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

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Abbreviations

ADB	Asian Development Bank
AIFFP	Australian Infrastructure Financing Facility for the Pacific
AIS	Automated information systems
ASYCUDA	Automated Systems for Customs Data
ATO	Asian Transport Observatory
BAC	Blood Alcohol Concentration
BAMS	Bridge Asset Management Systems
BAU	Business-as-Usual
BC	Black Carbon
BUR	Biennial Update Report
CAGR	Compound Annual Growth Rate
CAP-IT	Climate Action Pathways for Island Transport
CBD	Central Business District
CCDA	Climate Change and Development Authority
CCIR	Central Cross Island Road
CDRI	Coalition for Disaster Resilient Infrastructure
CEO	Chief Executive Officer
CIESIN	Center for International Earth Science Information Network
CIF	Cost, Insurance, and Freight
CNG	Compressed Natural Gas
CO2	Carbon Dioxide
COPD	Chronic Obstructive Pulmonary Disease
COVID-19	Coronavirus Disease 2019
CRS	Creditor Reporting System
DMC	Domestic Material Consumption
DWT	Deadweight Tons
EC	European Commission
EDGAR	Emissions Database for Global Atmospheric Research
EPC	Electric Power Corporation
EU-JRC	European Commission Joint Research Center
EV	Electric Vehicle
FIA	Faleolo International Airport
GBD	Global Burden of Disease
GDP	Gross Domestic Product
GESI	Gender Equity and Social Inclusion
GHG	Greenhouse Gas
GIS	Geographic Information System
GVA	Gross Value Added
HDM-4	Highway Development and Management software
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICCC	Independent Consumer and Competition Commission
ICE	Internal Combustion Engine
ICT	Information and Communications Technology
IHME	Institute for Health Metrics and Evaluation
ILO	International Labour Organization
IMO	International Maritime Organization
INFORM	Index for Risk Management
IPCC	Intergovernmental Panel on Climate Change
IRAP	International Road Assessment Programme
IRENA	International Renewable Energy Agency
IRI	International Roughness Index
ISIC	International Standard Industrial Classification
ITU	International Telecommunication Union
km	kilometer
kWh	kilowatt-hour
LDV	Light-Duty Vehicle
LPG	Liquefied petroleum gas
LPI	Logistics Performance Index
LSCI	Liner Shipping Connectivity Index
LTA	Land Transport Authority
MFAT	Ministry of Foreign Affairs and Trade
MJ	Megajoule
MNRE	Ministry of Natural Resources and Environment
MOF	Ministry of Finance
MoPPC	Ministry of Police, Prisons and Corrections
MPE	Ministry for Public Enterprises
MPMC	Ministry of the Prime Minister and Cabinet
MPPC	Ministry of Police, Prisons and Corrections
MtCO2e	Million tons of CO2 equivalent
MWCSD	Ministry of Women, Community and Social Development

MWTI	Ministry of Works, Transport, and Infrastructure
NDC	Nationally Determined Contribution
ND-GAIN	Notre Dame Global Adaptation Initiative
NOx	Nitrogen Oxides
ODA	Official Development Assistance
OECD	Organisation for Economic Co-operation and Development
OEM	Original Equipment Manufacturer
OSM	OpenStreetMap
PIC	Pacific Island Countries
PKM	Passenger-Kilometers
PM2.5	Particulate Matter 2.5 micrometers
PMV	Public Mobility Vehicle
PPP	Public-Private Partnership
PRIF	Pacific Region Infrastructure Facility
RAMS	Road Asset Management Systems
RTK	Revenue Ton Kilometers
SAA	Samoa Airport Authority
SBS	Samoa Bureau of Statistics
SCRTP	Samoa - Climate Resilient Transport Project
SDES	Socio-Demographic and Economic Survey
SDG	Sustainable Development Goal
SDSN	Sustainable Development Solutions Network
SFT	Sustainable Freight Transport
SIDS	Small Island Developing States
SNDi	Street-Network Disconnectedness Index
SOx	Sulphur Oxides
SPA	Samoa Ports Authority
SSC	Samoa Shipping Corporation
STA	Samoa Tourism Authority
Sum4all	Sustainable Mobility for All
SUNGO	Samoa Umbrella for Non-Governmental Organisations
SWA	Samoa Water Authority
T$	Samoan Tala (currency)
TEU	Twenty-foot Equivalent Unit
TISAC	Transport and Infrastructure Sector Advisory Committee
TKM	Ton-Kilometers
UAS	Universal Access and Service
UN	United Nations
UNCTAD	United Nations Conference on Trade and Development
UNDESA	United Nations Department of Economic and Social Affairs
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
UNSD	United Nations Statistics Division
USD/ $	United States Dollar
VDLRS	Vehicle and Drivers License Registration Section
VKT	Vehicle Kilometers Traveled
VNR	Voluntary National Review
WEF	World Economic Forum
WHO	World Health Organisation
WLTP	Worldwide Harmonized Light Vehicle Test Procedure

Executive Summary

Samoa's transport sector has three main challenges: more climate risks, faster motorization and its effects, and limited funding. How Samoa will handle these problems over the next decade is still uncertain.

This review sets a starting point for the UN Decade of Sustainable Transport (2026 to 2035). It looks at Samoa's transport system from seven angles: sustainable connectivity and freight, access for everyone, urban mobility focused on people, transport safety, low-carbon and resilient systems, science and technology, and broader issues like gender, jobs, and finance.

Overall, the situation is difficult.

About 70% of Samoans live within one kilometer of the coast, which puts the road network and key assets at risk from climate change. The number of vehicles grew by almost 50% from 2013 to 2023, while the population only increased by 12%. In 2024, transport made up 33% of the country's greenhouse gas emissions, with roads responsible for 86% of that. Samoa missed its earlier goal of 100% renewable electricity by 2025, and the new target is 75% by 2030. This puts more pressure on land transport, which now needs to cut emissions by 18% compared to 2022. The Decarbonization Strategy, which focuses on better access, more walking and cycling, low-emission buses, smart electrification, and cleaner freight, offers a solid plan. Replacing several hundred old buses, each producing about 80 tons of CO2-equivalent per year, is the biggest chance to reduce emissions.

Connectivity numbers show the system's limits. While 98% of Samoans have direct road access, 39% still cannot reach a health facility within an hour by car, and 87% cannot do so on foot. Pedestrians make up 63% of road deaths, which is twice the regional average. Road crashes cost about 3% of GDP each year. According to iRAP, spending 0.3% of GDP each year could help turn this around.

Another change is affecting air quality. As road emissions growth slow down, old inter-island ships now produce 73% of transport-related PM2.5. Health costs from this pollution are estimated at 119 million USD per year, which is nearly nine percent of GDP. Reducing emissions from ships is important for both the climate and public health.

Progress on inclusion is slow. Women have about a quarter of driving licenses and make up around ten percent of transport jobs. Although policies mention disability access, it is rarely built into infrastructure.

Two main structural problems affect all areas. The first is finance. Official development assistance, which ranges from 3 to 48 million USD a year and comes from a small group of donors, is still the main source of funding. Public-private partnerships have not yet become common. The second problem is data. Records like asset lists, crash reports, vehicle and ship registrations, vehicle activity and customs data are scattered. If these were collected and connected, they could greatly improve planning and accountability.

Most of the needed plans and strategies are already in place, such as the Transport and Infrastructure Sector Plan, NDC 3.0, the Decarbonization Strategy, the Sustainable Land Use and Mobility Plan, AMRO's resilience mandate, and the National Road Safety Action Plan. In the coming decade, progress will depend more on how well these tools are used. Policymakers will need to balance existing weaknesses with new ambitions as the UN Decade moves forward.

The crosscutting themes reviewed in this report, covering institutional coordination, asset management, motorization, gender, disability, and finance, point to implementation gaps that run beneath the sector-specific findings. Many of the frameworks and mandates needed to address these are already established. How they are applied in practice, across all three modes and at the agency level, will shape outcomes over the decade ahead.

Introduction

Like other Small Island Developing States (SIDS), Samoa faces economic vulnerability and ecological fragility due to its geographic position, isolation, limited resources, exposure to the global economy, and reliance on imported fossil fuels. These conditions shape its transport sector in every dimension — from the type of vehicles on the road to the mode and the cost of moving goods between islands.

For administrative reasons, the country is divided into 11 districts. The capital city, Apia, is situated on Upolu Island. Samoa's population of 220 thousand (UN DESA 2025) is mainly on two islands—Savai'i and Upolu—with more than four of five people residing in rural areas (SBS 2022) . Both Upolu and Savai'i feature rugged, mountainous terrain, with approximately 40% and 50% of their land, respectively, consisting of steep slopes that descend from volcanic ridges (FAO 2016). More than 75% of its population lives on Upolu with 20% in Apia (World Bank 2021b).

In terms of economy, Samoa has a small, developing economy with a GDP per capita of about $7,800 (PPP, current) in 2024 (World Bank 2025a). Like many developing economies, Samoa's economy relies heavily on natural resources for the livelihoods of its population and for future growth. Although the services sector—covering hospitality, transport, communication, finance, and business services—is the main contributor to GDP, Samoa's national income also heavily depends on international trade, overseas aid, and remittances.

The current development theme for Samoa is "Empowering communities, building resilience, and inspiring growth," with infrastructure, supported by the crucial role of building climate resilience, integral to that vision (MWTI 2022). Transport is a key enabler of economic growth. Between 2020 and 2024, Samoa's transport sector was shaped by three parallel forces: the prolonged disruption of COVID-19 and its economic impact, a significant rise in vehicle ownership, and a growing political commitment to decarbonization and climate resilience. The long-term goal for the transport sector is "Sustainable, safe, secure and environmentally responsible transport network that supports Samoa's economic and social development and contributes to improving the quality of life for all Samoans" (MWTI 2022).

As the United Nations Decade of Sustainable Transport begins (UN 2025), Samoa needs a strong and dependable baseline to measure future progress. This assessment provides that. It compares Samoa's transport performance to regional and global standards, using seven interconnected diagnostic lenses: ensuring access to sustainable transport for everyone; improving sustainable connectivity and freight; promoting transport safety and security; developing people-centered urban mobility; implementing low-carbon, resilient, and environmentally friendly transport systems; and using science, technology, and innovation for sustainable transport progress. Cross-cutting analysis explores the sector's economic impact, employment patterns, and gender gaps (Figure 1).

This assessment is intended as a diagnostic baseline to support government agencies, development partners, and sector stakeholders in informing future transport planning, policy dialogue, and strategic decision-making over the coming decade. Throughout this assessment, unless otherwise specified or referring to the broader Asia-Pacific region, "regional" comparisons refer to the Pacific SIDS region comprising 14 Pacific island countries.

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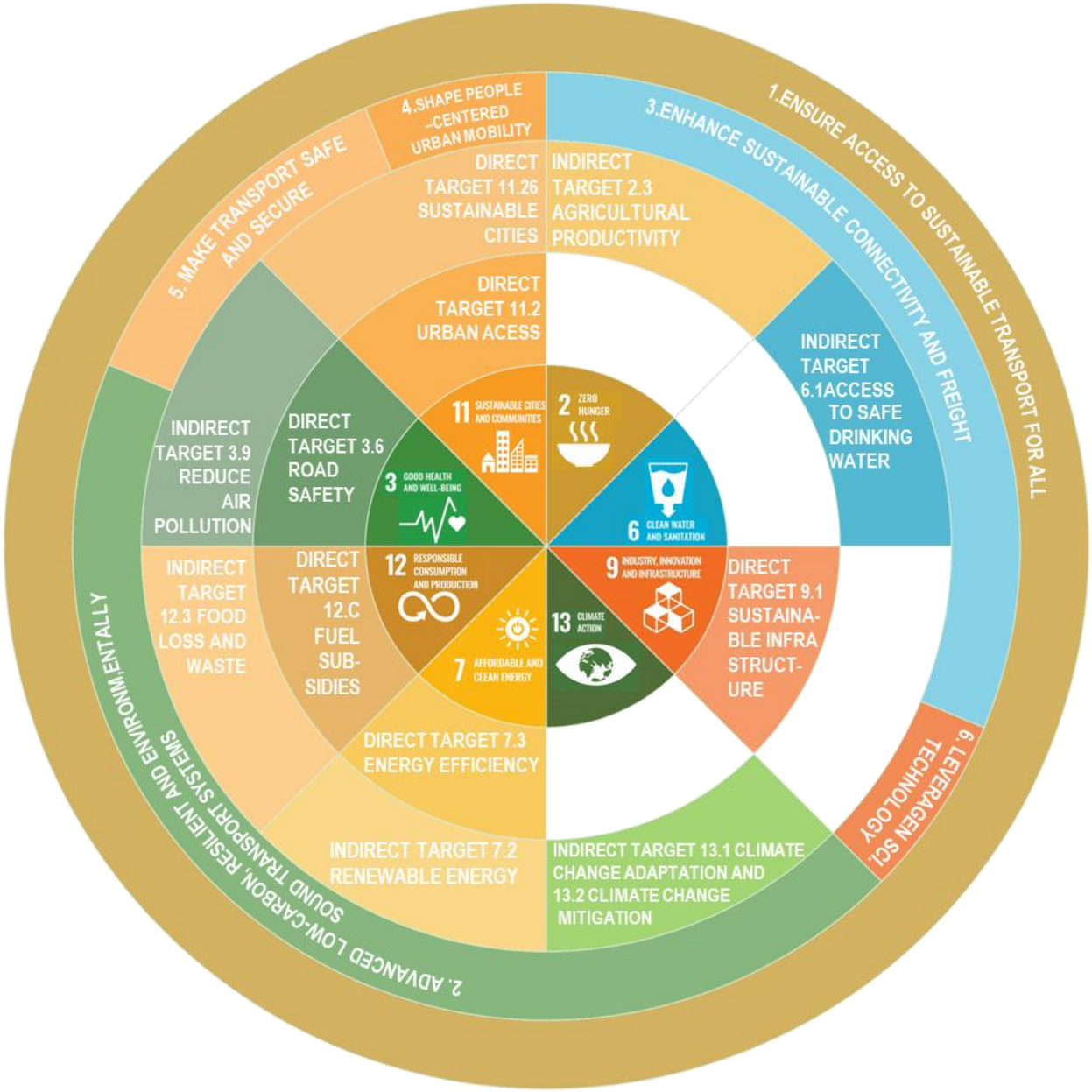

