Transport in Review

Working Paper Series

FIJI

Asian Transport Observatory

Asian Transport Observatory

An Asian Transport Observatory (ATO) Publication

Transport in Review Working Paper Series: Fiji

March 2026

Contributors: Sudhir Gota, Alvin Mejia, Mel Eden, Adwait Limaye, Benjamin Soco, Aaron Salang

Cover page picture credits: Bhaskar Rao (Flickr)

ATO (2026). Transport in Review Working Paper Series: Fiji
https://asiantransportobservatory.org/analytical-outputs/transport-in-review/fiji/

Disclaimer: The Asian Transport Observatory (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.
This report was made possible through the support of the Asian Development Bank, the Asian Infrastructure Investment Bank, and The World Bank.

ADB ASIAN DEVELOPMENT BANK AIIB ASIAN INFRASTRUCTURE INVESTMENT BANK THE WORLD BANK

Contents

List of Tables and Figures

Abbreviations

ACCTS	Agreement on Climate Change, Trade and Sustainability
ADB	Asian Development Bank
ATO	Asian Transport Observatory
BAU	Business-as-Usual
BC	Black Carbon
BPOA	Barbados Programme of Action
BU	Boku University
CAAF	Civil Aviation Authority of Fiji
CAPEX	Capital Expenditure
CARFF	Community Access Roads, Footpaths and Footbridges Programme
CDRI	Coalition for Disaster Resilient Infrastructure
CIESIN	Center for International Earth Science Information Network
CNG	Compressed Natural Gas
CO2	Carbon Dioxide
COPD	Chronic Obstructive Pulmonary Disease
COVID-19	Coronavirus Disease 2019
CRS	Creditor Reporting System
EC	European Commission
EDGAR	Emissions Database for Global Atmospheric Research
ESCAP	UN - Economic and Social Commission for Asia and the Pacific
EU-JRC	European Commission Joint Research Center
EV	Electric Vehicle
FBOA	Fiji Bus Operators Association
FBS	Fiji Bureau of Statistics
FCCC	Fijian Competition & Consumer Commission
FJD	Fijian Dollar
FPCL	Fiji Ports Corporation Limited
FRA	Fiji Roads Authority
FRAC	Fiji Roads Advisory Committee
FRCS	Fiji Revenue and Customs Service
GBD	Global Burden of Disease
GDP	Gross Domestic Product
GEF	Grid Emission Factor

ACCTS	Agreement on Climate Change, Trade and Sustainability
ADB	Asian Development Bank
ATO	Asian Transport Observatory
BAU	Business-as-Usual
BC	Black Carbon
BPOA	Barbados Programme of Action
BU	Boku University
CAAF	Civil Aviation Authority of Fiji
CAPEX	Capital Expenditure
CARFF	Community Access Roads, Footpaths and Footbridges Programme
CDRI	Coalition for Disaster Resilient Infrastructure
CIESIN	Center for International Earth Science Information Network
CNG	Compressed Natural Gas
CO2	Carbon Dioxide
COPD	Chronic Obstructive Pulmonary Disease
COVID-19	Coronavirus Disease 2019
CRS	Creditor Reporting System
EC	European Commission
EDGAR	Emissions Database for Global Atmospheric Research
ESCAP	UN - Economic and Social Commission for Asia and the Pacific
EU-JRC	European Commission Joint Research Center
EV	Electric Vehicle
FBOA	Fiji Bus Operators Association
FBS	Fiji Bureau of Statistics
FCCC	Fijian Competition & Consumer Commission
FJD	Fijian Dollar
FPCL	Fiji Ports Corporation Limited
FRA	Fiji Roads Authority
FRAC	Fiji Roads Advisory Committee
FRCS	Fiji Revenue and Customs Service
GBD	Global Burden of Disease
GDP	Gross Domestic Product
GEF	Grid Emission Factor

GESI	Gender Equity and Social Inclusion
GHG	Greenhouse Gas
GIS	Geographic Information System
GSA	Greater Suva Area

GSFS	Government Shipping Franchise Scheme
GSS	Government Shipping Service
GSUA	Greater Suva Urban Area
GVA	Gross Value Added
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICT	Information and Communications Technology
IFC	International Finance Corporation
IHME	Institute for Health Metrics and Evaluation
ILO	International Labour Organization
IMO	International Maritime Organization
IRAP	International Road Assessment Programme
IRI	International Roughness Index
ISIC	International Standard Industrial Classification
ISP	Internet Society Pulse
ITS	Intelligent Transport Systems
ITU	International Telecommunication Union
JRC	Joint Research Centre
LDV	Light-Duty Vehicle
LEDS	Low Emission Development Strategy
LPG	Liquefied Petroleum Gas
LPI	Logistics Performance Index
LSCI	Liner Shipping Connectivity Index
LTA	Land Transport Authority
MAAP	Microcomputer Accident Analysis Package
MJ	Megajoules
MPWTMS	Ministry of Public Works, Transport, and Meteorological Services
MSAF	Maritime Safety Authority of Fiji
MSI	Mauritius Strategy for Further Implementation
MTCC	Maritime Technology Cooperation Centre
NBS	Nature-based Solutions
NDC	Nationally Determined Contribution
NIPA	National IT Promotion Agency
NMT	Non-Motorized Transport
NOx	Nitrogen Oxides
ODA	Official Development Assistance
OECD	Organisation for Economic Co-operation and Development
OSM	OpenStreetMap
PM2.5	Particulate Matter 2.5 micrometers
PPP	Public-Private Partnership
PTL	Ports Terminals Limited
RAI	Rural Access Index
RHA	Road Haulage Association
SAF	Sustainable Aviation Fuel
SDG	Sustainable Development Goal
SDSN	Sustainable Development Solutions Network
SE4All	Sustainable Energy for All
SFT	Sustainable Freight Transport
SIDS	Small Island Developing States
SNDi	Street-Network Disconnectedness Index
SOx	Sulphur Oxides
SUTI	Sustainable Urban Transport Index
TELS	Tertiary Education Loans Scheme
TEU	Twenty-foot Equivalent Unit
TIP	Trade Information Portal
TJ	Terajoules
TPU	Transport Planning Unit
UCDB	Urban Centre Database
UN	United Nations
UNCTAD	United Nations Conference on Trade and Development
UNDP	United Nations Development Programme
UNEP	United Nations Environment Programme
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
UNFCCC	United Nations Framework Convention on Climate Change
UNOSAT	United Nations Satellite Centre (UN Institute for Training and Research Operational Satellite Applications Programme)
UNSD	United Nations Statistics Division
UNStats	United Nations Statistics Division
USD	United States Dollar
VAT	Value Added Tax
VKT	Vehicle Kilometers Traveled
WB	World Bank
WEF	World Economic Forum
WLTP	Worldwide Harmonized Light Vehicle Test Procedure
WTO	World Trade Organization

Executive Summary

Fiji's archipelagic geography emphasizes the role of transport, making it more integral to development than in most countries. For this Pacific nation, the transport sector is not just a utility but the core of the economy. In 2023, it contributed 13% to the GDP and supported 8% of domestic jobs. However, this vital network faces a crisis marked by structural deterioration, rising climate risks, and a fragile reliance on costly imported fossil fuels. This review highlights these challenges.

Roads are Fiji's main asset, valued at FJD 13.2 billion, covering 6,373 km, with only 29% paved. Maritime trade accounts for 95%, but aging fleets and port issues hinder progress; aviation boosts tourism but struggles with stagnation. Prosperity depends on shifting from reactive "fix-on-failure" maintenance to proactive lifecycle management. Achieving this shift requires more than funding; it demands coordinated multimodal logistics linking maritime, road, and air transport.

Mobility must be safe to be sustainable. Each year, road crashes result in around 8.9 deaths per thousand population, cause around 2,800 serious injuries, and cost 2% of GDP. Only 5% of roads have 3-star safety ratings for vehicles, and just 2% for pedestrians. Policies promote Safe Systems, technology enforcement, and mode shifts toward buses and bicycles under National Development Plans.

Transport accounts for 47% of Fiji's energy-related carbon emissions, positioning it as the key focus of the country's climate efforts. To achieve Net Zero by 2050, the government has aims for 40% reduction in domestic maritime emissions and a 14% decrease in road transport emissions by 2035, as conditional targets as mentioned in its Third Nationally Determined Contribution (NDC) released in October 2025. The goal is to transition entirely to electric vehicles by the mid-21st century. Although incentives like fiscal benefits and VAT exemptions are under consideration, technology alone won't suffice. Success depends on quickly expanding public charging stations and strengthening the national grid to handle higher demand.

In the Pacific, climate change and disaster resilience are immediate concerns that cost an estimated USD 18 million annually. With 90% of the population living in vulnerable coastal zones, traditional engineering methods are no longer sufficient. The country's development trajectory depends on adopting nature-based solutions and climate-resilient infrastructure. Key strategies include climate-proofing roads and replacing low-lying crossings with high-clearance, durable bridges.

Connectivity remains a critical issue for Fijian equity. While most of the population has access to the transport grid, around 80,000 rural residents (of the estimated 928,000 population) still live more than 2 km from an all-season road, limiting agricultural growth and access to healthcare. At the same time, the Greater Suva Area faces a mobility crisis, with peak-hour congestion reducing travel speeds and affecting urban productivity. Addressing this requires a decisive move toward high-capacity public transit. By implementing bold policies and rigorous actions, Fiji can transform its geographical challenges into a model of resilient, low-carbon development for the Pacific region.

Introduction

Fiji's geographic isolation remains a defining factor influencing transport performance and economic growth. As an archipelago comprising over 300 islands, the country's prosperity depends heavily on the efficiency of its transport systems. Connectivity isn't just about logistics in Fiji; it is essential for trade, tourism, and social development. Currently, this critical system faces challenges from structural vulnerabilities and the increasing demands of a fast-growing economy.

The transport sector plays a significant economic role, accounting for about 13% of the national GDP as of 2023 (UNStats, n.d.). It forms the backbone of tourism—the biggest economic sector—and supports nearly 8% of employment (ILO, 2025). However, the infrastructure backing this sector is under considerable pressure. The road network, valued at 13.2 billion FJD, needs a move from reactive repairs to comprehensive renewal (FRA, 2018). Likewise, the maritime industry, which accounts for 95% of trade, faces aging ships and port congestion (Fiji Ports 2025).

Sustainability is central to Fiji's long-term transport plans. The sector accounts for 26% of the country's total greenhouse gas emissions, highlighting a strong reliance on imported fossil fuels (EDGAR, 2025). While Fiji has set ambitious goals—including net-zero emissions by 2050 (Government of Fiji 2018a)—the transition requires a fundamental overhaul of vehicle fleets and energy sources. Successful implementation depends on aligning high-level policies with practical, on-the-ground actions.

Moreover, climate and disaster resilience are critical. With 90% of the population living in vulnerable coastal zones (Government of Fiji, 2018c), transport assets are at high risk from rising sea levels and extreme weather. Climate-related damage already causes significant annual losses to infrastructure, impacting GDP (CDRI, n.d.). Enhancing these systems is essential for national prosperity.

Against this backdrop, this assessment establishes a comprehensive baseline of Fiji's transport system at a critical juncture. It benchmarks performance against regional and global reference points using seven interconnected diagnostic lenses aligned with the UN Decade of Sustainable Transport (UN 2025): ensuring access to sustainable transport for all; enhancing sustainable connectivity and freight; advancing transport safety and security; shaping people-centered urban mobility; deploying low-carbon, resilient, and environmentally sound transport systems; and leveraging science, technology, and innovation for sustainable transport advancement. Cross-cutting analysis examines the sector's economic contribution, employment dynamics, and gender disparities (Figure 1).

This report evaluates Fiji's multimodal transport system—land, sea, and air—and reviews progress in digital transformation, challenges of urban growth in Greater Suva, and gaps in rural access. By investing in infrastructure that adapts to climate change and reduces emissions, Fiji can turn its transport vulnerabilities into drivers for sustainable development.

Sustainability is central to Fiji's long-term transport plans. Enhancing these systems is essential for national prosperity.

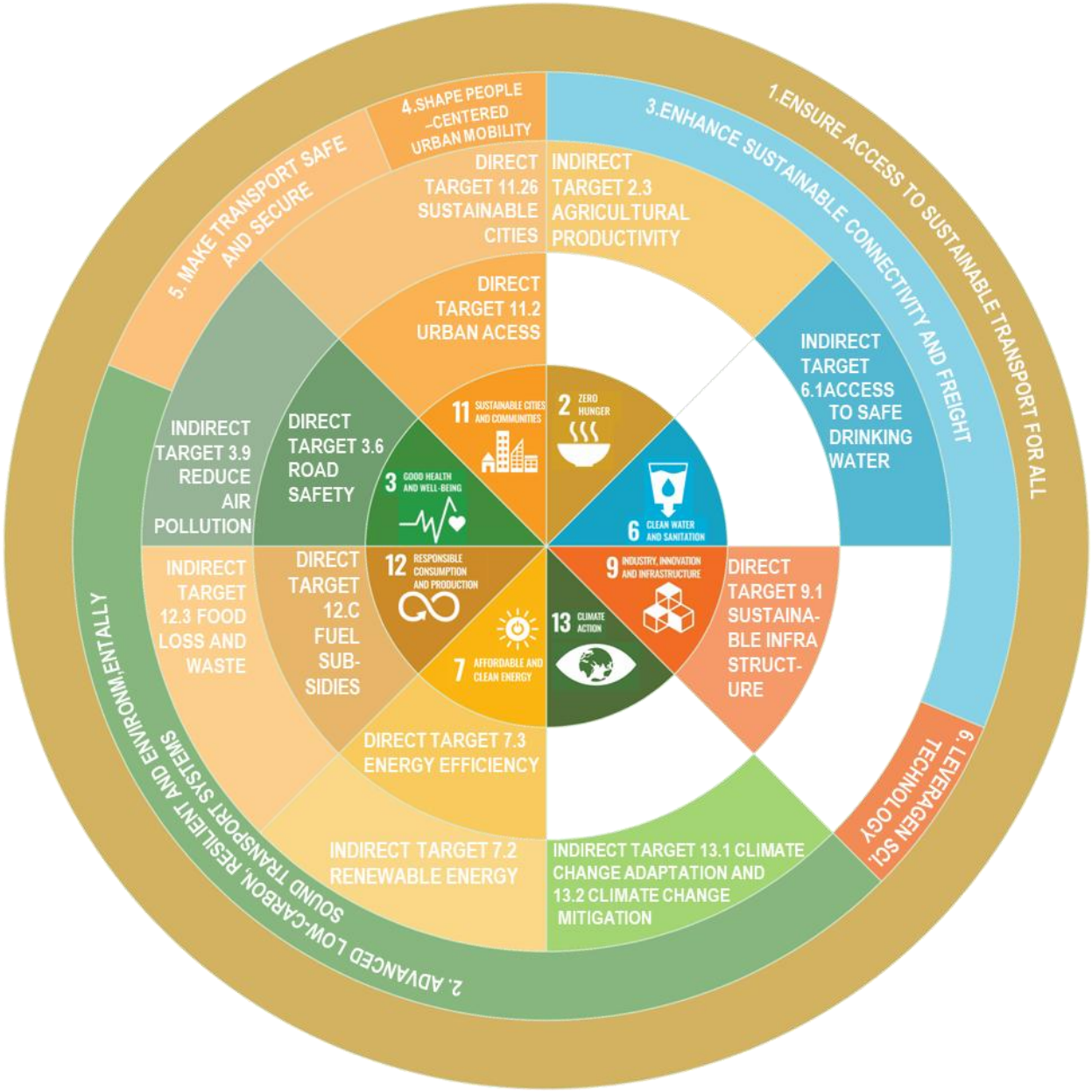

Figure 1. Sustainable Transport Assessment Framework
Source: (ATO 2025a)

Enhance Sustainable Connectivity and Freight

Enhance Sustainable Connectivity and Freight

Quality infrastructure is the foundation of economic and social progress. It directly supports Sustainable Development Goal 9 and impacts the entire 2030 Agenda.

Road Sector

The road network is Fiji's most valuable built asset. Years of investment have established a system of approximately 6,373 kilometers of road and 1,406 bridges, with only 29% of roads paved (FRA 2025b) (Figure 2). However, official statistics have undergone substantial revisions in recent years (FRA 2025b). Surveys by the Fiji Roads Authority (FRA) revealed that nearly 3,500 kilometers of road assets recorded in previous plans did not conform to classification standards. Many were seasonal cane roads or served individual farms rather than providing public connectivity. Geospatial analysis from OpenStreetMap suggests a much larger "informal" network of 11,142 kilometers, indicating that secondary and local access routes dominate the national landscape (Nirandjan et al. 2022a).

Most of the road length is in the Western region (37%) (Figure 3). The FRA manages infrastructure comprising approximately 1,406 bridges, 32 jetties, 10 landings, and 13606 streetlights (FRA 2025a). Bridges constitute about 0.025% of total road length, and the average bridge length per capita is 1.7m per 1000 population.

According to official statistics, in 2022, Fiji's road network density reached 322 meters per square kilometer and 6.4 kilometers per thousand people (Figure 4). This density is considerably higher than the average for Small Island Developing States of 132 and 3.4, respectively.

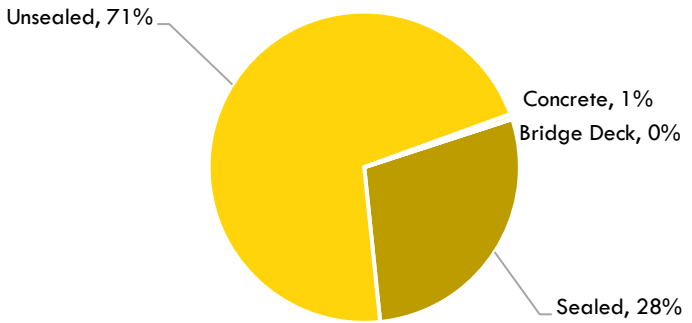

Figure 2. Road Pavement Distribution
Source: (FRA 2025b)

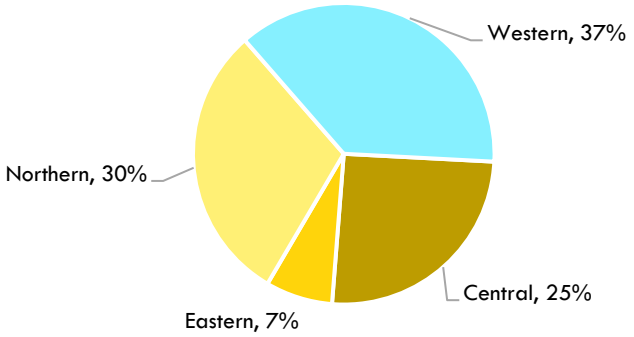

Figure 3. Distribution of Road Network by Zones
Source: (FRA 2025b)

Figure 4. Road Infrastructure Kilometers per Thousand Population

Source: (ATO 2025b)

Note: The estimate for Fiji is 2022. The estimates for the other countries are based on latest available data as documented in ATO (2025b).

Figures 5 and 6 depict the road network vis-à-vis the estimated population distribution on the two largest islands in Fiji: Viti Levu and Vanua Levu. Viti Levu has an estimated total population (2025) of at least 760 thousand, while Vanua Levu's population is estimated to be around 104 thousand.[1] In terms of road lengths, the OSM data shows around 2,200 km of roads classified as trunk, primary, secondary, and tertiary for Viti Levu, with 45% tertiary, while Vanua Levu has around 940 km of tertiary and secondary roads.[2]

Fiji's transport institutional landscape is complex, with overlapping mandates. The Ministry of Public Works, Transport, and Meteorological Services (MPWTMS) is the central authority, overseeing policy, regulation, and hydrological and meteorological services. The Transport Planning Unit (TPU), within this ministry, manages operational coordination among government bodies, statutory entities, and the public. Primary execution responsibilities fall on two statutory agencies: the Land Transport Authority (LTA), responsible for the human and mechanical elements of the network, including driver licensing, road safety. The Fijian Competition and Consumer Commission(FCCC) is responsible for fare regulation, and the Fiji Roads Authority (FRA), which handles the physical road infrastructure, manages roads through private-sector partnerships under the Fiji Roads Advisory Committee (FRAC). Bus terminals are managed and operated by local councils. Economic priorities add complexity, with the Ministry of Trade, Co-operatives, Small and Medium Enterprises influencing transport strategies within broader industrial and tourism policies. The main challenge for Fiji is not oversight, but aligning these diverse agencies towards a cohesive, multimodal vision. (Government of Fiji 2023d)

[1] Based on the analysis of the 100 by 100 meter grid cells from the Global Demographic Data project (WorldPop 2025).

[2] These are estimates specific to Viti Levu and Vanua Levu, and excludes other roads tagged differently as the ones mentioned in the text (i.e. track, residential, unclassified, links are not included).

Figure 5. Road Network in Viti Levu

Source: ATO analysis and visualization based on OpenStreetMap contributors (2025) and WorldPop (2025)

Figure 6. Road Network in Vanua Levu

Source: ATO analysis and visualization based on OpenStreetMap contributors (2025) and WorldPop (2025)

Fiji's road infrastructure has become the country's most valuable asset, now valued at $13.2 billion (FJD), a significant increase from the $8.95 billion (FJD) estimated replacement cost (FRA 2018) in 2017/18. This financial scale requires shifting from reactive maintenance practices to a focus on systemic renewal. Historically, maintenance was driven by temporary measures; repeated pothole repairs served as short-term solutions until the asphalt reached a point where repairs no longer sufficed.

Most of Fiji's main roads are paved, either chip-sealed or asphalt. However, many have exceeded their lifespan and are under heavy load. The rural roads are mostly unpaved. The FRA's goal of a high-performance network is hampered by a limited primary supply chain: only nine quarries with specialized equipment to produce quality sealing chips from hard rock, along with just five asphalt plants (FRA 2019). The 2018 Asset Management Plan (FRA 2018) outlines limited strengths in GIS-based inventory but gaps in detailed condition data, and proposes roughness measurement tools to support precise valuation, depreciation forecasting, and resilience planning. Currently, road network inventory is conducted visually without any testing or survey data. Some inspectors lack formal training in conducting these inspections, making it difficult to assess the condition of roads and bridges accurately.

Road maintenance in Fiji is hindered by ongoing institutional and capacity issues, especially within the Fiji Roads Authority. The migration of experienced inspectors has reduced institutional knowledge and on-the-ground oversight. Training new inspectors is challenging due to the time and resources needed, and some staff leave after training. The lack of clear operational guidelines, standard manuals, and a dedicated road maintenance manual worsens these human resource issues. Furthermore, outdated road maintenance systems prevent systematic planning, monitoring, and prioritization of activities, limiting effective asset management (FRA 2025a).

The 2025–2026 National Budget (Government of Fiji 2025a) signals a critical pivot in fiscal priority. The Finance Ministry has committed FJD 388 million to the transport sector, an increase of FJD 37 million over the previous cycle. The allocation is targeted: FJD 120 million for maintenance and FJD 74 million for renewal and resealing.

Table 1. Key Performance Indicators in Fiji Roads Authority Strategic Plan 2024/25 -2028/29

INDICATOR	BASELINE 2023/24	TARGETS 2026/27	TARGETS 2028/29
Average roughness of arterial road network (international roughness index [IRI])	Based on road condition survey in 2024/25	5% less than baseline[a]	20% less than baseline
Average incidence of potholes on arterial road network (potholes per km)	Maximum of 10 potholes per km	Less than 5 potholes per km	Less than 3 potholes per km
Annual closures of arterial roads and bridges (sum of number of days of all closures in year)	66%	2.5% less than baseline	5% less than baseline
% of bridges and jetties in satisfactory condition or better	Based on bridge condition survey in 2025/26	2.5% more than baseline[d]	5% more than baseline[b]
Annual number of road fatalities	13%	2% less than baseline	5% less than baseline
Road resealing and rehabilitation works prioritized for inclusion in FRA annual work plan and budget using RAM system analysis, road condition surveys and traffic count data	No	Yes	Yes
Vacancy rate for engineers and road sector professionals	44%	No more than 25%	No more than 20%
Number of FRA's core technical systems restored, augmented and used (see 3.1-3.11)	0	11	11
Strategic plan priorities consistently followed by FRA between 2024/25 and 2028/29	No	Yes	Yes
Progress in building FRA capacity, systems and work processes confirmed by midterm and completion reviews of strategic plan	No	Yes	Yes
% of FRA CAPEX expenditure performed by Fijian contractors	28%	10% above baseline	20% above baseline
% of FRA CAPEX expenditure performed by Fijian consultants	3%	10% above baseline	20% above baseline
Number of Fijian companies qualified as FRA Tier 1 and Tier 2 contractors eligible for project work	5	6	10

Source: (FRA 2024)

Notes: [a] Drawing upon baseline data to be provided by road condition surveys and RAM analysis to be conducted in 2024/25 and 2026/27, FRA will set updated targets for average road roughness and incidence of potholes as part of the midterm review of the strategic plan in 2026/27.

[b] Drawing upon baseline data to be provided by bridge and jetty condition surveys to be conducted in 2025/26, FRA will set updated targets for bridge and jetty condition as part of the midterm review of the strategic plan in 2026/27.

Fiji's infrastructure strategy is shifting from simple expansion to a life-cycle-based management of its FJD 13.2 billion asset base. The 5-Year and 20-Year National Development Plan (Government of Fiji 2017a) mandates a transition toward modernized, energy-efficient road transport, prioritizing the reduction of the maintenance backlog and the climate-proofing of existing assets. Under the Fiji Maritime and Land Transport Policy (Government of Fiji 2015a), the Fiji Roads Authority is directed to fully fund maintenance across the network before committing to new construction, emphasizing that sustainable asset stewardship is a prerequisite for economic growth. This policy framework is further operationalized by the Fiji National Infrastructure Investment Plan 2023–2034 (Government of Fiji 2023d), which introduces systematic screening and prioritization tools to manage whole-of-life costs for roads, bridges, and jetties. To ensure durability against intensifying climate shocks, the Republic of Fiji's National Adaptation Plan (Government of Fiji 2018c) calls for the immediate upgrading of priority water crossings and the enforcement of strict vehicle load restrictions to prevent the premature deterioration of sealed pavements.

Railway

Fiji currently lacks a commercial railway network. While small-gauge sugarcane railways exist primarily around the Nadi/Lautoka area on Viti Levu, these are dedicated to transporting sugarcane and are not for public transport (FRA 2014).

Aviation

The aviation industry is characterized by isolation. Data from UNCTAD quantifies this isolation, rating Fiji's distance to global markets at 82.6 out of 100—where 100 represents total remoteness (UNCTAD 2025c) (Figure 7). In this context, aviation is a lifeline. It serves as the primary artery for tourism, high-value trade, and global integration. Because of this extreme reliance, even minor systemic disruptions trigger disproportionate shocks to national stability and cost structures.

The sector's footprint is measurable. Aviation directly employs 4,100 professionals and contributes USD 63.3 million in direct value-added, representing 1.2 percent of the national GDP (IATA, n.d.). However, the industry's actual weight emerges from its catalytic effects. When accounting for the broader supply chain, employee spending, and the vital tourism engine, the sector supports 51,400 jobs and injects USD 1.2 billion into the economy (IATA, n.d.). For Fiji, a resilient aviation network is the foundation of a resilient economy and an antidote to geographical isolation.

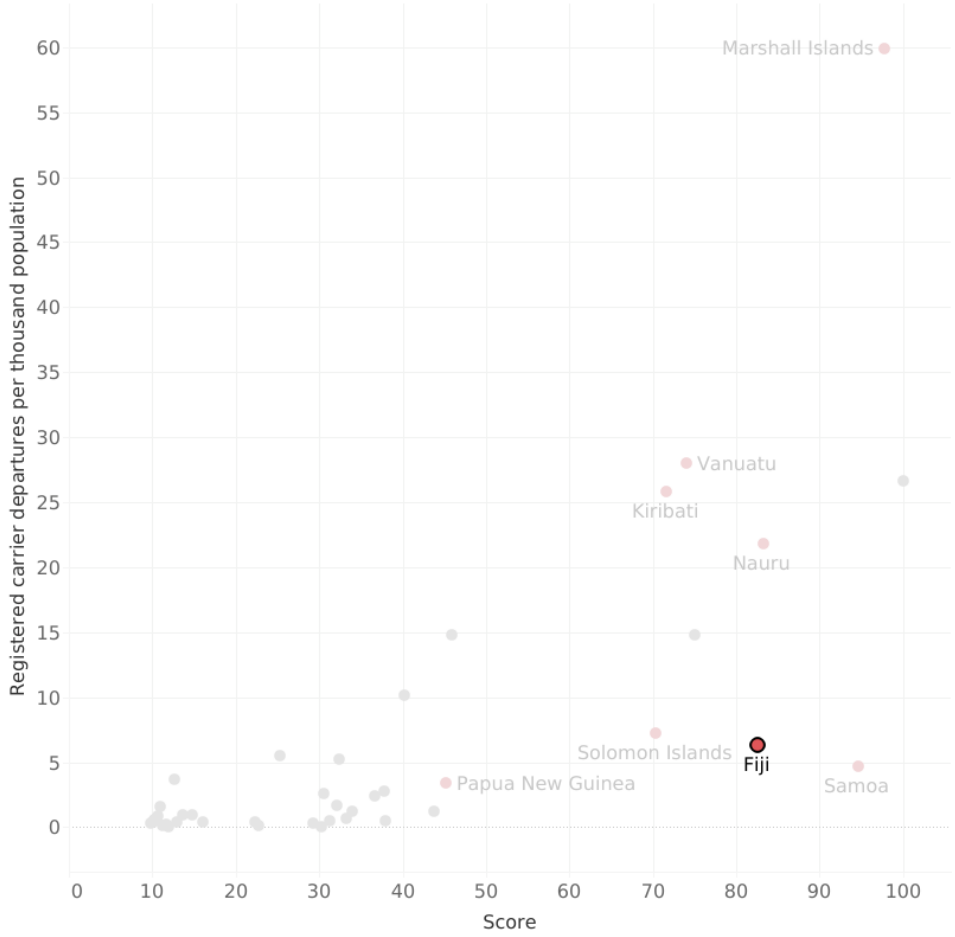

Figure 7. Distance to Market Score and Registered Carrier Departures per Thousand Population, 2021
Source: ATO analysis and visualization based on UNCTAD (2021); World Bank (2021)

Fiji's air transport is served by about 5 square kilometer of aerodrome area (Figure 9) distributed over at least 19 airports and airstrips (Nirandjan et al. 2022a) (Figure 8). This includes the international airports of Nadi and Nausori.

In terms of flight routes, Mahfuj (2025) documents 65 inbound and 69 outbound routes to Fiji. Direct flights link the country to 15 countries (Figure 10). Twelve (12) airlines operate services in Fiji (Mahfuj, 2025).

Countries with direct flights to Australia, People's Republic of China, Kiribati, New Caledonia, New Zealand, Papua New Guinea, Samoa, Solomon Islands, South Korea, Tonga, Tuvalu, United States, Vanuatu, Wallis and Futuna (Figure 10).

Figure 8. Airports in Fiji
Source: ATO visualization based on Mahfuj (2025)

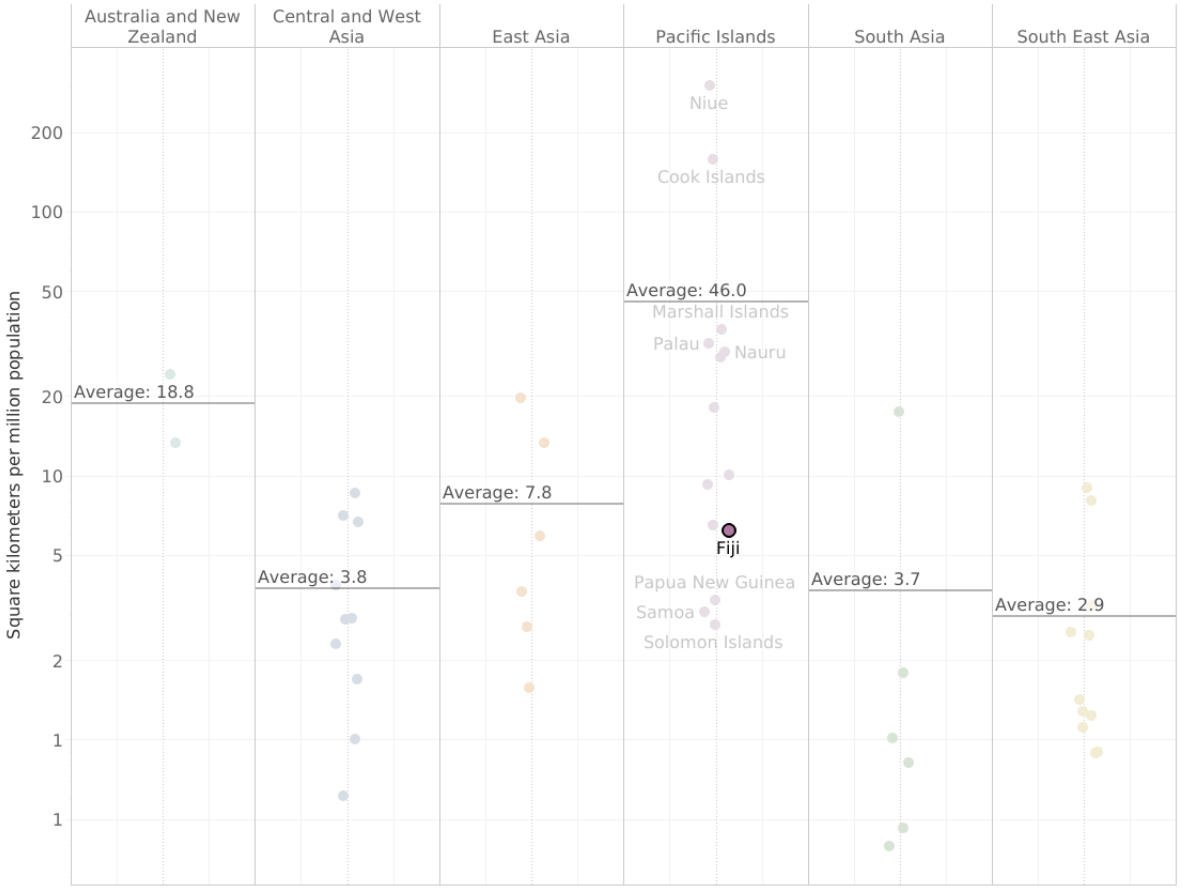

Figure 9. Aerodrome Area per capita, 2024
Source: ATO analysis and visualization based on Nirandjan et al. (2022b)

The COVID-19 pandemic had a major impact on Fiji's aviation sector, leading to a temporary halt in global travel and trade. Nonetheless, the industry has demonstrated resilience and has rebounded in recent years, driven by airport upgrades and an open-air policy.

Contrary to expectations, behavioral trends indicate stagnation, with travel propensity decreasing from 1.4 trips per capita in 2019 to 1.3 in 2024 (Airbus 2025). Despite this stagnation, demand in Fiji remains an outlier—dwarfing the Pacific Island average of 0.59 (Airbus 2025).

Aviation activity rebounded strongly after the pandemic shock, with international passenger movement recovering sharply by 2022–2023, driven by border reopenings and tourism revival. In 2022, international flight passenger numbers shot up by more than 1600% compared to the previous year (Figure 11). In 2024, over 2 million flight passengers were documented, with 80% of them associated with international flights. (FBS, n.d.).

