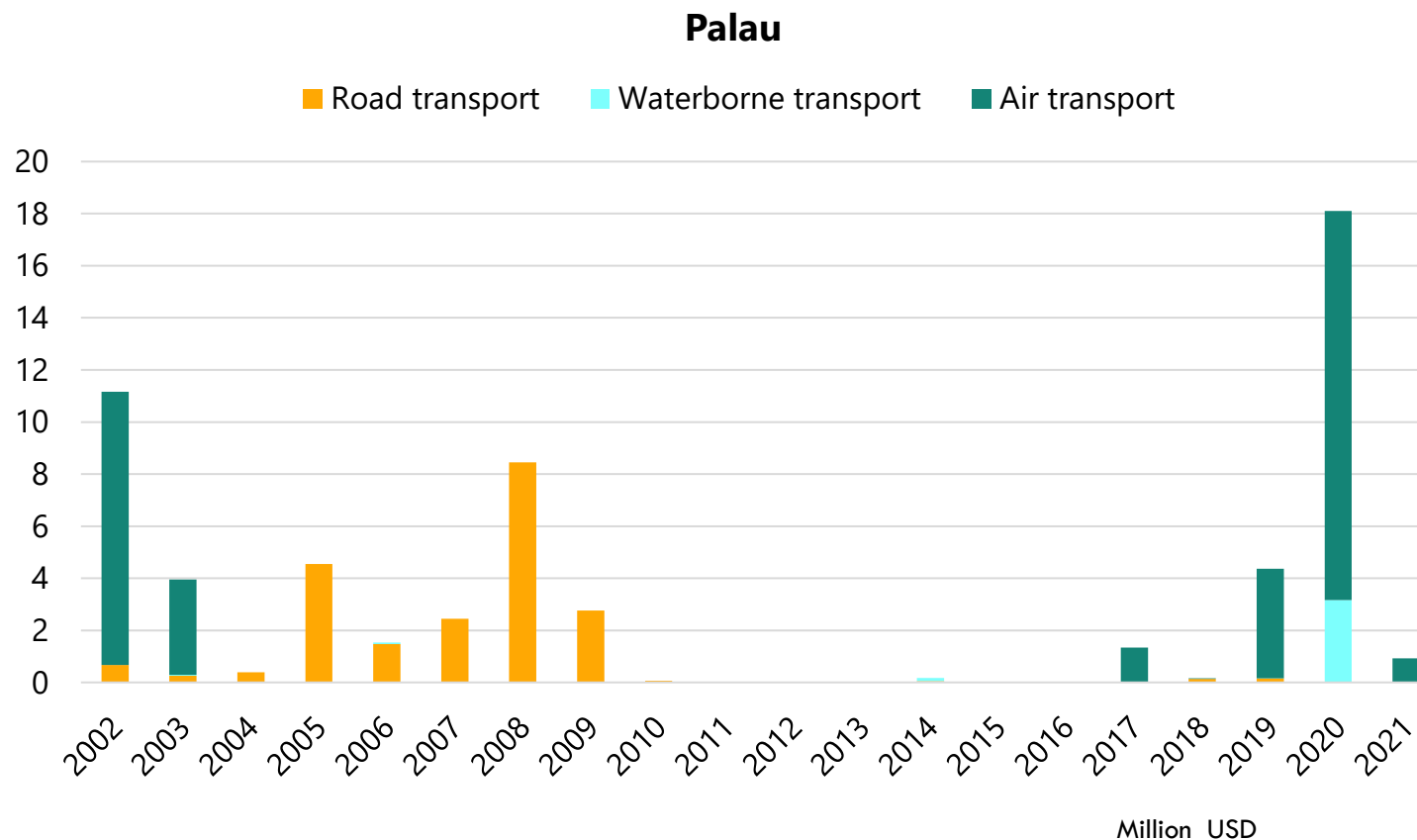
Vanuatu



Marshall Islands



OFFICIAL DEVELOPMENT ASSISTANCE



POLICY INSIGHTS

TRANSPORT RELATED POLICY DOCUMENTS/ LEGISLATIONS

A record of **16** Transport related documents/ legislations



Updated Nationally Determined Contributions, 2022

[Weblink](#)

Latest NDC Overview:

Are there any transport relevant mitigation targets mentioned? **Yes**

Are there any transport relevant adaptation targets mentioned? **No**

Are there any transport relevant mitigation measures mentioned? **Yes**

Are there any transport relevant adaptation measures mentioned? **No**

Document Name	Year Published	Document Type	Road	Shipping	Aviation
MOTOR TRAFFIC ACT	1986	Transport Laws/ Regulations	X		
THE MARITIME ACT	1990	Transport Laws/ Regulations		X	
RMI First NDC	2016	Nationally Determined Contributions	X	X	X
2050 Climate Strategy	2018	Transport Laws/ Regulations	X	X	
National Strategic Plan 2030	2020	National Development Policy		X	X
RMI Second NDC	2018	Nationally Determined Contributions	X	X	X
RMI Second NDC (Updated)	2020	Nationally Determined Contributions	X	X	X
RMI Electricity Roadmap	2018	Other Transport-related Policy		X	
MARITIME REGULATIONS	2023	Transport Laws/ Regulations		X	
Voluntary National Review 2021	2021	National Report to International/ Regional Processes	X	X	X
National Climate Change Policy Framework	2011	Other Transport-related Policy	X	X	X
National Environment Management Strategy 2017–2022	2017	Other Transport-related Policy	X		
National Energy Policy and Energy Action Plan	2016	Other Transport-related Policy	X		
MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022	Other Transport-related Policy	X		
RMIPA Port Master Plan	2014	Transport Subsector Policy		X	
AKIA Airport Master Plan	2012	Transport Subsector Policy			X

TRANSPORT RELATED TARGETS

Transport Sector Measure	Text/Remarks	Document Name	Year Published	Target year
General shipping improvement	reducing GHG emissions from domestic shipping 40% below 2010 levels by 2030 and full decarbonization of the sector by 2050.	RMI Second NDC (Updated)	2020	2030
General shipping improvement	reducing GHG emissions from domestic shipping 40% below 2010 levels by 2030 and full decarbonization of the sector by 2050.	RMI Second NDC (Updated)	2020	2050
Target - Economy-wide emissions	RMI commits to a quantified economy-wide target to reduce its emissions of greenhouse gases (GHG) to 32% below 2010 levels by 2025.	RMI First NDC	2016	2025
Target - Economy-wide emissions	RMI communicates, as an indicative target, its intention to reduce its emissions of GHGs to 45% below 2010 levels by 2030.	RMI First NDC	2016	2030
Target - Economy-wide emissions	commits to a quantified economy-wide target to reduce its emissions of greenhouse gases (GHGs) to at least 32% below 2010 levels by 2025 and to at least 45% below 2010 levels by 2030; communicates an indicative target to reduce its emissions of GHGs by at least 58% below 2010 levels by 2035	RMI Second NDC	2018	2025
Target - Economy-wide emissions	commits to a quantified economy-wide target to reduce its emissions of greenhouse gases (GHGs) to at least 32% below 2010 levels by 2025 and to at least 45% below 2010 levels by 2030; communicates an indicative target to reduce its emissions of GHGs by at least 58% below 2010 levels by 2035	RMI Second NDC	2018	2030
Target - Economy-wide emissions	commits to a quantified economy-wide target to reduce its emissions of greenhouse gases (GHGs) to at least 32% below 2010 levels by 2025 and to at least 45% below 2010 levels by 2030; communicates an indicative target to reduce its emissions of GHGs by at least 58% below 2010 levels by 2035	RMI Second NDC	2018	2035
Target - Economy-wide emissions	reduce emissions from the domestic shipping sector in order to help RMI achieve its economy-wide NDC target of reducing emissions at least 45% below the 2010 levels by 2030	RMI Second NDC (Updated)	2020	2030
Target - Economy-wide emissions	commits to a quantified economy-wide target to reduce its emissions of greenhouse gases (GHGs) to at least 32% below 2010 levels by 2025 and to at least 45% below 2010 levels by 2030	RMI Second NDC	2018	2025
Target - Economy-wide emissions	commits to a quantified economy-wide target to reduce its emissions of greenhouse gases (GHGs) to at least 32% below 2010 levels by 2025 and to at least 45% below 2010 levels by 2030	RMI Second NDC	2018	2030
Target - Economy-wide emissions	communicates an indicative target to reduce its emissions of GHGs by at least 58% below 2010 levels by 2035	RMI Second NDC	2018	2035
Target - Economy-wide emissions	RMI commits to a quantified economy-wide target to reduce its emissions of greenhouse gases (GHG). 32% below 2010 levels by 2025.	National Environment Management Strategy 2017–2022	2017	2025

TRANSPORT RELATED TARGETS

Transport Sector Measure	Text/Remarks	Document Name	Year Published	Target year
Target - Net zero, carbon neutrality, and other long-term climate action	net zero emissions by 2050	RMI Second NDC	2018	2050
Target - Net zero, carbon neutrality, and other long-term climate action	reaffirms its aspiration to achieve net zero GHG emissions by 2050 at the latest	RMI Second NDC	2018	2050
Target - Transport GHG emission	As currently estimated, progress towards achieving RMI's targets would entail reducing emissions from transportation (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI First NDC	2016	2025
Target - Transport GHG emission	As currently estimated, progress towards achieving RMI's targets would entail reducing emissions from transportation (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI First NDC	2016	2030
Target - Transport GHG emission	reduce domestic transport emissions (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI Second NDC (Updated)	2020	2025
Target - Transport GHG emission	reduce domestic transport emissions (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI Second NDC (Updated)	2020	2030
Target - Economy-wide emissions	RMI commits to a quantified economy-wide target to reduce its emissions of greenhouse gases (GHG). 45% below 2010 levels by 2030.	National Environment Management Strategy 2017–2022	2017	2030