Figure 1. Sustainable Transport Assessment Framework
Source: (ATO 2025a)

Enhance Sustainable Connectivity and Freight

Enhance Sustainable Connectivity and Freight

Quality infrastructure is central to economic and social progress and directly supports SDG 9, and impacts the entire 2030 Agenda. “For Samoa, sustainable connectivity is less about long continental corridors and more about keeping coastal roads, inter-island ferries, major ports and airports, and village access links reliable.

Road Sector

Samoa’s road network is the backbone of its economy. The Samoan road network is generally well-developed but varies in quality. The total public road network spans about 2,500 km, with 1,300 km designated as national roads managed and maintained by the Land Transport Authority (Government of Samoa 2021d).

Almost all (94%) of these national roads are paved, with the remaining being gravel or earth roads. Samoa comprises two main islands, Upolu and Savaii, and eight smaller islands, totaling around 2,935 km of land area. On these two main islands, national road lengths are 747 km on Upolu and 403 km on Savaii—and 52 bridges, comprising 44 on Upolu and 8 on Savaii (Government of Samoa 2023a).

The main corridor runs along both islands' coasts close to sea level, with some cross-island roads on Upolu crossing the mountains. Travel within the urban areas of Apia and Vaitele is generally flat and usually less than a 20 km round trip, while residential neighborhoods are situated on the hills (UNDP 2024a). Approximately 70% of the population resides within one kilometer of the coast (Government of Samoa 2023a).

Samoa has about 12 km of road infrastructure per thousand people, compared to some other Pacific SIDS: the Cook Islands at 30 km, Palau at 24.2 km, and Fiji at 6.8 km (Figure 2). Nirandjan et al. (2022) estimates that only 24% of the total road network in Samoa are primary roads.

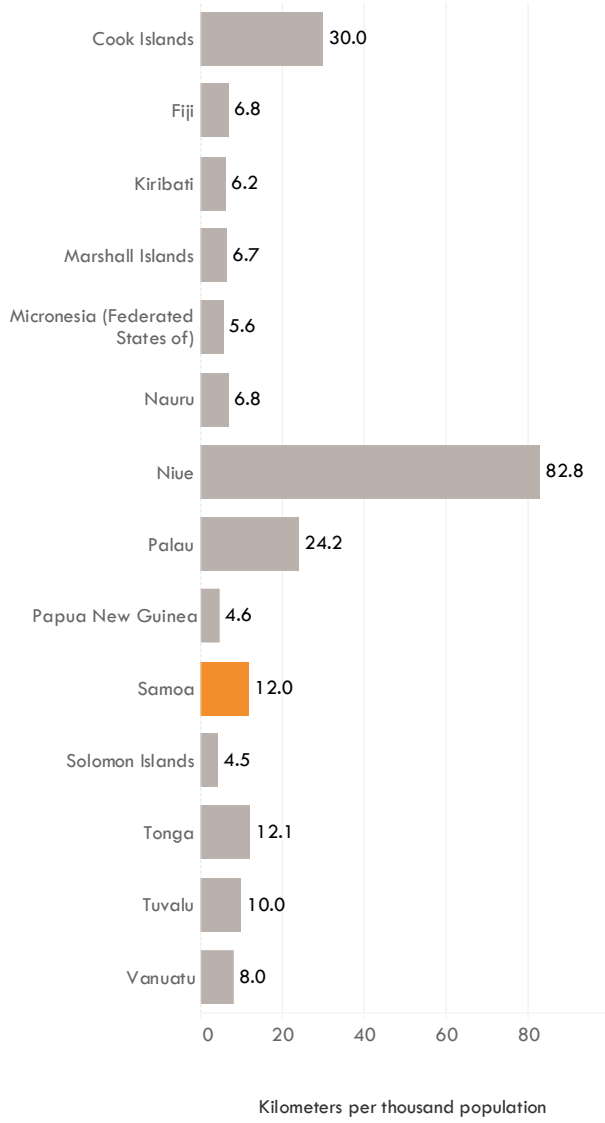

Figure 2. Road Infrastructure - Kilometers per Thousand Population), 2024
Source: Own analysis and visualization based on (ATO 2025b)

Samoa's road network is dominated by local roads (Kupa 2023). In Savaii and Upolu, Class 3 local roads account for 656 km, or about 49% of the total network. Higher-order roads—Class 0 and 1, covering arterial, primary, and collector roads—account for 462 km, or about 34% of the total. Secondary roads add another 129 km, equivalent to around 10%. The data also suggest that most of Samoa's classified road network is made up of sealed or higher-standard roads, while unsealed roads form a relatively small share. Class 4 and Class 5 unsealed roads together account for 101 km, or around 7.5% of the total network. (Figure 3)

While the classified network is largely sealed, with approximately 85% of roads being chipped sealed (Kupa 2023), the pressure on this network is increasing. Vehicle ownership has grown much faster than the population, placing additional demand on roads that are already concentrated along coastal and urban corridors. The growth of motor vehicles has surpassed both infrastructure development and population increase. In 2023, Samoa had about 30,000 registered motor vehicles, up from roughly 20,700 in 2013, representing nearly a 50% rise over a decade. During the same period, the population grew from about 200,000 to 225,000—a 12% growth. From 2018 to 2022, Samoa imported an average of 3,000 vehicles annually, including cars, vans, and pickups. As a result, the ratio of vehicles to people has shifted to 1 vehicle per 7.5 residents in 2023, compared to 1 per 10 in 2013.[1]

Approximately 75% of the population resides along coastal planes (World Bank 2021c). This places much of Samoa's critical infrastructure—including hospitals, schools, port facilities, power assets, airports, and road corridors—within coastal zones exposed to flooding, erosion, storm surge, and sea-level rise. This exposure makes road management a governance and financing issue, not only an engineering issue. The ability to prioritize maintenance, rehabilitation, and climate-proofing depends on how responsibilities are divided and how investment decisions are made. The consensus is that the current budgets for repairs, preventive maintenance, rehabilitation, and climate-proofing are insufficient (MWTI 2022).

[1] See section on motorization under the Crosscutting Elements chapter.

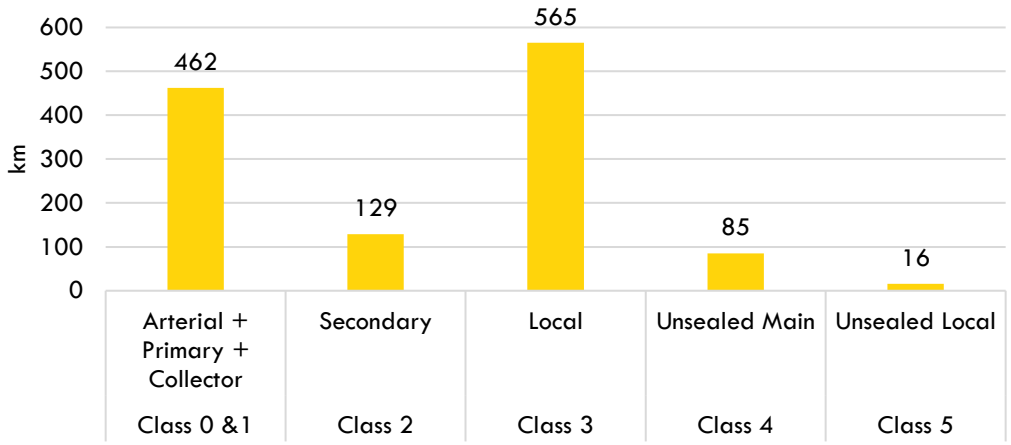

Figure 3. Total Kilometers of Roads (Upolu and Savii)
Source: (Kupa 2023)

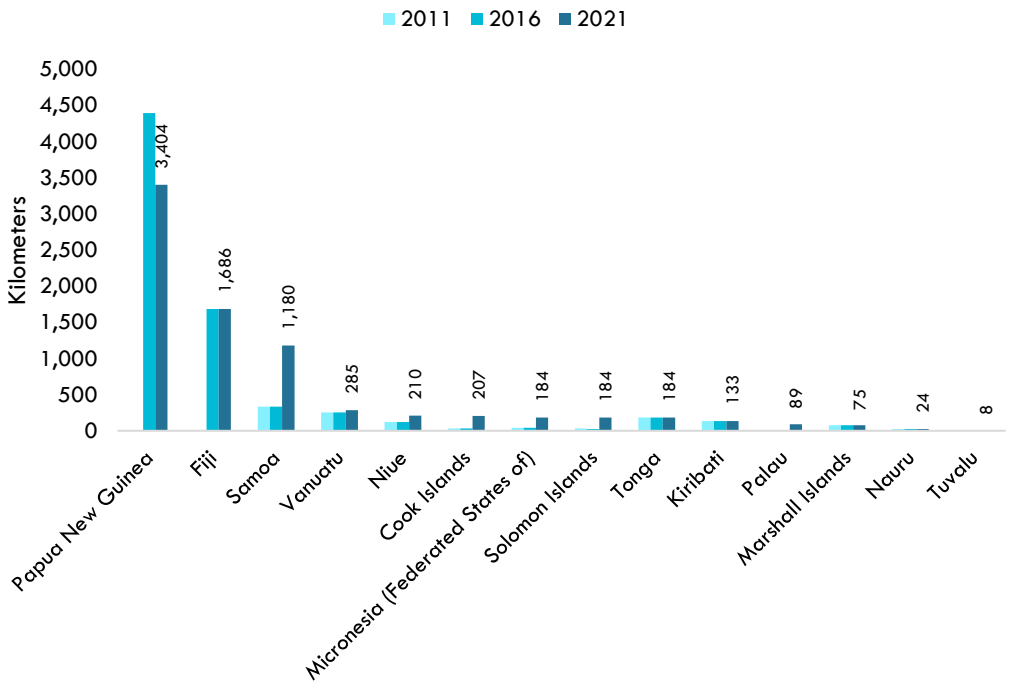

Figure 4. Paved Road Length (Kilometers)
Source: ATO analysis and visualization based on PRIF (n.d.)

Samoa's road sector operates under a two-tier system. The Ministry of Works, Transport, and Infrastructure (MWTI) is responsible for policy development,[2] while the Land Transport Authority (LTA) handles implementation (Figure 5). Prior to 2008, the Ministry managed both policymaking and operations, a task that became challenging. The Land Transport Authority Act 2007 (Government of Samoa 2007) enacted significant reforms by officially separating these roles (Government of Samoa 2007).

Coordination between agencies remains a challenge. The Transport and Infrastructure Sector Coordination Division serves as a coordinator for donor-funded projects. It functions as a project management unit for initiatives involving multiple agencies, acting as a link between implementing agencies and the development partners. The Ministry of Police, Prisons and Corrections (MPPC) holds jurisdiction over traffic legislation and maintains data on traffic-related accidents and infringements. MPPC also operates the Vehicle and Drivers License Registration Section (VDLRS) and runs a Road to Safety Strategy.