International passenger kilometers increased from pandemic lows in 2020–2021 to about 4.7 billion in 2022 and 6.5 billion in 2023, while domestic passenger kilometers recovered more gradually, reaching roughly 66 million in 2023 (Figure 12). This highlights Fiji's reliance on international air connectivity for tourism and trade. (FBS, n.d.).

Figure 10. International Flight Routes - Fiji
Source: ATO analysis and visualization based on data from Mahfuj (2025)

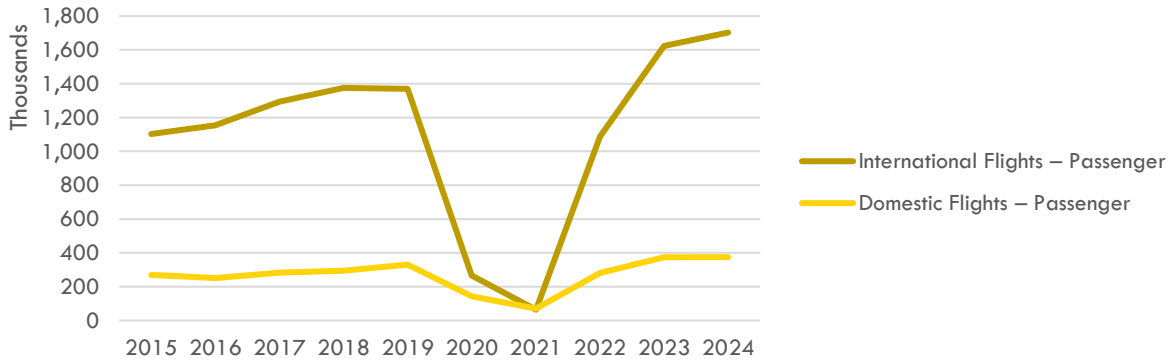

Figure 11. Number of Passengers for International and Domestic Flights
Source: (FBS, n.d.)

In 2023, international air traffic accounted for 79% of total origin-destination departures, totaling 1.1 million passenger departures. Asia Pacific is Fiji's leading international market, followed by North America and Europe. Nearly 946,800 passengers traveled from Fiji to the Asia Pacific (89%), 108,000 to North America (10%), and 9,700 to Europe (almost 1%) (IATA, n.d.). Since 2014, Fiji's international air connectivity index has risen by 20% within the Asia Pacific region and by 36% across all other regions. (IATA, n.d.)

The Civil Aviation Authority of Fiji (CAAF) serves as the main regulator overseeing safety, security, and civil aviation activities. In 2023, the organization strengthened its structure and operations. It provides services such as aircraft certification, airspace management, and licensing of aviation professionals.

According to the 5-Year and 20-Year National Development Plan (Government of Fiji 2017a), the state is prioritizing the continuous upgrading and maintenance of rural airstrips alongside the comprehensive modernization of Nadi International Airport. This twin-track approach seeks to ensure that even the most remote communities remain connected. The Fiji Low Emission Development Strategy 2018-2050 (Government of Fiji 2018a) envisions a future in which off-grid airports are 100% solar-powered, a bold transition supported by the installation of dedicated solar PV systems for gate power, replacing carbon-intensive diesel generators.

The Fiji National Infrastructure Investment Plan 2023-2034 (Government of Fiji 2023d) highlights key projects such as the new domestic terminal and expanded baggage handling at Nadi, which are essential for efficient operations. Simultaneously, the Republic of Fiji: National Adaptation Plan (Government of Fiji 2018c) stresses the importance of making all airport and airstrip assets resilient to climate change and disasters. In this framework, the Climate Change Act 2021 (Government of Fiji 2021a) mandates the development of a Transport Decarbonization Implementation Strategy to ensure these infrastructure upgrades support the goal of reaching a carbon-neutral sector by 2050.

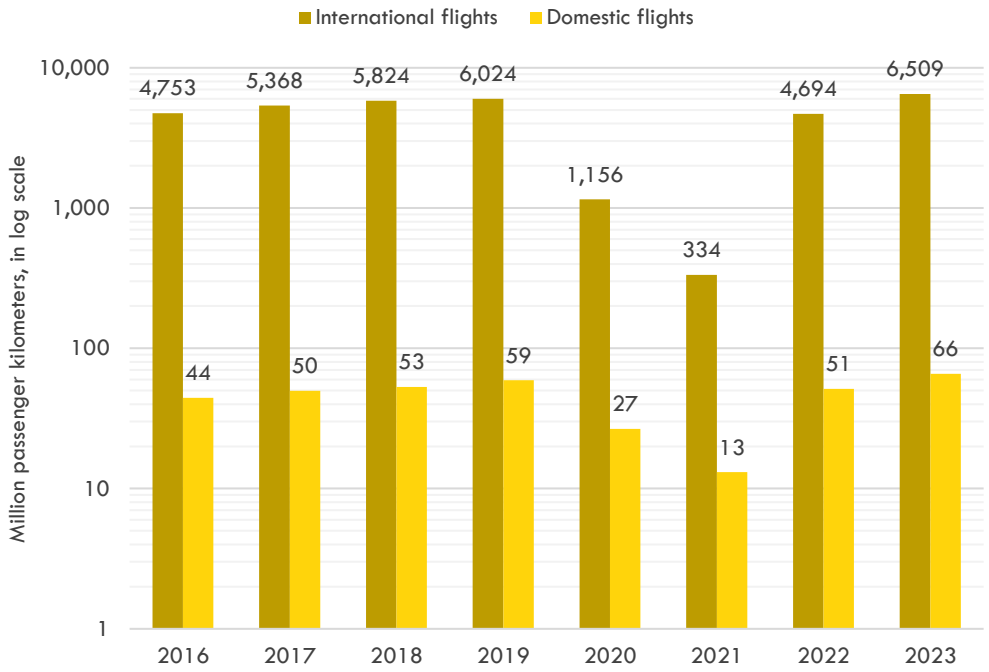

Figure 12. Passenger Activity (million passenger-kilometers)
Source: (FBS, n.d.)

Aviation is a lifeline. It serves as the primary artery for tourism, high-value trade, and global integration.

Maritime Transport

The nation stands as the Pacific's primary transshipment crossroads. It attaches a network stretching from neighboring island ports to the industrial hubs of Japan, Australia, New Zealand, and the United States. For Fiji, the economic stakes are high. Trade generates nearly 70% of Fiji's GDP. Local industry relies on the world; overseas inputs account for 44% of firm requirements.

Infrastructure management remains centralized. The Fiji Ports Corporation Limited (FPCL) oversees the maritime gateways of Suva, Lautoka, Labasa/Malau, and Levuka. Its subsidiary, Ports Terminals Limited (PTL), manages port operations, maintenance, and stevedoring services at these key locations. Together, they process 95% of Fiji's Imports and Exports.

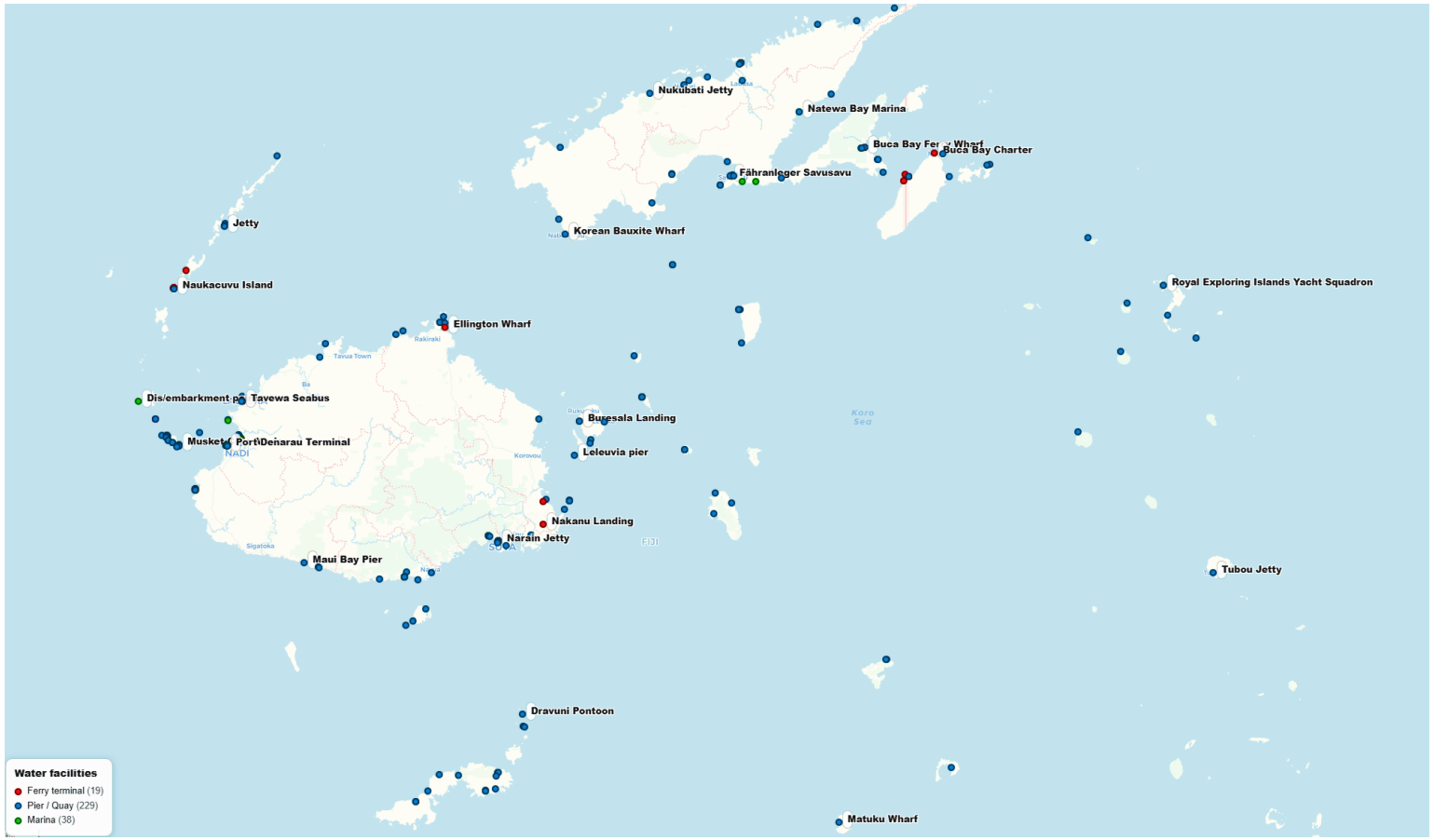

Figure 12. Passenger Activity (million passenger-kilometers)
Source: (FBS, n.d.)

Two ports dominate the maritime landscape: Suva and Lautoka (Fiji Ports 2025). Together, these ports facilitate 95% of the nation's total import and export volume (Fiji Ports 2025). They are the twin engines of Fijian commerce. Suva serves as the premier deep-water container terminal. Lautoka, situated on the northwest coast of Viti Levu, drives the bulk of trade in sugar and timber. It is also a multifaceted hub (Pacific Maritime Technology Cooperation Centre (MTCC Pacific), n.d.). Private terminals there handle petroleum, gas, and molasses, while a dedicated fishing port sustains local livelihoods.

The scale of shipping activity is intensifying. Today, 5,000 registered vessels navigate these waters. In 2024, the total port footprint spanned 0.6 sqkm (Pacific Maritime Technology Cooperation Centre (MTCC Pacific), n.d.) (Figure 14). But the future demands more. By 2035, increased cargo volumes will outpace existing capacity. Projections suggest that the required port area must expand significantly to 0.8 sqkm to avoid a logistics bottleneck (Hanson and Nicholls 2020). Efficient expansion is now the priority for long-term maritime resilience.

In terms of the merchant fleet, economically owned and controlled by Fiji, it has expanded steadily over the past decade. In 2010, Fiji had only 39 vessels with a deadweight of 18 tons. By 2024, it had 75 vessels with a deadweight of 93,000 tons (UNCTAD 2025a). Half of the fleet is categorized as general cargo ships (Figure 15).

Modernization efforts at Fiji's primary maritime gateways have yielded measurable dividends. Through targeted investments such as the ADB-funded Fiji Ports Development Project (ADB 2011), the transition from manual labor to mechanized handling, enabled by upgraded wharf infrastructure and mobile cranes, has boosted cargo throughput. Efficiency is no longer the primary constraint, but physical space is. Operational density in Suva has reached a critical inflection point. A recent IFC review (OECD 2022) reveals a deepening structural divide: while the international terminal may not yet act as a bottleneck for established players, it remains a barrier for new market participants.

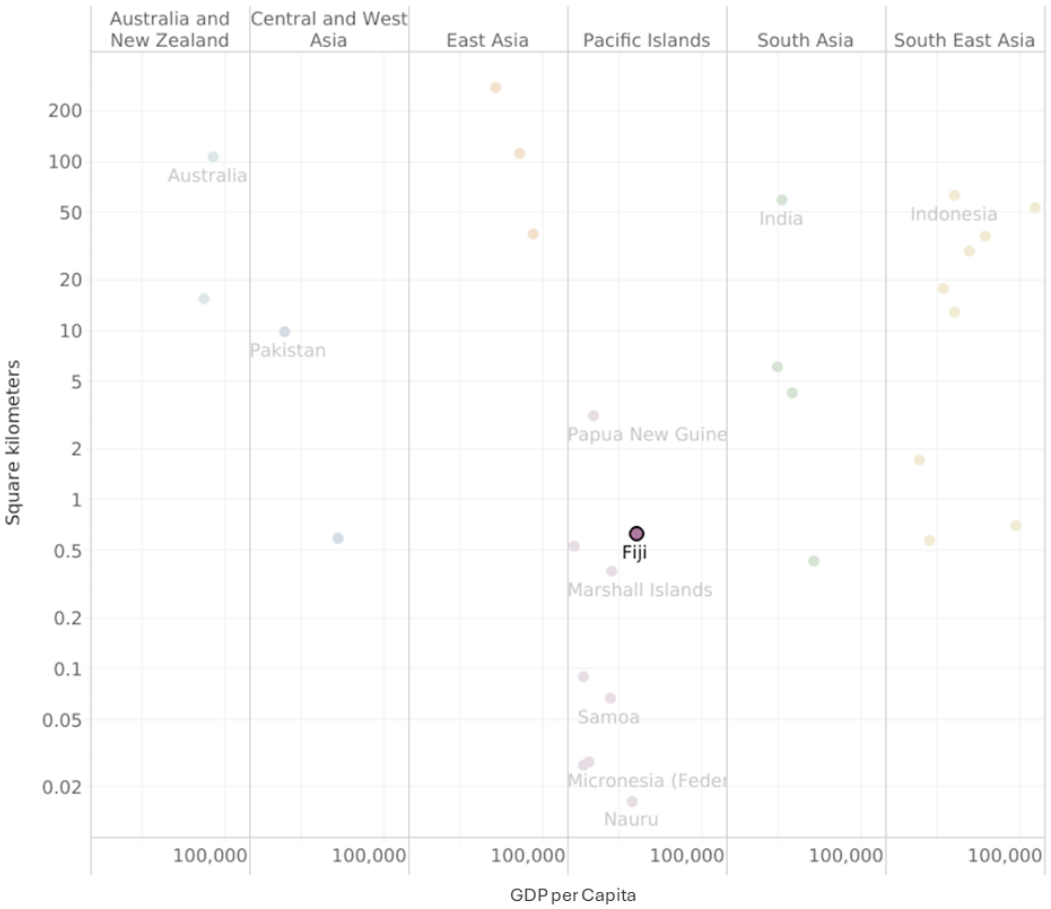

Figure 14. Port Area and GDP per capita
Source: (ATO 2025b)
Notes: Values are for 2024

Two ports dominate the maritime landscape: Suva and Lautoka. Together, these ports facilitate 95% of the nation's total import and export volume

Fiji is exploring the development of a mega port (Government of Fiji 2024e) that could significantly enhance its maritime transport capacity and regional trade influence. This project could establish Fiji as a maritime hub in the Pacific, improving access to key international shipping routes and boosting regional economic growth.

Fiji's inter-island maritime architecture relies on imported fossil fuels and an aging fleet. Vessels are about 20 years old, leading to significant efficiency losses and high emissions. Dependence on diesel propulsion and fuel imports raises operational costs and leaves the sector vulnerable to global fuel price fluctuations. The lack of affordable, low-carbon sea transport alternatives remains a major obstacle. For outer islands, this reliance restricts mobility, trade, and opportunities for sustainable development. Without more sustainable and resilient maritime options, these communities face high costs, unreliable services, and limited access to essential goods and services.

Fiji has ten unprofitable routes within the Lau Group islands that are not attractive to private operators. These routes are operated under the Fijian Government Shipping Franchise Scheme (GSFS) (Government of Fiji 2022a), which covers 42% of fuel costs and was initially introduced to encourage private involvement. In 2018/19 alone, the government allocated USD 1.06 million in subsidies to support these unprofitable routes. Fiji has also ratified the Agreement on Climate Change, Trade and Sustainability (ACCTS), which may lead to the discontinuation of fossil fuel subsidies in the shipping sector in the future. The effects of such policies on inter-island shipping are currently under review (OECD 2022).

The Maritime Safety Authority of Fiji is the exclusive regulatory body in Fiji responsible for monitoring and ensuring that all vessels registered in Fiji comply with the IMO instruments adopted by the Fijian Government. It functions under the Maritime Safety Authority Act 2009 and the Maritime Transport Act 2013. MSAF's main duties include overseeing the safety of maritime operations, with a focus on Safety Regulation and Marine Environment Protection. Additionally, MSAF manages a Ships and Seafarers Registrar, verifies that Fiji-registered vessels are seaworthy and properly managed, and ensures that seafarers and other maritime users comply with relevant laws. (Pacific Maritime Technology Cooperation Centre (MTCC Pacific), n.d.)

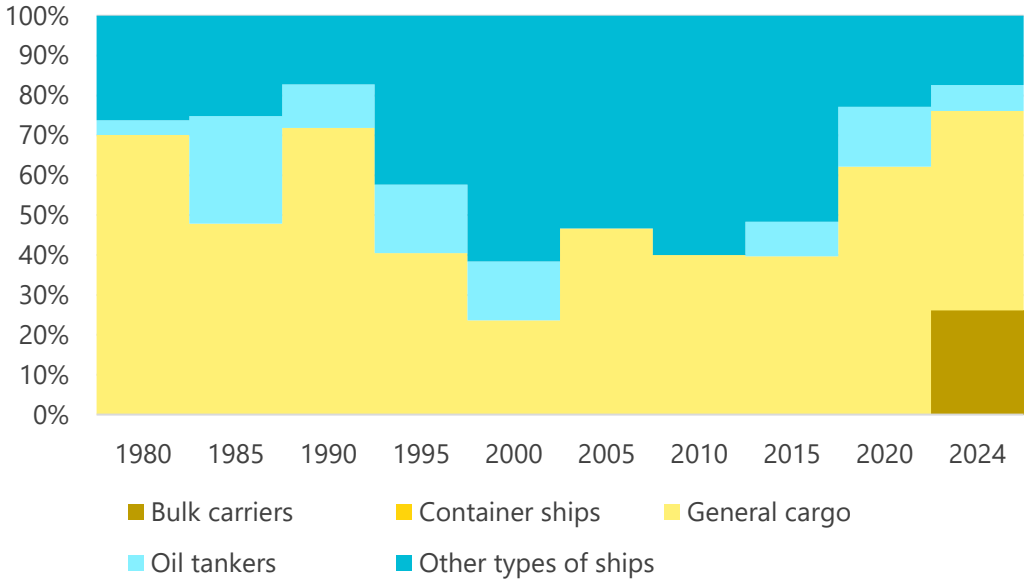

Figure 15. Merchant Fleet Share by Type
Source: (UNCTAD 2025b)
Notes: Values are for 2024

The Fiji National Infrastructure Investment Plan 2023-2034 (Government of Fiji 2023d) prioritizes modernizing the Muaiwalu 2 Wharf and constructing climate-resilient retaining walls and coastal barriers to protect against storm surges and erosion. These physical upgrades are essential for maintaining inter-island connectivity. Additionally, the 5-Year and 20-Year National Development Plan (Government of Fiji 2017a) calls for the replacement and maintenance of vital navigation aids, including lighthouses, beacons, and mooring buoys.

The NDC Investment Plan (Government of Fiji 2022b) further accelerates this shift by proposing zero-carbon passenger ferry trials and the transition of outboard motors to electric models. Strategic planning remains the cornerstone of these efforts.

Under the 5-Year and 20-Year National Development Plan (Government of Fiji 2017a), Fiji is harmonizing port planning with urban development and exploring Public-Private Partnerships (PPPs) to finance high-quality infrastructure. These integrated measures aim to create a safe, efficient, and sustainable maritime network that leaves no community behind. Further, emphasis is on providing fortnightly shipping services on uneconomical routes and constructing new jetties in maritime islands. This is supported by the Fiji Low Emission Development Strategy 2018-2050 (Government of Fiji 2018a), which suggests reviewing shipping franchises in favor of low-carbon vessels to improve the cost-effectiveness of inter-island connectivity.

Freight and Logistics Performance Challenges

Fiji's logistics performance index (LPI) has shown some improvement, rising from 133rd (out of 139 countries) in 2018, back to being 123rd in 2023 (World Bank 2024b) (Figure 16).Fiji's progress faces ongoing challenges from three main constraints: limited infrastructure, geographic isolation, and poor connectivity. High shipping costs act as a systemic tax on small and medium enterprises, which mainly serve nearby markets such as Australia, New Zealand, Tonga, and the People's Republic of China. The air freight industry—dominated by a few players—drives up costs, directly pushing up shipping costs. Freight rates remain high, creating a "competitiveness gap" in which manufacturing gains are offset at the export stage (Government of Fiji 2025c). Data shows that any production advantage is "lost when they price products including transport". Institutional reforms, including the 2025 launch of the Fiji Trade Information Portal (TIP) (Government of Fiji, n.d.-d) following ratification of the WTO trade facilitation agreement, aim to modernize trade processes. Still, systemic delays due to poor connectivity and infrastructure hurdles persist, requiring the renewal of physical assets alongside digital solutions to transform Fiji into a true logistics hub in the South Pacific.

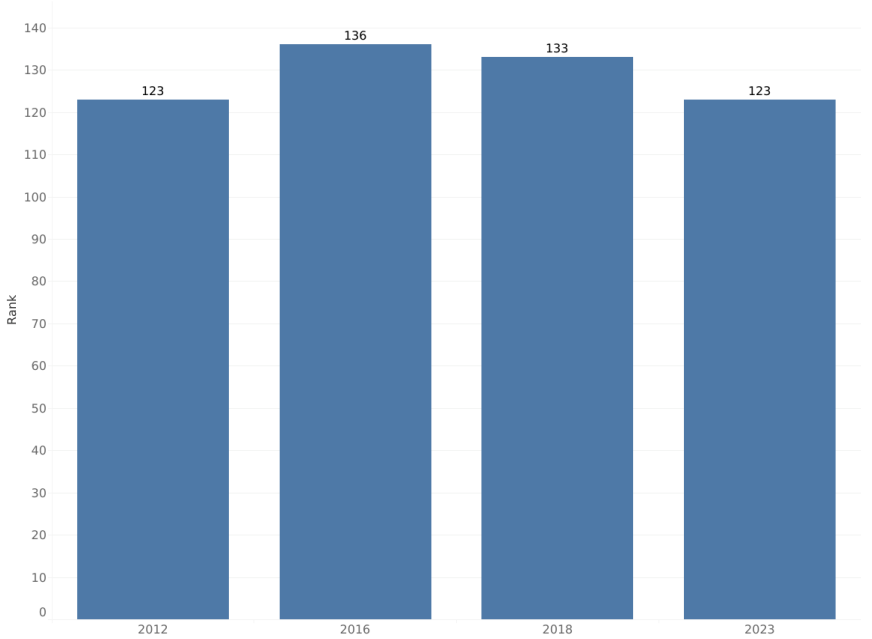

Figure 16. Logistics Performance Index (LPI)
Source: ATO analysis and visualization based on World Bank (2024b)

The UNCTAD's Sustainable Freight Transport (SFT) index (UNCTAD, n.d.-b) provides another benchmark, measuring performance across ~160 economies. Scores range from 0 (lowest worldwide) to 100 (highest). Regarding sustainable freight, Fiji ranked relatively low globally, at 112th out of 165 countries in the 2024 UNCTAD index (UNCTAD, n.d.-b).

While these improvements indicate progress in efficiency and sustainability, further significant advancements are necessary to boost competitiveness and facilitate trade. The UNCTAD assessment (UNCTAD, n.d.-a) highlights that road and maritime modes dominate freight movement in Fiji, with maritime freight playing a critical role in domestic inter-island connectivity and international trade, while road freight underpins almost all inland distribution (Figure 17).

Across the SFT framework, Fiji's quantitative scores cluster in the low-to-moderate range, indicating partial progress but significant scope for improvement. Performance is relatively stronger in basic infrastructure, including availability and port connectivity, reflecting sustained investment in primary ports and intermodal connectivity. However, energy efficiency, emissions performance, and logistics efficiency indicators score lower, particularly for road freight, where high fuel dependence and aging fleets continue to shape outcomes. The assessment also points to the possibility of further uptake of modern technologies, which facilitates productivity and environmental performance gains.

Policy measures affecting freight and logistics focus on improving operational efficiency, reducing reliance on fuel, and strengthening enabling systems across the transport network. National development and green growth frameworks emphasize improving the efficiency of goods movement through better road infrastructure maintenance, enhanced port–road interfaces, and more reliable inter-island connectivity, recognizing freight as a backbone of domestic supply chains and trade (Government of Fiji 2014a). Measures also highlight the importance of reducing congestion and inefficiencies in urban areas, where freight vehicles compete with passenger traffic for limited road space.

Technology and innovation are increasingly seen as levers for improving the freight system. Policy measures include promoting more efficient and lower-emission trucks, introducing fleet renewal principles that limit vehicle lifespans, and exploring digital and intelligent transport solutions to improve logistics operations and traffic management, particularly in urban freight contexts (Government of Fiji 2018a, 2022b).

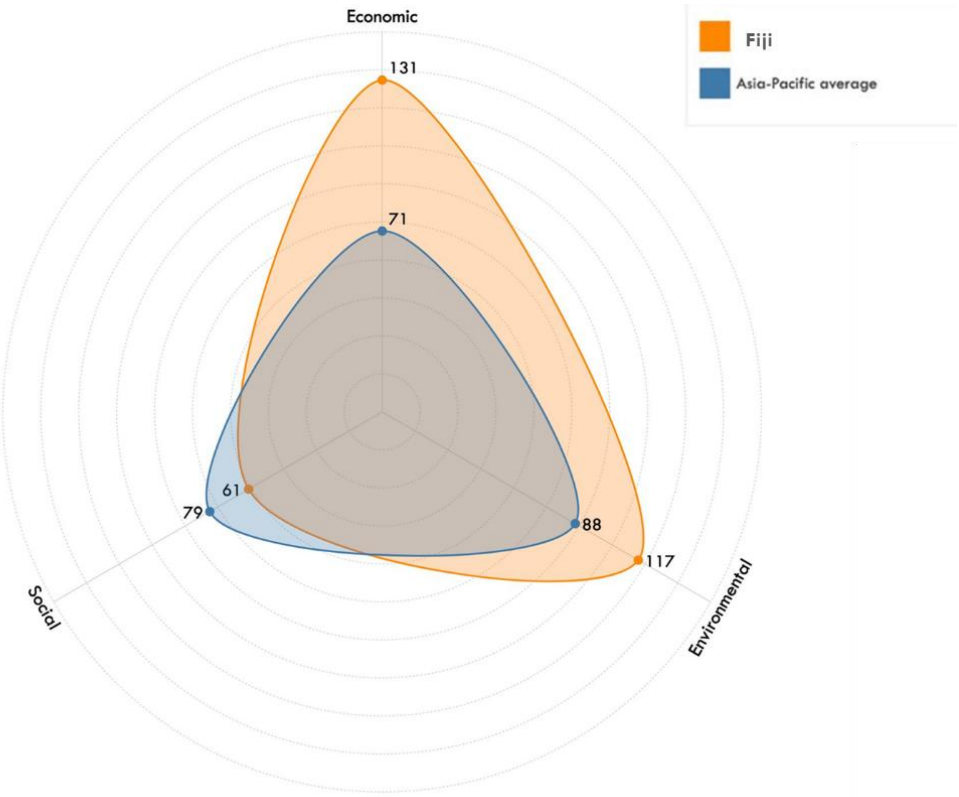

Figure 16. Logistics Performance Index (LPI)
Source: ATO analysis and visualization based on World Bank (2024b)

Fiji's logistics performance index (LPI) has shown some improvement, rising from 133rd (out of 139 countries) in 2018, back to being 123rd in 2023.

Ensure Access to Sustainable Transport for All

Ensure Access to Sustainable Transport for All

Access to transport unlocks opportunities. In cities, good transport access results in shorter, safer commutes and boosts local economies. In rural areas, it reduces isolation by linking communities to markets, schools, and vital services. Whether urban or rural, this access is essential for sustainable transport.

Rural Access

Rural development is a key priority for Fiji (Government of Fiji 2023b). The latest census (2017) estimates that Fiji's rural population accounts for around 40% of the total population. (Government of Fiji 2024f). Comprehensive rural access remains a challenge. By geospatial analysis, the estimated Rural Access Index[3] (RAI) in 2022 stands at 77% (SDSN, n.d.) (Figure 18). At least 80,000 people live more than 2 km of an all-season road. In 1999, Fiji had a rural access rate of 76% as measured by household surveys (Sum4all, n.d.). However, no inference can be drawn about improvement over time due to differences in the geographic scope of analysis and data collection methods.

Transport networks play a vital role in enabling people to access essential services and facilities, particularly medical care, where timely arrival can significantly affect health outcomes. Reliable roads, public transit, walking paths, and other infrastructure determine whether individuals can reach hospitals, clinics, doctors, pharmacies, or emergency services without excessive delay. The provided map in Figure 19 illustrates this concept through isochrone analysis, a method that maps areas reachable from specific points (here marked by orange circles, likely representing service locations such as medical facilities) within a given time threshold, accounting for the road network. In the example below, this is based on a simulation for 30-minute driving to medical facilities. The blue zone represents the extent by which 30 minutes of driving can reach and thus highlight the priority areas for intervention.[4]

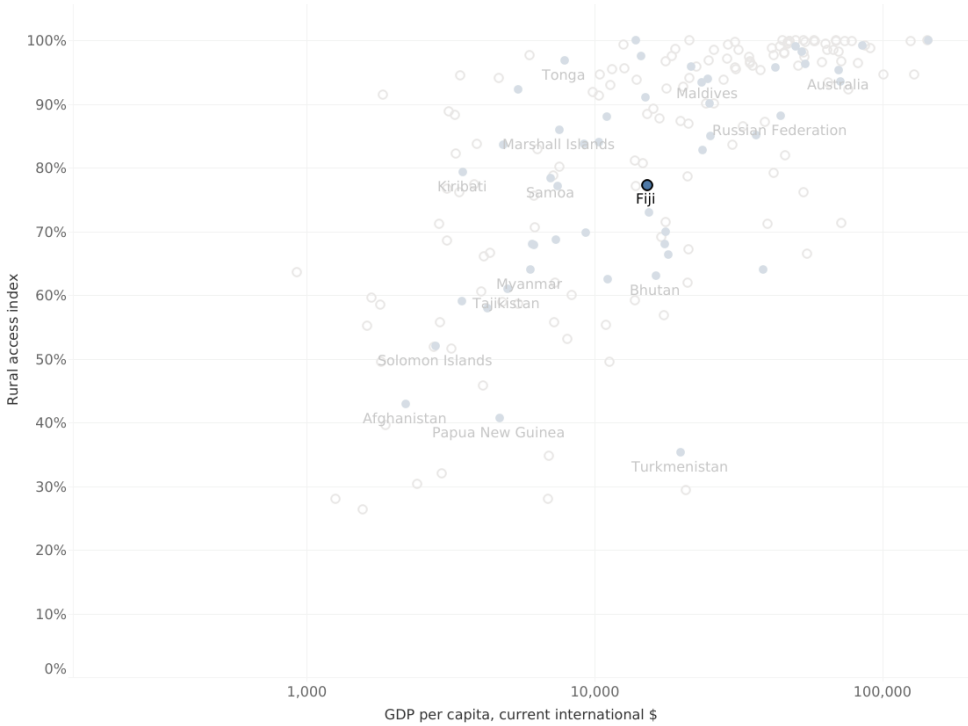

Figure 18. Rural Access Index vs. GDP per capita (2022)
Source: ATO analysis and visualization based on Center for International Earth Science Information Network (2023); SDSN (2025); World Bank (2023)

By geospatial analysis, the estimated Rural Access Index3 (RAI) in 2022 stands at 77%.

[3] The Rural Access Index (RAI) measures the proportion of the rural population within 2 km of an all-season road.
[4] The analysis presented is mainly for illustration purposes, as it is limited by the use of open data sets which might not be comprehensive.

Fiji's national policy documents highlight the importance of sustainable upgrades to rural transport infrastructure, emphasizing roads, bridges, crossings, and jetties to enhance access and safety across the country (Government of Fiji 2023c, 2023d). Priority is placed on establishing primary access in rural regions, with funding explicitly favoring initial or basic connectivity over secondary or cross-link projects (Government of Fiji 2015a).

The Fiji National Infrastructure Investment Plan 2023-2034 (Government of Fiji 2023d), which includes the construction of footpaths and streetlights in densely populated rural areas. Efforts also involve reviewing bus routes, schedules, fares, and staging to broaden service coverage in rural regions and strengthen rural–urban links (Government of Fiji 2017a).

The policy documents suggest exploring rural transport network models to improve the efficiency of rural–urban hubs, considering the dispersed populations and low demand typical of rural mobility systems (Government of Fiji 2017a). Affordability and inclusion are key themes in rural access policies. Continued public investment in transportation aims to create inclusive, affordable, and low- to zero-emission transport options for rural, urban, and outer-island populations, emphasizing the social aspects of rural mobility (Government of Fiji 2019). Price regulation and fare oversight are also vital to ensure accessibility, especially for populations with limited alternatives (Government of Fiji 2015a).

Under the 2023-2024 national budget, $18.3 million was allocated by the FRA for the rural roads program, equivalent to a quarter of its total budget (Government of Fiji 2025a). In 2024-2025, the Public Works Department was established under the Ministry of Public Works, Meteorological Service and Transport to improve the state of rural roads in Fiji. Five (5) million was allocated for maintenance and upgrade of rural roads in the said period. The FRA has been allocated with $338.8 million for on-going construction and maintenance of roads, upgrading bridges and jetties, and upgrading of rural access roads (Government of Fiji 2024c). The Community Access Roads, Footpaths and Footbridges (CARFF) Programme, which targets the improvement of accessibility to and from rural and remote communities, was allocated $2 million. A separate program for targeting the improvement of access by cane farmers was budgeted with $4 million (Government of Fiji 2024a).