TRANSPORT POLICY MEASURES



Road Transport Subsector

Transport Sector Measure	Description/ Summary	Document Name	Year Published
Access restriction by corridor/ road	Planning and timing of road use for project activities (such as delivery of equipment or material).	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
Alternatively-powered rolling stock	Study the feasibility of LPG, hybrid and electric (powered by renewable electricity vehicles, including buses	National Energy Policy and Energy Action Plan	2016
Automated enforcement of speed limits	Use of speed control devices (governors) on trucks	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
Bus fleet renewal	Study the feasibility of LPG, hybrid and electric (powered by renewable electricity vehicles, including buses	National Energy Policy and Energy Action Plan	2016
Collection and analysis system for accident data	The Minister in charge of the subject of Public Safety shall supply the police and other suitable agencies with forms for accident reports calling for sufficiently detailed information to disclose with reference to a highway accident the cause, conditions then existing and the persons and vehicles involved	MOTOR TRAFFIC ACT	1986
Coordinate planning across government agencies	MRD coordinates with MTC on standards/codes on fuel efficient vessels with possible regulated under the Domestic Water Craft Act	National Energy Policy and Energy Action Plan	2016
Development of active transport plan/ policy	Replanting and expansion of coconut oil production for use in electricity and transport sectors blended with diesel	RMI First NDC	2016
Development of public transport plan/ policy	Develop a policy that government made availability public transport for government workers (passenger seat of more than 12 people)	National Energy Policy and Energy Action Plan	2016
Development of transport plan/ policy	Consultation with PIU/MWIU/CIU Safeguard Team in preparing TMP (Traffic Management Plan)	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
Energy efficient vehicle purchase incentives	promoting awareness and creating incentives (in the private sector) on the use of energy efficient modes of transport.	Voluntary National Review 2021	2021
EV charging infrastructure	The Electric Vehicle Pilot Project, funded by the World Bank, was initiated with the procurement of four electric vehicles along with charging stations. The Pilot Project is on-going and monitored.	Voluntary National Review 2021	2021
National drink-driving law	Strong enforcement of Project requirements regarding drug and alcohol use and levels of fatigue while driving Project vehicles	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
General active mobility	Develop polices to encourage a greater use of public transport, cycling and walking, and the increased uptake of electric vehicles	2050 Climate Strategy	2018
General alternative fuels	to lower the amount of fuel imported for transport by 20% by 2020, relative to a 2009 baseline	National Energy Policy and Energy Action Plan	2016
General e-mobility	Introduction of electric vehicles	RMI First NDC	2016

TRANSPORT POLICY MEASURES



Road Transport Subsector

Transport Sector Measure	Description/ Summary	Document Name	Year Published
General e-mobility	Develop polices to encourage a greater use of public transport, cycling and walking, and the increased uptake of electric vehicles electrification of land-based transportation Commission further analysis to identify policy options to increase the uptake of electric vehicles Consider policies to require Government departments and agencies to transition to electric vehicles	2050 Climate Strategy	2018
General e-mobility	The Electric Vehicle Pilot Project, funded by the World Bank, was initiated with the procurement of four electric vehicles along with charging stations. The Pilot Project is on-going and monitored.	Voluntary National Review 2021	2021
General e-mobility	Study the feasibility of LPG, hybrid and electric (powered by renewable electricity vehicles, including buses	National Energy Policy and Energy Action Plan	2016
General infrastructure improvements	Safeguard and Strengthen Transport and Communication	National Climate Change Policy Framework	2011
General public transport	Develop polices to encourage a greater use of public transport, cycling and walking, and the increased uptake of electric vehicles	2050 Climate Strategy	2018
General public transport	Undertake a study of an efficient public transport systems in Pacific islands, with similar traffic patterns for implementation	National Energy Policy and Energy Action Plan	2016
General transport asset management	Plans for major road repairs in both Ebeye and Majuro are included in the National Infrastructure and Investment Plan (NIIP). This is also inclusive of the repair of the existing roads and drainage on the main island of Ebeye. RMI is developing maintenance plans for other government assets (roads and other public buildings) to be completed by 2030 in coordination with other Ministries and Local Government).	Voluntary National Review 2021	2021
General transport institutional reform	The RMI established the Micronesian Center for Sustainable Transport (MCST) in 2018 as a regional center of excellence to prepare and implement a whole of country strategy to transition the RMI toward a low carbon transport future as a pilot and catalyst for other Micronesian and Small Island States.	Voluntary National Review 2021	2021
Local authorities have the power to modify national speed limits	The Chief of Police may in his discretion establish by regulation higher speed limits than those herein indicated upon highways or between widely spaced intersections or lower speed limits than those herein indicated in particularly hazardous areas, if signs are erected giving notice of the speed limits so established.	MOTOR TRAFFIC ACT	1986