A central instrument of MWTI's oversight is the National Road Programme (LTA 2023b). Each year, LTA prepares a program and submits it to MWTI for review and approval (MWTI 2007). The Ministry assesses if the program conforms to published guidelines and national priorities. If changes are necessary, the Ministry can implement adjustments within the current financial year. This process provides MWTI with effective oversight of the scope and direction of road investments without requiring direct oversight of construction.

The Transport and Infrastructure Sector Plan requires all sector agency plans to align with national priorities (Government of Samoa 2023b). It advocates for improved legislation and policies to enhance sector performance, as well as stronger financial planning to support administrative reporting and investment decisions.

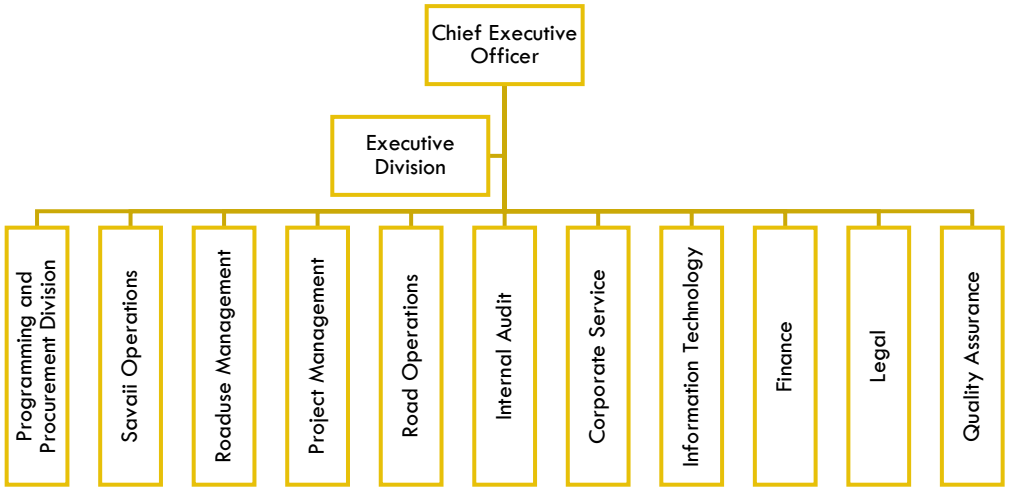

Figure 5. Organizational structure of LTA
Source: (LTA 2023a)

The Samoa Infrastructure Asset Management Policy Framework (Government of Samoa 2024a) mandates a distinct separation in financial reporting: expenses incurred after acquiring an asset should be classified as either Enhancement/Rehabilitation or Maintenance/Refurbishment (Government of Samoa 2024a). This accounting method is geared towards ensuring that capital investments genuinely prolong the asset's service life, rather than just covering operational repairs.[3] To maintain system integrity, all assets are proposed to be documented in a Centralized Asset Register. It states that non-financial assets undergo inspection at least once every five years.

The Samoa Infrastructure Asset Management Strategy (Government of Samoa 2022) further enhances these efforts by creating GIS data tables and providing onsite training for staff in "roughness and surface condition" survey programs. This technical precision enables the MWTI Asset Management Resilience Office (AMRO) to effectively incorporate climate adaptation into sectoral policies (Government of Samoa 2022).

[2] MWTI is the central government agency responsible for policy, regulation, coordination, and oversight of Samoa's transport systems.
[3] See the sub-section on "asset management and resilience" under the "Crosscutting Elements" chapter for a fuller discussion on the topic across the sector.

This transparency is further supported by the Ministry of Works, Transport and Infrastructure (MWTI) Corporate Plan (MWTI 2025a), which highlights the importance of an efficient and reliable database management system for storing public asset data analysis.

Aviation

UNCTAD's remoteness and transport disconnectedness indicators underline Samoa's structural disadvantage: distance from major markets, small traffic volumes, and dependence on a small number of international links (UNCTAD 2021). Samoa was scored 94.6 out of 100 for remoteness from economic markets and 92.4 out of 100 for transport disconnectedness. This also underscores the importance of aviation as an essential mode of connection. Air travel is the primary mode of international passenger travel. It delivers emergency supplies during cyclones and supports a tourism sector that accounts for 25% of the economy's GDP (World Bank 2021b).

The data shows a recent pattern of disruption and slow recovery. In 2019, Samoa had 6,200 registered carrier flight departures. This number reduced to just 993 by 2021 (World Bank 2021a). COVID-19 caused tourism arrivals to drop by 87% from 2019 to 2020 (UN Tourism 2025). In 2022, about 51,000 tourists (international) visited, with 93% arriving by air (UN Tourism 2025). Tourism reached 181,000 in 2019, with a consistent annual decline of 35% since then (Figure 7). However, in 2023, air arrivals reached 223,547 passengers, with a similar number departing, mainly served by five carriers flying about 20 times weekly at Faleolo International Airport. Visitors include tourists (40.3%), friends and family visitors (37%), business and conference travelers (6%), and other groups (11.5%). (UNDP 2024c)

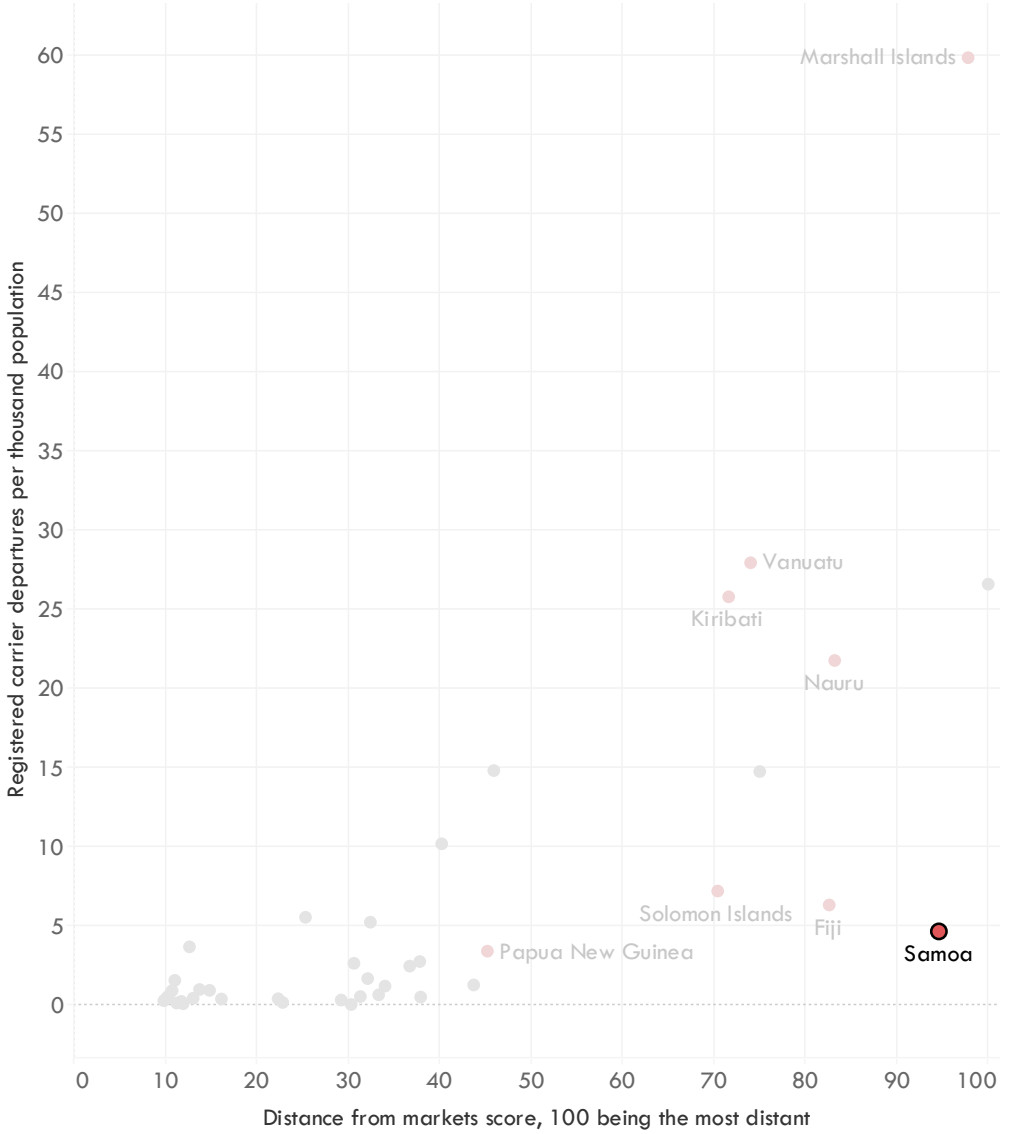

Figure 6. Registered carrier departures per thousand population, 2021
Source: ATO analysis and visualization based on (UNCTAD 2021; World Bank 2021a)

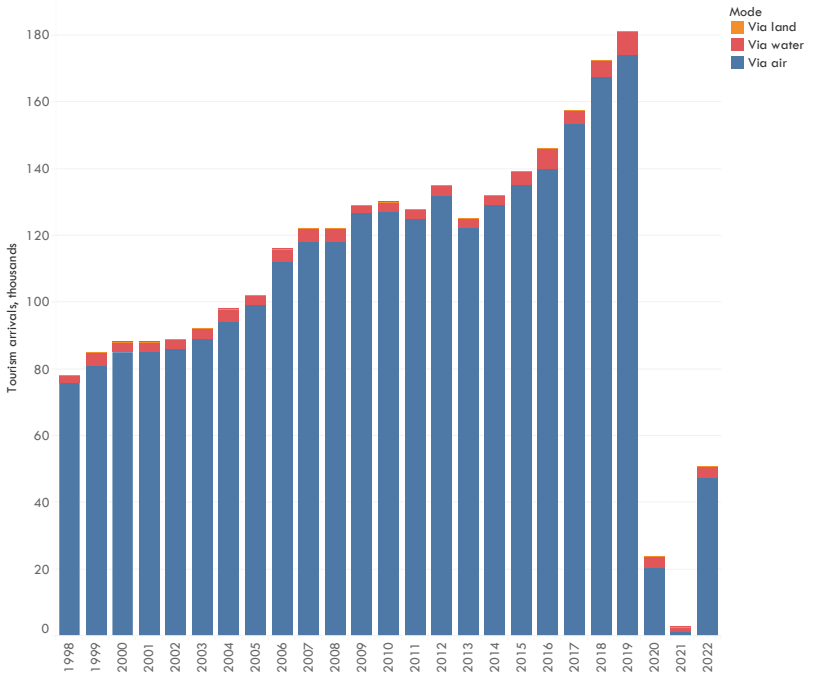

Figure 7. Tourism Arrivals in Samoa
Source: (UN Tourism 2025)

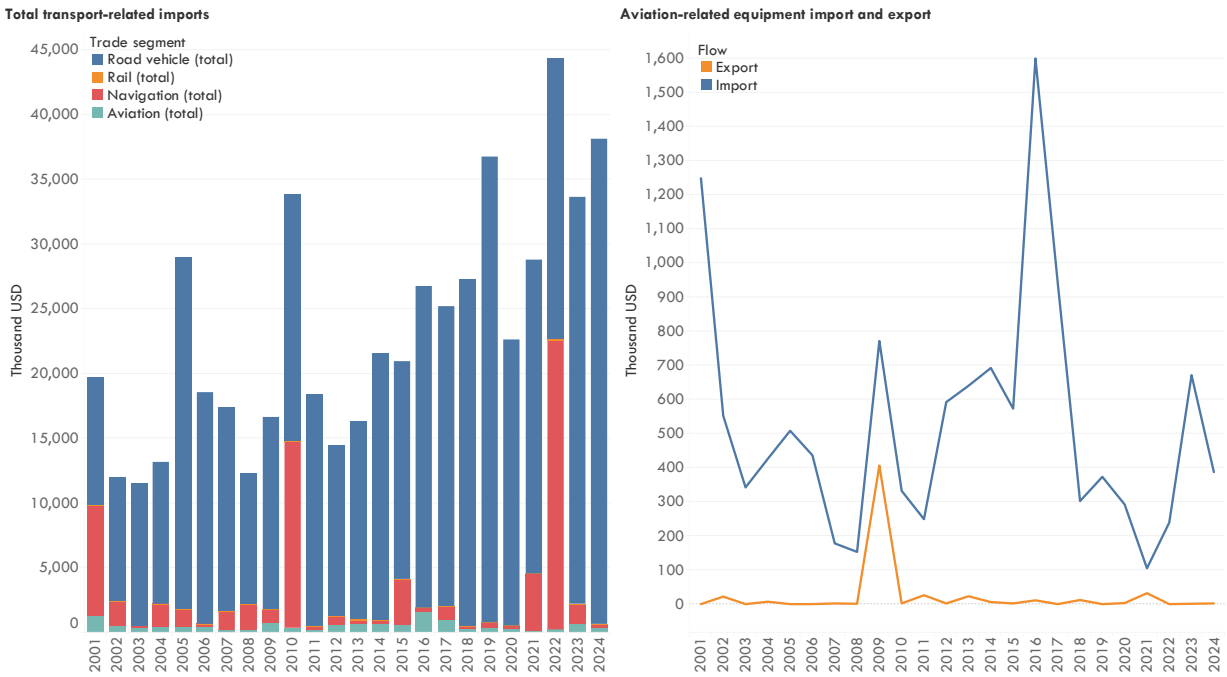

Figure 8. Total Transport-related Import and Aviation-related Import vs. Export in Samoa
Source: ATO analysis and visualization based on (Trademap 2025)

Trade data reveals a reliance on imported aviation technology and a limited domestic production base. Aviation equipment accounted for about 2% of total transport-related imports[4], totaling 5.5 million dollars from 2015 to 2024. Between 2015 and 2020, these imports dropped by 49%. During the same period, Samoa exported only 63 thousand dollars' worth of aviation equipment, representing roughly 1% of the total aviation equipment trade in the country (Figure 8).