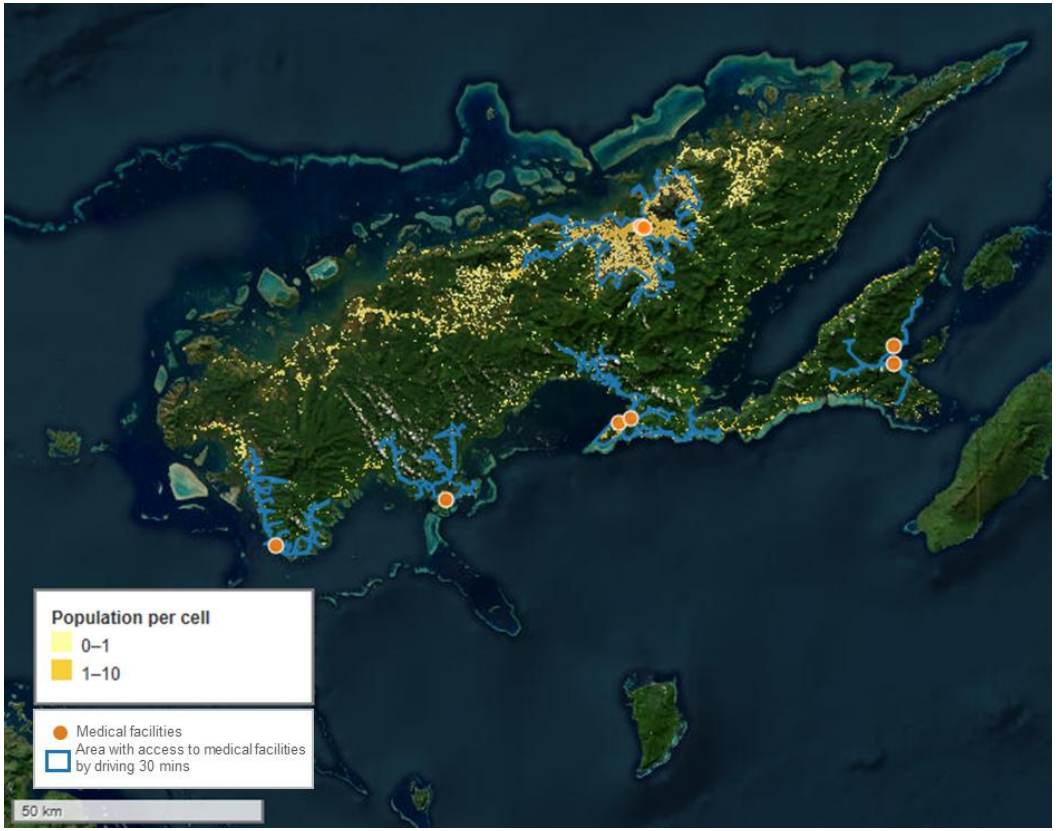

Figure 19. Access (30 minutes by driving) to Medical Facilities – Vanua Levu
Source: ATO analysis and visualization based on OpenStreetMap contributors (2025) and WorldPop (2025)
Notes: The medical facilities only reflect those that are within the OSM dataset, which might be incomplete. These include facilities which are tagged as hospitals, clinics, and "doctor."

Urban Access

The Greater Suva Urban Area (GSUA), the main metropolitan region of Fiji, experienced significant growth between 2000 and 2020. Its population is estimated to have increased to 228,000 in 2020,[5] with population density rising from 3,000 to 4,000 persons per square kilometer. The estimated GDP per capita in the region grew from $5,000 in 2000 to $6,000 by 2015, while its urban footprint expanded from 20 to 23 square kilometers. In 2020, Suva's built-up area per capita was 99 square meters, lower than the Pacific average of 126 square meters (EC 2025).

Approximately 64% of Suva's urban population (2023) and 40% in Lautoka (2018) had convenient access to public transport (CIESIN 2023) (Figure 20).[6] the access to public transport is considered convenient when an officially recognized stop is accessible within a walking distance along the street network of 500 m from a reference point such as a home, school, work place, market, etc. to a low-capacity public transport system (e.g. bus, Bus Rapid Transit) and/or 1 km to a high-capacity system (e.g. rail, metro, ferry)(UNStats 2025). However, this figure varies across sources due to differences in how "convenient access" is defined, the geographic scope of analysis, and data-collection methods. Other estimates of measures of accessibility (e.g. to public transport) are depicted in Figure 21.

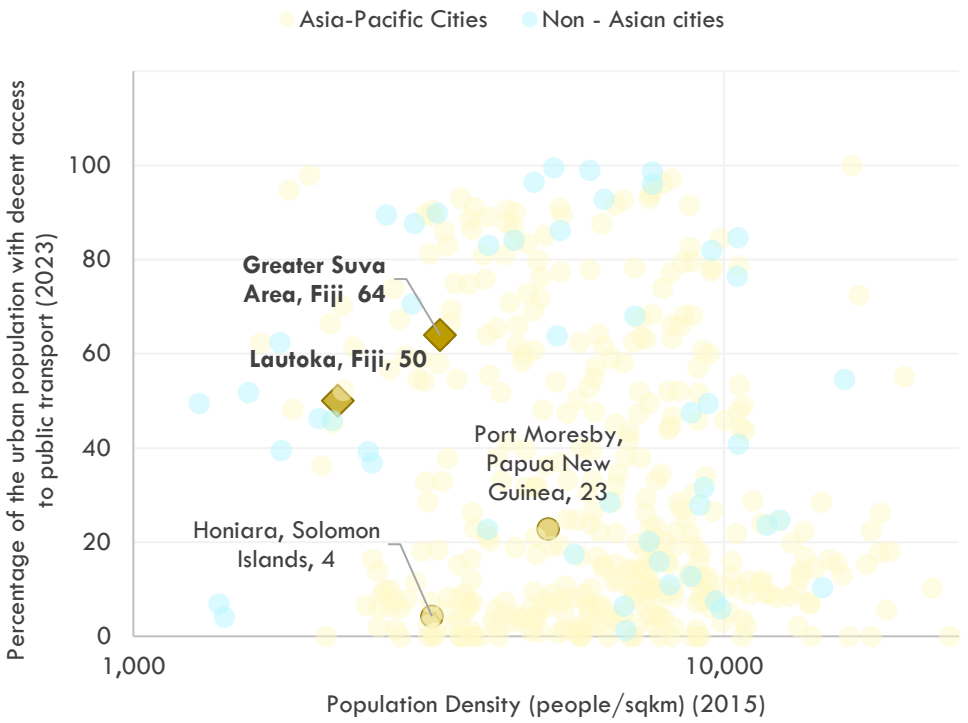

Figure 21.Percentage of the Urban Population with Decent Access to Public Transport – Sample Urban Centers in Pacific Island Countries and Asia
Source: ATO analysis and visualization based on CIESIN (2023)

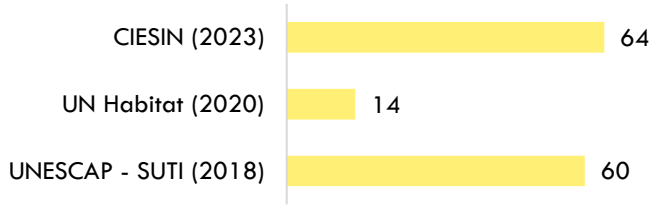

Figure 20. Percentage of the Urban Population with Decent Access to Public Transport in Suva
Source: (CIESIN 2023; UN HABITAT 2022; UNESCAP 2018a)

[5] The City of Suva, the nation's capital, has at least 97 thousand people, which is roughly 11% of the total population. Based on estimates provided by the Suva City Council (2025) and The World Bank (2025b) for 2021.
[6] The indicator was computed as the proportion of WorldPop gridded population within either 0.5 kilometre walking distance to a low-capacity OpenStreetMap (OSM) public transport point or 1 kilometre walking distance to a high-capacity OSM public transport point. Cities were delineated using the European Commission Joint Research Centre (JRC) Urban Center Database (UCDB). It should be noted that there are no high-capacity urban transport modes operating in Fiji.

High public transit access is confirmed by the Great Suva Area's relatively high share of public transport use based on mode share estimates. The data from the Greater Suva Transport Study and Household Survey Report, 2015, indicates that 46% of mode trip share uses buses as quoted in UNESCAP (2018). Surveys conducted in 2025 suggest that buses still account for a large share of travel along the main corridors of the Greater Suva Area—including Kings Road, Queens Road, and Princess Road—making up about 66.5 percent of all trips (WB, 2026). Bus stops are widely available across the area, though their condition and capacity differ from place to place. Overall access to bus stops is relatively high compared with other Pacific cities (World Bank 2026a).

The trade and vehicle registration data indicate that bus imports (Trademap 2025) (Figure 22; Figure 23) and registrations have slowed down by -62% and -10% (Government of Fiji, n.d.-c), respectively, since 2018. These declining trends in buses are also reflected in the Greater Suva Area, where the number of registered buses has declined to 608 in 2025, from 751 in 2019 (World Bank 2026a).

Fiji's NDC Investment Plan (Government of Fiji 2022b), prepared by the Climate Change Division of the Government of Fiji, identifies electric vehicle network development as a priority. Complementing this, the Fiji NDC Implementation Roadmap 2017–2030 (Government of Fiji 2017b). Under the Fiji National Development Plan 2025-2029 and Vision 2050 (Government of Fiji 2024d), support for the electric bus pilot project is listed as a key strategy to reduce reliance on imported fossil fuels and gradually decarbonize the transport sector (Government of Fiji 2024d). The results of a multi-criteria analysis for identifying feasible bus routes to be electrified are depicted in Figure 24 (CIMNE 2025).

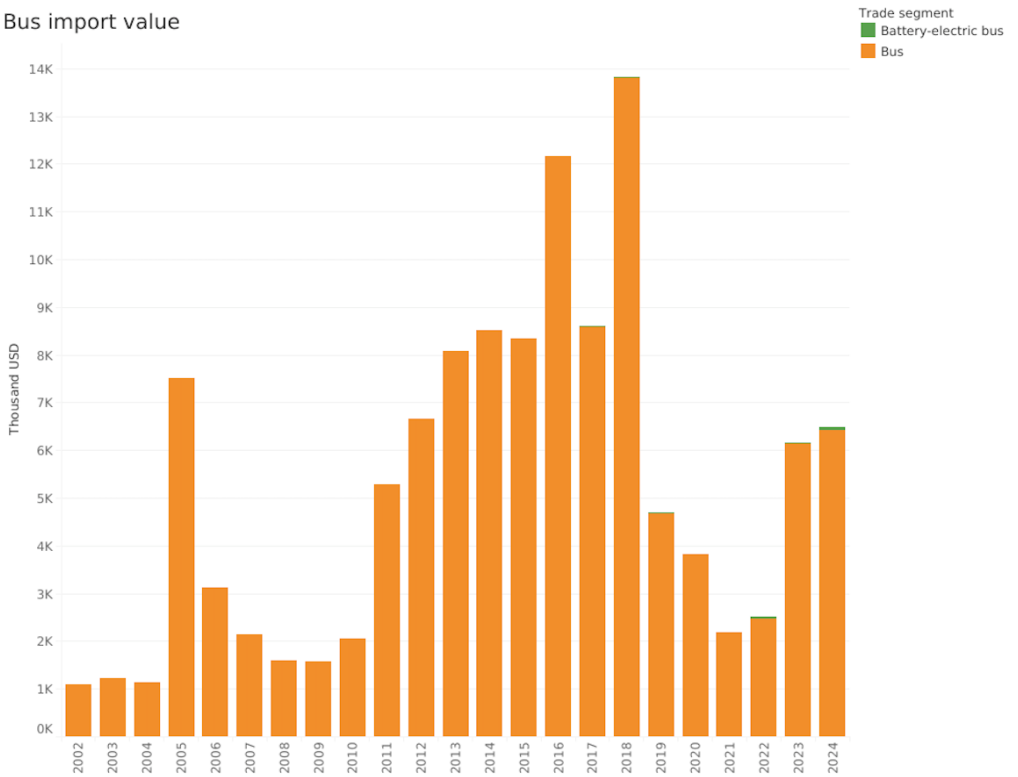

Figure 22. Bus Imports
Source: (Trademap 2025)

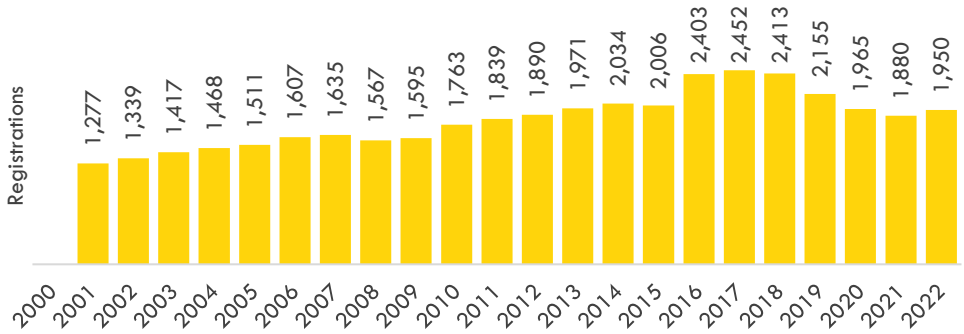

Figure 23. Public Transport Vehicle Registrations
Source: (Government of Fiji, n.d.-c)

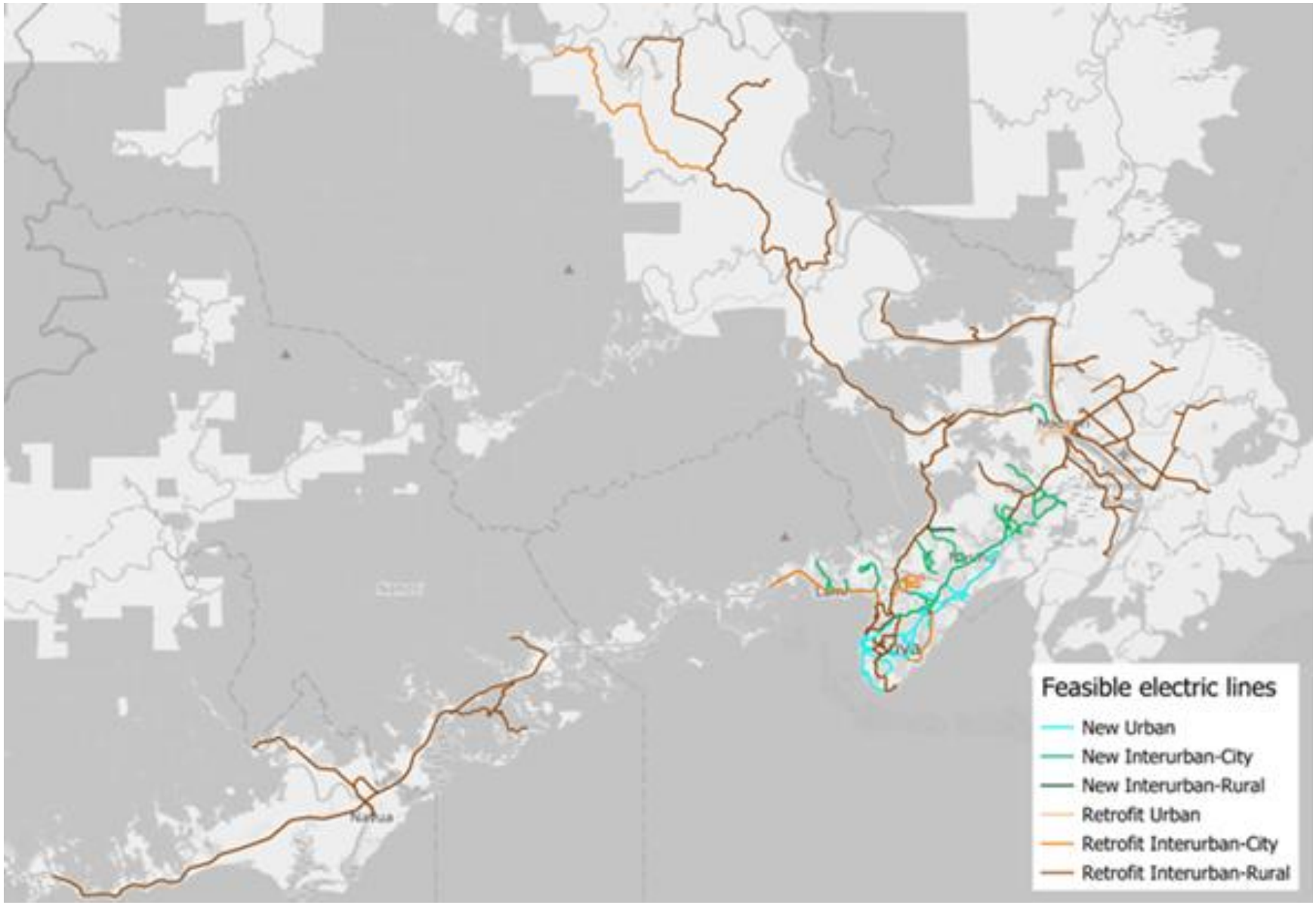

Figure 24. Mapping of Feasible Electric Bus Routes based on a Multi-Criteria Analysis by CIMNE
Source: (CIMNE 2025)

National Access and Connectivity

Estimates indicate that in 2015, most of Fiji's population had limited accessibility to urban centers. Only 34% of Fiji's population could reach the nearest city within 30 minutes. An additional 4% could reach a city within one hour, while a further 11% faced travel times of three hours or more (Weiss et al. 2018).

In terms of maritime connectivity, Fiji's liner shipping connectivity index declined marginally from 43 to 41 between 2010 and 2023 (UNCTAD 2025d). Fiji has the second-highest connectivity level among SIDS in the Pacific, following Papua New Guinea (Figure 25). This measure breaks down the mechanics of global integration into six physical components: scheduled ship calls, deployed annual capacity, and the number of regular services. It monitors the diversity of shipping companies, the average vessel size, and the number of direct national connections. The decline indicates a structural contraction across these factors. Therefore, the archipelago has become less connected to the global container network, increasing trade friction.

These levels are well below global averages, as shown in Figure 25 (UNCTAD 2024). In this graph, the components are normalized to the Q1 2023 average, and their means are scaled by 100 to set a baseline LSCI of 100 for Q1 2023, with all other values expressed relative to this benchmark.

Geography dictates destiny in the Pacific. Fiji's remoteness can be measured using the UNCTAD remoteness index (Figure 26). The remoteness index captures a country's relative distance from global markets, measured as the trade-weighted average distance to world markets, adjusted for factors such as "landlockedness." Fiji records a remoteness index value of 83, placing it toward the higher end among Pacific SIDS. Within the region, Palau has the lowest index value at around 60, indicating comparatively better proximity to markets, while Tonga records the highest level of remoteness at approximately 85. Fiji's position reflects its substantial geographic isolation, which continues to shape trade costs, connectivity challenges, and the performance of the transport system across the economy. (UNCTAD 2025c)

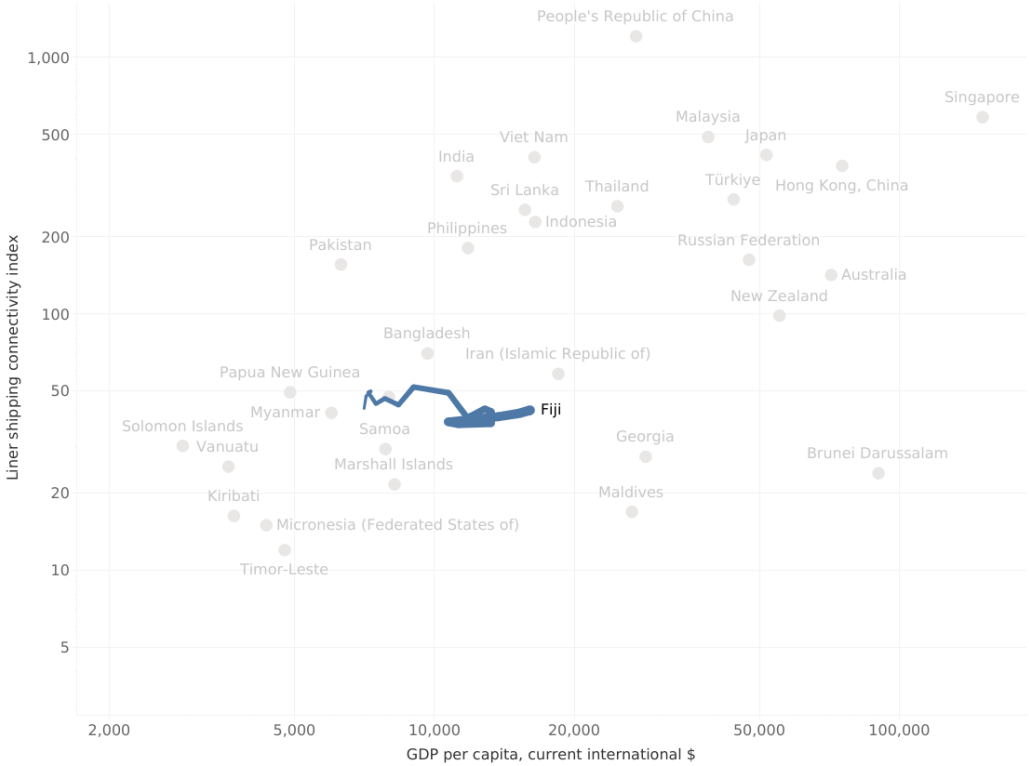

Figure 25. Liner Shipping Connectivity Index[7], 2006-2024
Source: ATO analysis and visualization based on UNCTAD (2024)

[7] The Liner Shipping Connectivity Index (LSCI) is derived from six components: weekly scheduled ship calls, annual deployed capacity in TEU, number of regular liner shipping services, number of shipping companies serving the country, TEU capacity of the largest deployed ship, and the number of countries connected via direct shipping services.

The 5-Year and 20-Year National Development Plan (Government of Fiji 2017a) sets a clear mandate: inclusive socio-economic development requires a reliable infrastructure network. Under the Fiji National Infrastructure Investment Plan 2023-2034 (Government of Fiji 2023d), Fiji is deploying "Irish crossings," suspension bridges, and foot crossings to ensure primary access for underserved populations. The Fiji Maritime and Land Transport Policy (Government of Fiji 2015a) emphasizes that maintenance must precede new construction to protect existing national assets. This is operationalized in the Fiji Roads Authority Operations Manual (Government of Fiji 2015b), which requires a ten-year asset management plan to guide the renewal of jetties and wharves. Key projects, such as the modernization of the Muaiwalu 2 Wharf and the construction of the Nabouwalu Shipping Terminal Facility, are designed to improve safety and comfort for inter-island travelers. Furthermore, the government continues to support the Shipping Franchise Scheme (Government of Fiji 2022a) to sustain regular services on uneconomical routes, ensuring that remote coastal communities are not left behind.

Under the Republic of Fiji: National Adaptation Plan (Government of Fiji 2018c), authorities are directed to review and upgrade airport and airstrip infrastructure to meet international, climate-resilient standards.

Urban connectivity is undergoing a parallel shift toward efficiency and intermodal integration. To address growing pressure in the Greater Suva Area, the NDC Investment Plan (Government of Fiji 2022b) proposes a suite of congestion-reduction measures, including car-free zones, responsive signaling, and staggered public service hours. The National Development Plan 2025-2029 and Vision 2050 (Government of Fiji 2017a) further promote a transition to non-motorized transport (NMT) by investing in safe, green road spaces and dedicated cycle paths. By aligning urban land use with public transport expansion, Fiji aims to create a "last-mile" connectivity framework that reduces reliance on private vehicles while improving the pedestrian experience.

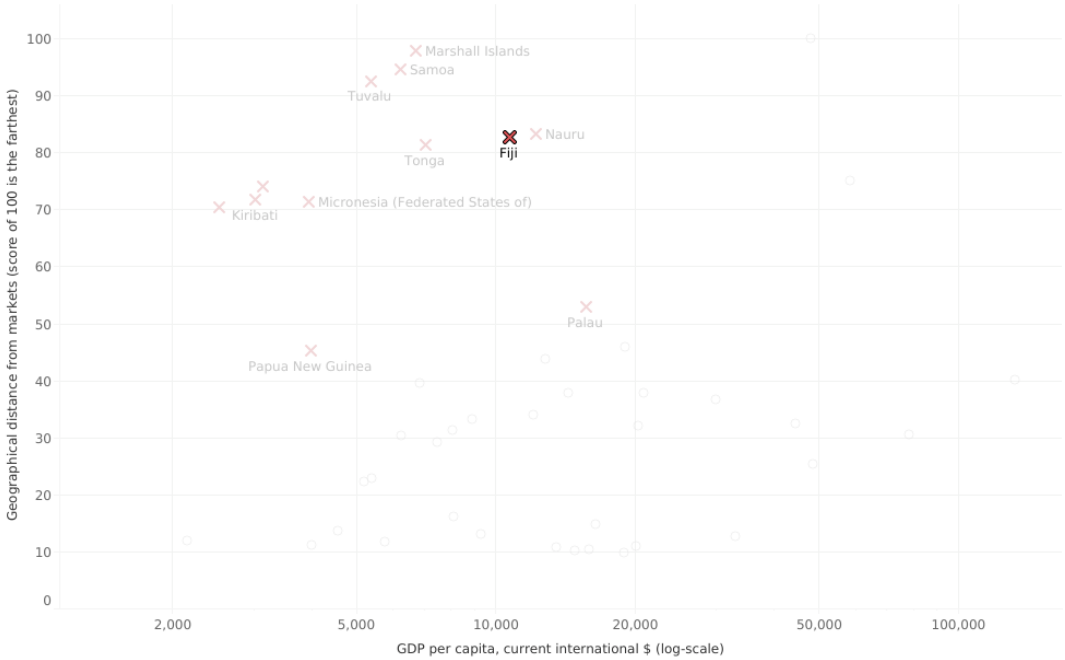

Figure 26. Remoteness Index (Distance from Markets Sub-indicator), 2021
Source: ATO analysis and visualization based on UNCTAD (2021)

Only 34% of Fiji's population could reach the nearest city within 30 minutes. An additional 4% could reach a city within one hour.

Shape People Centric Urban Mobility

Shape People Centric Urban Mobility

Urban Transport in Greater Suva Urban Area

The GSUA comprises the capital city of Suva City and three municipal towns: Nasinu, Lami, and Nausori. The European Commission Joint Research Center (EU-JRC) estimates that there are more 242 thousand population in the area (EC 2025). The 2017 population census estimates that the city of Suva has at least 94 thousand people. Suva City is located on a peninsula and is characterized by undulating terrain, which, combined with many rivers and streams, creates natural barriers to the transport network (FRA 2014). The City of Suva contributes significantly to the nation's manufacturing sector, accounting for about half of the total manufacturing value, and thus serves as a central hub for employment and transportation activity (Suva City Council 2025).

In 2022, the per capita vehicle kilometers traveled (VKT) in Greater Suva Urban Area is estimated by ClimateTrace (2025) 3,080, which is slightly less than Honiara's 3,194 and Port Moresby's 3,457, yet it still reflects a significant dependence on motorized transport within a small city area (Figure 27).

Greater Suva is Fiji's largest urban area and main economic and employment hub. By 2015, this urban core housed nearly 40% of the population (Figure 28) and concentrated the vast majority of formal employment (FRA 2014). The economic gravity of the Suva–Nausori corridor is profound; it accounts for over half of the nation's wage-paying jobs. This concentration creates a singular, massive tide of daily travel demand. This pattern continues to shape Suva's urban layout, with recent assessments reaffirming its role as the country's leading economic and service center (Suva City Council 2025). Development has pushed outward toward Nasinu and Nausori, lengthening trip distances while colliding with rigid environmental boundaries. Low-lying coastal zones now face acute risks from flooding and climate-induced disruptions, complicating an already constrained spatial layout.

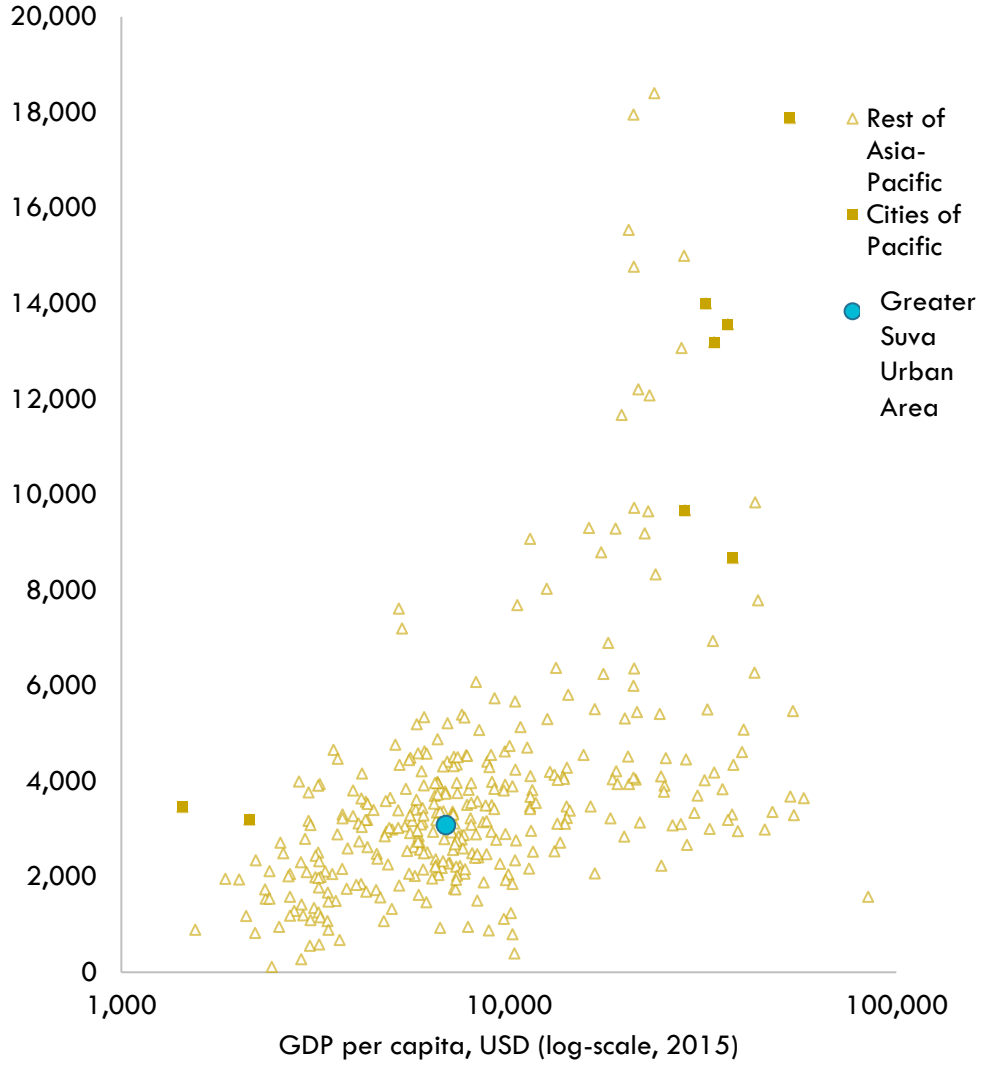

Figure 27. Vehicle-kilometer per capita (2022)
Source: (Climate Trace 2025)

Based on recent surveys, average traffic speeds on Kings Road were 25.5 km/h northbound and 17.8 km/h southbound during weekday AM peak hours, and 22.0 km/h northbound and 25.3 km/h southbound during weekday PM peak hours. Some sections, such as Ratu Dovi Road and Princess Road, recorded speeds of less than 10.0 km/h, leading to traffic congestion (WB, 2026). Figure 29 shows mode share values for Greater Suva Urban Area (2018) and Lautoka (2023).

Public transport, primarily buses, is the dominant mode of urban travel. Around 2014, buses accounted for about 60–65% of peak-hour trips into central Suva (FRA 2014). The 2025 Voluntary Local Review of Suva City states that buses account for 46% of the total vehicle volume in the city. There is also a fleet of 7 thousand taxis servicing urban mobility in Suva (Suva City Council 2025). This heavy reliance on public transport was later supported by sustainability reports, which highlighted its availability and affordability. However, these services mostly operate in mixed traffic, making them susceptible to congestion, irregular stops, and limited priority at intersections. By the late 2010s and early 2020s, city planning documents continued to stress that improving public transport efficiency is crucial for Suva's mobility, especially as travel demand increases and climate challenges grow (ESCAP 2025; Suva City Council 2025).

Walking remains vital for short trips and for accessing public transport, accounting for a large share of journeys under 2 km. However, pedestrian infrastructure remains fragmented, with issues such as missing footpaths, unsafe crossings, and high traffic risks, especially on main roads (FRA 2014). Follow-up assessments have confirmed these problems, underlining ongoing challenges related to pedestrian safety, heat exposure, and walkability, which call for integrated strategies in transport, land-use, and public space (ESCAP 2025; Suva City Council 2025). While cycling is increasingly recognized for its potential, it remains limited by safety concerns, a lack of dedicated facilities, and challenging traffic conditions (ESCAP 2025; FRA 2014).

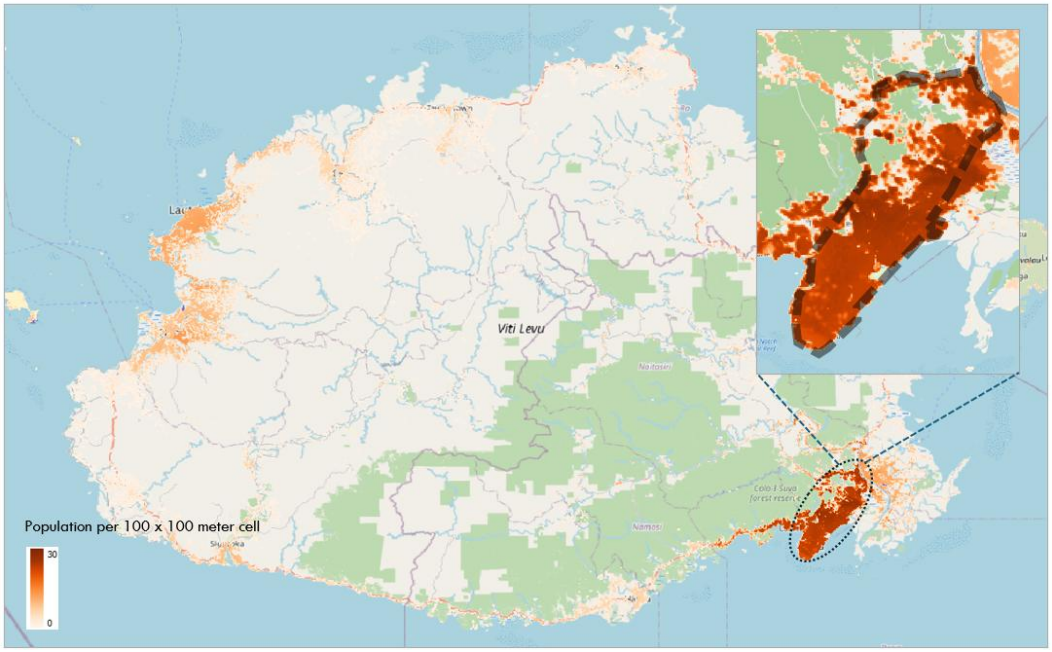

Figure 28. Population Concentration around the Suva-Nausori Corridor
Source: ATO analysis and visualization based on WorldPop (2025)

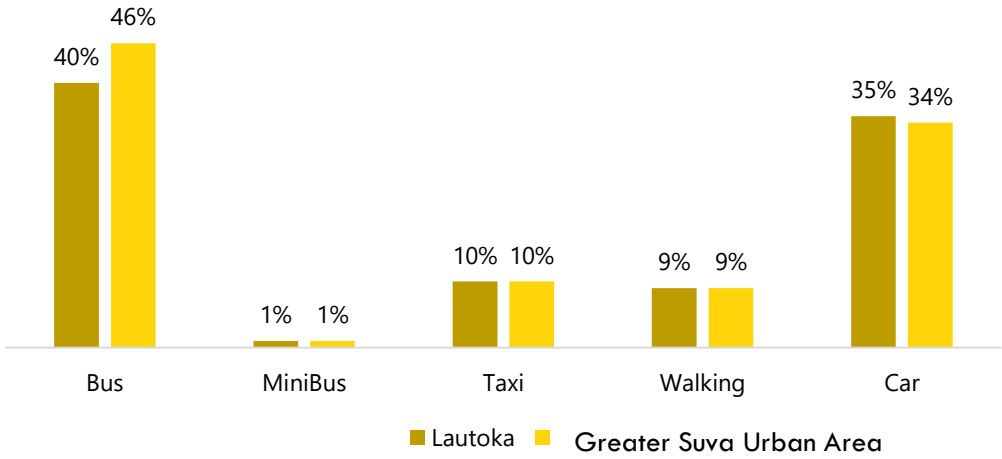

Figure 29. Urban Transport Mode Share in Greater Suva Urban Area and Lautoka
Source: (UNESCAP 2018b, 2023)

Institutional responsibilities for roads, traffic management, public transport regulation, and land-use planning are fragmented, hindering coordinated responses to urban mobility challenges. Persistent issues related to institutional capacity, coordination, and data access continue to affect transport planning and monitoring, despite city strategies increasingly emphasizing integrated, climate-resilient urban development (ESCAP 2025; Suva City Council 2025; FRA 2014).