TRANSPORT POLICY MEASURES



Road Transport Subsector

Transport Sector Measure	Description/ Summary	Document Name	Year Published
LPG/ CNG/ LNG	Study the feasibility of LPG, hybrid and electric (powered by renewable electricity vehicles, including buses	National Energy Policy and Energy Action Plan	2016
National child restraint law	For the purpose of this section, “infant” includes any child below the age of 3 years, and “restraining device”, includes car seat for children or any special restraining device for children.	MOTOR TRAFFIC ACT	1986
National drug-driving law in place	Strong enforcement of Project requirements regarding drug and alcohol use and levels of fatigue while driving Project vehicles	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
National road safety strategy	Employing safe traffic control measures, including road signs and flag persons to warn of dangerous conditions Deploy general road safety measures where appropriate such as having trained workers directing traffic, managed traffic diversions, deployment of physical barriers and cones as necessary, lighting at intersections and signage such as advisory speed signs	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
National speed law	Incorporation of speed reduction zones near project areas Implementation of strict speed limits by project vehicles;	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
National seatbelt law	It is unlawful for any person to operate a motor vehicle unless: (a) the person is restrained by a seat belt;	MOTOR TRAFFIC ACT	1986
National speed law	Drivers must operate vehicles at a reasonable and prudent speed, considering factors such as traffic, road conditions, and intersections. Speed limits, unless specified otherwise by the Chief of Police, are set at 15 mph near schools, churches, and public gatherings; 25 mph in business or residential areas; and 40 mph outside such areas.	MOTOR TRAFFIC ACT	1986
Road safety training for professional drivers	Adoption of best transport safety practices (e.g. emphasizing safety aspects among drivers, improving driving skills);	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
Passenger and freight load limits	The owner or driver of a pickup shall not allow more persons to ride or be carried on the pickup vehicle more than the load the vehicle is license to carry, or allow overcrowding of such vehicle that such proceeding is unsafe by reason of insufficiency of space available for such persons to position themselves securely while the vehicle is moving.	MOTOR TRAFFIC ACT	1986
Reference to finance mechanisms within country	Incorporate maintenance expenses in the National budget process	National Energy Policy and Energy Action Plan	2016

TRANSPORT POLICY MEASURES



Road Transport Subsector

Transport Sector Measure	Description/ Summary	Document Name	Year Published
Renewable energy	Reducing fossil fuel imports is the major goal, with the uptake of renewable energy and further energy efficiency improvements on both the demand and supply sides expected to replace more than onethird of fossil fuels for electricity and transport by 2030. (2014 National Energy Policy (NEP)) RMI considered various scenarios for the potential contribution of renewable energy and energy efficiency initiatives in the power generation and transport sectors Introduction of solar-charged electric lagoon transport	RMI First NDC	2016
Renewable energy	100% renewable energy	RMI Second NDC (Updated)	2020
Renewable energy	use of modern energy-efficient sailing technologies and renewable energy	Voluntary National Review 2021	2021
Renewable energy	Study the feasibility of LPG, hybrid and electric (powered by renewable electricity vehicles, including buses Develop programs to encourage the use of wind supplementation for intra-atoll transport and lagoon fishing	National Energy Policy and Energy Action Plan	2016
Road infrastructure expansion	In the neighboring islands, construction of Perimeter Roads is targeted for completion by 2030 as part of the Outer Islands Development Plan (by Local Government)	Voluntary National Review 2021	2021
Road safety training for professional drivers	Provide Training of government personnel in the testing and repair process for government and private sector	National Energy Policy and Energy Action Plan	2016
Speed limits on urban roads <= 30 kph	Impose speed limits of no more than 20 miles per hour for vehicles travelling through the construction site;	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
Road-side vehicle technical checks	Introduce a regulatory instrument for spot-checks on vehicle emissions with penalties for emissions above a specified level	National Energy Policy and Energy Action Plan	2016
Seatbelt law applies to drivers and front seat passengers	(b) each passenger in the front seat is restrained by a seat belt; or in a case of an infant child, is restrained by a restraining device	MOTOR TRAFFIC ACT	1986
Stakeholder Involvement	Regular consultation with roadside residents during operational phases to advise of any upcoming restrictions/delays or advise of mitigation measures and any necessary improvements; Implementation of grievance mechanism during the Project to ensure that issues or concerns of local communities can be identified and addressed.	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022
Vehicle inspection and maintenance	Regular maintenance of vehicles; Construction vehicles shall be regularly serviced and maintained to industry standard to prevent the emission of visible particulates	MARSHALL ISLANDS URBAN RESILIENCE PROJECT	2022