[4] Total transport-related imports include road vehicles (conventional and electrified), rail rolling stock and equipment, aviation and navigation equipment, bicycles, and vehicle manufacturing-related products. Electrified vehicle categories include battery-electric, hybrid-electric, and plug-in hybrid vehicle technologies across multiple road vehicle classes.

Airbus estimated that Samoans had a travel propensity of about 0.65 trips per person annually in 2024 (Airbus 2025). Before the pandemic, this was 0.92. For comparison, the Asia-Pacific average was 0.90 trips, and the Pacific Islands average was 0.59. This means Samoa's pre-pandemic air travel demand was above its regional average and has not yet returned to that level. However, the trend is positive, with trips per capita expected to reach 1.31 by 2034 and 1.63 by 2044 (Airbus 2025). Passenger numbers are forecasted to grow by 44% by 2035, and freight activity by 43% (Tjandra et al. 2024).

Samoa's long-term national vision i.e. Samoa 2040 aims to position the country as a leading Pacific tourism destination, targeting 400,000 arrivals per year by 2040 (World Bank 2022a). This ambition depends directly on the quality of aviation connectivity.

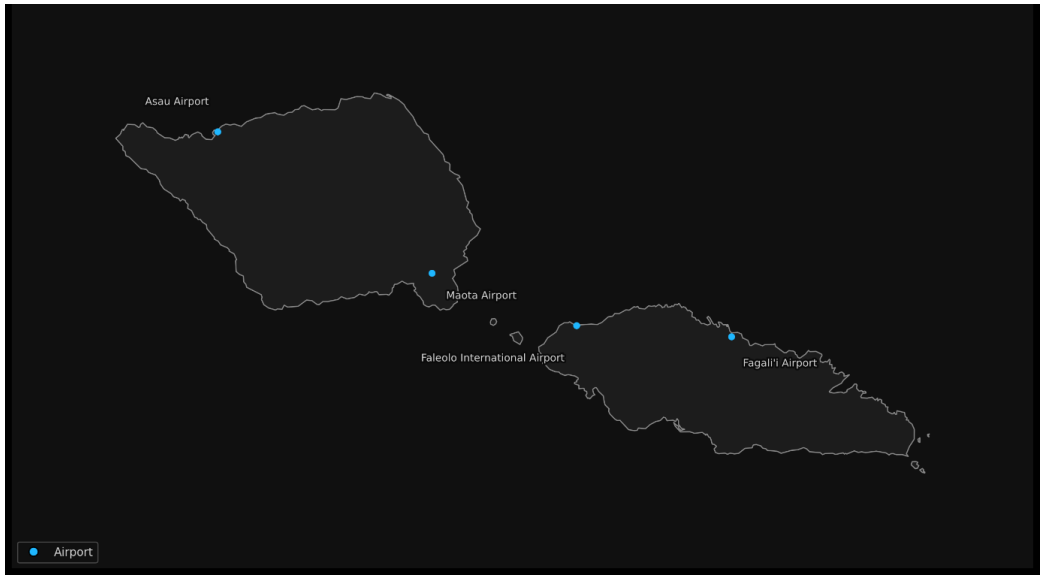

Figure 9. Airports in Samoa
Source: ATO visualization based on Mahfuj (2025)

There are four main airports in Samoa: two on Upolu and two on Savaii. Faleolo International Airport (FIA), situated on the western coast of Upolu, is the only international gateway. On Savaii, the airfields at Maota and Asau exist but are mostly inactive. The Samoa Airport Authority manages Faleolo International Airport, as well as the Asau and Maota airports on Savai'i Island. Additionally, the small Fagali'i airport, run by the state-owned airline Polynesian Airlines, mainly facilitates short-distance international flights to American Samoa. The combined area of all aerodromes is approximately 600 thousand square meter (Tjandra et al. 2024).

These constraints are recognized in Samoa's transport planning documents. The Transport and Infrastructure Sector Plan frames aviation not only as a transport service, but as a strategic connection to tourism, trade, emergency response, and regional markets. The goal is not merely to restore connectivity to pre-pandemic levels but also to develop the infrastructure, regulatory framework, and commercial strategies that will draw in and keep air services in a competitive Pacific region market. Aviation carried 7% of total international passenger-kilometers and 0.2% of international freight ton-kilometers in 2025 (Tjandra et al. 2024).

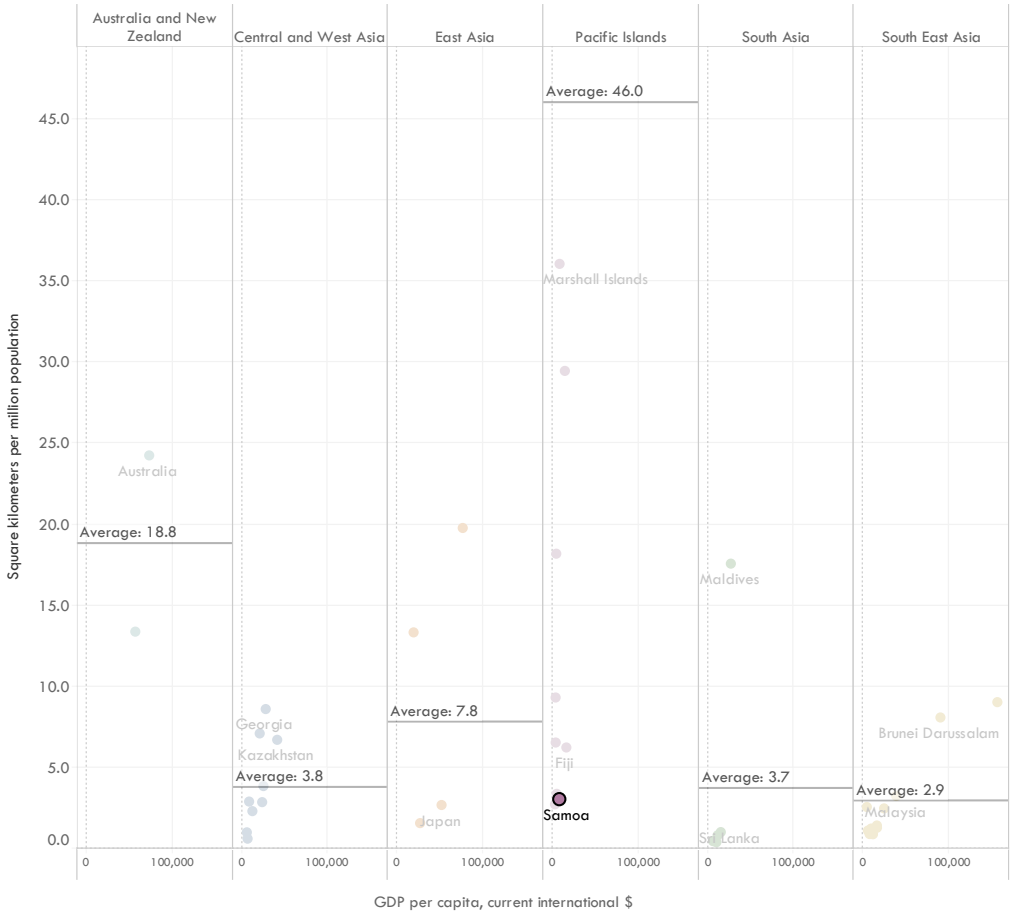

Figure 10. Aerodrome Area per Capita, 2024
Source: ATO analysis and visualization based on (Nirandjan et al. 2022)

The aviation subsector in Samoa is governed through a dual institutional framework involving the Ministry of Works, Transport and Infrastructure (MWTI) and the Samoa Airport Authority (SAA). Under the Civil Aviation Act 1998 (Government of Samoa 1998a), MWTI, through its Civil Aviation Division, serves as the national aviation regulator and is responsible for civil aviation policy implementation, regulatory oversight, aircraft and personnel certification, aviation safety monitoring, and ensuring compliance with international aviation standards, including those established by International Civil Aviation Organization (ICAO) (MWTI 2026). Operational management of airport infrastructure is undertaken by SAA, a statutory authority established under the Airport Authority Act 2012, which is responsible for the management, operation, maintenance, and development of airport infrastructure and associated aviation services (Government of Samoa 2012). SAA operates under a corporate governance structure led by a Board of Directors, while day-to-day operational and regulatory responsibilities are distributed across specialized divisions responsible for airport operations, technical services, safety, and administrative functions (Figure 11).

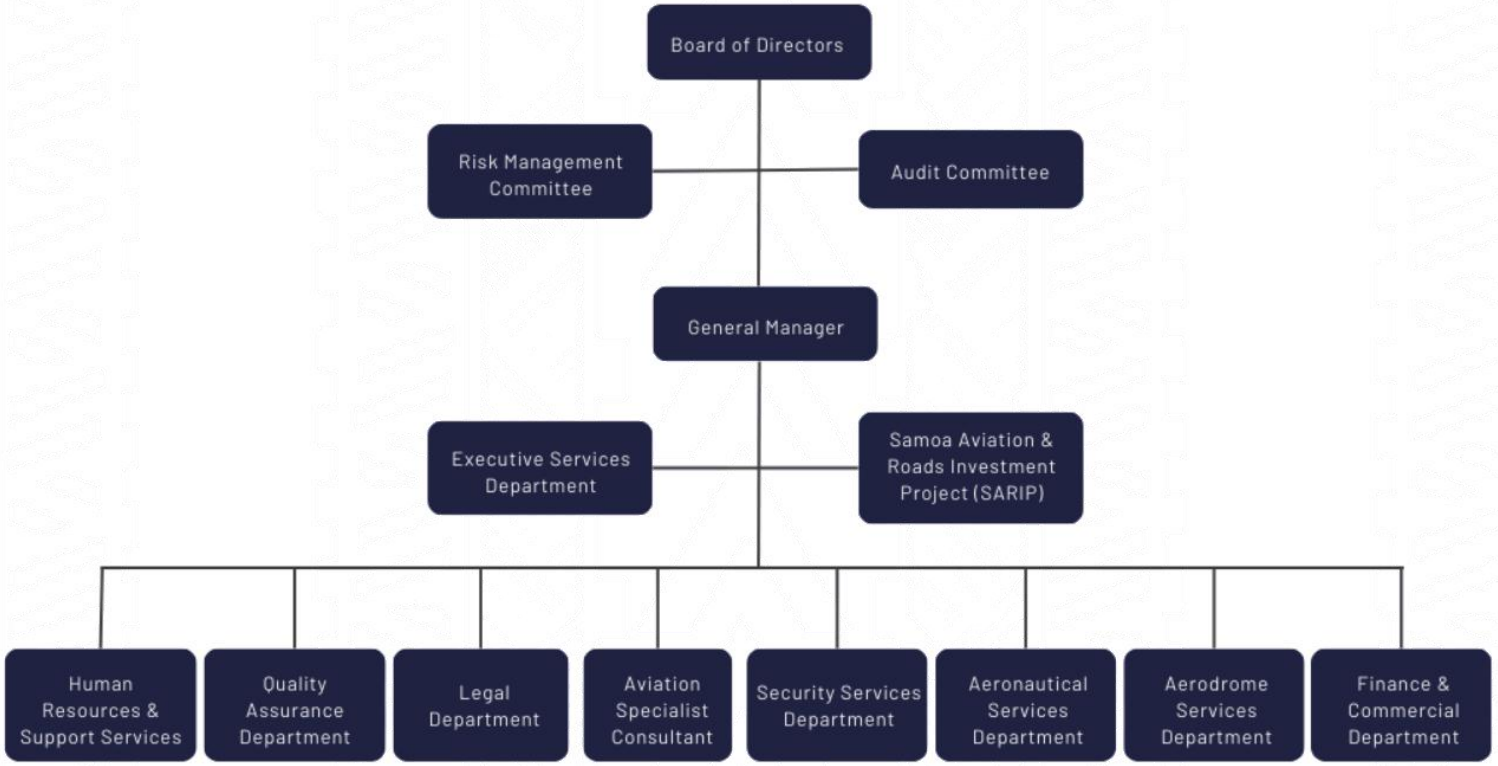

Figure 11. Organizational structure of Samoa Airport Authority
Source: (Samoa Airport Authority 2026)

The Transport and Infrastructure Sector Plan presents a comprehensive agenda for the aviation sector (Government of Samoa 2023b). It outlines the development of Faleolo International Airport to optimize its role in supporting international connections. The plan also requires upgrades to airport emergency response and security scanning systems and emphasizes that domestic airports must stay operational. The plan pushes for strategies to maximize business opportunities arising from future airport developments. It calls for stronger business direction and capacity across the subsector. The Samoa National Infrastructure Strategic Plan (Government of Samoa 2011a) mandates the completion of the SAA Airports Master Plan (SAA 2026) to provide a roadmap for airport investment over the next 10–20 years (Government of Samoa 2011a). It further directs continued investment by the Samoa Airport Authority in safety and security systems to ensure ongoing compliance with international requirements.