The Greater Suva Transportation Strategy 2015-2030 (FRA 2014) outlines several necessary improvements for the city's public transportation. These include establishing dedicated bus lanes, upgrading bus terminals—particularly in Suva and Nausori—and linking traffic signals to a vehicle-actuated system to better manage road capacity. Additionally, 31 intersections have been identified as requiring short-term upgrades, mainly for safety reasons.

The Strategy also establishes a roadmap for structural reform. To unlock urban productivity, the Fiji Road Authority prioritizes a shift toward high-capacity public transport and digitized traffic management. Central to this vision is the introduction of dedicated bus lanes to bypass the region's worsening gridlock. This physical prioritization of transit is to be supported by modernizing the Suva and Nausori bus terminals, transforming them into efficient, multi-modal hubs. (FRA 2014)

Technological integration is equally critical. The strategy advocates a vehicle-actuated traffic signal system designed to link key corridors and dynamically manage road capacity in real time. Safety, however, remains the immediate imperative. Thirty-one critical intersections have been identified for urgent upgrades. These interventions are not merely operational; they are essential to mitigate the high social and economic costs of road trauma and systemic inefficiency.

In 2019, a pre-feasibility study on Intelligent Transport Systems (ITS) was carried out by the National IT Promotion Agency (NIPA), in collaboration with AiVis Global and Dongbu Engineering. The process included consultations with the Greater Suva Transportation Strategy 2015–2030 (FRA 2014) establishes a clear roadmap for structural reform. To unlock urban productivity, the Fiji Road Authority prioritizes a shift toward high-capacity public transport and digitized traffic management.

Increasing Street Sprawl

The type of road network largely influences urban accessibility. "Street sprawl"—defined by road expansions with dead ends and long gaps between intersections—decreases connectivity. The Street-Network Disconnectedness Index (SNDi) assesses this disparity across cities by considering factors such as nodal degree, dead ends, circuity, and sinuosity. A higher SNDi indicates more sprawl and reduced connectivity.(Barrington-Leigh and Millard-Ball 2025)

Globally, street disconnection has generally decreased since the early 2010s, with an average annual decline of 3.3%. The Asia-Pacific region, however, shows a slower reduction of only 1.5% per year. Interestingly, low-income Asian cities deviate from this trend, with a 5% annual increase in disconnection rates. For example, Fiji exemplifies these regional issues; its SNDi score was 6.8 in 2020, making it the second-highest in Asia-Pacific for the sprawl index, indicating a highly dispersed network with low street connectivity and few intersections. (Barrington-Leigh and Millard-Ball 2025) (Figure 30).

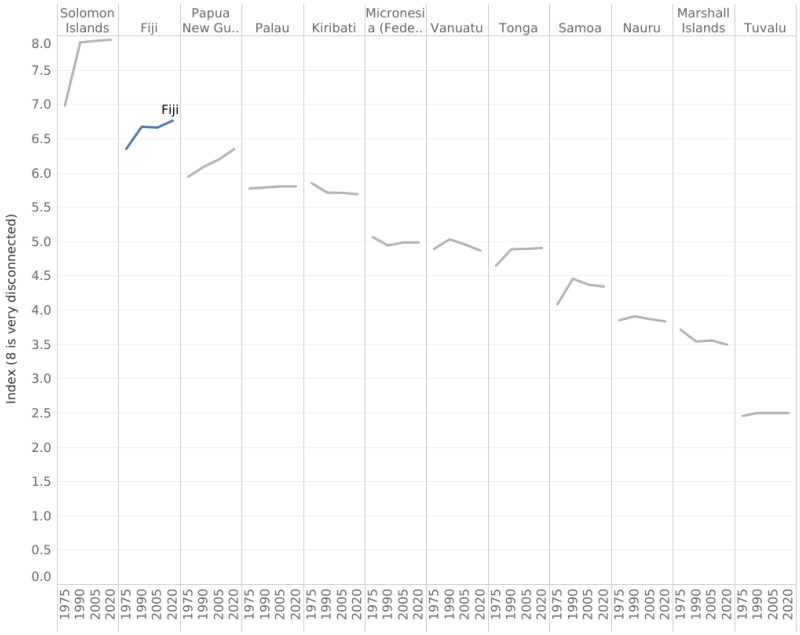

Figure 30. Street Network Disconnectedness Index
Source: ATO analysis and visualization based on: Barrington-Leigh and Millard-Ball (2025)

Make Transport Safe And Secure

Make Transport Safe And Secure

Road Crashes: A Persistent Public Safety Challenge

In 2023, the Global Burden of Diseases (GBD) reported that Fiji experienced 8.9 deaths per 100,000 people from road crashes, making it the 15th leading cause of death (Figure 31). Road accidents also impose a substantial economic burden, costing about 73 million USD in 2021, which is roughly 2% of Fiji's GDP (Figure 32). This figure includes expenses related to approximately 2,800 serious injuries (ATO 2025c).

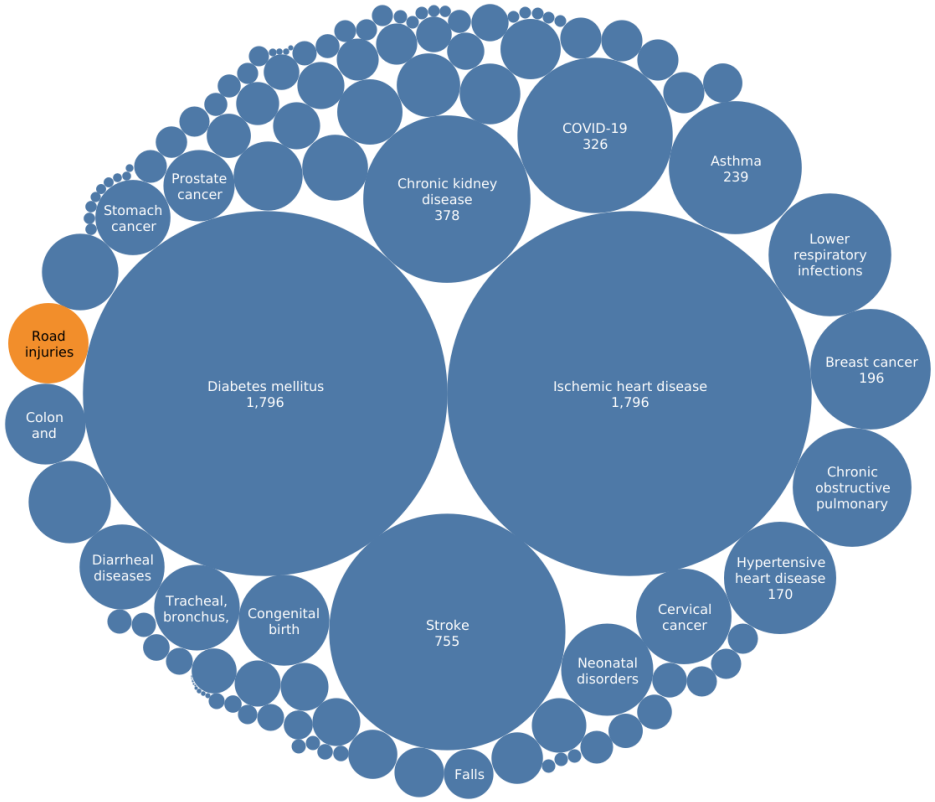

Figure 31. Causes of Mortalities in Fiji, number of deaths (2023)
Source: ATO analysis and visualization based on IHME (2026)

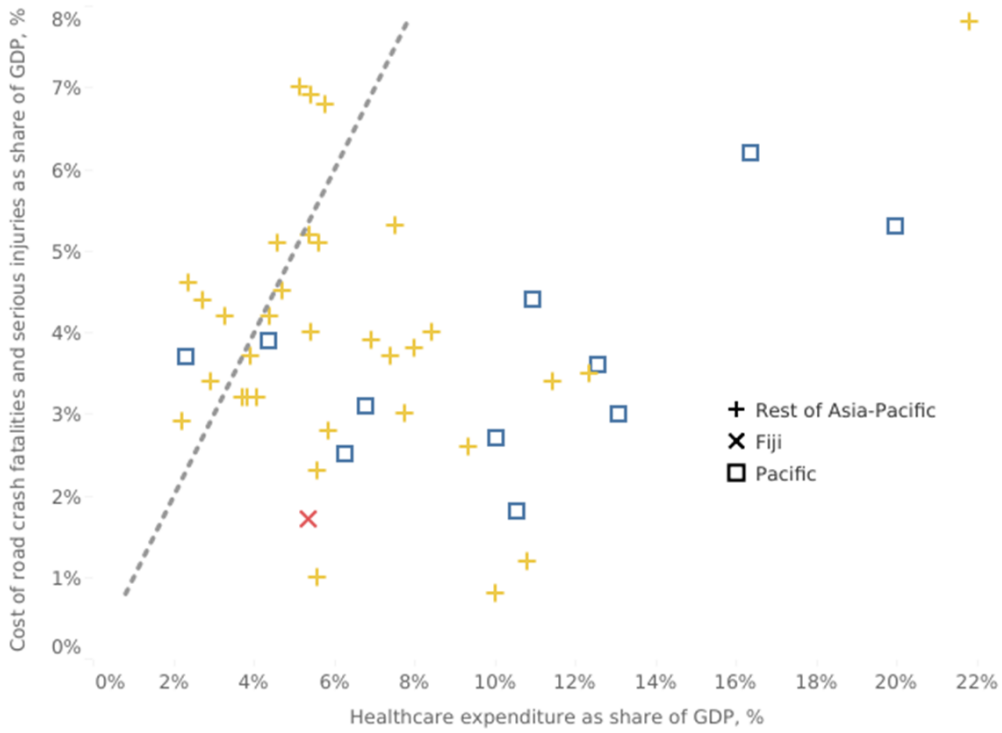

Figure 32. Cost of Road Crash Fatalities
Source: ATO analysis and visualization based on World Bank (2024a); iRAP (2024)

In 2023, Fiji experienced 8.9 deaths per 100,000 people from road crashes, making it the 15th leading cause of death .

Over the decade spanning 2013 to 2022, annual road fatalities averaged 53 deaths—a figure representing a significant loss of human capital and economic potential. Analysis of crash data identifies three primary catalysts for these tragedies: excessive speed, reckless driving behaviors, and pedestrian error. Addressing these behavioral risks is essential to decouple crash fatality from transport demand (Government of Fiji 2024d).

Analysis of fatality demographics shows that from 2015 to 2023; the combined share of minors (under 14) and seniors (over 60) killed in road crashes in Fiji rose modestly from 24% to 27% (Figure 33). In comparison, the Asia-Pacific region saw an increase from 29% to 31%. The proportion of female road crash fatalities in Fiji remained stable at 27% between 2015 to 2023, which is just above the regional average of 25% (IHME 2026).

Fiji's road infrastructure exhibited significant safety shortcomings. Only 5% of roads received a 3-star or higher safety rating for vehicle occupants under the Infrastructure Rating and Assessment Program (IRAP).[8] The situation was even more concerning for vulnerable road users, with only 2% of roads offering a 3-star pedestrian safety rating, and no data available for bicyclists and motorcyclists (iRAP 2024) (Figure 34).

In 2024, the Land Transport Authority (LTA) conducted three national public consultations to gather feedback on proposed measures to enhance road safety and empower women in the transport sector. The consultations focused on three key proposals: a Minimum Qualification Requirement for Driving Instructor Permits, promoting a gender-balanced working environment in the Public Service Vehicle industry, and mandatory drug testing for new and renewed driver licenses.

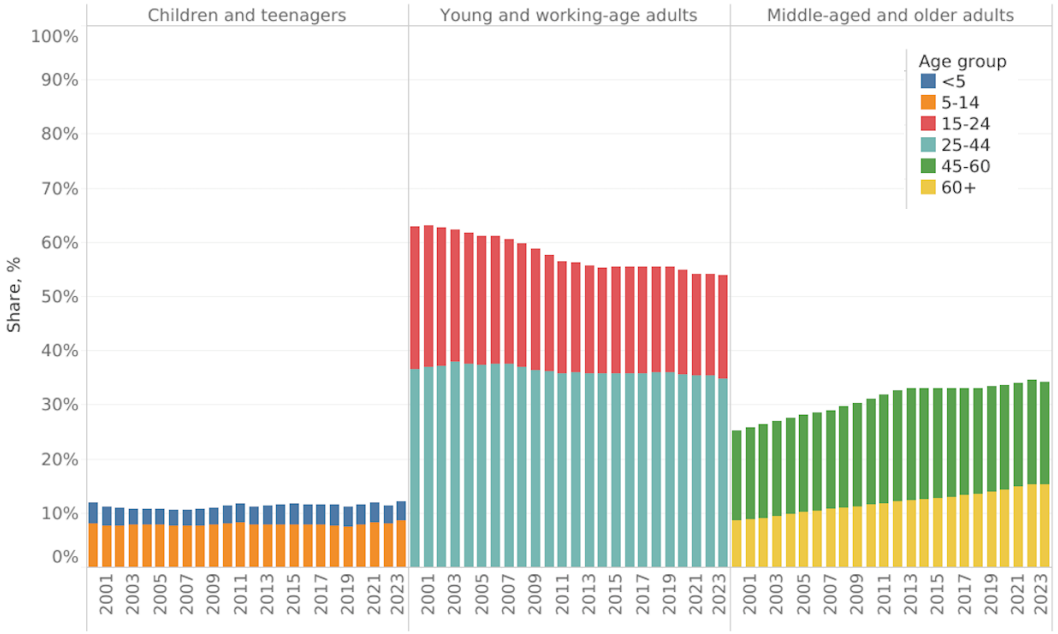

Figure 33. Road Crash Fatalities – by Age
Source: ATO analysis and visualization based on IHME (2026)

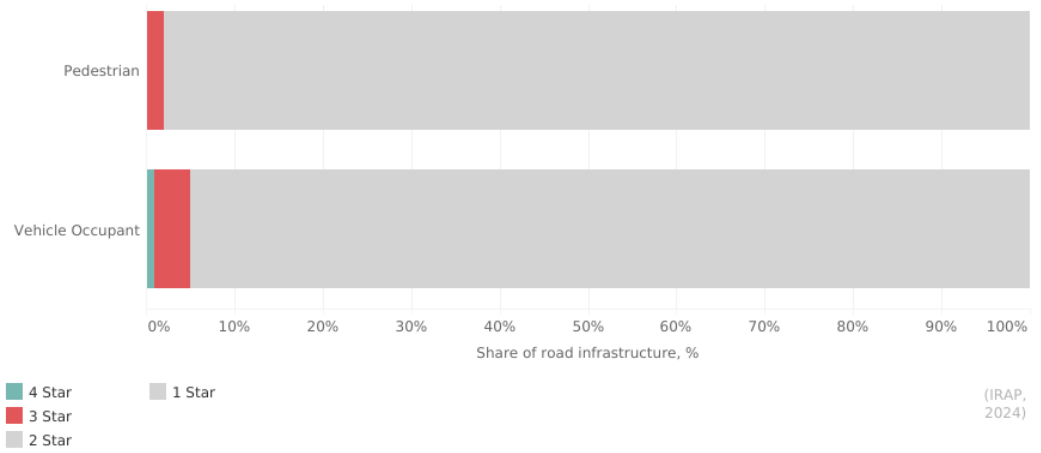

Figure 34. Road Infrastructure Ratings by User Type
Source: ATO analysis and visualization based on iRAP (2024)

[8] A total of *577* kilometers of roads were surveyed for Fiji.

The 5-Year and 20-Year National Development Plans (Government of Fiji 2017a) articulate a vision for a "Decade of Action for Road Safety" aimed at a significant reduction in road accidents and fatalities. This high-level commitment is operationalized through the Fiji Maritime and Land Transport Policy (Government of Fiji 2015a), which establishes the "Safe System" framework by integrating safer roads, safer speeds, and enhanced post-crash care. Regulatory and enforcement measures remain a central pillar of road safety policy. These include strict drink-driving restrictions, speed-related offences, roadside checks, vehicle inspections, and enforcement of passenger and freight load limits, reflecting recognition of risky driving behavior and overloaded vehicles as persistent contributors to crashes and infrastructure damage (Government of Fiji 1998, 2015a, 2018c). Strengthening enforcement capacity and consistency is repeatedly highlighted in more recent development plans, alongside renewed focus on curbing speeding and alcohol-related offences (Government of Fiji 2017a).

The policy landscape emphasizes technical precision in enforcement and data management. Under the 5-Year and 20-Year National Development Plan (Government of Fiji 2017a), the LTA is mandated to deploy automated vehicle roadworthiness inspection systems and enhance the Microcomputer Accident Analysis Package (MAAP) for evidence-based "black spot" interventions. Furthermore, the National Development Plan 2025-2029 and Vision 2050 (Government of Fiji 2017a) underscore a shift toward digital resiliency, proposing the development of a computerized trauma database to optimize first-response efficacy. By strengthening enforcement against high-risk behaviors—such as drunk driving and speeding—through the Land Transport Act (Government of Fiji 1998), Fiji plans to transform from reactive policing to a proactive safety culture.

Environmental sustainability and road safety are increasingly viewed through a single lens. The NDC Investment Plan (Government of Fiji 2022b) and the Fiji Low Emission Development Strategy 2018-2050 (Government of Fiji 2018a) promote a "Mode Shift" toward non-motorized transport (NMT) and inclusive public transit. These policies advocate green roadways and dedicated bicycle lanes, effectively reducing reliance on private vehicles while enhancing pedestrian safety. Simultaneously, the NDC Implementation Roadmap 2017–2030 (Government of Fiji 2017b) integrates safety with climate goals by instituting vehicle replacement programs to ensure the national fleet meets modern standards. This integrated approach ensures that Fiji's transport network is not only efficient but fundamentally safe for all citizens.

Over the decade spanning 2013 to 2022, annual road fatalities averaged 53 deaths—a figure representing a significant loss of human capital and economic potential.

Advance low-carbon, resilient, and environmentally sound transport systems

Advance low-carbon, resilient, and environmentally sound transport systems

Transport Energy and Carbon Emissions

Fiji relies heavily on imported fossil fuels. The share of fuel imports in total merchandise imports increased markedly from 6.7% in 2000 to 24% in 2023 (World Bank 2026b). The transport sector is the primary user of this energy in Fiji (Government of Fiji 2023a).

Fiji's transport sector used 12,813 terajoules of energy in 2023. Between 2000 and 2010, energy use grew at an annual rate of 0.3%, then increased to 5.5% afterward (UNSD 2026). The energy intensity (energy per USD of GDP) has improved, dropping from 1.31 MJ/USD in 2000 to 0.75 MJ/USD in 2015 and 0.91 MJ/USD in 2023 (UNSD 2026) and World Bank (2023). Nonetheless, this is higher than the Asia-Pacific average of 0.37 MJ/USD in 2023, which also improved from 1.00 MJ/USD in 2000 and 0.60 MJ/USD in 2010, and also higher than the Pacific subregion[9] average of 0.74 MJ/USD in 2023. It is also well above the 0.39 MJ/USD average for upper-middle-income economies in 2023 (Figure 35).

An analysis of transport energy use reveals that road transport has remained overwhelmingly dominant, accounting for roughly 80% of total transport energy from 1990 to 2022. In 2022, almost all of the road sector's energy consumption came from oil products, a trend that has persisted since at least 2010 (UNSD 2026) (Figure 36). The importance of road transport is particularly clear between 2010 and 2015, when overall transport energy consumption increased. This rise coincides with increases in the import, sales, and registration of road vehicles. After 2015, however, trends have begun to diverge.

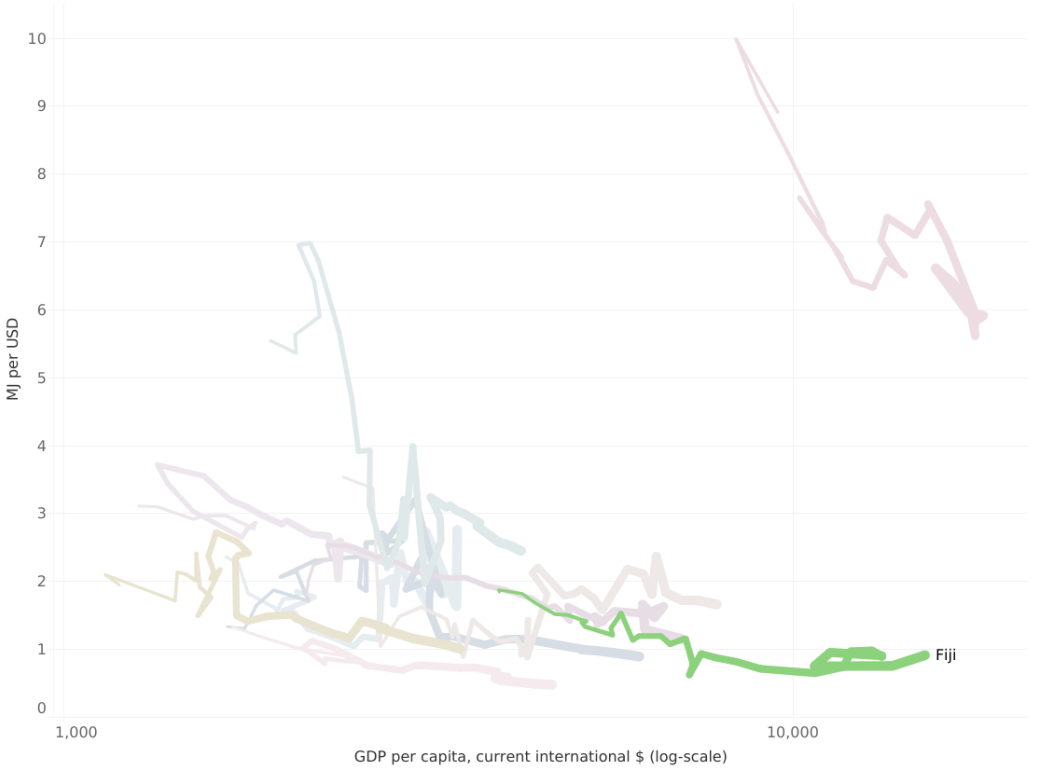

Figure 35. Transport Energy Intensity with GDP (1990-2023)
Source: ATO analysis and visualization based on UNSD (2026)

[9] Including Australia and New Zealand.

Between 2015 and 2024, vehicle registrations increased at an average annual rate of 4.8%. Despite the faster growth in the vehicle fleet, total transport energy consumption did not grow proportionally, mainly due to improvements in energy efficiency and a gradual shift toward electric vehicles. Although still at relatively small proportions, EVs increased from approximately 0.1% of total road vehicle imports by value to 0.6% in 2020, indicating an initial shift in the energy profile of new vehicles. Additionally, newer vehicles are equipped with more advanced engines that reduce energy consumption, improving fuel efficiency.

Fiji is making additional efforts to enhance fuel efficiency. The average fuel economy of the light-duty vehicle fleet has been improving as per the estimates of UNEP (2024b) (Figure 37). Further measures are being implemented. Starting on January 1, 2026 (FRCS 2025a), the country set a target to enforce stricter regulations on the import of used and reconditioned vehicles. This includes setting tighter age restrictions and requiring Euro IV emissions standards. Hybrid passenger cars will only be allowed if manufactured in 2021 or later, with a maximum age of five years. Petrol and diesel passenger vehicles must be no older than 8 years and must be from models made in 2018 or later. Heavier vehicles, such as buses and trucks, must meet Euro IV standards. Vehicles imported after December 31, 2025, that do not meet these standards will likely be re-exported and considered prohibited. These measures aim to encourage the use of newer, more environmentally friendly, and energy-efficient vehicles in Fiji.

Fiji's transport sector accounts for 47% of the country's energy-related carbon emissions, making it a major contributor to Fiji's total emissions. Although the yearly growth rate has varied over time, it has increased since 2015, hitting 6% annually (Figure 38). The road sector is the main contributor, responsible for 85% of transport emissions in 2024 (Figure 39). This is a significant increase from the average share of 74% between 2000 and 2015 (EC 2025). The road sector, in fact, constitutes about 70% of total energy sector emissions (Government of Fiji 2025d).

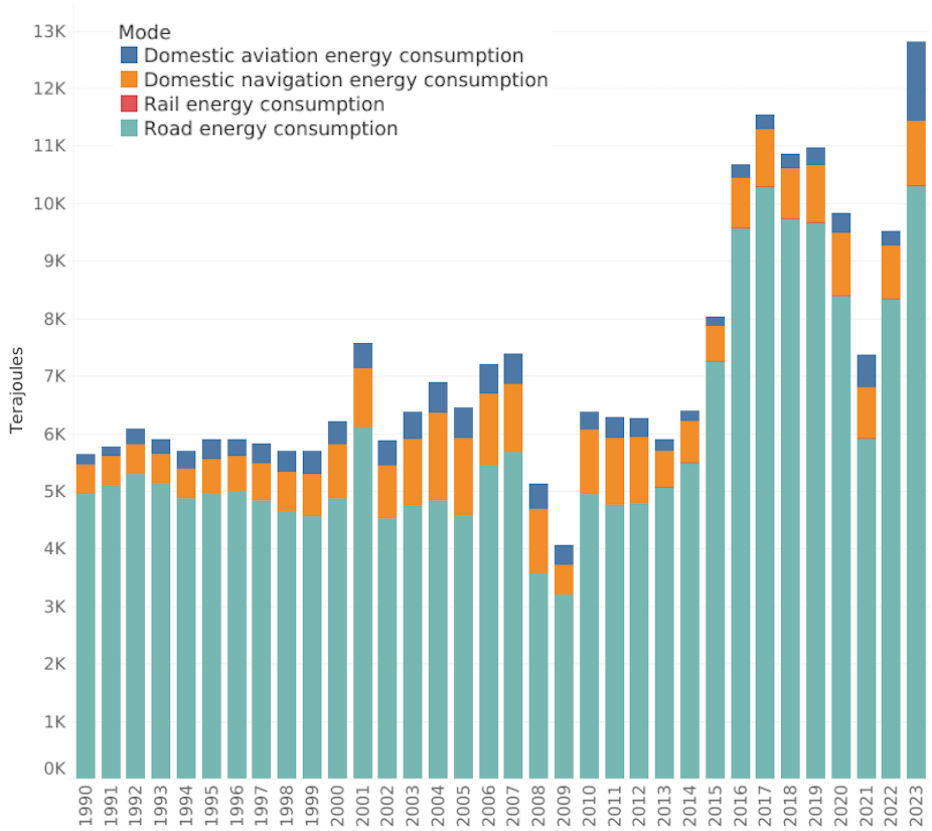

Figure 36. Transport Energy Consumption by Mode (TJ)
Source: ATO analysis and visualization based on UNSD (2026)

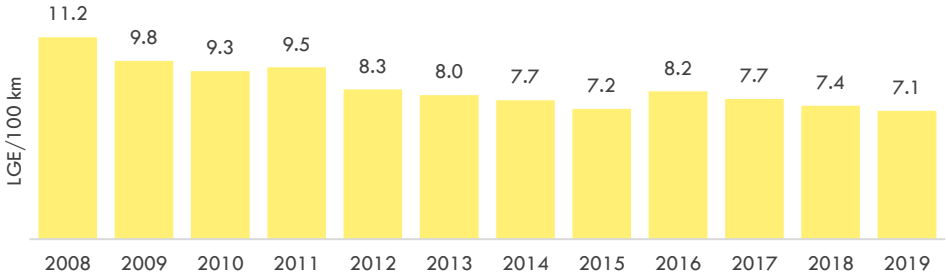

Figure 37. Fuel Economy Baseline for Light Duty Vehicles
Source: (UNEP 2024b)
Note: Values reflect performance against the Worldwide Harmonized Light-Duty Vehicle Test (WLTP)

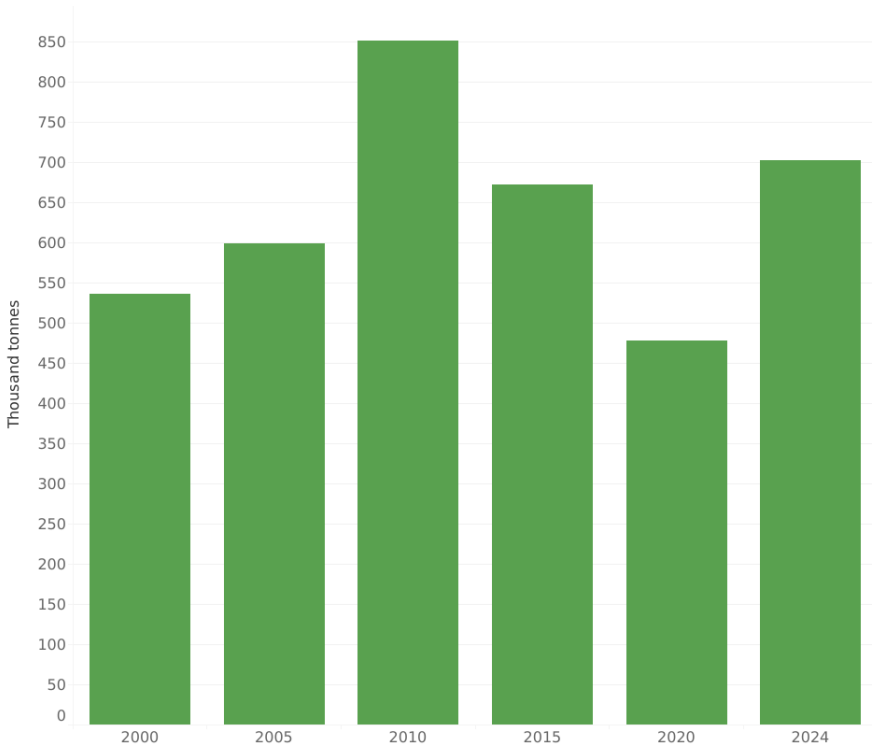

Figure 38. Transport Fossil CO2 Emissions
Source: (EDGAR 2025)

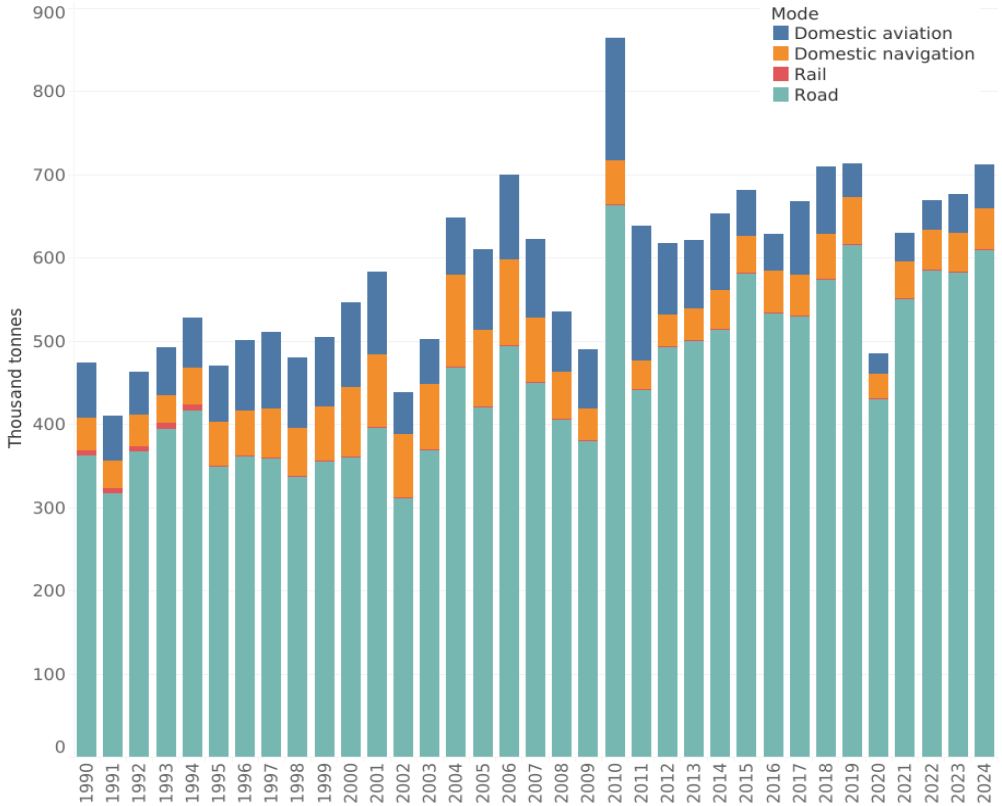

Figure 39. Fiji GHG Emissions (Thousand tons)
Source: ATO analysis and visualization based on EDGAR (2025)

Fiji's transport sector's CO2 emissions intensity relative to GDP in 2023 was 48 gCO2 per USD, significantly higher than the Asia-Pacific average of 32.0 gCO2 per USD (Figure 41). This indicates that Fiji's transport sector is less efficient in terms of carbon emissions than the regional average.

As per the latest figures (Figure 40), around 40% of the newly registered vehicles are running on diesel, while 54% are running on petrol. There are 137 registered fully electric vehicles, and 428 semi-electric vehicles registered in 2024, both accounting for just 2% of the registered fleet (Government of Fiji, n.d.-b).