TRANSPORT POLICY MEASURES



Road Transport Subsector

Transport Sector Measure	Description/ Summary	Document Name	Year Published
Fuel quality	Efficiency improvement in transport sector fuel. To achieve a 20% efficiency improvement in transport sector fuel use by 2020. As currently estimated, progress towards achieving RMI's targets would entail	National Environment Management Strategy 2017–2022	2017
Target - Transport GHG emission	reducing emissions from transportation (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI First NDC	2016
Target - Transport GHG emission	As currently estimated, progress towards achieving RMI's targets would entail reducing emissions from transportation (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI First NDC	2016
Target - Transport GHG emission	reduce domestic transport emissions (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI Second NDC (Updated)	2020
Target - Transport GHG emission	reduce domestic transport emissions (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI Second NDC (Updated)	2020
Transport infrastructure resilience	Safeguard and Strengthen Transport and Communication	National Climate Change Policy Framework	2011
Vehicle efficiency standards	emission standards for current vehicles;	RMI First NDC	2016
Vehicle efficiency standards	With regard to the transportation sector, we target a 20% efficiency improvement.	Voluntary National Review 2021	2021
Vehicle efficiency standards	Develop standards on energy efficient vehicles and mandating all government vehicles comply with the standards and develop monitoring mechanisms	National Energy Policy and Energy Action Plan	2016
Vehicle inspection and maintenance	Vehicle inspections and maintenance	RMI First NDC	2016
Vehicle inspection and maintenance	Vehicle Safety Inspection and Certification Required.	MOTOR TRAFFIC ACT	1986
Vehicle inspection and maintenance	establishing guidelines for the maintenance of government vehicles with adequate budget allocation	Voluntary National Review 2021	2021
Vehicle inspection and maintenance	Review current legislation and develop a regulation or policy for mandating vehicle maintenance and engine size for government vehicles – do a comparative study to that of other pacific countries in the North.	National Energy Policy and Energy Action Plan	2016
Vehicle restrictions (import, age, access, sale, taxation)	Assess options to discourage the importation of vehicles that have larger engines through revise Import Duties Act and provide incentives for smaller engines or increased seat capacity	National Energy Policy and Energy Action Plan	2016

TRANSPORT POLICY MEASURES



Domestic Navigation Subsector

Transport Sector Measure	Description/ Summary	Document Name	Year Published
Define roles and accountabilities across agencies	The Maritime Administrator may, from time to time, make such Rules and Regulations as may be deemed necessary and appropriate to the efficient administration of maritime mobile radio stations. [P.L. 1990-92, § 133; P.L. 2001-27, § 131.]	THE MARITIME ACT	1990
Development of active transport plan/ policy	Replanting and expansion of coconut oil production for use in electricity and transport sectors blended with diesel	RMI First NDC	2016
Development of shipping/ maritime/ inland water transport (IWT) plan/ policy	Marine Guidelines, issued by the Maritime Administrator, function as recommendations for ship-related entities, advising on the integration of safety and environmental protection measures into management systems for the well-being of ships, crews, and marine environments.	MARITIME REGULATIONS	2023
General data repositories and data collection	Improve data collection, including on what proportion of imported fossil fuels are used by domestic land transport. Improve data collection to better illustrate what proportion of imported fossil fuels are used by domestic sea-based transport	2050 Climate Strategy	2018
General education and behavior change	promoting awareness and creating incentives (in the private sector) on the use of energy efficient modes of transport. provide new training facilities to RMI, for education and training of ship crew and researchers	Voluntary National Review 2021	2021
General international conventions	We are a signatory to various international conventions in the air and sea transport sectors as follows: <ul style="list-style-type: none"> ▪ International Maritime Organization (IMO) ▪ International Civil Aviation Organization (ICAO) ▪ Safety of Life at Sea (SOLAS) ▪ Law of the Sea Convention 	Voluntary National Review 2021	2021
General shipping improvement	reduce emissions from the domestic shipping sector in order to help RMI achieve its economy-wide NDC target of reducing emissions at least 45% below the 2010 levels by 2030	RMI Second NDC (Updated)	2020
General shipping improvement	reducing GHG emissions from domestic shipping 40% below 2010 levels by 2030 and full decarbonization of the sector by 2050.	RMI Second NDC (Updated)	2020
General shipping improvement	reducing GHG emissions from domestic shipping 40% below 2010 levels by 2030 and full decarbonization of the sector by 2050.	RMI Second NDC (Updated)	2020
General shipping improvement	Explore options to reduce GHG emissions from domestic ocean-based transport, including improved regulatory control	2050 Climate Strategy	2018