The MWTI Corporate Plan (MWTI 2025a) mandates the coordination and conduct of annual safety audits and inspections of air operators, aircraft maintenance, and aircraft airworthiness by ICAO-recognized Safety Auditors (MWTI 2025a). The Samoa Second Voluntary National Review 2020 (Government of Samoa 2020c) confirms the direction: compliance with international standards, enhanced capacity, and improved infrastructure and facilities at airports and ports support trade, tourism, and connectivity.

Resilience and continuity of aviation services in the face of natural hazards are addressed through a combination of infrastructure and disaster management instruments. The Samoa Infrastructure Asset Management Strategy (Government of Samoa 2022) and the Asset Management Policy Framework (Government of Samoa 2024a) require that climate adaptation be integrated into asset management strategies, that non-financial assets, such as airport infrastructure, are regularly inspected, and that risk, resilience, and climate adaptation requirements—including necessary investments—are clearly documented (Government of Samoa 2022, 2017b). The Samoa National Disaster Management Plan 2017–2020 (Government of Samoa 2017e) instructs that disaster risk assessment be integrated in the planning of transport infrastructure, that site-specific risk assessments be undertaken for proposed transport projects, and that the readiness of all transport facilities and services—including airports—be ensured for immediate service continuity and rapid restoration after impacts.

The World Bank-financed Samoa Aviation and Roads Investment Project supports climate resilience and safety in Samoa's transport sector. Its aviation components focus on Faleolo International Airport, including drainage and flood-resilience planning, seawall and airfield drainage upgrades, improved navigation (maritime) systems, boundary fencing, and a regional maintenance program for critical airport assets (World Bank, n.d.).

Aviation is central to Samoa's international connectivity, but it is only one part of the country's external and inter-island transport system. Maritime transport, for one, carries the larger share of goods movement and provides the physical link between Samoa's islands.

Aviation is central to Samoa's international connectivity, but it is only one part of the country's external and inter-island transport system.

Maritime Transport

Samoa is a maritime nation consisting of two main islands and eight smaller islets. The country depends on maritime transport for over 90% of its international trade (MWTI 2025b).

The primary international port is Apia at Matautu, capable of accommodating various vessels, including freight ships, container ships, tankers (for fuel and LPG), cruise ships, research vessels, and some interisland passenger ships and ferries. (Figure 12)

Since 2013, the number of ships and cargo arriving at Samoa's ports have increased significantly, with about 500 vessels visiting each year (Government of Samoa 2021d). In 2025, Apia recorded an average of about 0.5 daily port calls (Figure 13), placing it in the middle range among Pacific ports. This is well below the region's busiest ports, such as Port Moresby, Lautoka, and Suva, but above many smaller island ports.

In 2024, Samoa had about 66 thousand square meters of total port area nationwide (Figure 14). By 2035, modelled estimates indicate that a much larger area will be required to accommodate increased activity and cargo space, with the additional area requirements being around 108 thousand square meters (Hanson and Nicholls 2020).[5]

Figure 12. Major Ports in Samoa
Source: ATO visualization based on information from IAPH (2026)

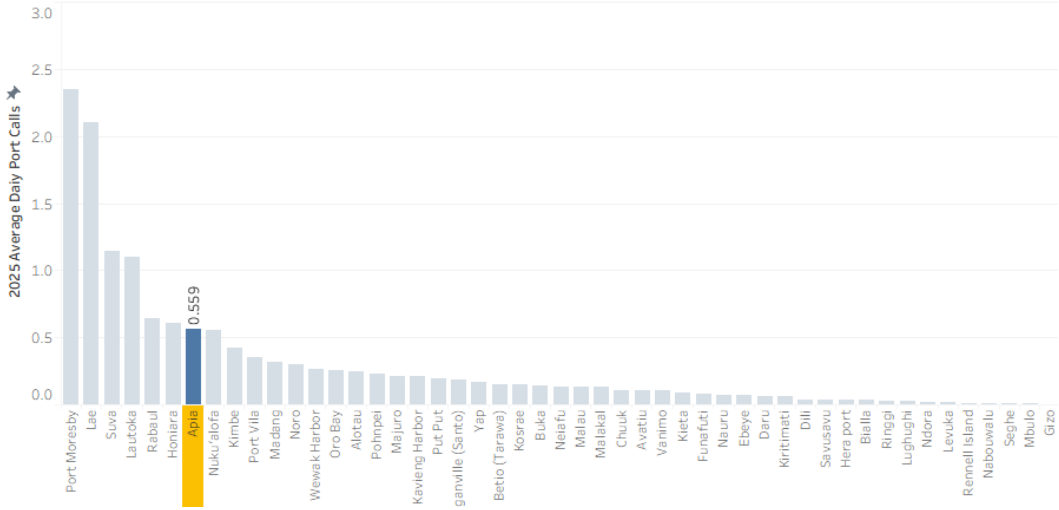

Figure 13. Average Daily Port Calls (International Ports in the Pacific)
Source: ATO analysis and visualization based on IMF and University of Oxford (2026)

[5] Hanson and Nicholls (2020) link projected seaborne trade volumes to port land requirements by cargo type, including bulk cargo and containers, and assumes that growth in trade will require additional port area unless offset by efficiency improvements. Their method considers international maritime freight demand, cargo handling and storage requirements, and sea-level rise adaptation needs, but does not include all related infrastructure such as breakwaters or other protective works.

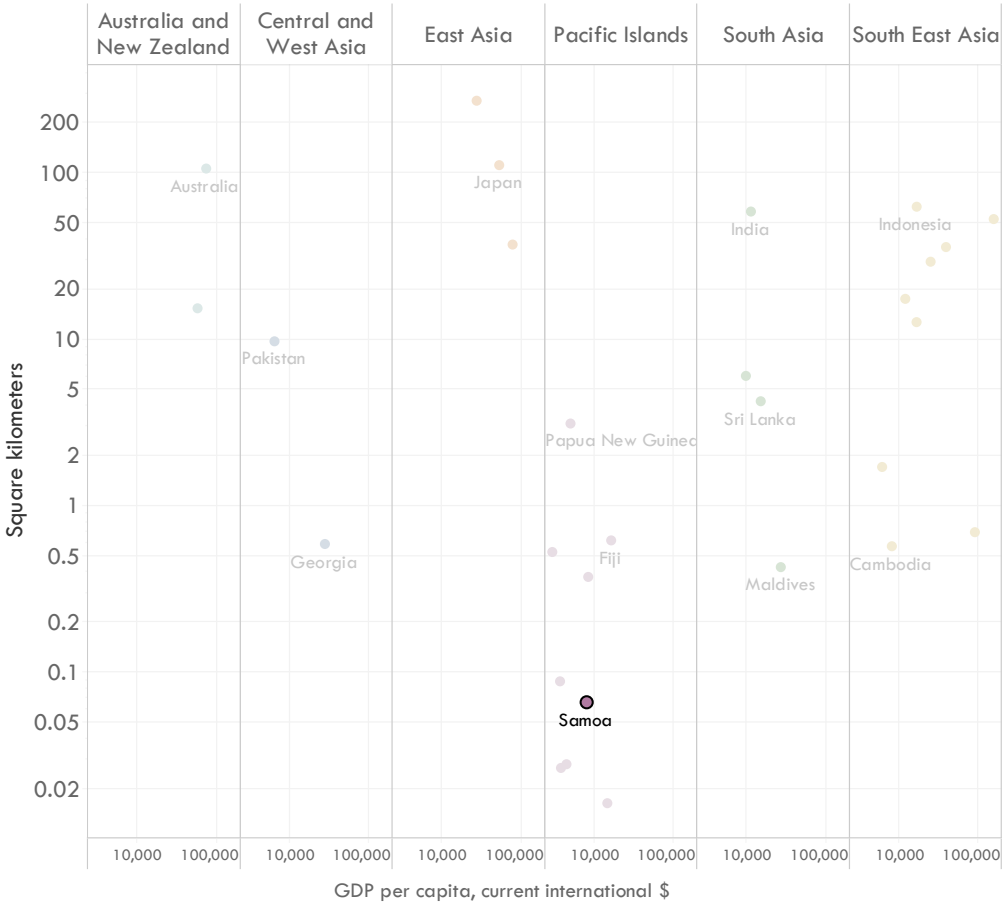

Figure 14. Port area in 2024

Source: Own analysis and visualization based on (ATO 2025b)

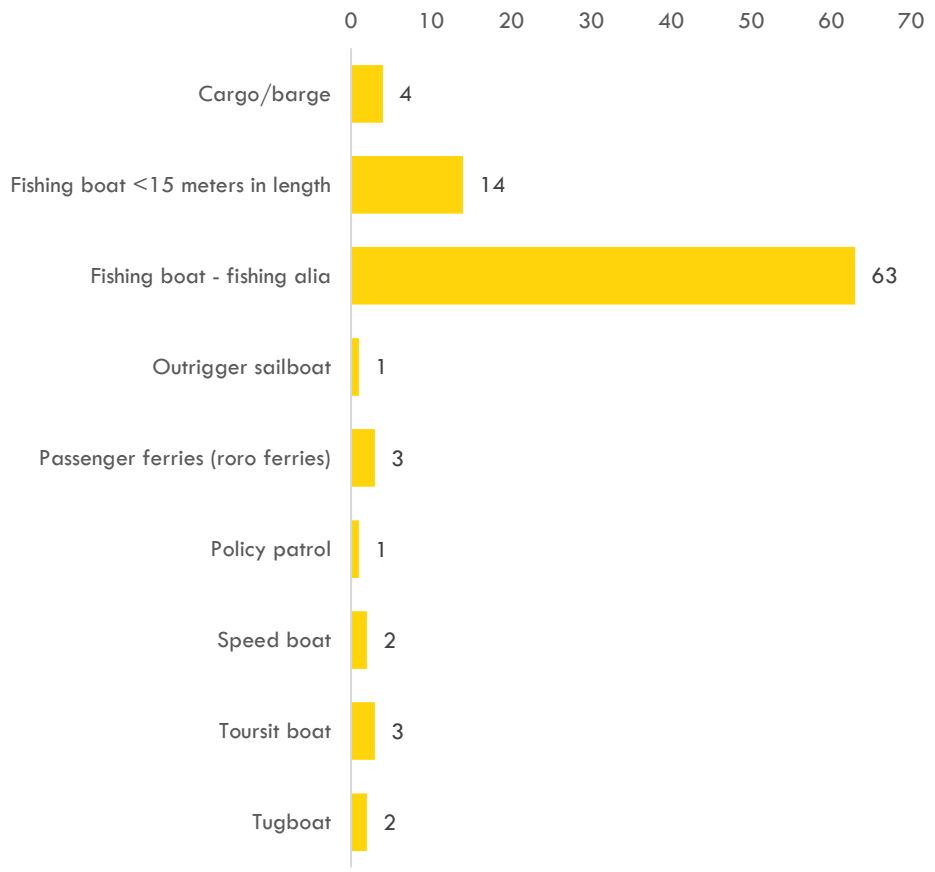

Figure 15. Registered and Non-Registered Maritime Vessels in Samoa

Source: Based on data from Government of Samoa (2021e)

While Apia Port anchors Samoa's international trade, inter-island ferry services provide the country's main domestic maritime connection. Movement between Upolu and Savai'i is entirely waterborne, with ferry services crossing the 22-kilometre Apolima Strait between Mulifanua and Salelologa. Inter-island connectivity between Upolu and Savai'i is entirely waterborne, six return ferry crossings per day across the 22-kilometre Apolima Strait. (Samoa 2019 2025)

Beyond the main Upolu–Savai'i corridor, smaller vessels provide lifeline services for Manono, Apolima, and Namua. Small aluminum catamarans known as alia are often the only mechanical link between these communities and markets, schools, and health services.