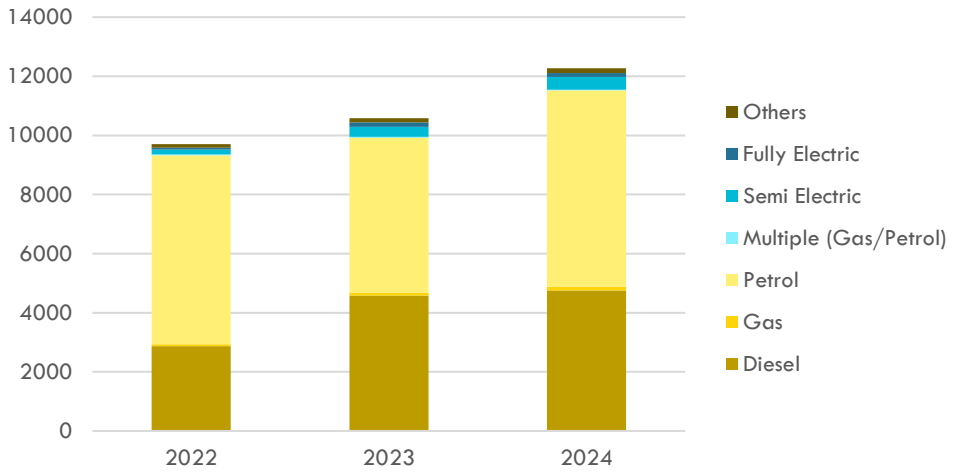

Figure 40. Newly Registered Vehicles by Fuel Type
Source: (Government of Fiji, n.d.-b)

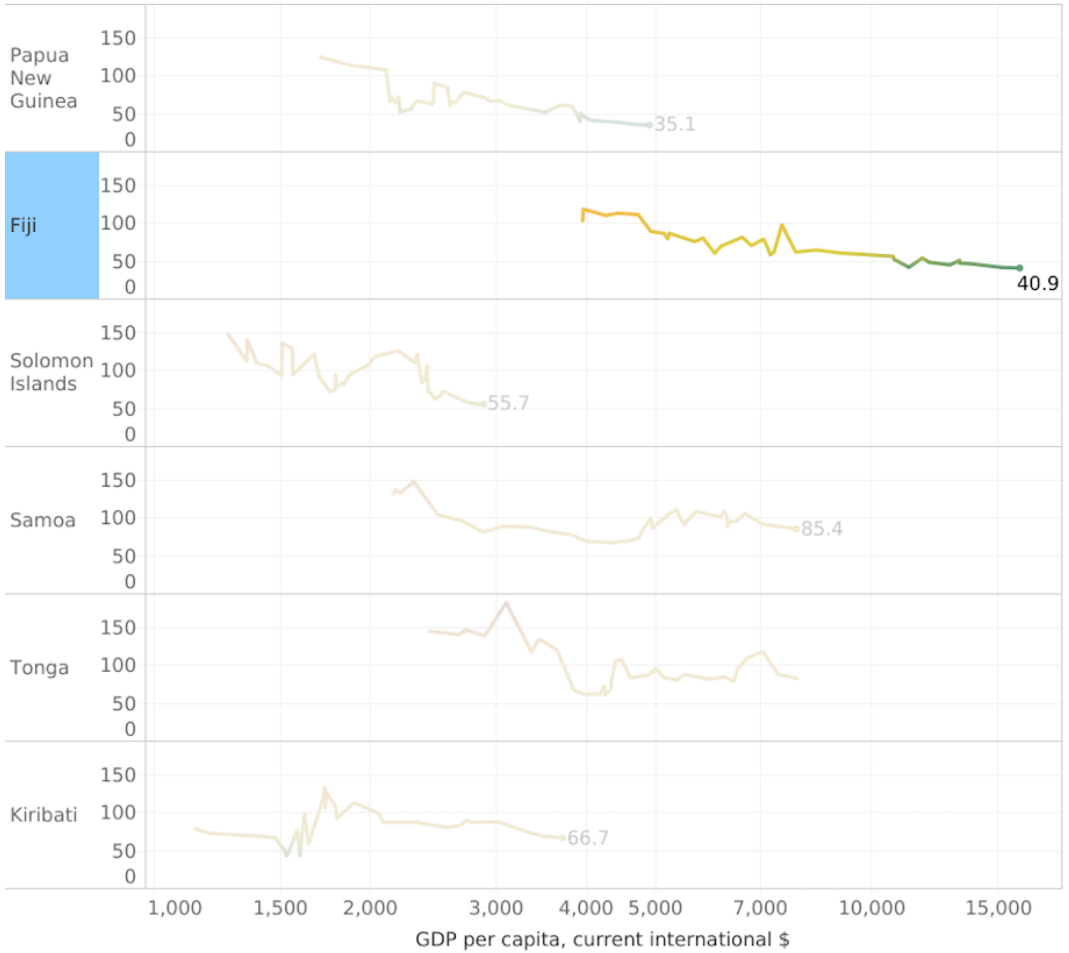

Figure 41. Transport GHG Emissions Intensity with GDP
Source: ATO analysis and visualization based on EDGAR (2025; World Bank (2023)

The share of fuel imports in total merchandise imports increased markedly from 6.7% in 2000 to 24% in 2023. The transport sector is the primary user of this energy in Fiji.

In terms of new registrations, the growth in EV registrations is incremental, with fully electric vehicles share increasing a total of 4.6% of the new registrations in 2024, compared to 2.4% in 2022 (Government of Fiji, n.d.-b) (Figure 42). In terms of vehicle registrations, it is reported that in 2024, there were 1,277 fully electric and semi electric vehicles registered in Fiji (Government of Fiji, n.d.-b).

Between 2017 and 2023, electric vehicles made up a small but increasing share of Fiji's vehicle imports (Trademap 2025) (Figure 43). In 2022, the Fijian government removed internal VAT on imported electric vehicles to encourage their adoption, leading to a steady rise in imports. Overall, Fiji imported USD 3.9 million worth of electric vehicles, primarily light-duty vehicles (72%), followed by two-wheelers (23%), buses (3%), and trucks (2%). The share of electric vehicles among total road vehicle imports grew from 0.1% in 2017 to 1.5% in 2023 (Trademap 2025). Meanwhile, the broader Pacific region had a significantly higher electric import share of 11.4% by 2023.

Electric vehicles do not emit pollutants directly from the tailpipe. As a result, reducing carbon from electric vehicles depends significantly on the electricity grid's emissions. In Asia, where most electricity is generated from fossil fuels, grid emissions are among the highest globally. Since 2000, the region's electricity grids have shown minimal change, dropping only slightly from 635 gCO2/kWh in 2015 to 581 gCO2/kWh in 2022 (EMBER n.d.).

For Fiji, the electricity grid emissions were 365 gCO2/kWh in 2015 and improved to 278 gCO2/kWh in 2023 (EMBER n.d.) (Figure 44). This indicates a decent effort to decarbonize the electricity supply used for EVs, which is an important factor when assessing their overall climate impact. Important to note that Fiji's grid CO2 emission factor levels are among the lowest in the Pacific SIDS. Further, Fiji has targeted to achieve close to 100% of electricity (grid-connected) production from renewable sources by 2030 and expansion of ambition to fully achieve 100% by 2035 (Government of Fiji 2025d). On the other hand, the annual data on electricity generation points to a recent resurgence of the importance of oil-based electricity in Fiji, contributing 48% of the generated electricity in 2023, as compared to 40% in 2020 (Figure 45).

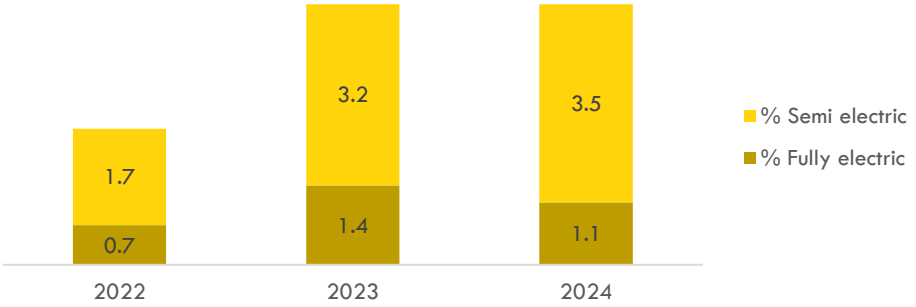

Figure 42. Percentage of Newly Registered Vehicles in Fiji - Fully Electric and Semi Electric
Source: (Government of Fiji 2025b)

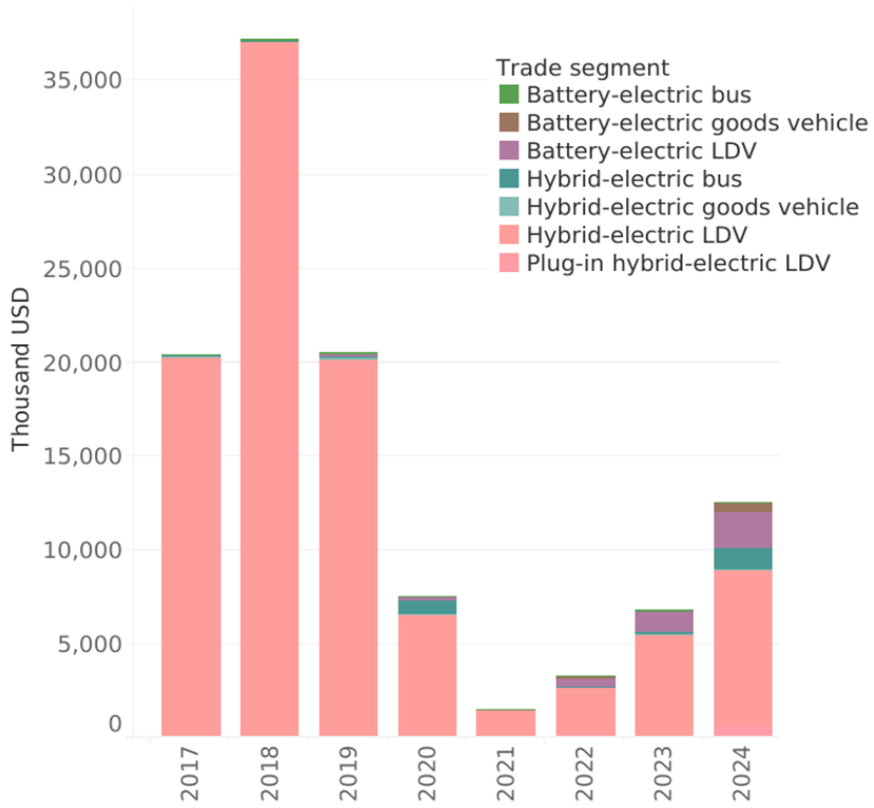

Figure 43. Distribution of EV Imports
Source: (Trademap 2025)

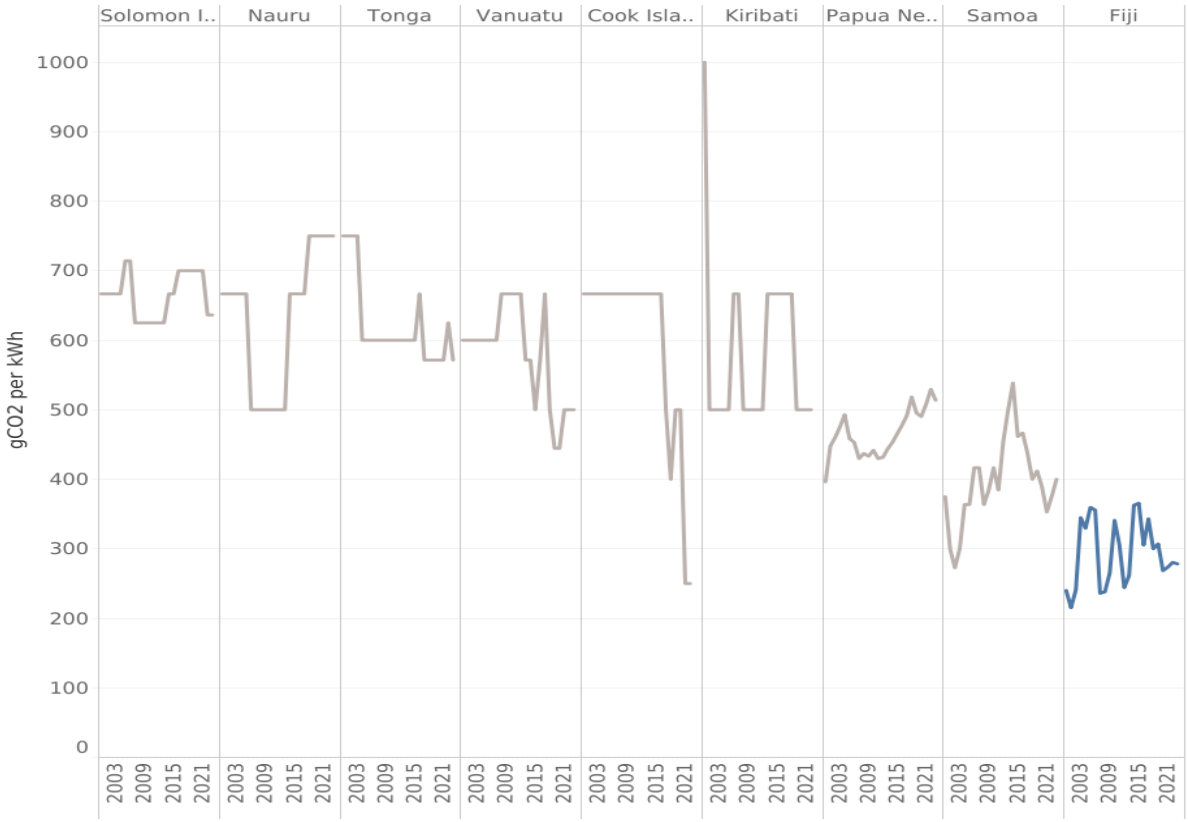

Figure 44. Grid CO2 Emission Factors -Pacific 2000-2023
Source: ATO analysis and visualization based on EMBER (n.d.)

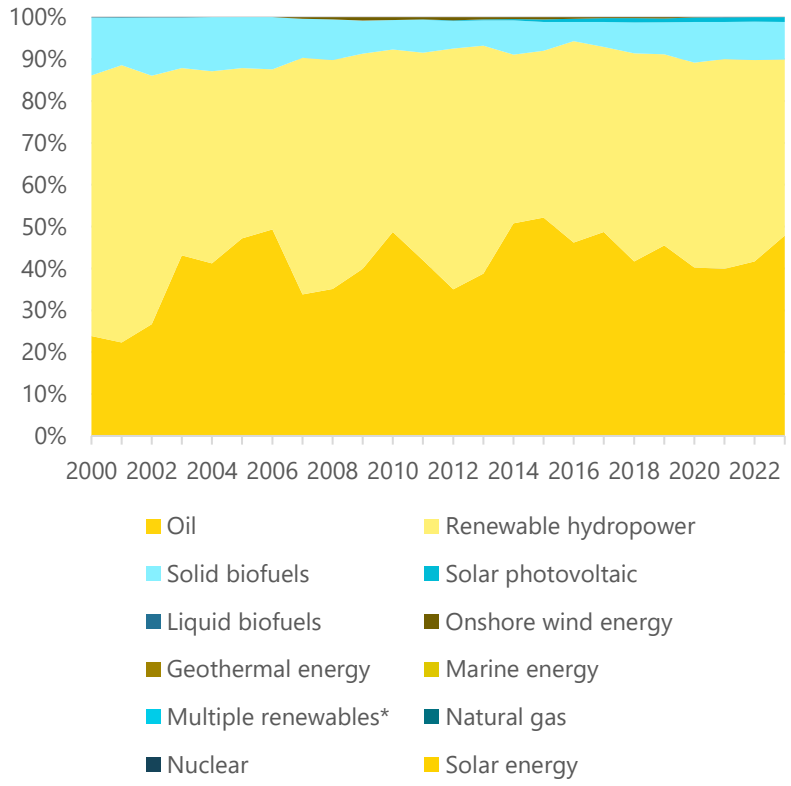

Figure 45. Electricity Generation by Technology
Source: (IRENA 2026)

Fiji's 2024 E-mobility Readiness Index (UNEP 2024a) score is 62 out of 100, with scores of 10 for technology access, 15 for EV policy support, 22 for clean energy access, and 15 for financial instrument availability . Among 51 economies in Asia and the Pacific, Fiji sits at the median of the overall scores for the index (Figure 47). It tops the Pacific island countries included in the sample in terms of total scores.

Fiji's policy framework, articulated through several relevant documents including the Third Nationally Determined Contribution (Government of Fiji 2025d) and the Low Emission Development Strategy (LEDS) 2018–2050 (Government of Fiji 2018a), sets an ambitious target to achieve net-zero emissions by 2050 (Figure 46). The NDC outlines a 30% reduction in CO2 emissions from the energy sector by 2030 compared to business-as-usual (BAU), with 10% of this goal being unconditional. Specific transport targets include a 40% reduction in domestic maritime shipping emissions and a 14% reduction in road transport emissions by 2035.

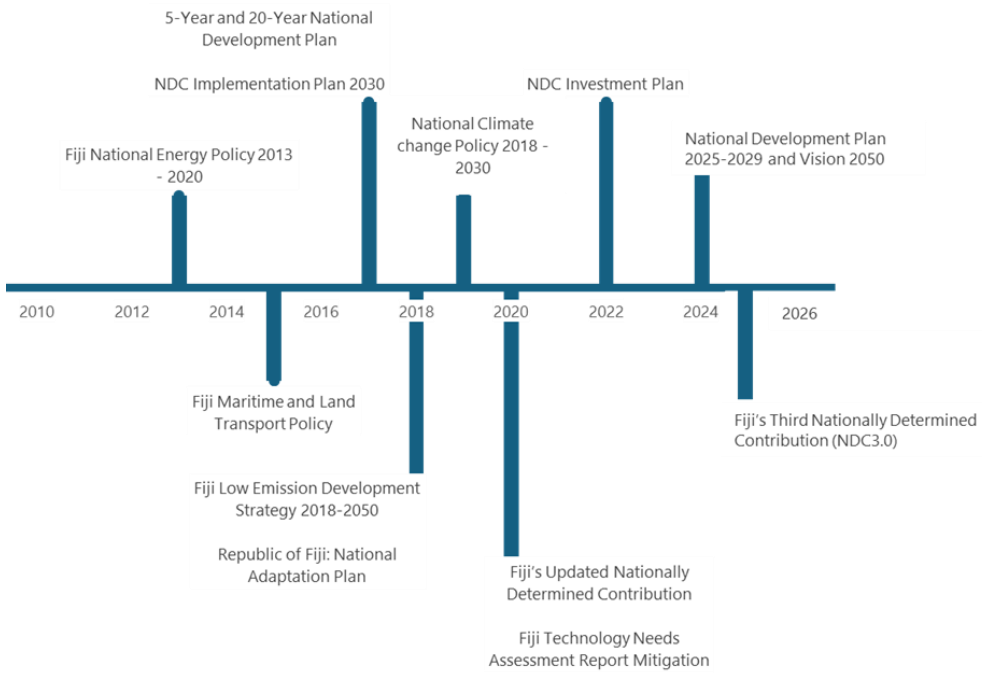

Figure 46. Selected Transport and Climate Change-Relevant Policies in Fiji
Source: (Asian Transport Observatory 2025)

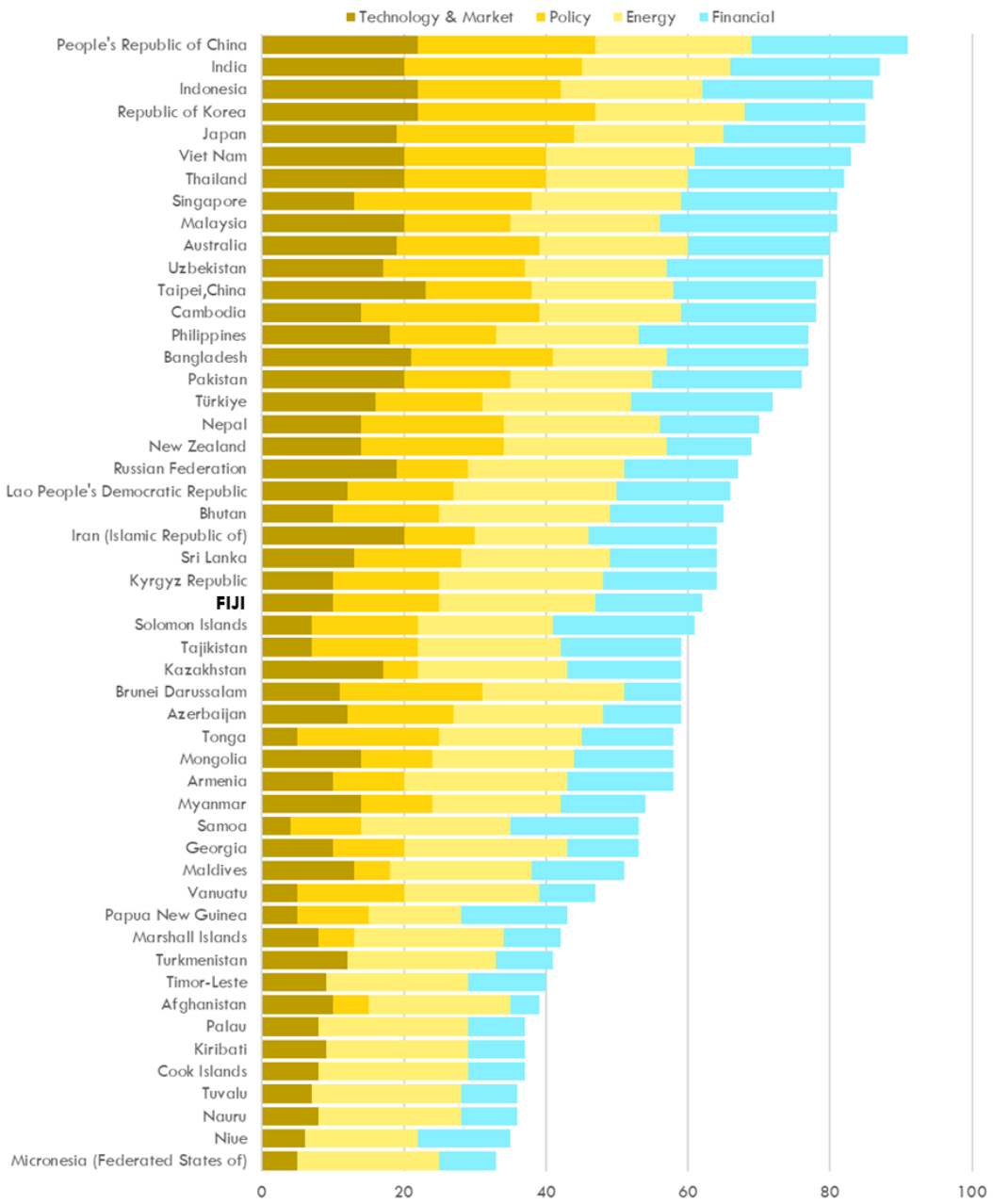

Figure 47. 2023 E-mobility readiness index
Source : (UNEP 2024a)

Fiji's shift to a low-carbon transport sector is driven by a layered institutional framework that combines policy, financial support, and operational enforcement to reach its Net Zero 2050 target. The Ministry of Economy and the Ministry of Commerce, Trade, Tourism, and Transport lead this effort by coordinating the Low Emission Development Strategy (LEDS) (Government of Fiji 2018a), which guides decarbonization efforts. This policy is supported by the Reserve Bank of Fiji and the Fiji Development Bank, which facilitate green finance and implement the Sustainable Finance Roadmap to reduce the risks associated with electric mobility investments.

On the ground, the Land Transport Authority (LTA) and Fiji Roads Authority (FRA) serve as key implementers. The LTA enforces vehicle emission standards and encourages eco-driving, while the FRA focuses on developing climate-resilient infrastructure and increasing solar-powered public assets. The effectiveness of these strategies depends significantly on private-sector collaboration, with organizations such as the Fiji Bus Operators Association (FBOA) and the Road Haulage Association (RHA) providing essential expertise for fleet upgrades. Together, these institutions—connected through regulators such as the FCCC and the Revenue & Customs Service (FRCS)—create an ecosystem aimed at reducing reliance on fossil fuels while maintaining an inclusive and resilient transport network for Fiji.

The land transport sector is undergoing a structural shift toward electrification and efficiency. Under the Fiji Low Emission Development Strategy (LEDS) 2018-2050 (Government of Fiji 2018a), the government envisions a "Very High Ambition" scenario where 100% of the vehicle fleet is electric by 2050. Implementation is already underway; the NDC Investment Plan (Government of Fiji 2022b) outlines the development of an Electric Vehicle Network to support the import of up to 16,000 electric vehicles (EVs) and the establishment of a distributed charging infrastructure. Complementing these efforts, the National Development Plan 2025-2029 and Vision 2050 (Government of Fiji 2024d) prioritizes investment in non-motorized transport (NMT) and public transport, including the pilot of electric bus fleets on high-demand corridors.

Maritime transport, vital for an archipelagic nation, faces equally ambitious targets. Fiji aims for a 100% carbon-free shipping sector by 2050, with an interim goal of a 40% reduction in emissions by 2030. The National policies related to Maritime integrate mandatory and voluntary measures, such as the use of biofuels, solar/wind-assisted propulsion, and the piloting of fully electric ferries for short-distance routes. Furthermore, the Fiji Maritime and Land Transport Policy (Government of Fiji 2015a) promote operational efficiencies like slow steaming and weather routing to minimize fuel intensity across the domestic fleet.

The aviation sub-sector is leveraging technological innovation to meet net-zero commitments. The Fiji Low Emission Development Strategy 2018-2050 (Government of Fiji 2018a) forecasts the introduction of electric planes by 2040, aiming for them to service 20% of passenger activity by 2050. Concurrently, Fiji Airways is advancing a Sustainable Aviation Fuel (SAF) Integration Initiative, targeting 10% SAF usage by 2030. Physical infrastructure is also being climate-proofed; the Republic of Fiji: National Adaptation Plan (Government of Fiji 2018c) calls for the upgrading of airports and jetties to meet international disaster-resilience standards, while the Fiji National Infrastructure Investment Plan 2023-2034 (Government of Fiji 2023d) details the expansion of renewable energy at key hubs, such as the 3.5MWH solar farm at Nadi Airport.

Fiji's strategy relies on a sophisticated mix of regulatory mandates and market-based incentives to scale low-carbon solutions. The Green Growth Framework for Fiji (Government of Fiji 2014a) and the Fiji National Energy Policy 2013-2020 (Government of Fiji 2013) advocate for the phasing out of inefficient fossil fuel subsidies in favor of targeted assistance for green technology. Currently, duty concessions are provided for hybrid vehicles and Euro-compliant buses to accelerate fleet renewal. To ensure long-term sustainability, the Fiji NDC Implementation Roadmap 2017–2030 (Government of Fiji 2017b) focuses on lifecycle management, including the design of recycling and disposal policies for hybrid batteries and a national end-of-life vehicle scrappage program. Through these integrated policies, Fiji is not merely reacting to climate change but is actively re-engineering its economy for a resilient, zero-emission future.

Transport GHG Emissions Outlook

According to The 2018 Fiji Low Emission Development Strategy (LEDS) 2018-2050 (Government of Fiji 2018a), the official Business-as-Usual (BAU) Unconditional scenario for transport CO2 emissions—assuming no international financial aid—predicts a 123% increase in emissions from 2020 to 2050 (Figure 48). This corresponds to a steady annual growth rate of 2.7%. While bus emission growth is minimal at 0.1% per year, other modes like trucks, domestic aviation, and shipping are expected to grow faster at 3.4% annually. These forecasts highlight a significant challenge: as Fiji's economy and population expand, the carbon intensity of traditional, fossil-fuel-based transportation could threaten the country's climate goals commitments.

To counter this growth, the LEDS (Government of Fiji 2018a) outlines an ambitious roadmap toward deep decarbonization, particularly through the Very High Ambition scenario, which aims to achieve net-zero emissions in the sector by 2050. Central to this transformation is a national electric mobility strategy that aims to convert the land transport fleet to electric vehicles, achieving 100% electric vehicle adoption by 2050. The plan also envisions a parallel transition in the domestic maritime and aviation sectors, transitioning toward electric outboard motors, low-carbon vessel designs, and the adoption of biojet fuels and electric aircraft. Table 2. Mitigation opportunities in Land Transport below highlights identified mitigation opportunities in the Fiji NDC Implementation Roadmap 2017–2030 (Government of Fiji 2017b).

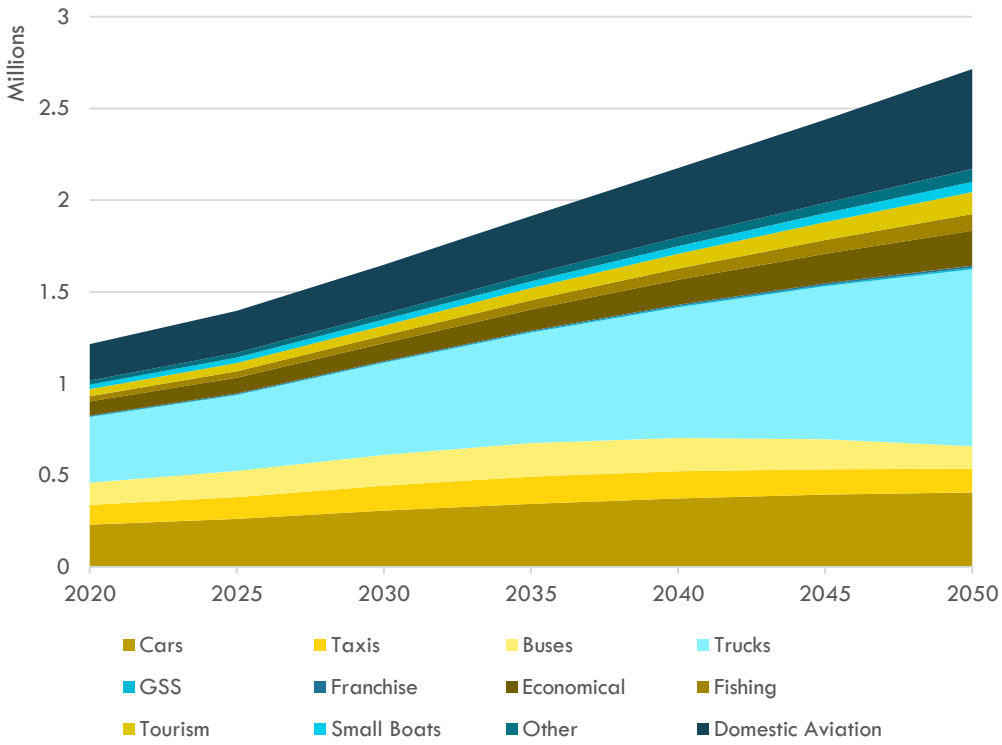

Figure 48. BAU Unconditional Scenario for CO2 Emissions
Source: (Government of Fiji 2018a)

Forecasts highlight a significant challenge: as Fiji's economy and population expand, the carbon intensity of traditional, fossil-fuel-based transportation could threaten the country's climate goals commitments.

Table 2. Mitigation opportunities in Land Transport

OPPORTUNITIES (NUMBER IS PRIORITY WITHIN THE TRANSPORT SECTOR)	INDICATIVE DEVELOPMENT, CAPACITY BUILDING AND TECHNICAL ASSISTANCE 2020-2030 (USD M)*	INDICATIVE INVESTMENT NEEDS TO 2030 (USD M)	INDICATIVE TOTAL MITIGATION 2020-2030 (TCO2)
T2 Alternative Fuels in Land and Maritime Transport	1.1	36	211,000
T4 Vehicle Replacement Program for Cars and Taxis**	1	524.9	448,000
T5 Lautoka Zero Carbon Transport Challenge/Strategy	NA	1	NA
T7 Vehicle Replacement Program for Lorries and Buses**	0.8	134.4	250,000
T9 End-of-Life Vehicle Programme	0.5	5	11,000
T11 Bicycle/E-Bike Financing Initiative**	2.8	4.2	65,000
T13 Traffic Congestion Reduction Measures***	25.8	20	59,000
T15 Bus Network Information Transport System (ITS)***	8.9	104.6	137,000
T16 Electric Vehicle Network Development**	11.8	592.2	173,000
T18 Land Transport Infrastructure Upgrade for Non-motorized Transport***	899.7	3,736.50	22,000
T1 National Action Plan for Decarbonizing Maritime Transport	0.6	NA	NA
T3 Outboard Motor Transition**	0.4	114.6	105000
T8 Sail-powered Cargo/Passenger Ferry***	1.4	35	40000
T10 Zero Carbon Passenger Ferry Trials***	0.1	9.2	5000
T6 National Action Plan for Decarbonizing Maritime Transport	2.5	0	50000
T12 Outboard Motor Transition**	4.5	276	27000
T14 Sail-powered Cargo/ Passenger Ferry***	3	49.5	11000
T17 Zero Carbon Passenger Ferry Trials***	0.5	6.6	115000
E11 Supporting the Implementation of the Green Ports Master Plan	0.8	3	19000

Source: (Government of Fiji 2022b)

Note: Aggregated information for mitigation opportunities in Land Transport

**Includes the total investment in vehicles. ***Includes the total investment in roads (vehicle & bike lanes and barriers) and other traffic management activities.

Climate resilience and disaster preparedness in transport

Fiji faces a transport resilience crisis. As a Pacific island nation, its population and critical infrastructure are concentrated in vulnerable low-lying coastal zones. This geographic exposure directly threatens the economic foundations of the country, specifically the tourism sector, which drives 40% of GDP and sustains one-third of the formal workforce (Government of Fiji 2025d). Without urgent adaptation, Fiji's economic outlook is bleak. Projections suggest that climate-driven disruptions could drain up to 6 percentage points from annual GDP growth by 2050 (World Bank 2025a). Strengthening the resilience of Fiji's transport and coastal infrastructure is no longer a long-term goal; it is a fundamental requirement for national economic survival.

Climate change poses a significant threat to Fiji's transport infrastructure. Fiji is estimated to face a potential average annual loss of 5-18 million USD to its transport infrastructure due to hazards, representing 0.03-0.15% of its GDP (CDRI n.d.; E. E. Koks et al. 2019; Verschuur et al. 2023). These losses are distributed across various transport modes: 50% for roads, 13% for rail (with just 590 kilometers of infrastructure), 28% for ports, and 9% for airports. In addition, about 16 million USD in trade is at risk due to potential disruptions from climate hazards.

Bridges carry significant potential for damage, with just 0.025% of transport infrastructure accounting for an average annual loss of 9% (BU 2026). Figure 49 shows the number of bridges, culverts, crossings, and footbridges by region as reported by the FRA. Fiji's 149th ranking out of 208 countries in 2023 for road network vulnerability highlights its susceptibility to disruptions (E. Koks et al. 2023). With 5% of the population living in low-lying coastal areas, sea-level rise and increased storm surges exacerbate the need for resilient infrastructure to protect communities and maintain connectivity (UN, n.d.). Looking forward, a 4.5-degree temperature increase scenario would expose more than 80% of Fiji's road and rail assets to extreme precipitation.