TRANSPORT POLICY MEASURES



Domestic Navigation Subsector

Transport Sector Measure	Description/ Summary	Document Name	Year Published
General shipping improvement	Achieving reductions in transport emissions will include electrification of vehicles and boats – bringing additional demand in the medium term.	RMI Electricity Roadmap	2018
General shipping improvement	For sea transport, a Solar Powered Electric motor-board initiative for boats, funded by the EU, with Waan Aelon in Majol (WAM) as the implementing agency. The expansion and retrofitting of airport and marine infrastructure footprints in the RMI. The efficiency, safety and security of operations in the maritime and aviation transport sectors in the RMI use of modern energy-efficient sailing technologies and renewable energy	Voluntary National Review 2021	2021
General shipping improvement	A number of detailed strategies and addition of support infrastructure	RMIPA Port Master Plan	2014
General transport asset management	Repair navigation aids, replace damaged parts	RMIPA Port Master Plan	2014
General transport institutional reform	Consider institutional reforms that will allow the Ministry of Transport and Communication (MTC) to exercise more effective regulatory control over the operational aspects of domestic sea transport in addition to managing the infrastructure.	2050 Climate Strategy	2018
Routine transport asset maintenance	Repaint navigation aids at least one time a year	RMIPA Port Master Plan	2014
Ship efficiency improvements	Acquiring of low-carbon sea transportation vessel for the RMI	Voluntary National Review 2021	2021
Target - Transport GHG emission	As currently estimated, progress towards achieving RMI's targets would entail reducing emissions from transportation (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI First NDC	2016
Target - Transport GHG emission	As currently estimated, progress towards achieving RMI's targets would entail reducing emissions from transportation (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI First NDC	2016
Target - Transport GHG emission	reduce domestic transport emissions (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI Second NDC (Updated)	2020
Target - Transport GHG emission	reduce domestic transport emissions (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI Second NDC (Updated)	2020
Technical standards for general transport infrastructure	Compliance with all applicable (international) maritime and civil aviation safety standards for the ports	National Strategic Plan 2030	2020
Technical standards for general transport infrastructure	MARPOL - Prevention of Pollution from Ships: All vessels to which MARPOL Annexes I, II, III, IV, V and VI, applies shall comply with the design and pollution prevention equipment and operation provisions contained therein.	MARITIME REGULATIONS	2023

TRANSPORT POLICY MEASURES



Domestic Navigation Subsector

Transport Sector Measure	Description/ Summary	Document Name	Year Published
Transport infrastructure resilience	Safeguard and Strengthen Transport and Communication	National Climate Change Policy Framework	2011
Transport infrastructure resilience	RMI's development partners continue to push for resiliencies in marine and airport infrastructures, particularly in the context of climate change and sea level rise. Following this CVA, a decision was made to build a seawall, funded by World Bank under the PREP program, to protect the inhabitants and critical infrastructures of Ebeye.	Voluntary National Review 2021	2021
Transport law	Maritime Regulations	MARITIME REGULATIONS	2023
Transport law	The Maritime Act	THE MARITIME ACT	1990
Vessel scrappage and retrofit schemes	CHAPTER 7: INVESTIGATION - WRECKS AND SALVAGE	THE MARITIME ACT	1990