The domestic fleet numbers 93 craft—cargo barges, passenger ferries, fishing boats, patrol vessels, and tourist launches. More than half the vessels operating in Samoan waters are unregistered. The total registered fleet counts 31 vessels. The government owns 11; the remaining are in private hands. Countless household boats used for subsistence fishing and private transport remain entirely uncounted.

Samoa Shipping Corporation (SSC) manages Samoa's primary travel and shipping vessels. During 2022–23, SSC reported revenues of around $790 million, while expenses reached $965 million, resulting in a deficit that mirrors the public service obligations linked to inter-island connectivity (UNDP 2024a).

Five vessels constitute the SSC's core fleet (Government of Samoa 2021d). The MV Lady Samoa III (a 46.7-meter ro-ro passenger ferry built in Japan in 2009, 1,045 gross tons) and MV Samoa Express II (entering service in 2021) operate the Mulifanua–Salelologa route across the Apolima Strait, completing 68 sailings per week combined. The MV Fotu-o-Samoa II (a 39-meter landing craft built in Malaysia in 1998, 299 gross tons) supplements this service; it is the fleet's oldest vessel and is earmarked for replacement. The newest addition, MV Lady Samoa IV (48 meters, 1,130 gross tons), serves the Apia–Pago Pago international route with about 20 sailings per month.(UNCTAD 2026)

Data show that national Liner Shipping Connectivity Index (LSCI)[6] (UNCTAD 2026) for Samoa is about 29 in 2024 (Figure 16) and 62 specifically for the Port of Apia in 2026 (Figure 17). LSCI assesses the diversity among shipping companies, the average vessel size, and the number of direct national connections. A low score indicates structural issues with weaker integration into global shipping networks, implying fewer direct routes, smaller ships, less competition, and reduced container capacity. This situation makes trade more difficult and costly, as it relies more on indirect routes, such as transshipment, to access global markets. Figure 16 benchmarks Samoa's Liner Shipping Connectivity Index against selected other economies, illustrating the relationship between maritime connectivity and economic development as measured by GDP per capita.

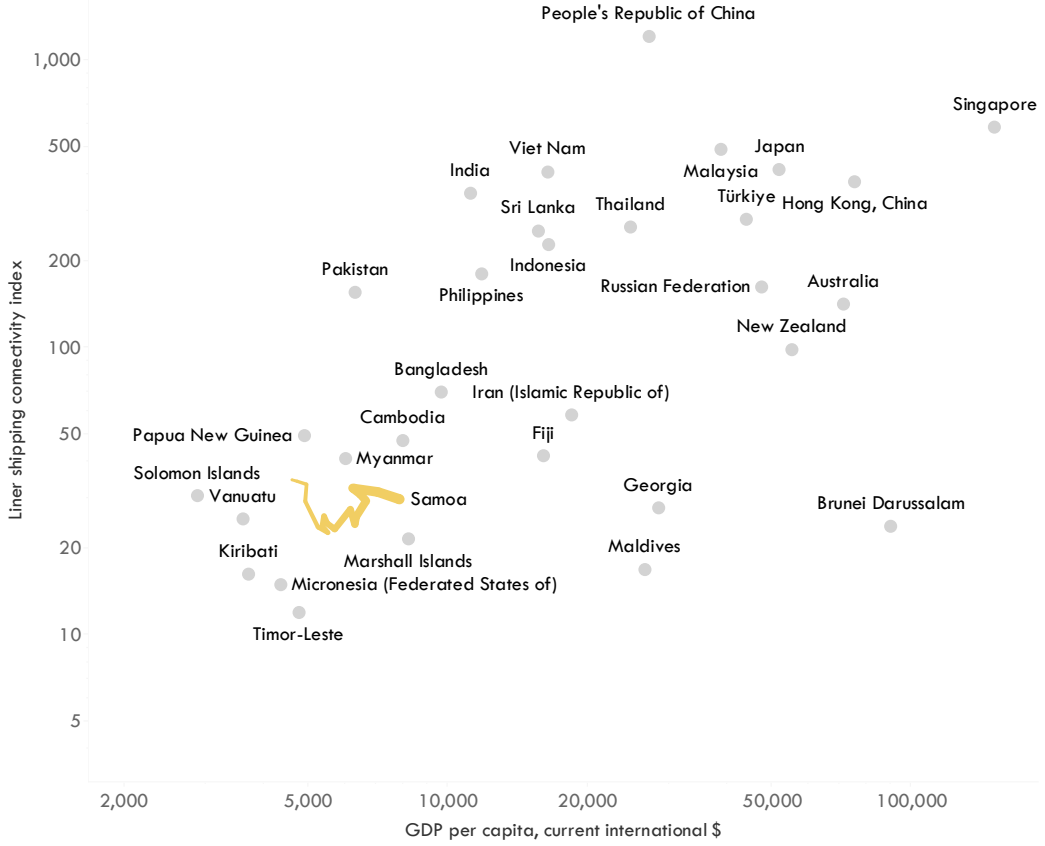

Figure 16. Liner Shipping Connectivity Index, 2006-2024
Source: ATO analysis and visualization based on (UNCTAD 2024)

[6] The Liner Shipping Connectivity Index (LSCI), published by UNCTAD, measures a country's integration into global container shipping networks based on six components: (i) number of scheduled ship calls per week, (ii) deployed annual container carrying capacity (TEU), (iii) number of regular liner shipping services, (iv) number of liner shipping companies providing services, (v) size (TEU) of the largest vessel deployed, and (vi) number of countries connected through direct liner shipping services. For each component, a country's value is normalized against the average global value (Q1 2023 baseline), the six normalized values are averaged, and the resulting score is multiplied by 100, where the global average equals 100 (UNCTAD 2025).

Figure 17. Port Liner Shipping Connectivity Index in Pacific Islands 2006-2024
Source: ATO analysis and visualization based on (UNCTAD 2026)

Two features define this sub-sector. First, the economics are marginal. Operating margins are very low. Vessel replacements over the past two decades have come largely through aid programs and post-disaster donor response and not private investment. Second, the registry is incomplete. The Maritime Division of MWTI holds the Register of Ships and Vessels, but many small craft operate unregistered.

Key institutional players in Samoa's maritime transport sector are the MWTI, Samoa Ports Authority (SPA), Samoa Shipping Corporation (SSC), Samoa Shipping Services, and Pacific Forum Line, supported by other government agencies including MAF, MoF, and MNRE that contribute to sectoral regulation, environmental management, and climate resilience financing. The Maritime Division of the MWTI holds the Register of Ships and Vessels and regulates maritime transport in Samoa to ensure that vessels abide by Samoa's national and international maritime guidelines. Management of ports and related infrastructure is shared between the SPA and the SSC, with SPA overseeing port infrastructure and maritime operations, while SSC manages domestic ferry and shipping services (Table 1).

Several foundational regulations underpin Samoa's maritime legislative framework. The Shipping Act 1998 (Government of Samoa 1998c) governs vessel registration, safety standards, and maritime commerce. The Samoa Ports Authority Act 1998 (Government of Samoa 1998b) establishes the institutional framework for port governance. The Maritime Zones Act 1999 (Government of Samoa 1999) delineates Samoa's jurisdictional claims over its ocean space. The Ministry of Transport Act 1978 (Government of Samoa 1978) provides the overarching statutory basis for the transport ministry's functions.

The Assets Management Policy Framework (Government of Samoa 2024a) mandates that every ministry develop an asset management plan for non-financial assets. It requires that all individual assets be recorded in a centralized asset register, inspected at least once every five years, and that asset transfers between entities are properly documented. The Samoa Infrastructure Asset Management Strategy calls for the establishment of a GIS-based data system, the development of training materials and survey procedures. The Transport and Infrastructure Sector Plan requires that climate-resilient and safe vessels improve sea transportation standards. The plan reports that Apia International Port complies with the International Ship and Port Facility Security Code (ISPS), which forms part of the Safety at life at Sea (SOLAS)[7].

Table 1. Key National Stakeholders in Maritime Transport

Stakeholder	Role within sector
Ministry of Agriculture and Fisheries (MAF)	MAF provides regulatory , technical, training, and support services for subsistence and commercial farmers, agribusinesses, and exporters. Its work also supports food security and sustainable agricultural production.
Ministry of Finance (MoF)	MoF leads climate resilience financing and investment coordination. This includes developing and applying suitable financing approaches for climate resilience.
Ministry of Natural Resources and Environment (MNRE)	MNRE manages Samoa's environment and natural resources. Its responsibilities include renewable energy, water and sanitation, forestry, disaster management, climate change, water resources, land management, and environmental conservation.
Ministry of Works, Transport, and Infrastructure (MWTI)	MWTI oversees safe, secure, sustainable, and resilient transport infrastructure and development services. Its maritime transport division focuses on effective, sustainable, and integrated maritime transport networks. It also manages the Register of Ships and Vessels and regulates maritime activity in Samoa so vessels can operate safely in Samoan and international waters.
National University of Samoa (NUS)	NUS is Samoa's national university and offers a maritime training program.
Samoa Ports Authority (SPA)	SPA is a self-funded port authority responsible for ensuring safe port and maritime operations and providing efficient port services.
Samoa Shipping Corporation (SSC)	SSC provides ferry operations and marine shipping services.

Source: Government of Samoa (2021e)

The Samoa Climate Change Policy 2020–2030 (Government of Samoa 2020a) targets the reduction of greenhouse gas emissions from the transport sector, including maritime operations. It calls for updating and digitizing national GHG inventories. Samoa's Second Nationally Determined Contribution (Government of Samoa 2021c) goes further, directing the development of shore-side electricity supply for vessels and the expansion of solar panel installations on vessels.

The Ministry's Corporate Plan (MWTI 2025a) identifies clear priorities: increase the capacity and performance of technical staff in maritime operations, strengthen coordination through the governance framework, and align sector agency plans with national priorities.

[7] The ISPS Code, adopted under Chapter XI-2 of the SOLAS Convention (1974), provides a standardized framework for evaluating security risks and establishes mandatory measures for preventing unauthorized access to ships and port facilities, maintaining security communication protocols, and preventing the introduction of unauthorized weapons, incendiary devices, or explosives (IMO 1974).

Ensure Access to Sustainable Transport for All

Ensure Access to Sustainable Transport for All

Access to transport infrastructure and services opens doors to opportunities. In urban settings, reliable transport means quicker, safer commutes and supports economic growth. In rural regions, it helps connect communities to markets, educational institutions, and essential services, reducing isolation. Regardless of the setting, such access is crucial for sustainable transportation.