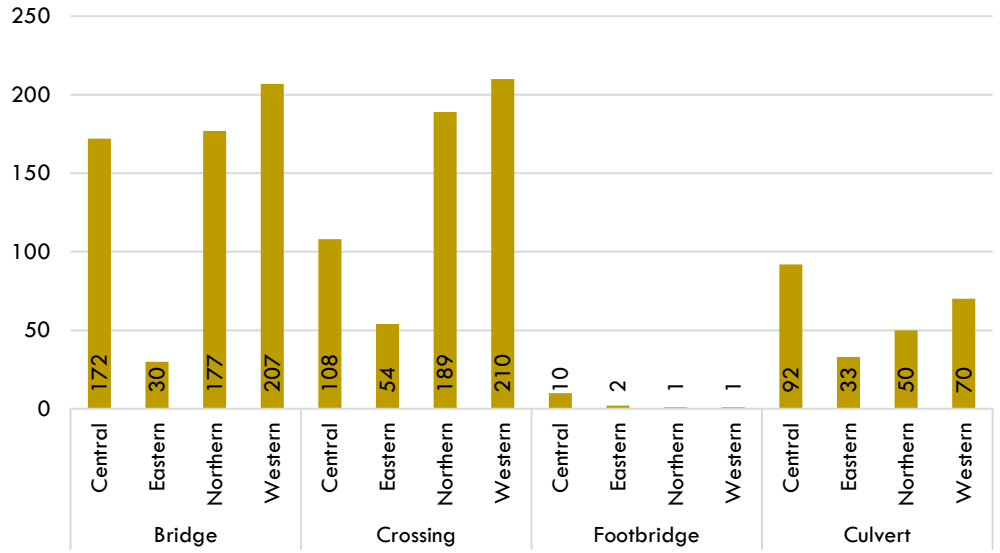

Figure 49. Number of Bridges, Culverts, Crossings, Footbridges by Region in Fiji
Source: (Government of Fiji 2024b)

Risk and damage estimates vary greatly depending on the assumptions made. Verschuur et al (2023) estimated that in Fiji, the annual risk per port is approximately $7 million, accounting for physical damages to port infrastructure, critical infrastructure nearby—such as electricity, roads, rail, and power plants within a 1 km radius—and the logistical losses incurred by port operators, carriers, and shippers due to operational downtime (Figure 50).

In response, the Fiji Critical Bridges Resilience Project (ADB 2025), a collaboration between the Asian Development Bank (ADB), the World Bank, and the Fijian Government, aims to bolster the resilience and safety of the transport network, particularly on Viti Levu. Building on the 2014 Transport Infrastructure Investment Sector Project (ADB 2016). This initiative prioritizes the replacement of critical bridges that are in poor condition or at risk of collapse. This could be crucial given the current road system's lack of alternative routes and aging infrastructure, which makes it highly vulnerable to disruptions, especially during floods that can isolate communities and impede access to essential services.

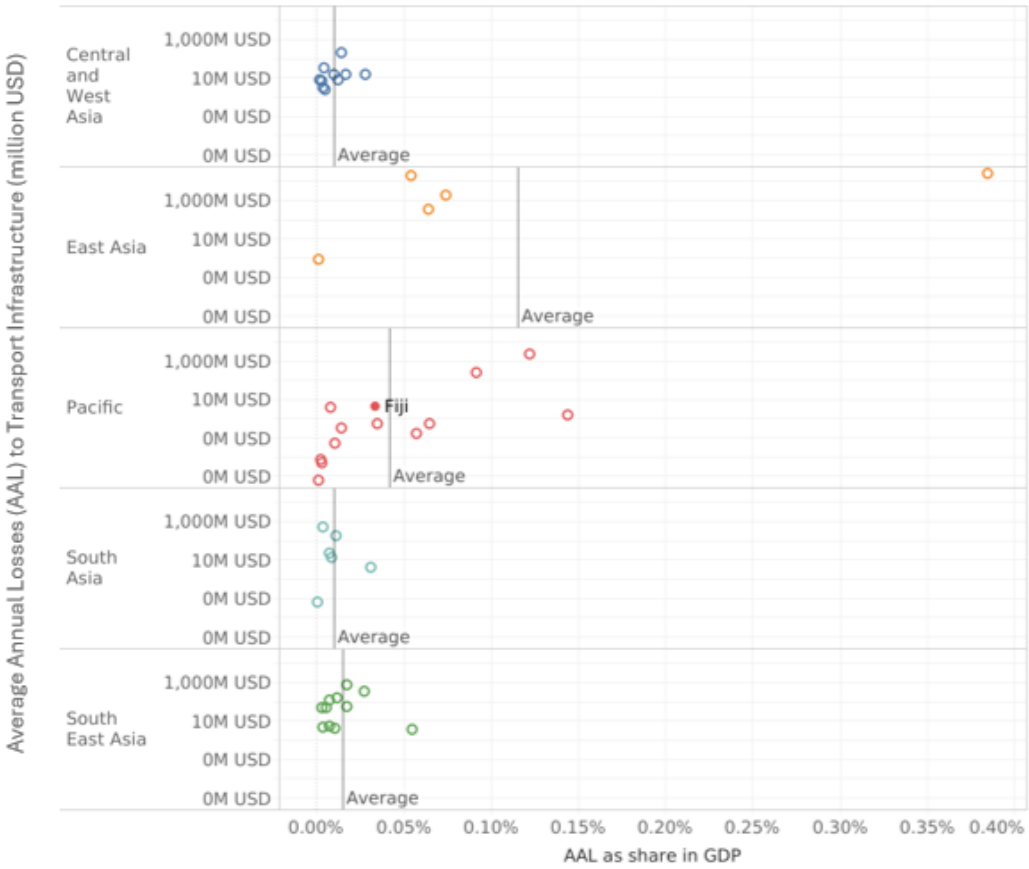

Figure 50. Average Annual Losses to Transport Infrastructure (in million USD and as share of GDP) – Sub-regional Groups in Asia and the Pacific
Source: ATO analysis and visualization based on CDRI (n.d.)

Fiji is estimated to face a potential average annual loss of 5-18 million USD to its transport infrastructure due to hazards, representing 0.03-0.15% of its GDP

Fiji's transport resilience framework represents a paradigm shift from reactive reconstruction to proactive adaptation. Central to this evolution is the Republic of Fiji: National Adaptation Plan (Government of Fiji 2018c), which mandates the comprehensive upgrading of airports, airstrips, and road networks to meet rigorous international climate-resilience standards. This is mirrored by the Fiji Maritime and Land Transport Policy (Government of Fiji 2015a), which prioritizes the development of certification standards for climate-proofing infrastructure while establishing the enforcement measures necessary for environmental protection. The urgency is clear: the National Development Plan 2025-2029 and Vision 2050 (Government of Fiji 2017a) explicitly advocate for road realignment and the replacement of vulnerable low-level crossings with bridges to ensure continuity during extreme weather events.

The integration of nature-based solutions (NBS) has emerged as a cornerstone of Fiji's resilient infrastructure strategy. According to the Updated Nationally Determined Contribution (Government of Fiji 2020b), the government is committed to prioritizing economically viable, ecosystem-based interventions to mitigate flooding and cyclonic impacts. This approach is operationalized in the Fiji National Infrastructure Investment Plan 2023-2034 (Government of Fiji 2023d), which identifies the need for nature-based seawalls and for replacing failing "hard-engineering" stone piling with more sustainable riparian buffers and boulder revetment works.

The foresight within Fiji's policy landscape extends to addressing the socio-spatial challenges posed by climate-induced relocation and to integrating early warning systems. The Planned Relocation Guidelines (Government of Fiji 2018b) and their subsequent Standard Operating Procedures provide a transformative framework for managing the permanent movement of communities affected by slow-onset disasters. Concurrently, the Republic of Fiji National Ocean Policy 2020-2030 (Government of Fiji 2020a) and Fiji's Nationally Determined Contribution emphasize the necessity of advanced surveillance protocols, vessel monitoring systems, and river-mouth dredging to maintain maritime safety. By aligning these diverse instruments, Fiji is building a resilient transport backbone capable of withstanding the intensifying pressures of a changing climate.

Transport Air Pollution

Air pollutant emissions from transport-related sources have been decreasing (Figure 51). Harmful pollutant emissions like PM2.5 and black carbon dropped by about 2% each year, with slight decreases in NOx and SOx emissions as well. These improvements happened even as Fiji's GDP grew by roughly 3%. Compared with the Asia-Pacific region, Fiji's reductions in PM2.5 and black carbon were more significant, surpassing the regional average annual reduction of 1%. In 2022, road transport accounted for a small share of Fiji's total air pollution, contributing around 10% of PM2.5, 22% of NOx, 0.02% of SOx, and 24% of black carbon. In contrast, the share of maritime transport is 42%, 12%, 9%, and 37%, respectively (European Commission 2024).

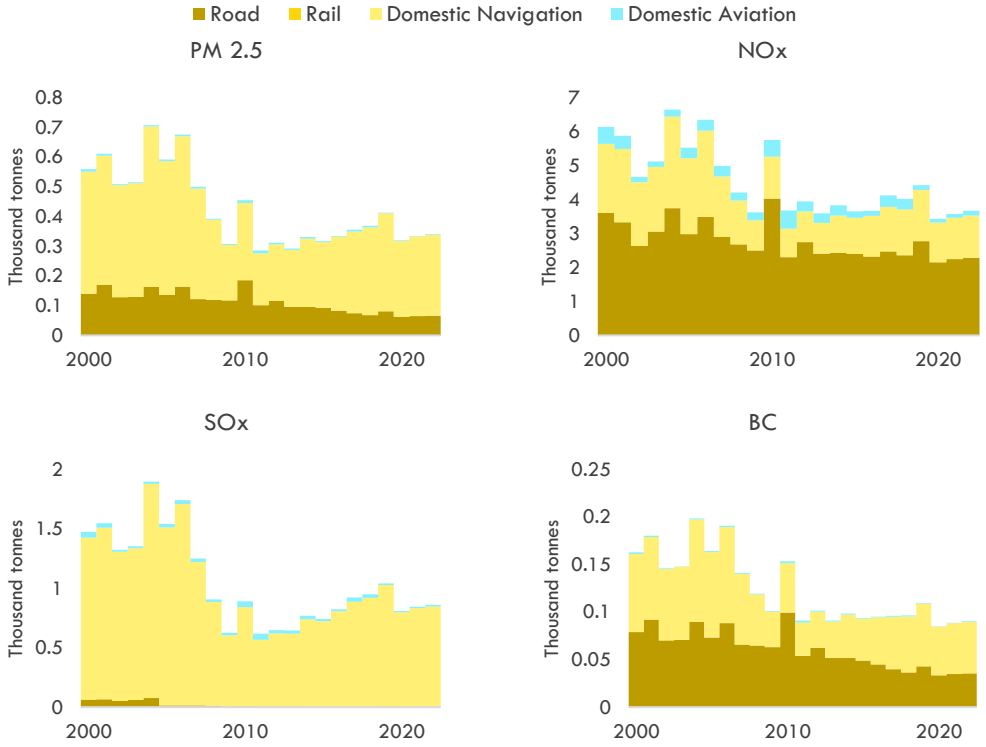

Figure 51. Transport Air Pollutant Emissions in Fiji
Source: ATO analysis and visualization based on European Commission (2024)

Pollutant emissions reveal the prominence of different transport modes. In 2022, transport accounted for 57 percent of total PM2.5 emissions, with the maritime sector playing a key role; domestic navigation alone accounted for 73 percent of these emissions. Over time, there have been significant declines: from 2000 to 2022, transport PM2.5 emissions decreased by 39 percent. The road sector led this decline with a 52 percent reduction, whereas domestic shipping saw a 34 percent drop. (European Commission 2024)

Nitrogen oxides are primarily terrestrial, with transport responsible for 35 percent of total NOx emissions in 2022. Unlike particulates, the NOx distribution differs: about two-thirds of transport NOx came from roads, and one-third from domestic navigation and minor aviation emissions. Emissions have been declining overall, with a 40 percent decrease from 2000 to 2022, with reductions of 36 percent and 39 percent in the road and shipping sectors, respectively. (European Commission 2024)

In contrast, Sulphur oxides are mainly marine, with transport accounting for 9 percent of total SOx emissions in 2022; domestic navigation contributed 99 percent of this figure. Policy measures have had diverse effects: total transport SOx emissions decreased by 41 percent from 2000 to 2022, with the road sector nearly eliminating these emissions (96 percent reduction), while domestic shipping reductions were more modest at 38 percent. (European Commission 2024) (Figure 52).

In 2021, air pollution resulted in 8.1 million deaths worldwide (State of Global Air 2024), making it the second leading cause of death, especially impacting children under five. Nearly 90 percent of these fatalities are associated with noncommunicable diseases like heart disease, stroke, diabetes, lung cancer, and COPD—all linked to poor air quality. The transport sector significantly contributes to serious health problems, including respiratory and cardiovascular diseases, cancer, and negative birth outcomes.

Research indicates that in 2019, PM2.5 air pollution from transport caused approximately 250,000 premature deaths annually across Asia (McDuffie et al. 2021), of which about eight occurred in Fiji. In total, combining all sources, the total health damages due to ambient and household PM 2.5 exposure amounts to about $935 million of health damages from PM2.5 exposure in 2019 (Figure 53).

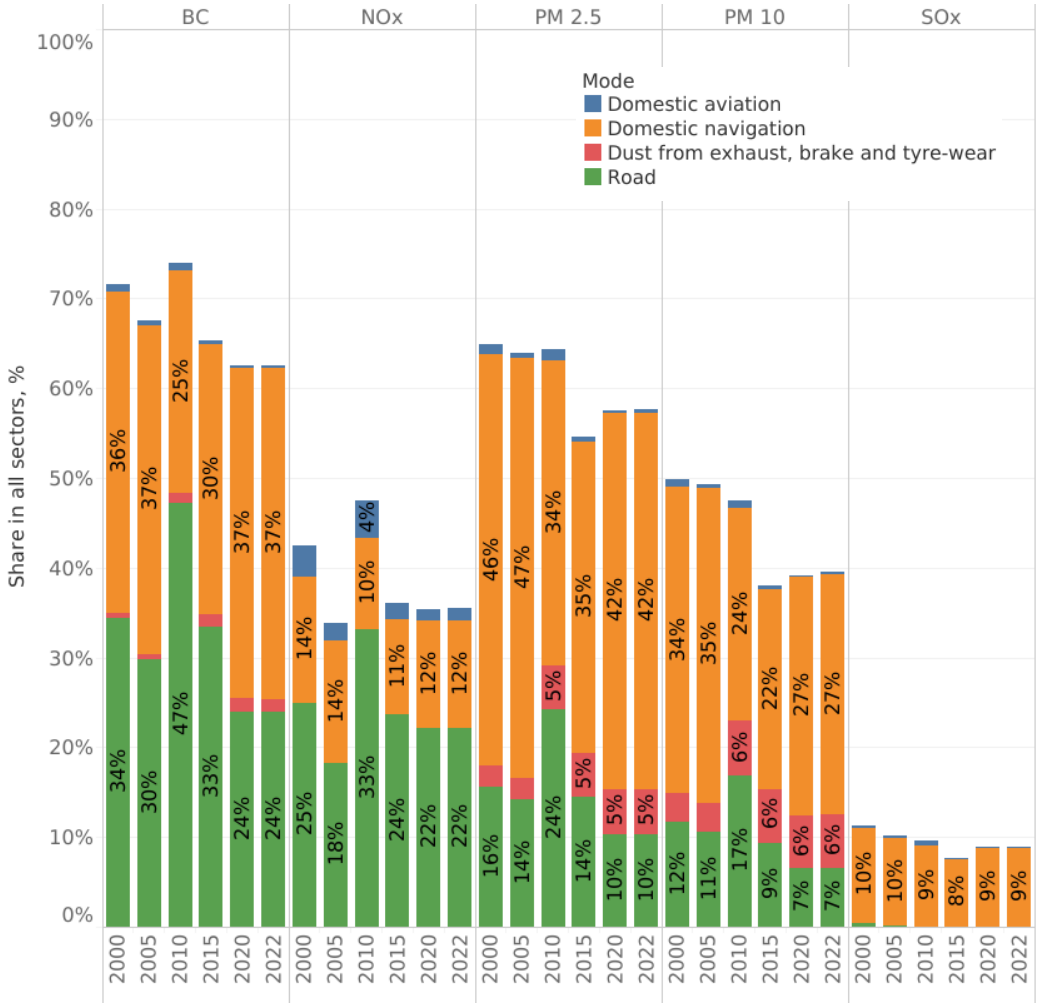

Figure 52. Share of Domestic Transport in Total Economy-wide Emissions, by Mode and Substance
Source: ATO analysis and visualization based on European Commission (2024)

The core of the transport air pollution mitigation policy shift is centered on the 5-Year and 20-Year National Development Plan (Government of Fiji 2017a). These plans emphasize modernizing land transport by implementing stricter emission and fuel standards. This strategy is put into action by the Fiji Maritime and Land Transport Policy (Government of Fiji 2015a), which enforces a zero-tolerance policy on emissions and introduces black smoke testing during vehicle roadworthiness checks. To meet these standards, the NDC Implementation Roadmap 2017–2030 (Government of Fiji 2017b) aims to enforce Euro IV and Euro VI standards for imported vehicles, coupled with the use of low sulfur fuels. Compliance with Euro IV standards is currently mentioned in the latest notice on the importation of used or reconditioned motor vehicles (FRCS 2025). [11]

The strategy extends beyond traditional regulation to include market-based incentives and systemic shifts in urban mobility. Under the NDC Investment Plan (Government of Fiji 2022b), Fiji identified priority project concepts as part of the NDC pipeline such as: a national program for the scrappage of old, carbon-intensive vehicles and a "LifeCycle Initiative" to finance the importation of up to 10,000 standard and e-bikes. The National Climate Change Policy 2018-2030 (Government of Fiji 2019) further reinforces this by disincentivizing carbon-intensive transport modes in favor of urban green spaces and non-motorized infrastructure. These multi-sectoral efforts are unified by the Climate Change Act 2021 (Government of Fiji 2021a), which legally requires the development of a comprehensive Transport Decarbonization Implementation Strategy to ensure the sector reaches net-zero emissions by 2050.

In the maritime and aviation sectors, the policy focus shifts toward fuel diversification and operational efficiency. The Fiji Low Emission Development Strategy (LEDS) 2018-2050 (Government of Fiji 2018a) envisions a transition to biojet fuels starting in 2030 and explores the potential for sail-powered and solar-assisted sea transport. Simultaneously, Fiji's State Action Plan on CO2 Emissions Reduction from International Aviation (ICAO 2024) details the acquisition of fuel-efficient aircraft and the use of electric ground power units to eliminate reliance on diesel generators.

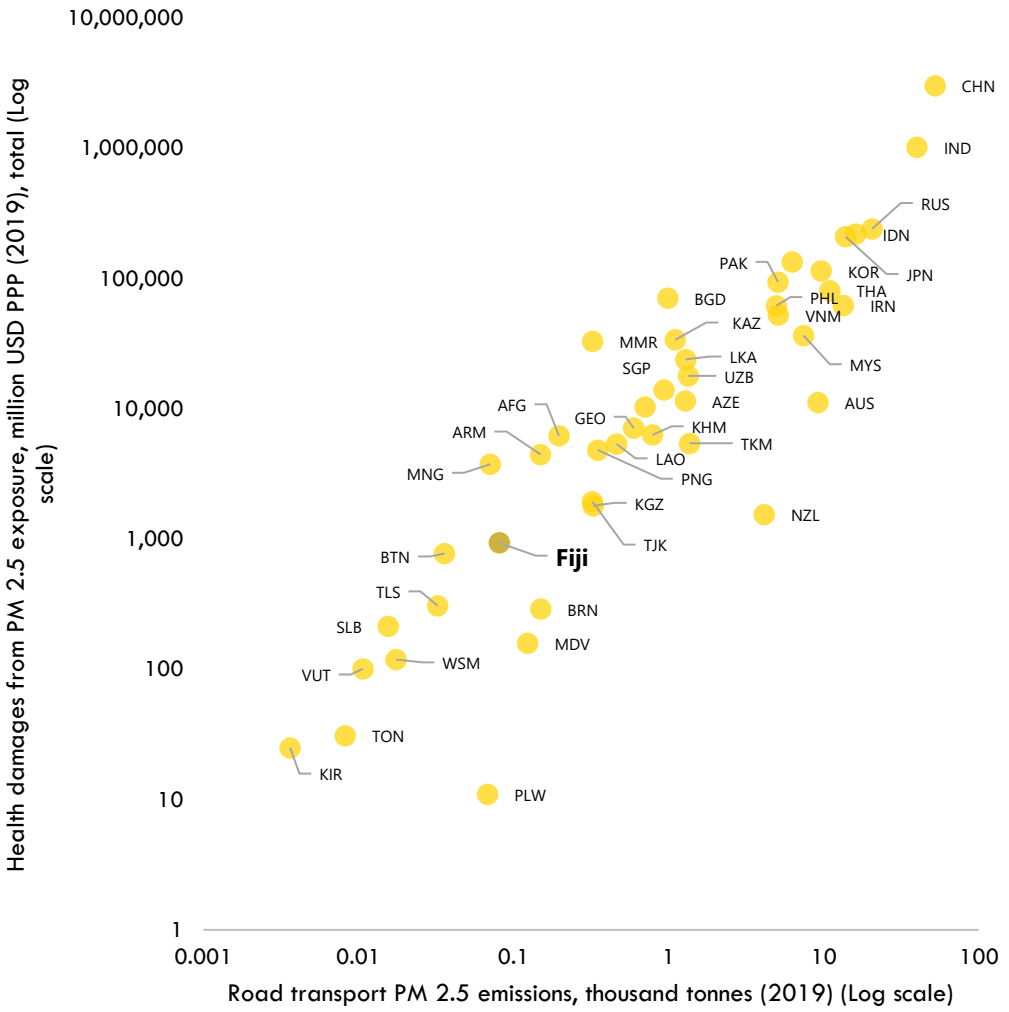

Figure 53. Health Damages from PM 2.5 Exposure (2019)
Source: ATO analysis and visualization based on World Bank (2022)

[11] Imported petrol and diesel vehicles that are more than five years old from the year of manufacture must comply with Euro 4 emission standards. Euro 4 is the currently accepted pollutant emission limit for light-duty vehicles, including cars and light vans. Imported Special purpose vehicles, as well as Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG), and solar vehicles that are more than eight years old from the year of manufacture, must also meet Euro 4 standards to qualify for importation.

Leverage Science, Technology, and Innovation for Sustainable Transport

Leverage Science, Technology, and Innovation for Sustainable Transport

Over the past decade, Fiji has seen rapid growth in internet access and digital connectivity, though there are still significant differences depending on location and service quality. Recent studies project that internet penetration will reach between 79% and 85% of the population in 2025–2026, based on various data sources. (ITU 2025; Datareportal 2025; ISP 2024) (Figure 54).

Mobile broadband networks (3G/4G) are nearly universal, and fixed broadband speeds have increased, with median fixed download speeds exceeding 30 Mbps by late 2025, indicating improving infrastructure performance (Datareportal 2025). At the same time, affordability has been recognized as relatively strong globally, and investment in undersea fiber, fiber-to-the-home, and 5G rollout reflects an active policy and commercial push to boost connectivity (TFL 2018). The City of Suva reported in 2017 that 99% of the residents have access to mobile networks. The reliability of the internet network remains a challenge (Suva City Council 2025).

Despite progress, connectivity gaps remain—rural and remote regions continue to struggle with infrastructure and reliability issues. International evaluations rate internet service resilience and provider options as average (ISP 2024). The Government's National Digital Strategy and recent 5G rollout aim to close these gaps and advance broader initiatives in digital transformation, economic inclusion, and innovation, highlighting internet access as vital for social and economic growth (Fiji Government national 5G media release).

Technology deployment is evident through policy measures that support electric mobility pilots, expand charging infrastructure, manage battery lifecycles, and evaluate grid readiness. These efforts connect transport innovation directly to energy system planning and emissions monitoring (Government of Fiji 2025d, 2022b).

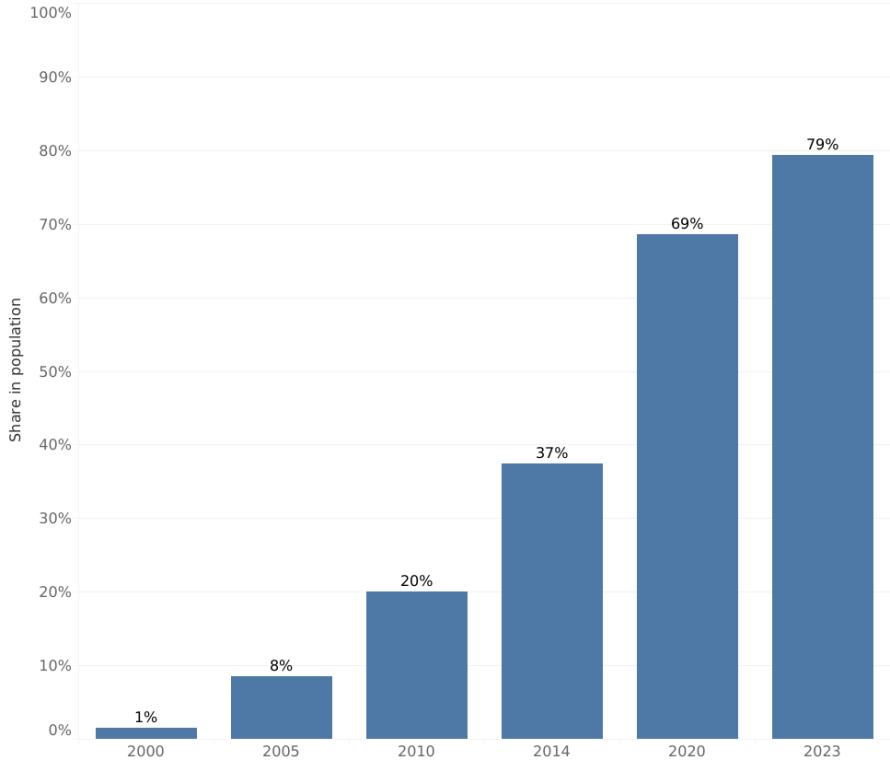

Figure 54. Share of Population using the Internet in Fiji
Source: ATO analysis and visualization based on ITU (2025)

Additionally, digital and intelligent transport solutions are being formally investigated, including a pre-feasibility study on Intelligent Transport Systems for Suva conducted by NIPA with international technical partners. This study focused on traffic management, data integration, and institutional readiness, though its implementation was interrupted by COVID-19 (ESCAP 2025).

Crosscutting

Transport Sector's Economic Contribution and Employment

Since 2000, Fiji's GDP has grown at roughly 5.4% per year, nearly twice the pace of its population growth. This rapid economic expansion has increased pressure on the transport system, which must adapt to the country's economic growth, urbanization, and development goals. The transport sector is growing quickly and is vital to the economy, contributing approximately 18% to the total gross value added in 2024 (Figure 55).

The economic significance of Fiji's transport sector is multifaceted. In 2023, the transport sector contributed 13% directly to Fiji's GDP. However, the contribution has marginally decreased over the years. The sector's gross value added (GVA) as a share of GDP declined from 14% in 2015 to 13% in 2023, but it remains above the Asia-Pacific average of 9% (UNStats, n.d.).

The wholesale and retail trade, along with repair services for motor vehicles and cycles, make up less than 10% of Fiji's total trade. From 2015 to 2019, this sector experienced consistent growth of 6% annually. During the pandemic, it declined by 16% per year, but has since rebounded and grown by 20% annually 2021 (Figure 56).

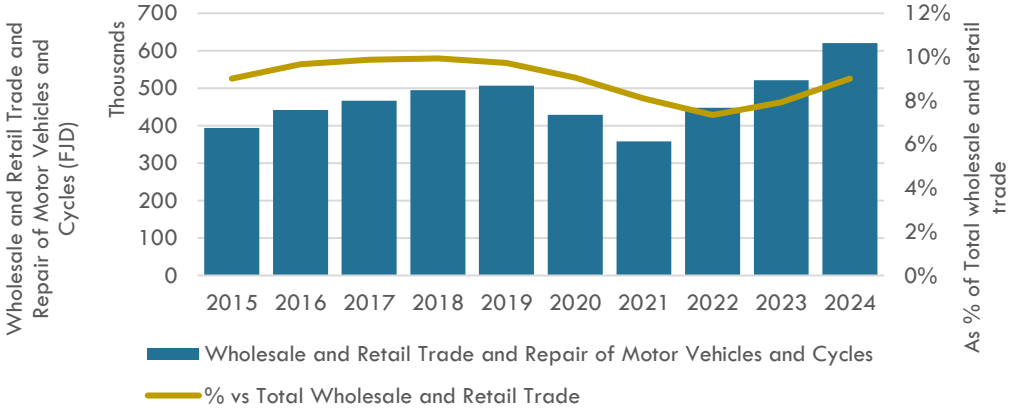

Figure 56. Wholesale and Retail Trade and Repair of Motor Vehicles and Cycles (Value in FJD and % of Total Wholesale and Retail Trade)
Source: (FBS, n.d.)

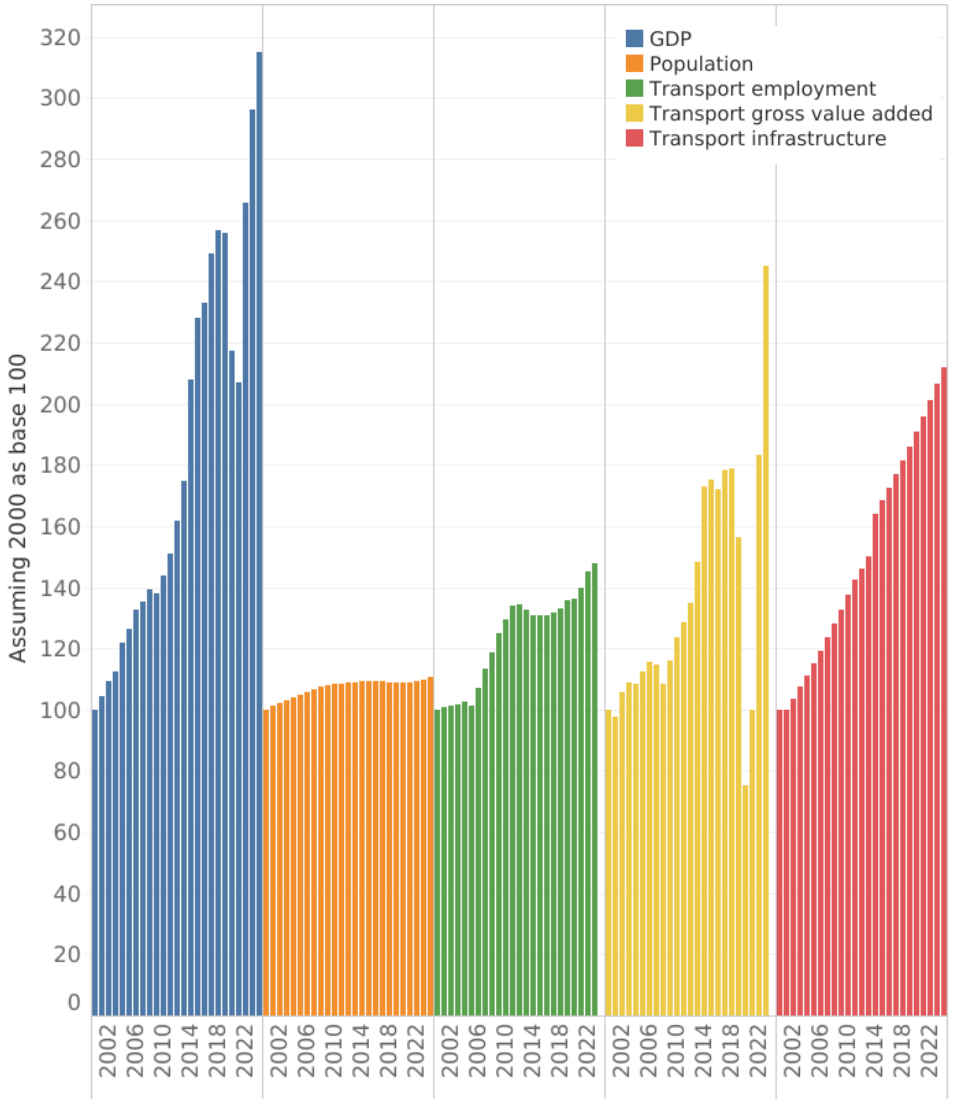

Figure 55. Transport and Economics Indicator Indexes (2000 as 100)
Source: (ATO 2025b; ILO 2026; UNDESA - Population Division 2022; UNStats, n.d.; World Bank 2023)

Regarding employment, Fiji's transport sector saw modest growth, increasing from 27,000 jobs in 2015 to 30,000 in 2023, representing an average annual growth rate of 1.5%, slightly below the Asia-Pacific average of 2%. The sector's contribution to total employment in Fiji stands at 8% as of 2023, exceeding the Asia-Pacific average of 6%. Female employment within the industry has also slightly increased, maintaining a 2% average annual growth rate between 2015 and 2022, which aligns with the regional average (ILO 2026).

In 2023, the Fiji Statistics Authority conducted a wholesale and retail trade survey involving more than 2,000 establishments. The survey reveals that 16% of the persons engaged in the sector are working in sub-sectors related to vehicles, almost half (48%) of them involved in motor vehicle sales (FBS 2025). Eighty-eight percent (88%) of them are male.

While the transport sector plays a significant role in Fiji's GDP, the costs of inefficiencies heavily impact the economy. Externalities related to transport cover a wide range, from climate change effects caused by greenhouse gas emissions to local public health issues stemming from premature deaths due to pollutants like PM2.5. Additional challenges come from traffic congestion, road deterioration, and the external costs of road crashes. In 2024, these external costs are estimated at around $80 million, a significant share of the national economy (Figure 57). This figure highlights the need to improve transport not just as an economic issue but also as a social and environmental priority, reflecting broader costs beyond direct financial figures.

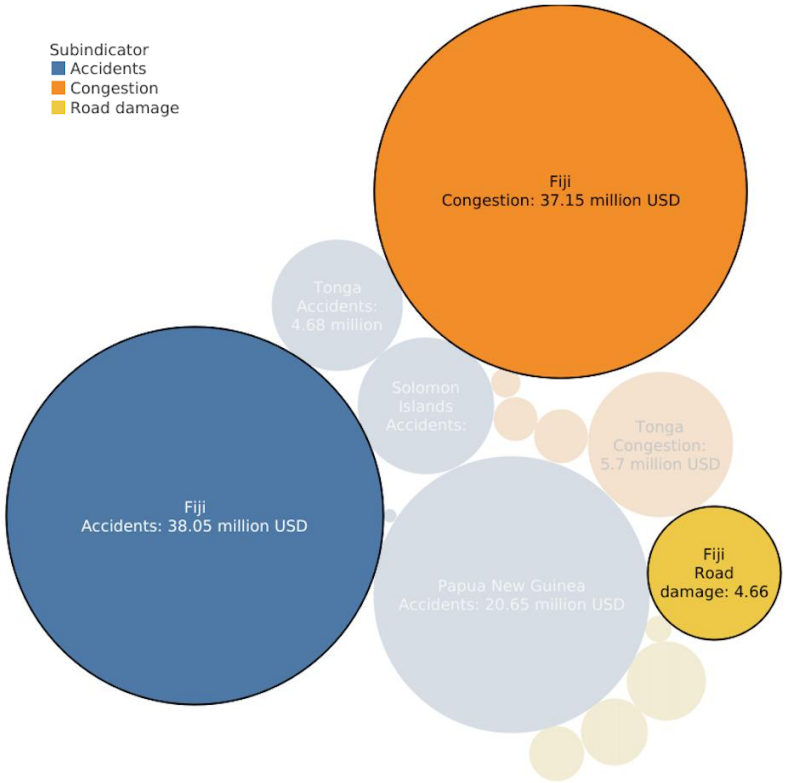

Figure 57. External Cost to Society due to Fossil Fuel Subsidies in Transport in Pacific, 2024
Source: ATO analysis and visualization based on IMF (2024)

The transport sector is growing quickly and is vital to the economy, contributing approximately 18% to the total gross value added in 2024

Since 2015, average labor productivity levels—in terms of gross value added per employee— in Fiji have increased by about 3 percent per year (Figure 58). This is higher compared to about 2 percent average annual improvement for the Pacific Islands, but lower than the 4 percent improvement per year for Asia-Pacific during the same period.