TRANSPORT POLICY MEASURES

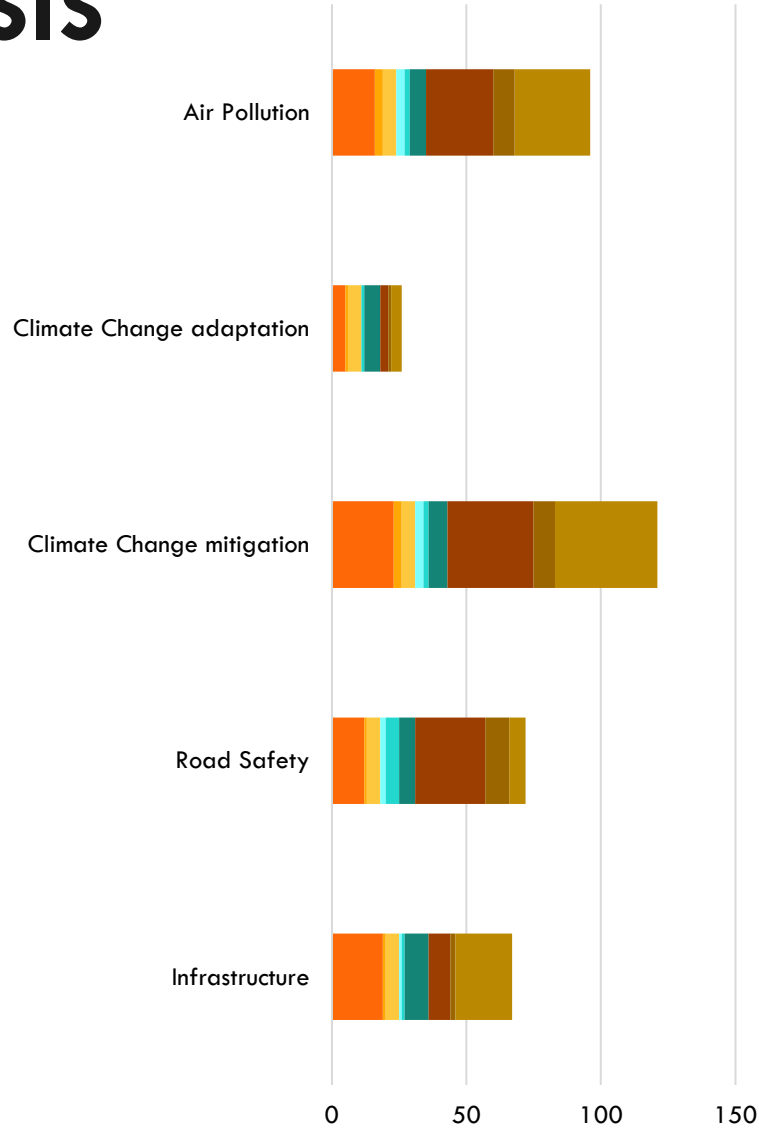
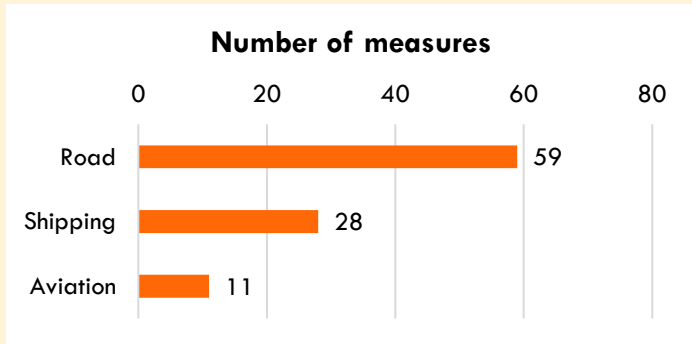
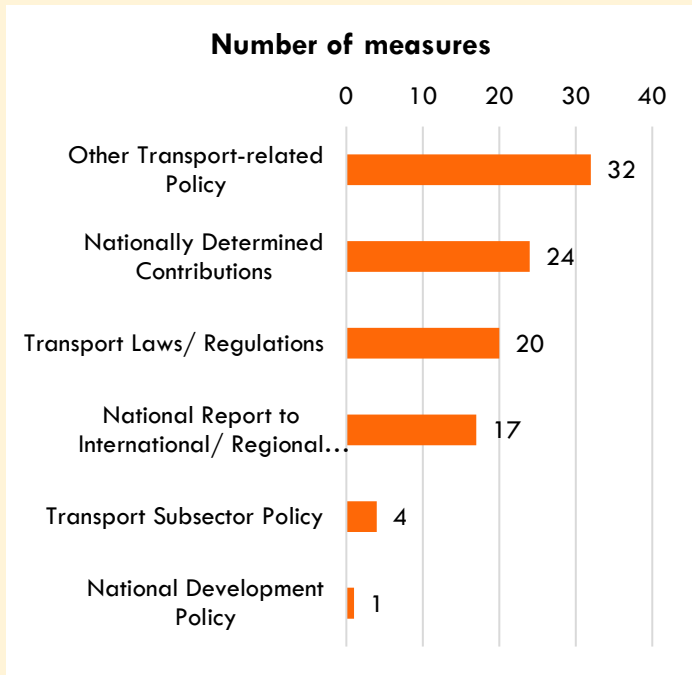