Rural and National Access

Currently, about 82% of the population lives in rural areas. UN projections (UN-DESA, n.d.) indicate that Samoa would continue to be predominantly rural through 2050, i.e., about 78% of the total population by 2050. Comprehensive rural access remains a challenge (UN-DESA, n.d.). By geospatial analysis, the estimated Rural Access Index[8] (RAI) in 2019 stands at 67% (ReCAP et al. 2019) and 78% in 2023 (Center for International Earth Science Information Network 2023). This is equivalent to 36 to 55 thousand of Samoa's rural population without access to all-weather roads within a 2 km range. Previous household surveys had indicated that rural access of 71% indicating no improvement in rural access in Samoa over the past two decades (Sum4all, n.d.). The Samoa Second Voluntary National Review 2020 reports that 98% of Samoans have direct road access (Government of Samoa 2020c). However, this figure does not specify the methodology used. (Figure 18)

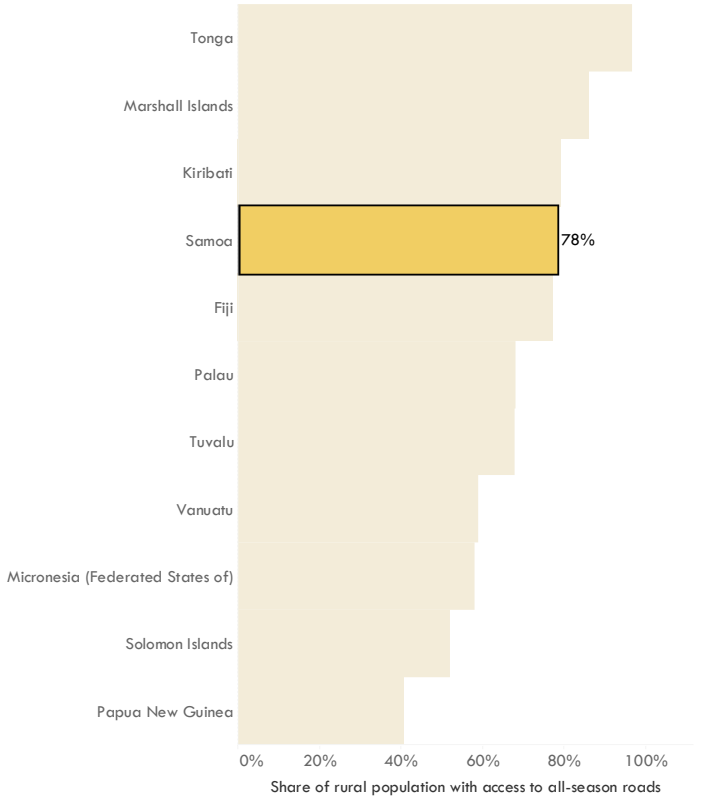

Figure 18. Rural Access Index (2023)
Source: ATO analysis and visualization based on (Center for International Earth Science Information Network 2023; SDSN 2025; World Bank 2025b; ReCAP et al. 2019)

[8] The Rural Access Index (RAI) measures the proportion of the rural population within 2 km of an all-season road

Road access does not automatically mean access to services. To complement the Rural Access Index, the review also considers travel-time access to health facilities using HeiGIT accessibility estimates. The estimates from (HeiGIT gGmbH 2026). The results of the accessibility analysis conducted by HeiGIT (2026) show the stark difference between urban areas and Samoa as a whole in terms of access to health facilities. In Tuamasaga, which includes the Apia urban area, about 79% of the population is estimated to live within 10 minutes of a hospital, compared with 59% nationally. The difference is even more pronounced for primary healthcare facilities, with 88% of Tuamasaga's population within 10 minutes, compared with 55% for Samoa overall. This suggests that health service access is much stronger around the main urban area, while communities outside Tuamasaga face longer travel times to reach hospitals and primary healthcare services. (Figure 19)

Research on access to healthcare facilities in Samoa highlights its significance. Globally, approximately 8.9% of the population (646 million people) cannot reach healthcare within 1 hour by motorized transport, and 43.3% (3.16 billion) cannot do so on foot. In Samoa, however, 39% lack access within an hour by motor vehicle, and 87% by foot (Weiss et al. 2020).

The transport sector in Samoa does not formally distinguish between rural and urban roads (UNESCAP 2023). The road network is divided into 18 zones, 10 on Upolu, 8 on Savai'i. Zone 1 (Figure 20), centered on Apia, is the only area recognized as urban. Everything else falls under a de facto rural classification (UNESCAP 2023). The absence of a clear administrative boundary complicates transport planning. It also obscures the scale of rural transport demand.

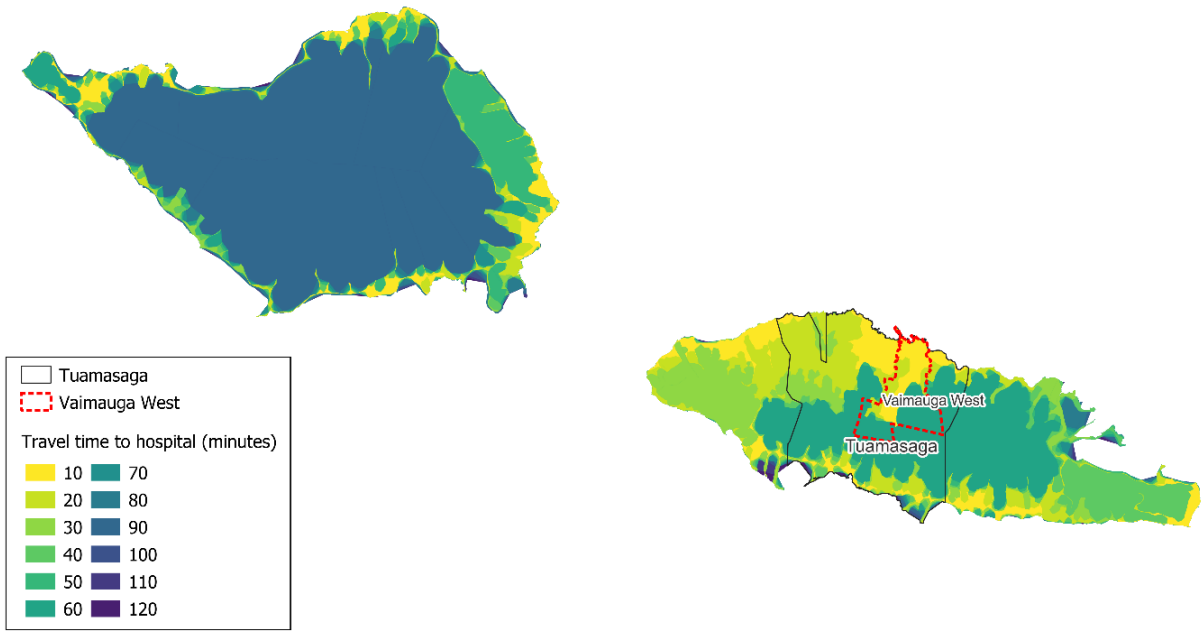

Figure 19. Population with Access to Hospitals and Primary Healthcare Facilities
Source: Based on data from HeiGIT GmbH (2026)

There is no bridge connection between Upolu and Savai'i. The Apolima Strait separates the two islands. All vehicle and passenger movement between them depends on the Samoa Shipping Corporation's ferry service. Two vessels—the MV Lady Samoa III and the MV Samoa Express III—shuttle between Mulifanua Wharf on Upolu's northwest coast and Salelologa Wharf on Savai'i's southeast corner. The crossing takes 60 to 90 minutes.

One of the most vital corridors is the West Coast Road, which connects Apia with the Faleolo International Airport and the Mulifanua inter-island port. The corridor is being rehabilitated under the SCRTP to enhance its physical resilience to flooding and coastal erosion. Similarly, the Central Cross Island Road (CCIR) serves as a key arterial connecting the West Coast Road in Apia with the South Coast Road in Siumu. For eight villages along its route, this road is the sole motorable link to the capital. An assessment by the International Road Assessment Programme (iRAP) for the CCIR upgrade highlighted that the project would increase the 3-star safety rating for vehicle occupants from 23% to 73%, effectively eliminating high-risk 1-star sections (iRAP 2021).

Samoa's Transport and Infrastructure Sector Plan (Government of Samoa 2023b) places strong emphasis on connectivity, mobility, and accessibility. It states that it aims to "improve access for all to essential services and desired destinations for the improvement of life strengthened through eased mobilization." Under key objective 14, Samoa expresses that it will strengthen public transport planning and responsiveness to address equity and access needs of its population. Under key objective 16, it states that it will improve mobility in central business districts, and improve accessibility to desired locations through effective road directories.

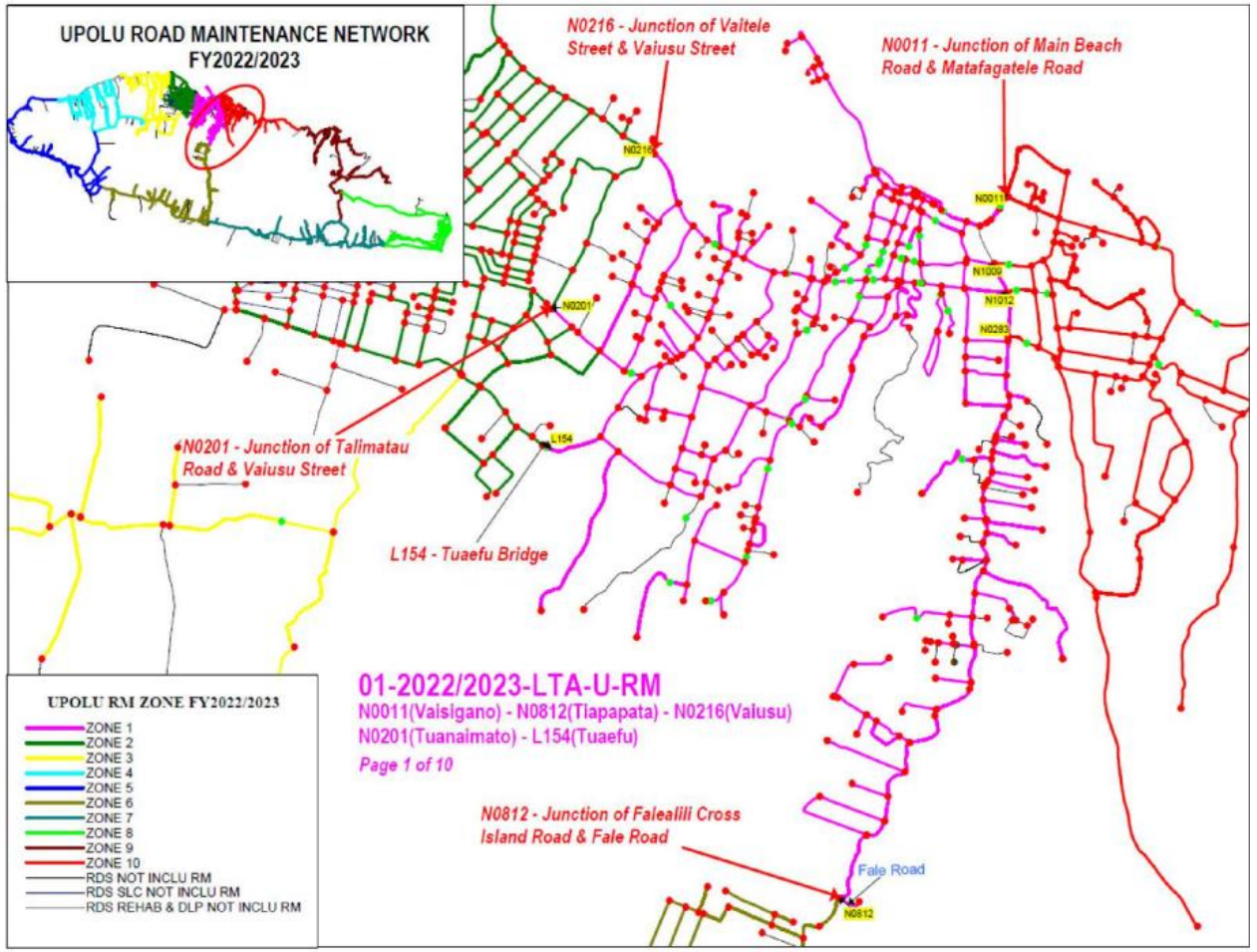

Figure 20. Samoa's Road Network Zone 1
Source: UNESCAP (n.d.)

Shape People Centric Urban Mobility

Shape People Centric Urban Mobility

Apia is relatively small compared to global capital cities in terms of population. It serves as the hub of industry and commerce for Samoa. Samoa's Bureau of Statistics estimates that roughly 18% percent of Samoa's population lives the Apia Urban Area (Government of Samoa 2021d).

Public bus services are vital to Samoa's urban mobility, especially in Apia, with around 330 buses serving both main islands (UNDP 2024c). As per the 2021 census, nearly half of all households rely primarily on buses, which offer affordable fares. Indicative public fare information suggests that fares range from T$0.50–3 for intra-Apia trips, T$5 to Faleolo Airport, and T$7.70–8 to Lalomanu (samoapocketguide 2026). However, these services are often slow, unpredictable, overcrowded, and lack adequate safety features. Over half of the fleet consists of second-hand imported trucks adapted with wooden passenger structures, many over 25 years old and due for replacement within the next decade (UNDP 2024c).

The reliance on buses is increasingly challenged by rapid motorization. Between 2013 and 2023, registered motor vehicles grew by 50%, from 20,700 to about 30,000, reducing public transport's market share in vehicle registrations (UNDP 2024c). Walking remains the most common activity, with surveys of 1,528 residents showing over 85% of Samoans walk regularly (UNDP 2024c)—often for short distances or as access to buses or cars. Yet, walking isn't preferred due to several factors such as hot and humid climate, hilly terrain, lack of footpaths, poor lighting etc.

Cycling remains minimal despite the 2011 census reporting 4,520 households (17%) owning bicycles or motorcycles, most bicycles are unused, as only 54 registered motorbikes exist. Taxis are plentiful but outdated, with 75% over 10 years old and limited adoption of low-emission vehicles like hybrids, compared to regional standards (UNDP 2024c).

Apia's mobility system is also shaped by its role as Samoa's national gateway. The main port sits within the urban area (ADB 2026). A small commuter airport offering flights to American Samoa is just a 10-minute drive from the CBD. The primary international airport, Faleolo, is about 40 minutes west of the city of Apia. Apia's infrastructure includes roads and public transport. The development of these services has been ad hoc, resulting in various inadequacies and the absence of coordination (Government of Samoa 2014).