To address the gap in specialized skills, the Fiji Low Emission Development Strategy (LEDS) 2018-2050 (Government of Fiji 2018a) outlines a long-term research plan and capacity-building to support Fiji's transition to a low-carbon maritime sector, including the revival of traditional knowledge. The National Development Plan 2025-2029 and Vision 2050 (Government of Fiji 2024d) intensify these initiatives by promoting expanded vocational training for maintaining green infrastructure and providing tertiary scholarships via the Tertiary Education Loans Scheme (TELS) for aviation and transport economists. At the same time, the NDC Investment Plan (Government of Fiji 2022b) Fiji NDC Implementation Roadmap 2017–2030 (Government of Fiji 2017b) focus on targeted training for private sector workers, such as scrappage facility managers and car dealers, to handle the end-of-life cycle of electric vehicle (EV) batteries and fleets compliant with Euro VI standards. Through gender-responsive budgeting and formalizing apprenticeship schemes—outlined in the Roadmap for Democracy and Sustainable Socio-economic Development—Fiji (Government of Fiji 2010) aims to transform its transport employment landscape. The Fiji National Gender Policy (Government of Fiji 2014b) and the Gender Equity & Social Inclusion (GESI) Policy 2021-2024 (Government of Fiji 2021b) call for the development of safe, confidential, and accessible facilities to encourage women's participation in a traditionally male-dominated workforce.

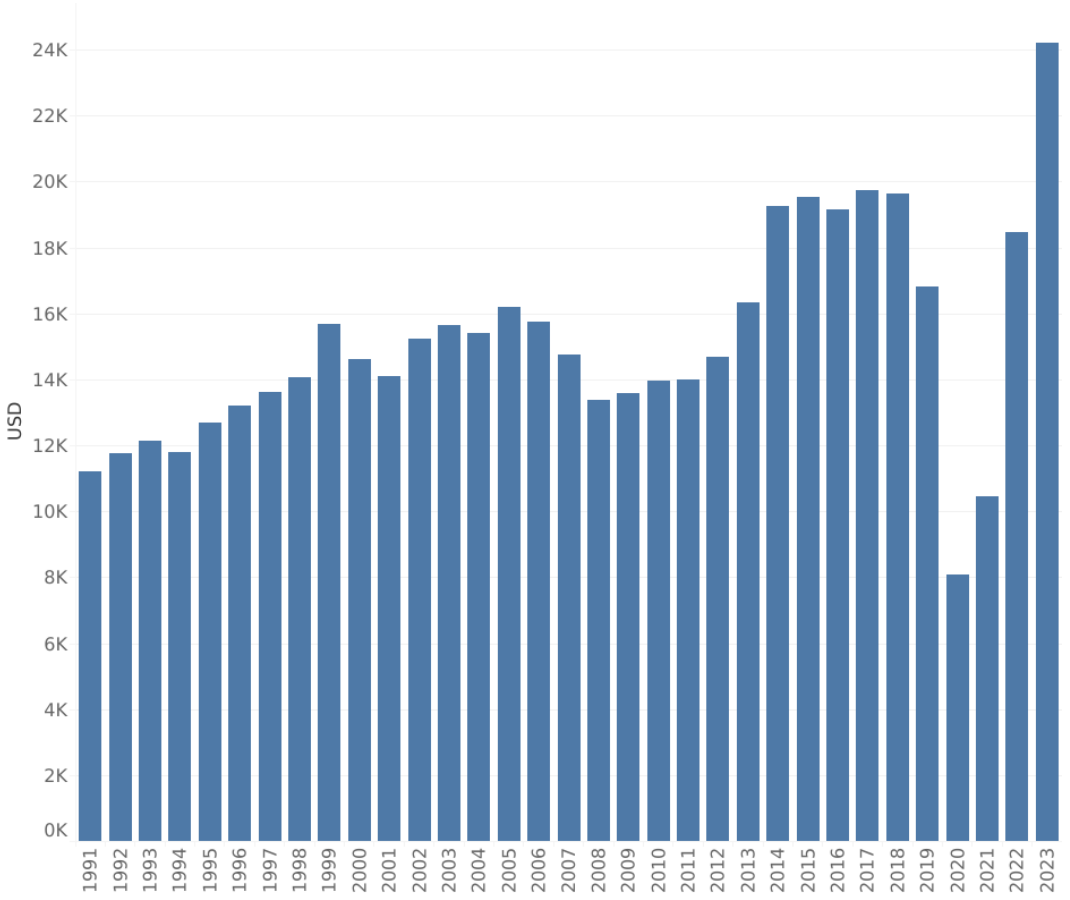

Figure 58. Gross Value Added per Employee in Fiji
Source: ATO analysis and visualization based on ILO (2025); UNStats (n.d.)

Since 2015, average labor productivity levels—in terms of gross value added per employee— in Fiji have increased by about 3 percent per year.

Transport Activity

Transport activity in Fiji significantly grew from 2015 to 2018, driven by population increase and greater daily mobility. During this time, daily trips rose from 1.3 million to 1.5 million, and trips per household jumped from 6.3 to 7.6, reflecting more active participation in economic and social life. Total passenger kilometers went up from 6.8 million to 7.9 million, mainly due to car travel, which increased from 2.0 to 3.0 million passenger-km, surpassing public transport gains. Public transport passenger-km also grew from 3.2 to 3.5 million, maintaining its key role in daily movement, whereas walking slightly declined in absolute terms. (Government of Fiji, n.d.-e) (Table 3).

The proportion of the population traveling on a typical day rose from 50% to 63%, and households with at least one daily trip increased from 81% to 89%, showing broader mobility engagement. Meanwhile, average travel time per person grew from 36 to 44 minutes daily, indicating that higher travel demand led to longer or slower journeys, likely due to increased congestion and network strain constraints. (Government of Fiji, n.d.-e)

Motorization

Fiji's vehicle ownership has grown substantially, with the number of vehicles per 1,000 people increasing from 68 in 2000 to 167 in 2024. This equates to a current fleet of around 154 thousand vehicles (Government of Fiji 2025b).

Between 2000 and 2015, Fiji experienced an average annual increase of around 4% in vehicle registrations. Since 2015, this rate has risen to around 5%. However, Fiji's motorization rate remains below the Asia-Pacific average (155, and 287 vehicles per thousand people, respectively) (Figure 59). Most (approximately 74%) registered vehicles are privately owned passenger cars (FBS, n.d.). A 2019 survey by the Fiji Bureau of Statistics found that private cars are the primary mode of transport for the majority of Fijians (72%), while buses (13%) and walking (9%) are also significant modes of daily commuting.

Table 3. Key Statistics – Travel Activity

FIJI KEY STATS	2015	2018
Population	845,000	885,000
Households	200,000	192,000
Trips per day (million)	1.3	1.5
Trips per household per day	6.3	7.6
Passenger kms (million)	6.8	7.9
Public transport	3.2	3.5
Car	2	3
Walk	1.2	1
Waterways	0.2	0.2
Share of population travelling on a typical day	50%	63%
Share of households travelling on a typical day	81%	89%
Average time spent travelling (per person, per day) (minutes)	36	44

Source: (Government of Fiji, n.d.-e)

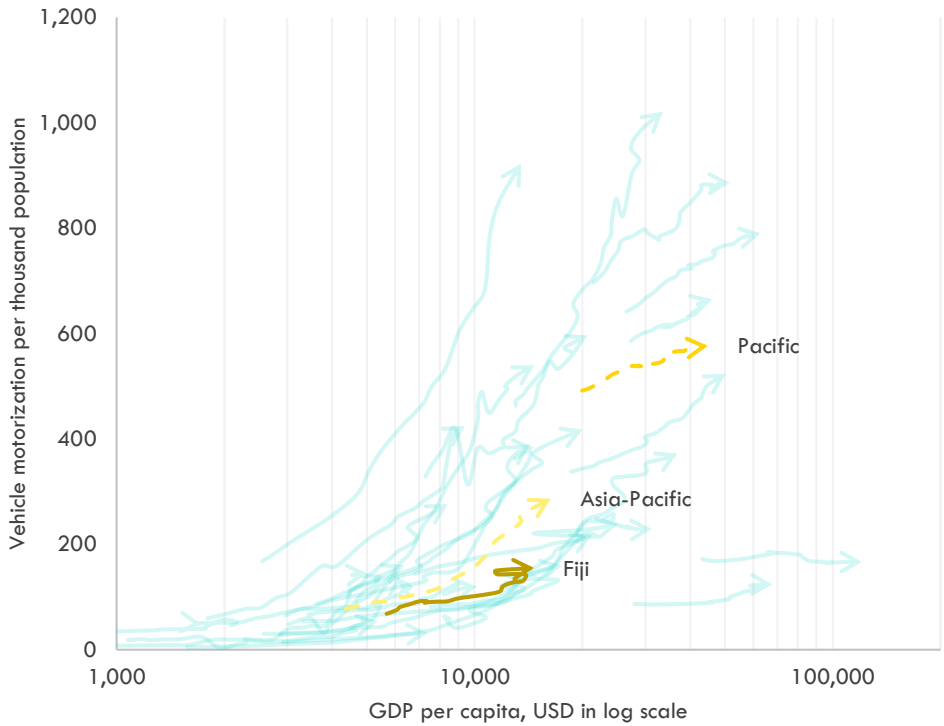

Figure 59. Vehicle Motorization Rate vs. GDP per capita in Asia-Pacific
Source: Country official statistics, World Bank (n.d.)
Notes: Pacific subregion includes Australia and New Zealand. Values are for 2000-2022.

Recent data show a significant shift in the national transport landscape, with a growing dependence on private vehicles diminishing the use of mass transit. This increase in vehicle ownership is driven almost entirely by private ownership, while the high-capacity public transport sector is contracting. The registered bus fleet saw an absolute decline of 533 vehicles between 2018 and 2021.

This 22% reduction—dropping from 2,413 to 1,880 units (UNESCAP 2024)—marks a sharp deviation from established mode-share growth targets. Between 2020 to 2024, 174 buses were registered when compared with 566 over 2015 to 2019 (Figure 60). Without immediate policy intervention to stabilize the bus sector, the trajectory toward private motorization threatens to undermine national commitments to sustainable, low-carbon mobility.

The road transport fleet is mainly made up of private cars, accounting for roughly three-quarters of the approximately 154,000 registered vehicles (Figure 61). Over the past decade, private car numbers have seen the highest growth among all vehicle types, with an average yearly increase of 6%. Meanwhile, the total vehicle fleet has grown at an average rate of 5% annually (Figure 62). In the previous decade, the fleet growth rate was at 2% (Government of Fiji, n.d.-a).

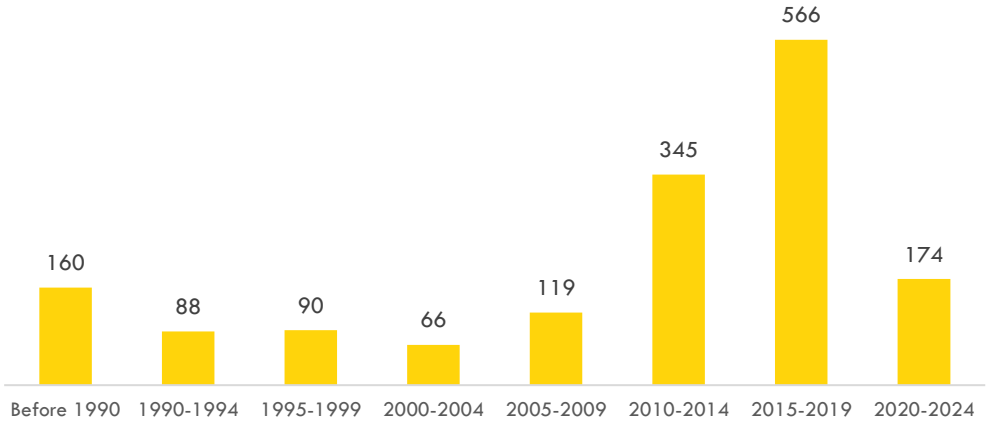

Figure 60. Total Registered Buses Based Counted per every four Manufacturing Years (before 1990-2024)
Source: (Government of Fiji 2025b)

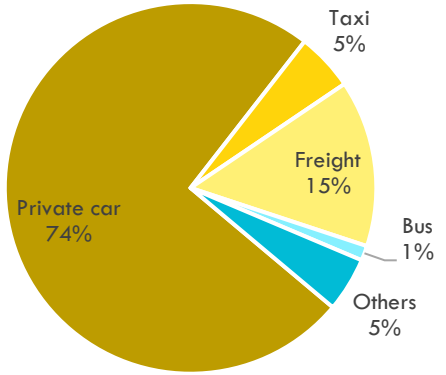

Figure 61. Vehicle Registrations Share by Vehicle Class (2024)
Source: (Government of Fiji, n.d.-a)

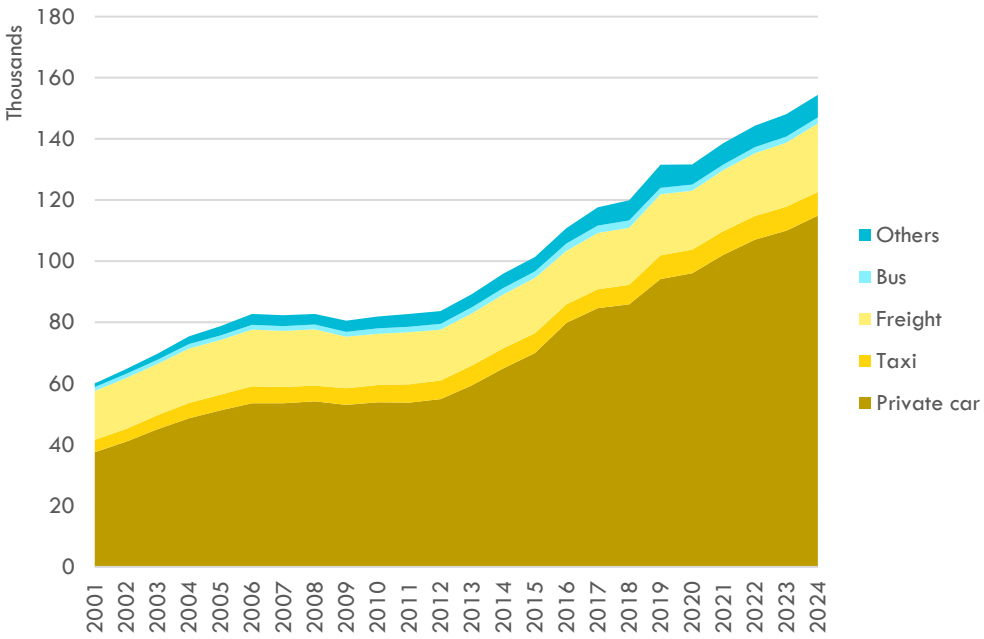

Figure 62. Vehicle Registrations by Vehicle Type
Source: (Government of Fiji, n.d.-a)

The age profile of registered vehicles shows an uneven distribution across different categories. Cars are mainly within the 10 to 20-year range, indicating slow replacement in this top segment. Machinery is the oldest, with most units over 20 years old. Buses and trucks are relatively newer, mostly falling between 5 and 10 years, while recreational vehicles are the newest, with most registered under 5 years old (Figure 63).

The import value of road vehicles exhibits significant cyclical growth over time, with light-duty vehicles (LDVs) consistently leading the market and holding the largest share of import value each year (Figure 64). Significant growth periods—particularly in the mid-2000s, mid-2010s, and after 2021—are mainly driven by increases in LDV and goods vehicle imports, reflecting rising private vehicle ownership and freight needs. Import levels for buses remain relatively low and sporadic, while bicycle and motorized two- and three-wheelers imports are minimal throughout. The rebound after 2020 indicates a swift recovery in vehicle demand following pandemic disruptions, emphasizing road vehicles' vital role in Fiji's transport infrastructure and ongoing reliance on imports fleets.

Policy measures focus on managing the impacts of increased motorization rather than imposing caps or reduction targets on vehicle ownership. They include improving vehicle standards, strengthening inspection and maintenance routines, regulating vehicle imports, and encouraging the use of cleaner, more efficient vehicles. Furthermore, these policies link the growth in private vehicle use to issues like congestion, safety risks, fuel use, and emissions. As a result, they promote demand management, a shift to public transportation, and enhanced traffic control to counteract the pressures of motorization (Government of Fiji 2015a, 2018a).

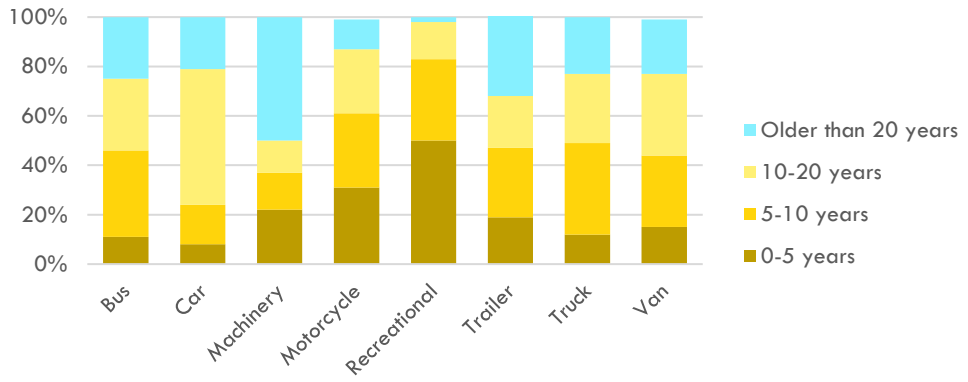

Figure 61. Vehicle Registrations Share by Vehicle Class (2024)
Source: (Government of Fiji, n.d.-a)

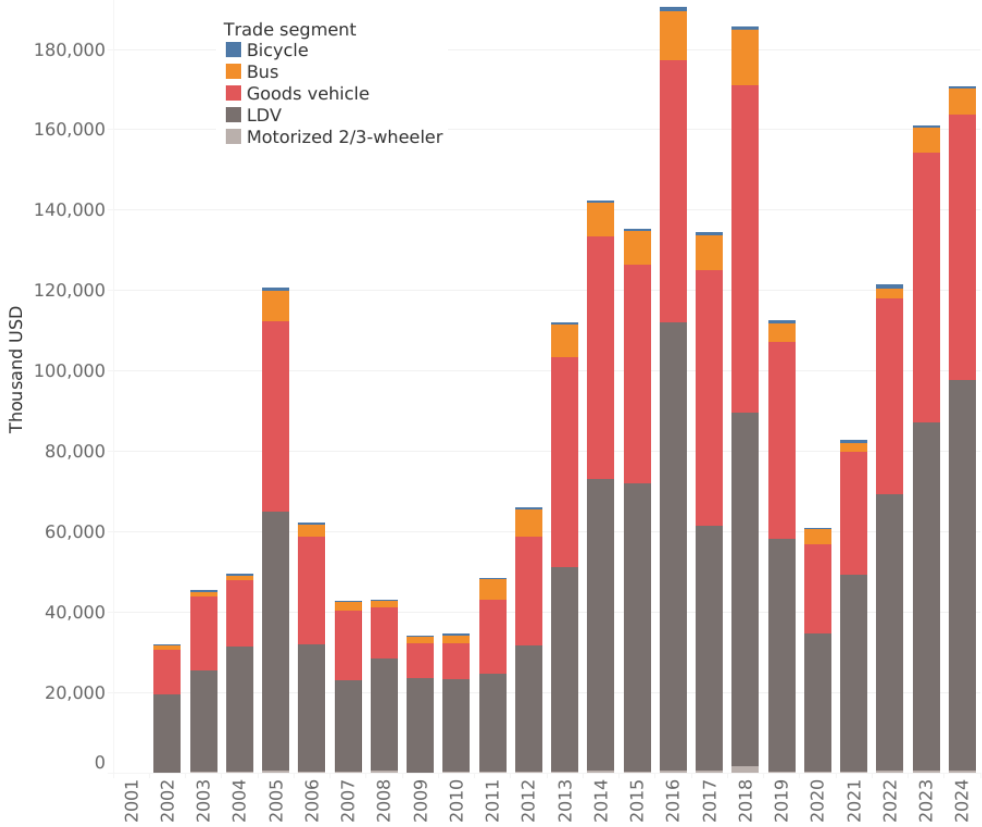

Figure 64. Road Vehicle Imports (in thousand USD)
Source: (Trademap 2025)

Gender in the Transport Sector: Addressing Disparities

Gender disparities persist within Fiji's transport sector. While female employment has marginally increased over the years, women remain underrepresented by about 11% in total transport sector employment in 2022 (Figure 65). However, women's wages (713 USD/month) tend to be higher than men's (543 USD/month), potentially due to occupational differences (ILO 2026).

In terms of road crash fatalities, women have a significantly smaller share, suggesting potential gender biases in trip-making. Despite these trends, Fiji has shown progress in gender equality. Fiji has improved its Global Gender Gap Index (WEF 2023) ranking (from 121st in 2015 to 107th in 2022) and has implemented dedicated gender policies (Government of Fiji 2021c).

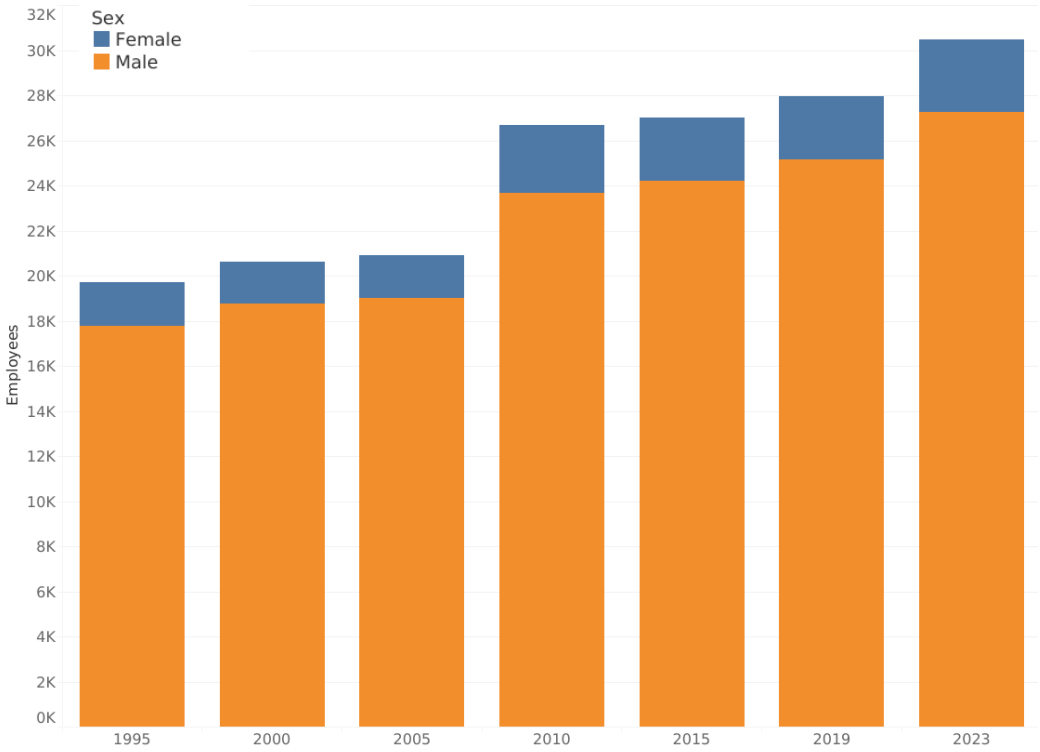

Figure 65. Employment in the Transport Sector (Operations and Services; ISIC category H and J) in Fiji
Source: ATO analysis and visualization based on ILO (2025)

While female employment has marginally increased over the years, women remain underrepresented by about 11% in total transport sector employment in 2022.

Transport Investments - ODA and PPP

Official Development Assistance (ODA) to Fiji's transport sector increased by about 6 times between 2011-2015 (USD 1.7 million) and 2016-2023 (USD 10 million), with the road subsector consistently receiving the largest share (44% and 88%, respectively) (Figure 66) (OECD, n.d.). However, a significant gap exists in private sector involvement, as Fiji's transport sector has not attracted any Public-Private Partnership (PPP) investments between 2011 and 2022 (World Bank 2024c). This highlights a potential area for future development and diversification of investment.

Fiji's NDC Investment Plan (Government of Fiji 2022b) emphasizes the transport sector as highly capital-intensive, where investment demands far exceed public funding, highlighting the importance of ODA and public–private partnerships (PPPs). Total transport investment needs over 2020-2030 are estimated at around USD 864 million, with land transport requiring about USD 705 million for vehicle fleets, infrastructure, and upgrades. Maritime transport needs are approximately USD 159 million, mainly for fleet renewal and port upgrades (Figure 67). Aviation does not require significant capital investments under the current plan, likely due to its lower mitigation potential. Despite these substantial capital needs, capacity building and technical assistance are comparatively modest—around USD 12 million—but could lead to significant future transformations. The investment plan suggests a financing approach where ODA acts as a catalyst by supporting project prep, reducing risks, and attracting private investment, especially in land and maritime transport sectors where PPP models may be suitable viable.

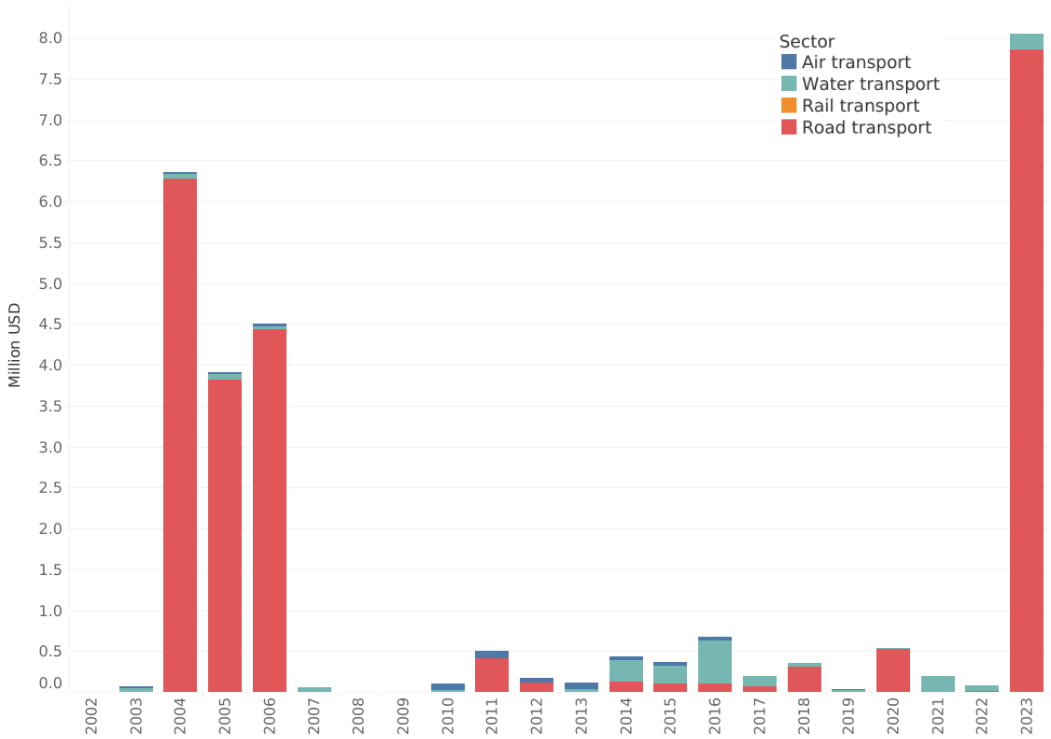

Figure 66. Official Development Assistance to the Transport Sector in Fiji
Source: ATO analysis and visualization based on (OECD, n.d.).

ODA to Fiji's transport sector increased by about 6 times between 2011-2015 (USD 1.7 million) and 2016-2023 (USD 10 million).

The National Infrastructure Investment Plan 2023–2034 (Government of Fiji 2023d) acts as a screening tool for selecting key subprojects, ensuring resources are directed toward assets that are both cost-effective and resilient to disasters. Fiji's transport decarbonization roadmap for 2020–2030 (Government of Fiji 2018a) requires an estimated total capital investment of USD 0.88 billion. This amount is divided into USD 0.86 billion for direct investments and USD 12.2 million for capacity-building and technical aid. This focused investment approach aims to achieve a total reduction of 1,186,000 tCO2 over the decade.

Policy measures strongly focus on prioritizing, sequencing, and enhancing the impact of transport investments. These include bolstering project appraisal and prioritization frameworks, improving asset management and maintenance funding, aligning investments with climate resilience and service efficiency goals, and utilizing external funding and partnerships. Several measures emphasize a shift toward investing in system performance, resilience, and public transport, rather than just expanding capacity, positioning transport investments as a strategic tool for long-term sustainability and reliable service (Government of Fiji 2023d, 2015a).

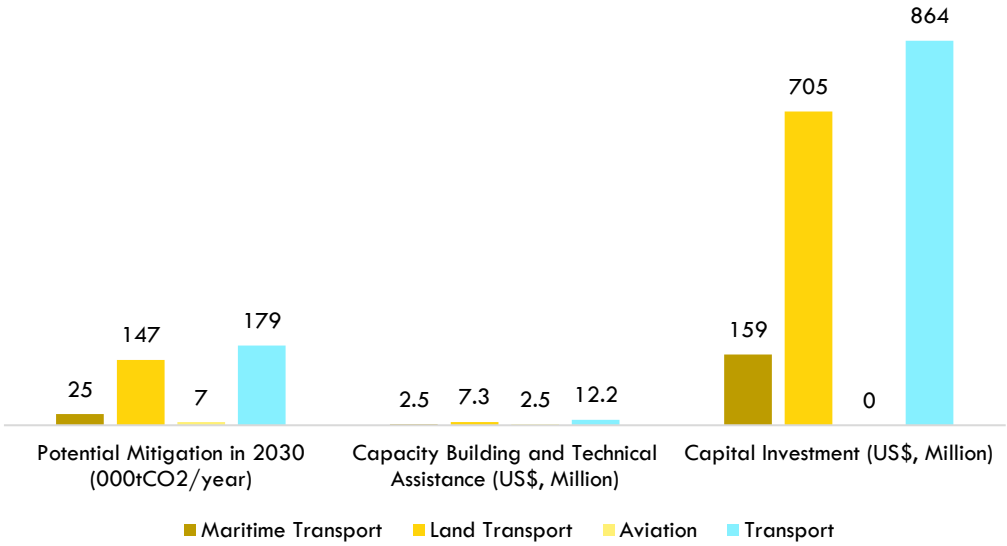

Figure 67. NDC Investment Plan
Source: (Government of Fiji 2022b)

Fiji's transport sector has not attracted any Public-Private Partnership (PPP) investments between 2011 and 2022.

Summary

Fiji stands at a critical crossroads where its geographic isolation meets rising economic aspirations. As an archipelago of over 300 islands, the nation's prosperity is linked to the efficiency and resilience of its transport networks. Currently, the sector contributes 13% to the national GDP and supports nearly 8% of employment. Yet this vital system remains under immense pressure from aging infrastructure, high reliance on fossil fuels, and the intensifying shocks of a changing climate. The transition from reactive maintenance to a lifecycle-based asset management strategy is no longer a policy choice; it is a prerequisite for development. The various targets proposed by the government are included to illustrate the magnitude of changes required within the transport sector.

The total road asset is now valued at FJD 13.2 billion, making it the country's most valuable built asset. Fiji manages approximately 6,373 kilometers of roads and 1,406 bridges. Network density reaches 6.4 kilometers per thousand population and 322 meters per square kilometer — comparatively high among Pacific Small Island Developing States. However, only 29 percent of roads are paved, and many sealed roads have exceeded their intended lifespan. Maritime transport carries 95 percent of trade, anchoring Fiji's external economy. Yet aging fleets and port constraints reduce efficiency and resilience. Aviation offsets geographic isolation and functions as an economic multiplier. While directly contributing about USD 63 million (1.2 percent of GDP) and employing 4,100 people, the wider aviation ecosystem supports more than 51,000 jobs and injects roughly USD 1.2 billion into the economy through tourism and supply chains. In a country rated highly remote in global market proximity indices, aviation is not optional infrastructure — it is structural necessity. Disruptions, as seen during the pandemic, translate immediately into macroeconomic shock.

An estimated 80,000 rural residents live more than two kilometers from an all-season road, limiting access to markets, education, and health services. Urban pressures are intensifying in the Greater Suva Area, where congestion during peak hours is reducing travel speeds and productivity. Bus services remain central to mobility, but there has been significant decline in the recent past.

Road crashes impose an economic burden equivalent to roughly 2 percent of GDP. Infrastructure safety ratings are low: only a small share of roads meet higher safety standards for vehicles, and even fewer for pedestrians. Safe Systems principles, enforcement reform, and modal priority rebalancing toward buses and non-motorized transport are central to addressing road safety issues.

Climate and energy dependency sharpen the urgency. Transport accounts for 47 percent of Fiji's energy-related carbon emissions. The sector is heavily dependent on imported fossil fuels. Fiji's climate commitments include reducing domestic maritime emissions by 40 percent and road transport emissions by 14 percent by 2035 under conditional targets, alongside a long-term objective of full electrification of the vehicle fleet by mid-century. Yet electrification remains nascent. Scaling public charging infrastructure and strengthening grid capacity are prerequisites for transition. Meanwhile, 90 percent of the population lives in vulnerable coastal zones, exposing transport assets to sea-level rise and extreme weather. Climate-related infrastructure losses already impose measurable annual economic costs. Adaptation — climate-proofing roads, upgrading water crossings, strengthening bridges — is no longer future planning; it is fiscal risk management. The path forward requires a fundamental decoupling of mobility from carbon emissions. While the recent increase

in electric vehicle imports and the removal of associated VAT are promising steps, systemic success hinges on strengthening the national grid and scaling up charging infrastructure. In the maritime sector—the backbone of 95% of trade—modernizing the aging fleet and exploring low-carbon propulsion are essential to reduce the "logistics tax" that currently hampers Fiji's regional competitiveness.