Domestic Aviation Subsector

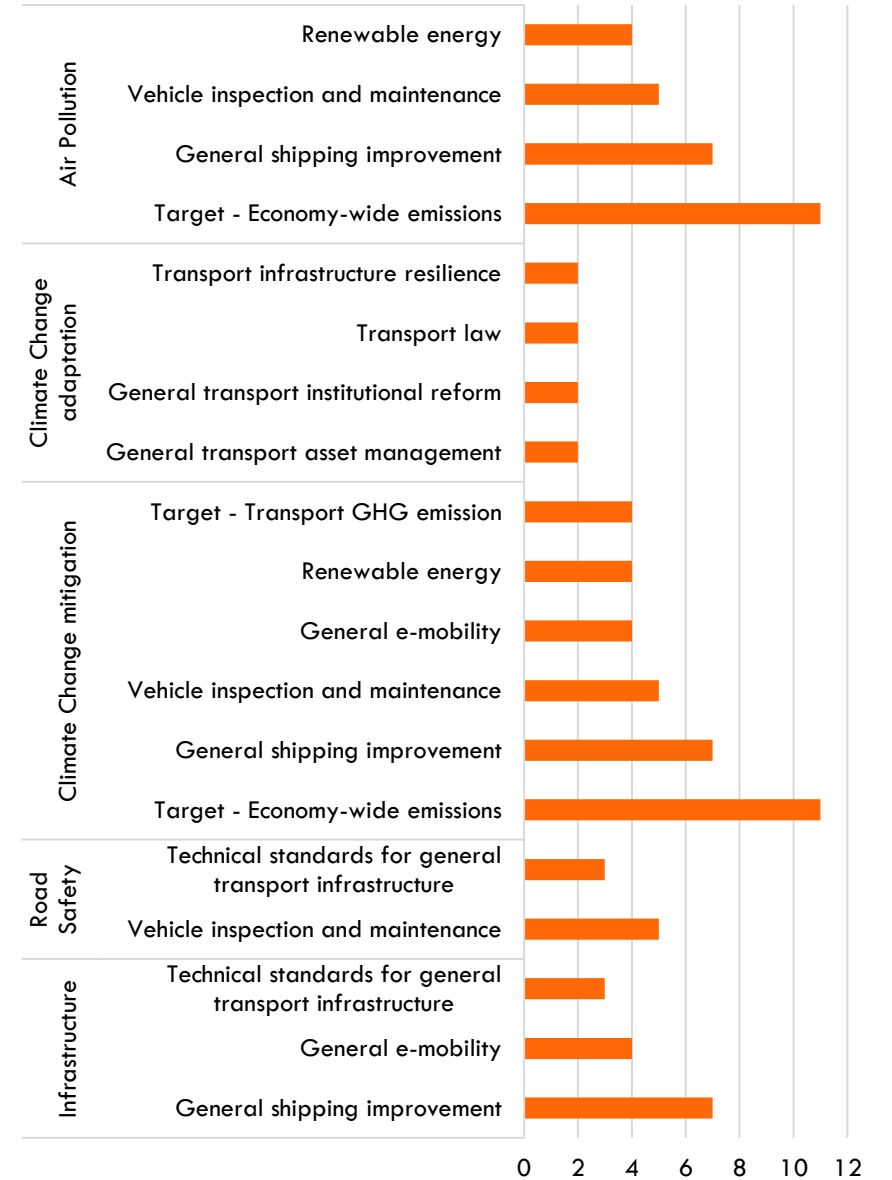
Transport Sector Measure	Description/ Summary	Document Name	Year Published
Emission standards for aircraft	Acquiring of fuel efficient, longer range and more payload types of airplanes for the RMI	Voluntary National Review 2021	2021
General aviation improvements	The initiative aims to enhance domestic air transport in the Marshall Islands by reforming the operations of the Shipping Corporation through the construction of the Maritime Safety Standard and Training Center, funded by Gesellschaft fur Internationale Zusammenarbeit. Additionally, there is a focus on expanding and retrofitting airport and marine infrastructure, including the construction of a new terminal at Amata Kabua International Airport, to improve efficiency, safety, and security in the maritime and aviation sectors from 2020 to 2030.	Voluntary National Review 2021	2021
General aviation improvements	A number of airside and landside improvement detailed strategies.	AKIA Airport Master Plan	2012
Target - Transport GHG emission	As currently estimated, progress towards achieving RMI's targets would entail reducing emissions from transportation (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI First NDC	2016
Target - Transport GHG emission	As currently estimated, progress towards achieving RMI's targets would entail reducing emissions from transportation (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI First NDC	2016
Target - Transport GHG emission	reduce domestic transport emissions (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI Second NDC (Updated)	2020
Target - Transport GHG emission	reduce domestic transport emissions (including domestic shipping) by 16% in 2025 and 27% in 2030	RMI Second NDC (Updated)	2020
Technical standards for general transport infrastructure	Compliance with all applicable (international) maritime and civil aviation safety standards for the ports	National Strategic Plan 2030	2020
Technical standards for general transport infrastructure	The focus is on ensuring all airport runways adhere to DCA regulations and recommended practices, meeting standards for the national air carrier's aircraft. The commitment extends to maintaining full compliance for the international airport, including personnel training and certification in accordance with DCA regulations.	Voluntary National Review 2021	2021
Transport infrastructure resilience	Safeguard and Strengthen Transport and Communication	National Climate Change Policy Framework	2011
Transport infrastructure resilience	RMI's development partners continue to push for resiliencies in marine and airport infrastructures, particularly in the context of climate change and sea level rise. Following this CVA, a decision was made to build a seawall, funded by World Bank under the PREP program, to protect the inhabitants and critical infrastructures of Ebeye.	Voluntary National Review 2021	2021

POLICY ANALYSIS

Number of measures by dimension and framework



Top policy measures by dimensions



“ATO translates data into insights, policies, and investments”

www.asiantransportoutlook.com

ATO Team asiantransportoutlook@gmail.com

Jamie Leather jleather@adb.org

Andres Pizarro andres.pizarro@aiib.org

Manuel Benard manuel.benard@aiib.org

Cornie Huizenga chuizenga@cesg.biz

Sudhir Gota sudhirgota@gmail.com

Twitter [@transportATO](https://twitter.com/transportATO)

LinkedIn bit.ly/ATOlinkedin

Disclaimer: The Asian Transport Outlook (ATO) project collects, collates, and organizes data from publicly available official, as well as reputable and peer-reviewed secondary sources, which may contain incomplete or inconsistent data. It is important to note that the ATO does not generate data. Moreover, while the ATO carries out quality control and assurance of whether the data are truthfully reflected in the ATO, the ATO does not make any warranties or representations as to the appropriateness, quality, accuracy, or completeness of the data in the ATO databases, and in the knowledge products that are produced from such. Users are encouraged to scrutinize, verify, interpret, and judge the data before utilizing them.