Fiji therefore faces a strategic pivot. The challenge is not merely to build more infrastructure, but to manage what already exists, protect it against climate shocks, and align mobility growth with safety and decarbonization goals. Economic growth demands expanded connectivity, but fiscal limits and climate realities impose restraint. Equity requires closing rural access gaps, while urban efficiency demands public transport reform. The direction is clear: shift from reactive repair to lifecycle stewardship, from fossil dependency to electrified systems, and from fragmented decision-making to coordinated multimodal planning. Without that transition, the costs of distance, congestion, and climate will compound. With it, Fiji can position itself as a resilient transport model for Pacific island economies.

Finally, ensuring that "no one is left behind" must remain the core of Fiji's urban and rural planning. In Greater Suva, addressing the congestion requires a decisive shift toward high-capacity public transit, demand management and non-motorized transport. Simultaneously, poor access and connectivity demands sustained investment in climate-resilient bridges and jetties to link remote communities to essential services. By aligning high-level policy frameworks, such as the National Development Plan, with targeted technical investments, Fiji can transform its current vulnerabilities into a blueprint for sustainable, inclusive development in the Pacific.

Fiji stands at a critical crossroads where its geographic isolation meets rising economic aspirations.

References

ADB. 2011. Fiji: Fiji Ports Development Project. https://www.fijiroads.org/wp-content/uploads/2024/04/Fiji-Ports-Dment-Project-ADB-Dec2011.pdf.

ADB. 2016. Fiji: Transport Infrastructure Investment Sector Project. https://www.adb.org/sites/default/files/project-documents/48141/48141-001-earf-en.pdf.

ADB. 2025. FIJI: Critical Bridges Resilience Project. https://www.adb.org/sites/default/files/project-documents/56215/56215-001-esmr-en.pdf.

Airbus. 2025. "Airbus Global Market Forecast 2025-2044." Airbus Global Market Forecast 2025-2044. https://www.airbus.com/en/products-services/commercial-aircraft/global-market-forecast.

Asian Transport Observatory. 2025. "Policy Tracker." https://asiantransportoutlook.com/transportpolicy/.

ATO. 2025a. "A Dashboard for Sustainable Transport in Asia and the Pacific - Asian Transport Observatory." https://asiantransportobservatory.org/analytical-outputs/sdg-and-decade-of-action-2025/.

ATO. 2025b. "Asia and the Pacific's Transport Infrastructure and Investment Outlook 2035." https://asiantransportobservatory.org/analytical-outputs/asia-transport-infrastructure-investment-needs/.

ATO. 2025c. "Fiji Road Safety Profile 2025." https://asiantransportobservatory.org/analytical-outputs/roadsafetyprofiles/fiji-road-safety-profile-2025/.

Barrington-Leigh, Christopher, and Adam Millard-Ball. 2025. A High-Resolution Global Time Series of Street-Network Sprawl. https://journals.sagepub.com/doi/10.1177/23998083241306829.

BU. 2026. "Department of Economics and Social Sciences::BOKU." https://boku.ac.at/wiso/.

CDRI. n.d. "Global Infrastructure Risk Model and Resilience Index." https://giri.unepgrid.ch/.

Center for International Earth Science Information Network. 2023. "SDG Indicator 9.1.1: The Rural Access Index (RAI), 2023 Release: Sustainable Development Goal Indicators (SDGI) | SEDAC." https://sedac.ciesin.columbia.edu/data/set/sdgi-9-1-1-rai-2023.

CIESIN. 2023. "SDG Indicator 11.2.1: Urban Access to Public Transport, 2023 Release: Sustainable Development Goal Indicators (SDGI)." https://sedac.ciesin.columbia.edu/data/set/sdgi-11-2-1-urban-access-public-transport-2023.

CIMNE. 2025. "Decarbonising Public Transport: Insights from Fiji´s Electric Bus Project." CIMNE, March 16. https://cimne.com/decarbonising-public-transport-insights-from-fijis-electric-bus-project/.

Climate Trace. 2025. "Climate TRACE Website." Climate TRACE. https://climatetrace.org.

Datareportal. 2025. "Digital 2025: Fiji — DataReportal – Global Digital Insights." https://datareportal.com/reports/digital-2025-fiji.

EC. 2025. "Global Human Settlement - Urban Centre Database R2019A." April 18. https://human-settlement.emergency.copernicus.eu/ghs_stat_ucdb2015mt_r2019a.php.

EDGAR. 2025. GHG Emissions of All World Countries: 2025. Publications Office. https://data.europa.eu/doi/10.2760/9816914.

EMBER. n.d. “Open Data | Electricity & Climate.” Ember. https://ember-climate.org/data/.

ESCAP. 2025. “Sustainable Urban Transport Index (SUTI).” ESCAP, April 18. https://www.unescap.org/announcement/sustainable-urban-transport-index-suti.

European Commission. 2024. “Global Air Pollutant Emissions EDGAR v8.1.” https://edgar.jrc.ec.europa.eu/dataset_ap61#sources.

FBS. 2025. “Wholesale and Retail Trade- 2023 - Fiji Bureau of Statistics.” https://www.statsfiji.gov.fj/wholesale-and-retail-trade-2023/.

FBS. n.d. Fiji Bureau of Statistics - Business Statistics. https://www.statsfiji.gov.fj/statistics/economic-statistics/business-statistics/.

Fiji Ports. 2025. Our Facilities. https://fijiports.com.fj/our-story/our-facilities/.

FRA. 2014. Greater Suva Transportation Strategy 2015-2030. https://www.theprif.org/sites/theprif.org/files/2020-08/Fiji%20Greater%20Suva%20Transport%20Strategy%202015-2030.pdf.

FRA. 2018. Asset Management Plan. https://www.fijiroads.org/wp-content/uploads/2024/08/Asset-Management-Plan-Version1.pdf.

FRA. 2019. Written Response by Fiji Roads Authority. https://www.parliament.gov.fj/wp-content/uploads/2019/11/Appendices-Fiji-Roads-Authority.pdf.

FRA. 2024. Fiji Roads Authority Strategic Plan 2024/25 -2028/29. https://www.fijiroads.org/wp-content/uploads/2025/01/FRA-Strategic-Plan_Final.pdf.

FRA. 2025a. Road/ Bridge Asset Management. https://www.okinawa-ctc.or.jp/wp-content/uploads/2025/10/2.-E_FIJI-ISLANDS.pdf.

FRA. 2025b. Table 1 – FRA’s Assets. https://www.fijiroads.org/index.php/assets/.

FRCS. 2025. “Importation of Used or Reconditioned Motor Vehicles in 2026.” https://frcs.org.fj/public-notice/importation-of-used-or-reconditioned-motor-vehicles-in-2026/.

Government of Fiji. 1998. Land Transport Act 1998. https://www.laws.gov.fj/Acts/DisplayAct/2627.

Government of Fiji. 2010. Roadmap for Democracy and Sustainable Socio-Economic Development 2010-2014. https://www.fiji.gov.fj/getattachment/Govt--Publications/Peoples-Charter/RSSED.pdf.aspx.

Government of Fiji. 2013. Fiji National Energy Policy 2013 - 2020. https://policy.asiapacificenergy.org/sites/default/files/Fiji%20National%20Policy%202013-2020%20%28Final%20Draft%29.pdf.

Government of Fiji. 2014a. A Green Growth Framework for Fiji: Restoring the Balance in Development That Is Sustainable for Our Future. https://faolex.fao.org/docs/pdf/fij164896.pdf.

Government of Fiji. 2014b. Fiji National Gender Policy. https://cdn.climatepolicyradar.org/navigator/FJI/2014/fiji-national-gender-policy_4560760faebd4aeac21ae42d03ac855f.pdf.

Government of Fiji. 2015a. Fiji Maritime and Land Transport Policy. https://mcstrmi.org/document/government-of-fiji-2015-maritime-and-land-transport-policy/.

Government of Fiji. 2015b. Fiji Roads Authority OPERATIONS MANUAL. http://paclii.org/fj/legis/num_act/frad2012306.pdf.

Government of Fiji. 2017a. 5-Year and 20-Year National Development Plan. https://www.adb.org/sites/default/files/linked-documents/LD4%205yr%20and%2020yr%20DP%20Transforming%20Fiji.pdf.

Government of Fiji. 2017b. "Fiji NDC Implementation Roadmap 2017-2030." https://fijiclimatechangeportal.gov.fj/wp-content/uploads/2022/01/FIJI-NDC-IMPLEMENTATION-ROADMAP_LOWRES.pdf.

Government of Fiji. 2018a. Fiji Low Emission Development Strategy 2018-2050. https://unfccc.int/documents/193323.

Government of Fiji. 2018b. Planned Relocation Guidelines: A Framework to Undertake Climate Change Related Relocation. https://cdn.climatepolicyradar.org/navigator/FJI/2018/planned-relocation-guidelines-a-framework-to-undertake-climate-change-related-relocation_b6ea7a3ad65646166845cf1b878a51e9.pdf.

Government of Fiji. 2018c. Republic of Fiji: National Adaptation Plan. https://www4.unfccc.int/sites/NAPC/Documents/Parties/National%20Adaptation%20Plan_Fiji.pdf.

Government of Fiji. 2019. National Climate Change Policy 2018–2030. https://www.economy.gov.fj/images/CCIC/uploads/General/FIJI-National-Climate-Change-Policy-2018-2030-FINAL.pdf.

Government of Fiji. 2020a. Republic of Fiji National Ocean Policy 2020-2030. https://library.sprep.org/sites/default/files/2021-05/Fiji-National-Ocean-policy-2020-2030.pdf.

Government of Fiji. 2020b. Updated Nationally Determined Contribution - FJI. https://unfccc.int/sites/default/files/NDC/2022-06/Republic%20of%20Fiji%27s%20Updated%20NDC%2020201.pdf.

Government of Fiji. 2021a. Climate Change Act 2021. https://www.parliament.gov.fj/wp-content/uploads/2021/09/Act-No.-43-Climate-Change.pdf.

Government of Fiji. 2021b. Gender Equity & Social Inclusion Policy 2021-2024 and Action Plan 2021-2022. https://cdn.climatepolicyradar.org/navigator/FJI/2021/fiji-gender-equity-social-inclusion-policy-gesi-action-plan-policy_1579025a61232fdcf4a478302d1e79e8.pdf.

Government of Fiji. 2021c. National Gender Policy, Gender Equity & Social Inclusion Policy 2021-2024. https://fijiclimatechangeportal.gov.fj/wp-content/uploads/2022/01/Fiji_GenderEquitySocialInclusionPolicy_ActionPlan_GESI-Policy.pdf.

Government of Fiji. 2022a. Government Shipping Franchise Scheme. https://www.mcttt.gov.fj/division/transport/government-shipping-franchise-scheme/.

Government of Fiji. 2022b. NDC Investment Plan. https://fijiclimatechangeportal.gov.fj/ppss/ndc-investment-plan-2022-fiji-investment-planning-in-fiji-for-the-transport-and-energy-efficiency-sectors/.

Government of Fiji. 2023a. A Policy Perspective Towards Integrating Electric Vehicles (EVs) in Fiji. https://www.unescap.org/sites/default/d8files/event-documents/6.%20An%20Infrastructure%20and%20Policy%20Perspective%20Towards%20EVs_DOE_0.pdf.

Government of Fiji. 2023b. Budget_2023-2024. https://www.parliament.gov.fj/wp-content/uploads/2023/06/Budget_2023-2024.pdf.

Government of Fiji. 2023c. Fiji – Voluntary National Reviews, 2023. https://hlpf.un.org/sites/default/files/vnrs/2023/VNR%202023%20Fiji%20Report.pdf.

Government of Fiji. 2023d. Fiji National Infrastructure Investment Plan 2023-2034. https://www.theprif.org/document/fiji/national-infrastructure-investment-plans/fiji-national-infrastructure-investment-plan.

Government of Fiji. 2024a. Budget 2024-2025. https://www.finance.gov.fj/wp-content/uploads/2024/06/Final-Budget_2024-v2-1.pdf.

Government of Fiji. 2024b. Corporate Intent Plan. https://www.fijiroads.org/wp-content/uploads/2025/07/Corporate-Plan-Intent-2024-2025.pdf.

Government of Fiji. 2024c. ECONOMIC AND FISCAL UPDATE SUPPLEMENT TO THE 2024-2025 BUDGET ADDRESS. https://www.parliament.gov.fj/wp-content/uploads/2024/06/2024-2025-Budget-Supplement_28.06.24-Final-1.pdf.

Government of Fiji. 2024d. Fiji National Development Plan, 2025–2029 and Vision 2050. https://www.finance.gov.fj/wp-content/uploads/2024/09/NPDF_final-9.pdf.

Government of Fiji. 2024e. Review of the Implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022-2026). https://www.unescap.org/sites/default/d8files/event-documents/2_Fiji.pdf.

Government of Fiji. 2024f. RURAL & MARITIME DEVELOPMENT. https://www.finance.gov.fj/wp-content/uploads/2024/02/Fact-Sheet-Rural-and-Maritime-Development.pdf.

Government of Fiji. 2025a. 2025-2026 National Budget Address. https://www.finance.gov.fj/wp-content/uploads/2025/06/2025-2026-Budget-Address-2.pdf.

Government of Fiji. 2025b. Experimental Climate Change Related Statistics for Fiji. https://www.statsFiji.gov.fj/download/441/releases/5426/experimental-climate-change-related-statistics-for-Fiji-2025.pdf.

Government of Fiji. 2025c. Fiji National E-Commerce Strategy (2025–2029). https://pacificecommerce.org/wp-content/uploads/2025/02/Fiji-National-E-Commerce-Strategy-2025-2029.pdf.

Government of Fiji. 2025d. Fiji NDC. https://unfccc.int/sites/default/files/2025-11/Fiji%20NDC3.0_Final.pdf.

Government of Fiji. n.d.-a. 11.1_Distribution-of_Vehicles-Newly_Registered. https://www.statsfiji.gov.fj/wpfd_file/11-1_distribution-of_vehicles-newly_registered/.

Government of Fiji. n.d.-b. 11.3_Vehicle Registration by Fuel Type. https://www.statsfiji.gov.fj/wpfd_file/11-3_vehicle-registration-by-fuel-type/.

Government of Fiji. n.d.-c. Fiji Statistics at a Glance. https://www.statsfiji.gov.fj/.

Government of Fiji. n.d.-d. Fiji Trade Portal. https://www.fijitradeportal.gov.fj/en-gb.

Government of Fiji. n.d.-e. REGIONAL COOPERATION MECHANISM ON LOW CARBON TRANSPORT PACIFIC SUB-REGIONAL CONSULTATION AND CAPACIY BUILDING. https://www.unescap.org/sites/default/d8files/event-documents/Session%204%20-%20Fiji.pdf.

Hanson, Susan, and Robert Nicholls. 2020. “Demand for Ports to 2050: Climate Policy, Growing Trade and the Impacts of Sea-Level Rise.” July 17. https://agupubs.onlinelibrary.wiley.com/doi/full/10.1029/2020EF001543.

IATA. n.d. THE VALUE OF AIR TRANSPORT TO FIJI. https://www.iata.org/en/iata-repository/publications/economic-reports/the-value-of-air-transport-to-fiji/.

ICAO. 2024. Fiji’s State Action Plan on CO2 Emissions Reduction from International Aviation. https://www.icao.int/environmental-protection/Documents/ActionPlan/FIJI%20STATE%20ACTION%20PLAN.2024.pdf.

IHME. 2026. GBD Compare. https://vizhub.healthdata.org/gbd-compare/.

ILO. 2026. “ILOSTAT.” https://rplumber.ilo.org/files/website/bulk/indicator.html.

IMF. 2024. “Climate Change Dashboard.” https://climatedata.imf.org/pages/access-data.

iRAP. 2024. “Safety Insights Explorer.” iRAP. https://irap.org/safety-insights-explorer/.

IRENA. 2026. “Renewable Energy Share of Electricity Capacity and Generation (%) by Region/Country/Area, Indicator and Year. PxWeb.” https://pxweb.irena.org/pxweb/en/IRENASTAT/IRENASTAT__Power%20Capacity%20and%20Generation/RE-SHARE_2025_H2_PX.px/.

ISP. 2024. “Country Report for Fiji.” Internet Society Pulse. https://pulse.internetsociety.org/en/reports/FJ.

ITU. 2025. “Individuals Using the Internet.” https://www.itu.int:443/en/ITU-D/Statistics/Pages/stat/default.aspx.

Koks, E. E., J. Rozenberg, C. Zorn, et al. 2019. “A Global Multi-Hazard Risk Analysis of Road and Railway Infrastructure Assets.” Nature Communications 10 (1): 2677. https://doi.org/10.1038/s41467-019-10442-3.

Koks, Elco, Julie Rozenberg, Mersedeh Tariverdi, et al. 2023. “A Global Assessment of National Road Network Vulnerability.” Environmental Research: Infrastructure and Sustainability 3 (2): 025008. https://doi.org/10.1088/2634-4505/acd1aa.

Mahfuj, Imtiaj Iqbal. 2025. “Imtiaj Iqbal Mahfuj — GIS & Geospatial Data Scientist.” https://imtiajiqbalmahfuj.github.io/.

McDuffie, Erin E., Randall V. Martin, Joseph V. Spadaro, et al. 2021. “Source Sector and Fuel Contributions to Ambient PM2.5 and Attributable Mortality across Multiple Spatial Scales.” Nature Communications 12 (1): 3594. https://doi.org/10.1038/s41467-021-23853-y.

Nirandjan, Sadhana, E. E. Koks, Philip J. Ward, and Jeroen C. J. H. Aerts. 2022a. “A Spatially-Explicit Harmonized Global Dataset of Critical Infrastructure | Scientific Data.” https://www.nature.com/articles/s41597-022-01218-4.

Nirandjan, Sadhana, E. Koks, Philip J. Ward, and Jeroen C. J. H. Aerts. 2022b. “A Spatially-Explicit Harmonized Global Dataset of Critical Infrastructure.” Scientific Data 9 (1): 150. https://doi.org/10.1038/s41597-022-01218-4.

OECD. 2022. Towards a Blue Recovery in Fiji COVID-19 Appraisal Report. https://www.oecd.org/en/publications/towards-a-blue-recovery-in-fiji_a3661a09-en.html.

OECD. n.d. “OECD Data Explorer • CRS: Creditor Reporting System (Flows) [Cloud Replica].” Accessed January 28, 2026. https://data-explorer.oecd.org/vis?df[ds]=DisseminateFinalBoost&df[id]=DSD_CRS%40DF_CRS&df[ag]=OECD.DCD.FSD&dq=DAC..1000.100._T._T.D.Q._T..&lom=LASTNPERIODS&lo=5&to[TIME_PERIOD]=false.

OpenStreetMap Contributors. 2025. “OpenStreetMap.” OpenStreetMap. https://www.openstreetmap.org/.

OSM. n.d. “OpenStreetMap.” Accessed January 28, 2026. https://www.openstreetmap.org/#map=4/21.84/82.79.

Pacific Maritime Technology Cooperation Centre (MTCC Pacific). n.d. IMPROVING THE AVAILABILITY OF MARITIME TRANSPORT COST DATA IN THE PACIFIC REGION Fiji Country Report. https://wwwcdn.imo.org/localresources/en/OurWork/Environment/Documents/SPC%20Country%20reports/Transport%20cost%20data_05_Fiji.pdf.

SDSN. 2025. “World Accessibility Indicators.” April 18. https://sdsn.maps.arcgis.com/home/item.html?id=d41d2e9a3682405daae7d74dd8e60237.

SDSN. n.d. “SDG Transformation Center.” Accessed December 8, 2025. https://sdg-transformation-center-sdsn.hub.arcgis.com/datasets/sdsn::rural-access-index-2022-by-country/about.

State of Global Air. 2024. "State of Global Air Report 2024." https://www.stateofglobalair.org/resources/report/state-global-air-report-2024.

Sum4all. n.d. "Sustainable Mobility for All." Accessed April 18, 2025. https://www.sum4all.org/.

Suva City Council. 2025. Suva City SDG Localization. https://sdglocalization.org/sites/default/files/2025-02/Suva-City_2025_EN.pdf.

TFL. 2018. "Telecom Fiji Rolls out Fiber-to-the-Home (FTTH) and Expands Fiber Network Coverage throughout Fiji - Telecom Fiji Limited." https://www.telecom.com.fj/telecom-fiji-knowledge/telecom-fiji-rolls-out-fiber-to-the-home-ftth-and-expands-fiber-network-coverage-throughout-fiji/.

Trademap. 2025. "Trade Map." Trade Map. https://www.trademap.org/Index.aspx.

UN. 2025. UN Decade of Sustainable Transport Stakeholder Consultation. https://sdgs.un.org/sites/default/files/2025-03/UN%20Decade%20of%20Sustainable%20Transport%20Stakeholder%20Consultation%20%282%29.pdf.

UN. n.d. "The Least Developed Countries (LDC) Category | Economic Analysis and Policy Division." Accessed December 23, 2025. https://policy.desa.un.org/least-developed-countries.

UN HABITAT. 2022. "A Progress Report on SDG 11.2." https://unhabitat.org/sites/default/files/2021/10/a_progress_report_on_sdg_11.2.pdf.

UNCTAD. 2021. "Remote but Well Connected? Neighboring but Isolated? Measuring Remoteness in the Context of SIDS." https://unctad.org/system/files/official-document/ser-rp-2021d10_en.pdf.

UNCTAD. 2024. "Liner Shipping Connectivity Index." UNCTADStat. https://unctadstat.unctad.org/datacentre/dataviewer/US.LSCI.

UNCTAD. 2025a. Maritime Profile: Fiji. https://unctadstat.unctad.org/CountryProfile/MaritimeProfile/en-GB/242/index.html.

UNCTAD. 2025b. Merchant Fleet by Country of Beneficial Ownership, Annual (Analytical). https://unctadstat.unctad.org/datacentre/dataviewer/US.FleetBeneficialOwners.

UNCTAD. 2025c. Remoteness. https://sdgpulse.unctad.org/remoteness/.

UNCTAD. 2025d. "UNCTAD Data Hub - LSCI." https://unctadstat.unctad.org/datacentre/dataviewer/US.LSCI.

UNCTAD. n.d.-a. Fiji Sustainable Freight Transport (SFT) Assessment: Preliminary Findings. https://unctad.org/system/files/non-official-document/sft_fiji_prelim.pdf.

UNCTAD. n.d.-b. "UNCTAD Framework for Sustainable Freight Transport." Accessed November 22, 2024. https://sft-framework.unctad.org/.

UNDESA - Population Division. 2022. "World Population Prospects." https://population.un.org/wpp/.

UNEP. 2024a. "E-Mobility Readiness Index." https://ndcpartnership.org/knowledge-portal/climate-toolbox/e-mobility-readiness-index.

UNEP. 2024b. "Status of Fuel Quality and Vehicle Emission Standards in Asia-Pacific." https://lead.org.au/PCFV/Lead_Matrix_AP_201206.pdf.

UNESCAP. 2018a. Sustainable Urban Transport Index (SUTI) Report Greater Suva Area, Fiji.

UNESCAP. 2018b. Sustainable Urban Transport Index (SUTI) Report : Greater Suva Area, Fiji. https://repository.unescap.org/items/fa052eba-70ec-4a3f-9311-50e460e1f1b9.

UNESCAP. 2023. Sustainable Urban Transport Index (SUTI) Report Lautoka City. https://www.unescap.org/sites/default/d8files/event-documents/Session3-4_Experience-in-Fiji.pdf.

UNESCAP. 2024. "Study on Draft National Strategy for Electrification of Public Transport for Fiji." ESCAP. https://www.unescap.org/kp/2024/study-draft-national-strategy-electrification-public-transport-fiji.

UNSD. 2026. Energy Balance Visualization. https://unstats.un.org/unsd/energystats/dataPortal/.

UNStats. 2025. SDG Indicator Metadata. https://unstats.un.org/sdgs/metadata/files/Metadata-11-02-01.pdf.

UNStats. n.d. "Downloads - amaWebClient." Accessed November 22, 2024. https://unstats.un.org/unsd/snaama/Downloads.

Verschuur, Jasper, Elco E. Koks, Li Sihan, and Jim W. Hall. 2023. "Multi-Hazard Risk to Global Port Infrastructure and Resulting Trade and Logistics Losses | Communications Earth & Environment." Commun Earth Environ 4 (5). https://www.nature.com/articles/s43247-022-00656-7.

WEF. 2023. "Global Gender Gap Report 2023 | World Economic Forum." https://www.weforum.org/publications/global-gender-gap-report-2023/.

Weiss, D. J., A. Nelson, H. S. Gibson, et al. 2018. "A Global Map of Travel Time to Cities to Assess Inequalities in Accessibility in 2015." Nature 553 (7688): 333–36. https://doi.org/10.1038/nature25181.

World Bank. 2021. "Air Transport, Registered Carrier Departures Worldwide." World Bank Open Data. https://data.worldbank.org.

World Bank. 2022. The Global Health Cost of PM2.5 Air Pollution: A Case for Action Beyond 2021. The World Bank. https://doi.org/10.1596/978-1-4648-1816-5.

World Bank. 2023. "GDP, PPP (Current International $)." World Bank Open Data. https://data.worldbank.org/indicator/NY.GDP.MKTP.PP.CD.

World Bank. 2024a. Current Health Expenditure (% of GDP). https://data.worldbank.org/indicator/SH.XPD.CHEX.GD.ZS.

World Bank. 2024b. "Home | Logistics Performance Index (LPI)." Logistics Performance Index. https://lpi.worldbank.org/.

World Bank. 2024c. "Private Participation in Infrastructure (PPI) - World Bank Group." https://ppi.worldbank.org/en/ppi.

World Bank. 2025a. "Fiji's Future: Prosperity Through People and Productivity." https://www.worldbank.org/en/country/pacificislands/brief/fiji-s-future-prosperity-through-people-and-productivity.

World Bank. 2025b. "World Bank Open Data Population Total." World Bank Open Data. https://data.worldbank.org/indicator/SP.POP.TOTL.

World Bank. 2026a. Diagnostic Report: Activating City Transformations for Inclusivity, Vibrancy, Accessibility, Traffic Reduction, and Environmental Sustainability (ACTIVATE) Public Transport Development Plan for Greater Suva.

World Bank. 2026b. World Development Indicators. https://databank.worldbank.org/source/world-development-indicators/Series/TM.VAL.FUEL.ZS.UN.

World Bank. n.d. "GDP per Capita, PPP (Current International $)." World Bank Open Data. Accessed March 27, 2025. https://data.worldbank.org.

WorldPop. 2025. "Open Spatial Demographic Data and Research - WorldPop." https://www.worldpop.org/.

Annex 1. Economy ISO Codes

ISO CODE	ECONOMY NAME	REGION	INCOME GROUP
AFG	Afghanistan	Asia	Low income
ARM	Armenia	Asia	Upper middle income
AUS	Australia	Oceania	High income
AZE	Azerbaijan	Asia	Upper middle income
BGD	Bangladesh	Asia	Lower middle income
BTN	Bhutan	Asia	Lower middle income
BRN	Brunei Darussalam	Asia	High income
KHM	Cambodia	Asia	Lower middle income
CHN	People's Republic of China	Asia	Upper middle income
COK	Cook Islands	Oceania	Upper middle income
FJI	Fiji	Oceania	Upper middle income
GEO	Georgia	Asia	Upper middle income
IND	India	Asia	Lower middle income
IDN	Indonesia	Asia	Upper middle income
JPN	Japan	Asia	High income
KAZ	Kazakhstan	Asia	Upper middle income
KIR	Kiribati	Oceania	Lower middle income
KGZ	Kyrgyz Republic	Asia	Lower middle income
LAO	Lao People's Democratic Republic	Asia	Lower middle income
MYS	Malaysia	Asia	Upper middle income
MDV	Maldives	Asia	Upper middle income
MHL	Marshall Islands	Oceania	Upper middle income
FSM	Micronesia (Federated States of)	Oceania	Lower middle income
MNG	Mongolia	Asia	Upper middle income
MMR	Myanmar	Asia	Lower middle income
NIU	Niue	Oceania	Upper middle income
NRU	Nauru	Oceania	High income
NPL	Nepal	Asia	Lower middle income
NZL	New Zealand	Oceania	High income
PAK	Pakistan	Asia	Lower middle income
PLW	Palau	Oceania	High income
PNG	Papua New Guinea	Oceania	Lower middle income
PHL	Philippines	Asia	Lower middle income
KOR	Republic of Korea	Asia	High income
WSM	Samoa	Oceania	Lower middle income
SGP	Singapore	Asia	High income
SLB	Solomon Islands	Oceania	Lower middle income
LKA	Sri Lanka	Asia	Lower middle income
TJK	Tajikistan	Asia	Lower middle income
THA	Thailand	Asia	Upper middle income
TLS	Timor-Leste	Asia	Lower middle income
TON	Tonga	Oceania	Upper middle income
TKM	Turkmenistan	Asia	Upper middle income
TUV	Tuvalu	Oceania	Upper middle income
UZB	Uzbekistan	Asia	Lower middle income
VUT	Vanuatu	Oceania	Lower middle income
VNM	Viet Nam	Asia	Lower middle income
HKG	Hong Kong, China	Asia	High income
TWN	Taipei,China	Asia	High income
IRN	Iran (Islamic Republic of)	Asia	Upper middle income
RUS	Russian Federation	Asia	High income
TUR	Türkiye	Asia	Upper middle income

Annex 2. List of transport policy and related documents

DOCUMENT NAME	YEAR PUBLISHED	WEBLINK
Land Transport Act 1998 - FJI	1998	https://www.laws.gov.fj/Acts/DisplayAct/2627
Maritime Safety Authority of Fiji Act 2009	2009	https://www.laws.gov.fj/Acts/DisplayAct/3135
Fiji National Report on Progress in implementation of the Mauritius Strategy for Further Implementation (MSI) of the Barbados Programme of Action (BPOA)	2010	https://sustainabledevelopment.un.org/content/documents/1079218Fiji%20report.pdf
Roadmap for Democracy and Sustainable Socio-economic Development 2010-2014	2010	https://www.fiji.gov.fj/getattachment/Govt--Publications/Peoples-Charter/RSSED.pdf.aspx
Republic of Fiji Marine Spill Contingency Plan	2012	http://macbio-pacific.info/wp-content/uploads/2017/08/fijidraft-marine-pollution-national-plan-july-2012-ver-4.pdf
Fiji National Energy Policy 2013 - 2020	2013	https://policy.asiapacificenergy.org/sites/default/files/Fiji%20National%20Policy%202013-2020%20%28Final%20Draft%29.pdf
Sustainable Energy for All (SE4All) global report	2013	https://policy.asiapacificenergy.org/sites/default/files/Fiji%20-%20SE4All%20Report.pdf
Maritime Transport Act	2013	https://www.laws.gov.fj/Acts/DisplayAct/2799
Fiji National Gender Policy	2014	https://cdn.climatepolicyradar.org/navigator/FJI/2014/fiji-national-gender-policy_4560760faebd4aeac21ae42d03ac855f.pdf
A Green Growth Framework for Fiji: Restoring the Balance in Development that is Sustainable for Our Future	2014	https://faolex.fao.org/docs/pdf/fij164896.pdf
Fiji Roads Authority OPERATIONS MANUAL	2015	http://paclii.org/fj/legis/num_act/frad2012306.pdf
Fiji Maritime and Land Transport Policy	2015	https://mcstrmi.org/document/government-of-fiji-2015-maritime-and-land-transport-policy/
Fiji's Intended Nationally Determined Contribution	2016	https://unfccc.int/sites/default/files/NDC/2022-06/FIJI_iNDC_Final_051115.pdf
NDC Implementation Plan 2030	2017	https://cop23.com.fj/wp-content/uploads/2018/03/FIJI-NDC-IMPLEMENTATION-ROADMAP_LOWRES.pdf
5-Year and 20-Year National Development Plan	2017	https://www.adb.org/sites/default/files/linked-documents/LD4%205yr%20and%2020yr%20DP%20Transforming%20Fiji.pdf
Fiji Low Emission Development Strategy 2018-2050	2018	https://unfccc.int/documents/193323
Planned Relocation Guidelines: A framework to undertake climate change related relocation	2018	https://cdn.climatepolicyradar.org/navigator/FJI/2018/planned-relocation-guidelines-a-framework-to-undertake-climate-change-related-relocation_b6ea7a3ad65646166845cf1b878a51e9.pdf
Republic of Fiji: National Adaptation Plan	2018	https://www4.unfccc.int/sites/NAPC/Documents/Parties/National%20Adaptation%20Plan_Fiji.pdf
National Climate Change Policy 2018 - 2030	2019	https://www.economy.gov.fj/images/CCIC/uploads/General/FIJI-National-Climate-Change-Policy-2018-2030-FINAL.pdf
Updated Nationally Determined Contribution - FJI	2020	https://unfccc.int/sites/default/files/NDC/2022-06/Republic%20of%20Fiji%27s%20Updated%20NDC%2020201.pdf

DOCUMENT NAME	YEAR PUBLISHED	WEBLINK
Fiji Technology Needs Assessment Report Adaptation	2020	https://tech-action.unepccc.org/wp-content/uploads/sites/2/2020/05/tna-adaptation-report-fiji.pdf
Fiji Technology Needs Assessment Report Mitigation	2020	https://tech-action.unepccc.org/wp-content/uploads/sites/2/2020/05/tna-mitigation-report-fiji.pdf
Ministry of Waterways and Environment Strategic Plan 2020-2024	2020	https://faolex.fao.org/docs/pdf/fij199861.pdf
Republic of Fiji National Ocean Policy 2020-2030	2020	https://library.sprep.org/sites/default/files/2021-05/Fiji-National-Ocean-policy-2020-2030.pdf
Climate Change Act 2021	2021	https://www.parliament.gov.fj/wp-content/uploads/2021/09/Act-No.-43-Climate-Change.pdf
Gender Equity & Social Inclusion Policy 2021-2024 and Action Plan 2021-2022	2021	https://cdn.climatepolicyradar.org/navigator/FJI/2021/fiji-gender-equity-social-inclusion-policy-gesi-action-plan-policy_1579025a61232fdcf4a478302d1e79e8.pdf
NDC Investment Plan	2022	https://fijiclimatechangeportal.gov.fj/ppss/ndc-investment-plan-2022-fiji-investment-planning-in-fiji-for-the-transport-and-energy-efficiency-sectors/
National Inventory Report of Fiji	2023	https://unfccc.int/sites/default/files/resource/Fiji_GHG%20NIR%202023_Final.pdf
Fiji National Infrastructure Investment Plan 2023-2034	2023	https://www.theprif.org/document/fiji/national-infrastructure-investment-plans/fiji-national-infrastructure-investment-plan
Fiji - Voluntary National Reviews 2023	2023	https://hlpf.un.org/sites/default/files/vnrs/2023/VNR%202023%20Fiji%20Report.pdf
Fiji's State Action Plan on CO2 Emissions Reduction from International Aviation	2024	https://www.icao.int/environmental-protection/Documents/ActionPlan/FIJI%20STATE%20ACTION%20PLAN.2024.pdf
National Development Plan 2025-2029 and Vision 2050	2024	https://www.finance.gov.fj/wp-content/uploads/2024/09/NPDF_final-9.pdf
Fiji's Third Nationally Determined Contribution (NDC3.0)	2025	https://unfccc.int/sites/default/files/2025-11/Fiji%20NDC3.0_Final.pdf


Asian
Transport
Observatory