The Planning and Urban Management Act 2004 (Government of Samoa 2004a) creates Samoa's core land-use planning framework by establishing the Planning and Urban Management Agency (PUMA) and Board, with powers to prepare national, regional, district, village, or site-specific sustainable management plans, assess development applications, require environmental impact assessments, impose consent conditions, and coordinate infrastructure and services across public authorities. The Act treats transport as part of land-use control, environmental management, public access, and urban amenity. It also requires planning standards and development assessments to consider parking, loading/unloading, traffic generated by development, road patterns, access and egress, drainage, public access, open space, pollution, and infrastructure demand. It also gives the government a legal basis to align urban growth with road networks, public infrastructure, environmental protection, and community consultation (Government of Samoa 2004b).

The Apia City Spatial Plan 2014 (Government of Samoa 2014; UNDP 2024b), overseen by PUMA, provides a strategic framework for guiding the development and management of Apia. Its goal is to transform Apia into a more resilient, climate-proof city by laying the groundwork for future growth and planning. This long-term plan spans 50 years and supports the vision of the Samoa National Urban Policy 2013

(Government of Samoa 2013) for a sustainable, resilient, and inclusive city. The Apia City Development Strategy (Government of Samoa 2014) aligns the broad commitments of the Samoa National Urban Policy 2013 (Government of Samoa 2013) with Apia's long-term vision. It creates a practical framework for twenty years. It covers the entire urban area, including Vaimauga East, Vaimauga West, Faleata East, and Faleata West districts. The strategy provides a blueprint for land-use, development, and environmental management decisions within Apia's current boundaries.

Samoa's urban transport governance involves multiple institutions. The MWTI is primarily responsible for transport and road infrastructure policies. The LTA oversees the road network, issues vehicle and operator licenses, sets fares for buses and taxis, and manages the Road Transport Administration System, which serves as the central platform for vehicle registration, driver and operator licensing, permit administration, maintenance of transport records, and enforcement of road transport regulations. The PUMA, part of MWTI, oversees land-use planning. The Electric Power Corporation manages the electricity grid, which is essential for any transport electrification efforts.

Access to Public Transport

Figure 21 presents public transport access in Vaimauga West[9] based on SDG indicator 11.2.1, which measures the share of the population with "convenient access" to public transport. Under the SDG metadata, access is considered convenient when people are within 500 m walking distance of a low-capacity public transport stop such as a bus stop, or within 1 km of a high-capacity system such as rail, metro, or ferry. In this analysis, the buffers are applied as straight-line approximations rather than street-network walking distances (Figure 21)[10]. The results show that only around 7 thousand people, or 28.8% of the estimated 24 thousand residents in Vaimauga West, live within the defined access areas. Most of the served population is concentrated along the northern coastal and urbanized parts of the district, where public transport stops and higher population densities are located. In contrast, a large share of the inland and southern areas remains outside the 500 m or 1 km access buffers, suggesting a clear spatial gap in public transport coverage within the district.

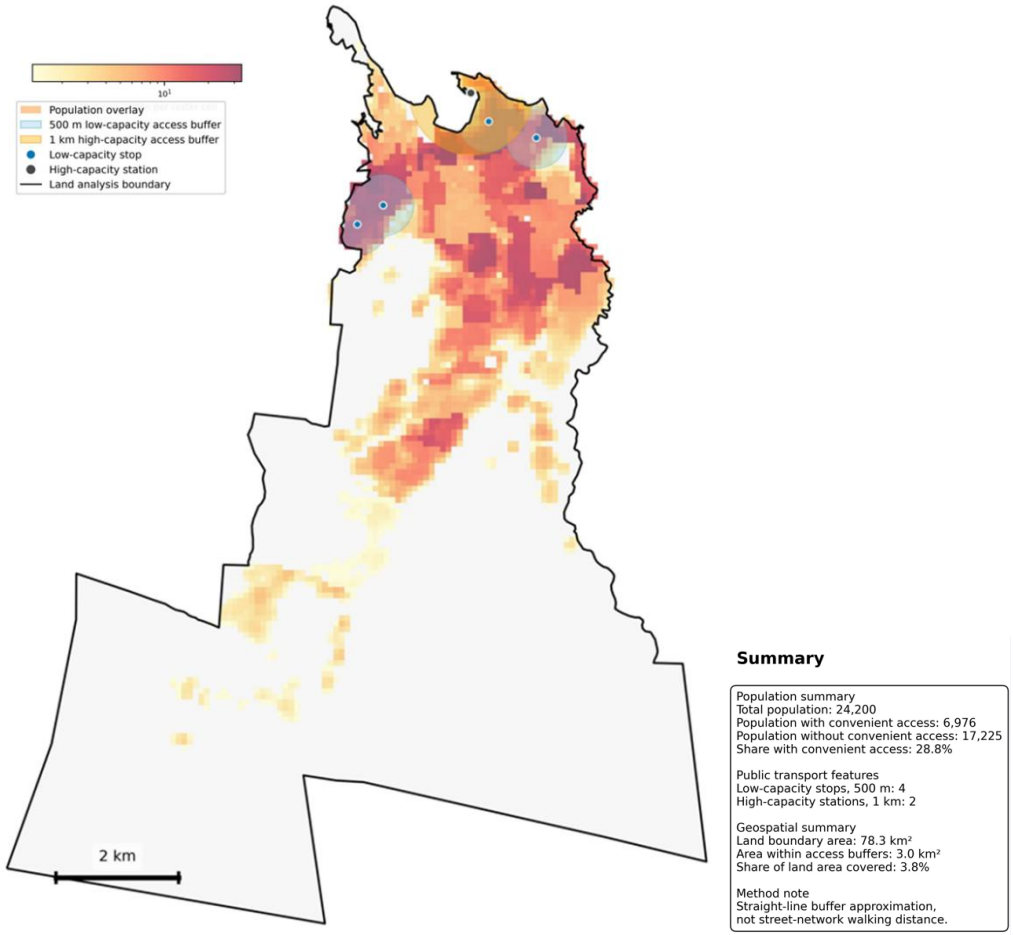

Figure 21. Access to Public Transport Stations in Vaimuaga West
Source: ATO analysis and visualization based on OpenStreetMap Contributors (2026) and WorldPop (2025)
Note: The analysis is based on open data on population distribution and public transport stations.

[9] Vaimuaga West was selected as an illustrative example as it is mentioned in the Apia City Spatial Plan as a key district in terms of population (Planning and Urban Management Agency 2014).
[10] Please note that this analysis is based on data from contributors to the Open Street Map platform. The data on public transport stations may not fully reflect the actual on-ground situation. As a result of the methodological approach, actual accessibility may be lower in areas where road connectivity, physical barriers, or street layouts increase travel distance beyond the defined buffer.

Increasing Street Sprawl

Urban accessibility largely relies on the type of road network. Street sprawl, a concept which involves road extensions with dead ends and lengthy stretches between intersections—reduces connectivity. The Street-Network Disconnectedness Index (SNDi) assesses this across cities by examining factors like nodal degree, dead ends, circuity, and sinuosity (Barrington-Leigh and Millard-Ball 2025). A higher SNDi signifies greater sprawl and less connectivity.

Globally, street disconnectedness increased by 3.7% per year between 1990-2005. Since 2005, it is much slower at about 3.3% per year. In the Asia-Pacific region, the street disconnectedness increased at a slower pace, at 2.3% per year since 2005. The increasing disconnectedness is more evident in low and lower middle-income economies of Asia, worsening at 3.1% per year. Samoa's dysconnectivity index has remained mostly static from 1990 to 2020 (Figure 22).

Samoa's dysconnectivity index has remained mostly static from 1990 to 2020

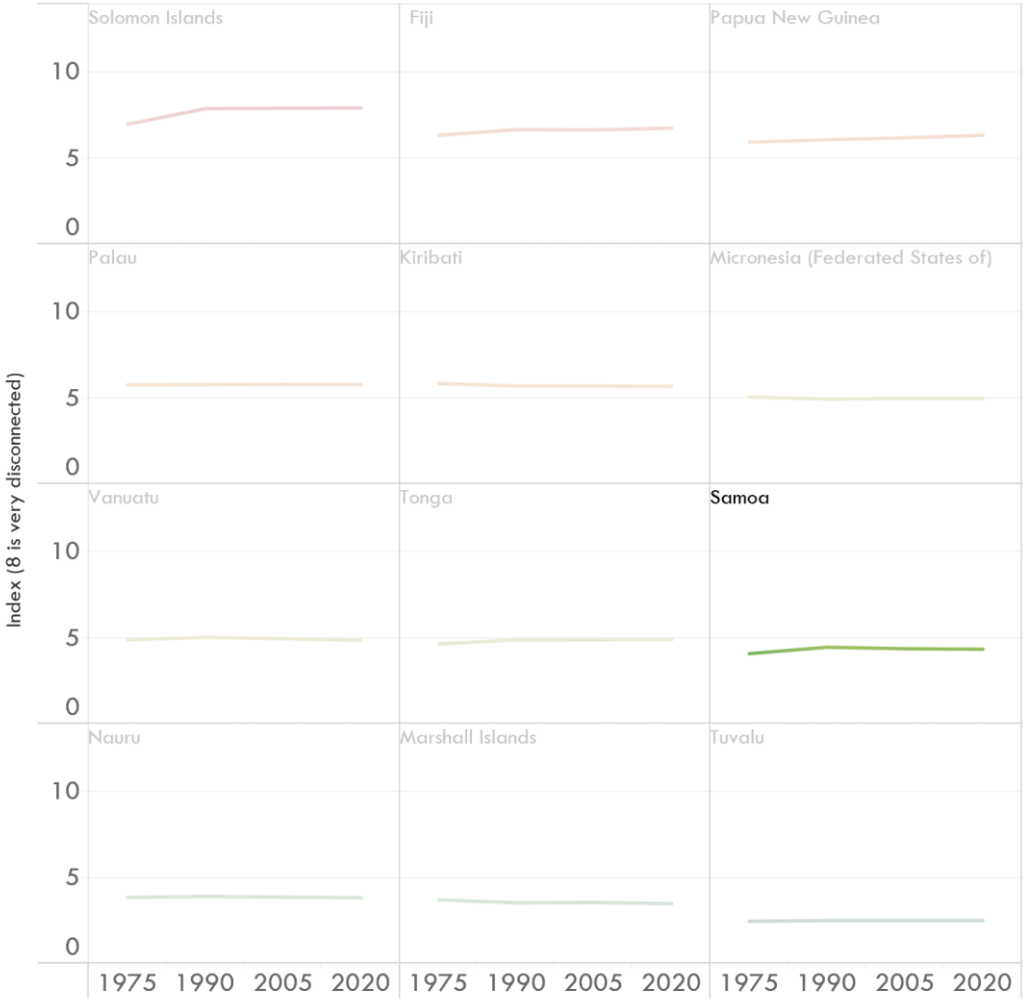

Figure 22. Street network disconnectedness index in the Pacific Region
Source: ATO analysis and visualization based on (Barrington-Leigh and Millard-Ball 2025)

Make Transport Safe And Secure

Make Transport Safe And Secure

Road Safety

Road safety in Samoa is a critical issue. Although the country has shown policy development, significant challenges still hinder major reductions in road crash fatalities and serious injuries. In 2021, WHO reported 21 deaths from road crashes in Samoa (WHO 2023a), accounting for 1.7% of all deaths in 2023 (IHME 2025). However, limited time-series data and data inconsistencies pose a major obstacle to accurately understanding and addressing road safety issues in Samoa. (Figure 23)

Disaggregated data offers limited insights into the demographics of road crash victims in Samoa, revealing persistent gender disparities. Male fatalities account for about 66%, while the 34% female share is high compared to Pacific SIDS regional figures (about 25%) in 2023 (IHME 2025). This is possibly due to differing exposure or access to safe transport. Initiatives like the Women's Driving License Programme (UNDP 2025a) show that only a quarter of driving licenses issued in the past two decades went to women, indicating women are more often pedestrians or passengers.

The combined percentage of minors (<14) and seniors (>65) in fatalities slightly increased from 26% to 30% from 2015 to 2023 (IHME 2025). Pedestrians make up a significant 63% of fatalities, twice the Asia-Pacific average of 31%, underscoring their vulnerability (WHO 2023b).

The economic impact of road crashes in Samoa is significant. In 2021, fatalities and serious injuries amounted to about $27 million, which is 3% of Samoa's GDP (iRAP 2026). This highlights how much road accidents affect the country's economy. IRAP estimates that an annual investment of $2 million (0.3% of GDP) could potentially prevent fatalities, emphasizing the cost-effectiveness of investing in road safety improvements (iRAP 2026).

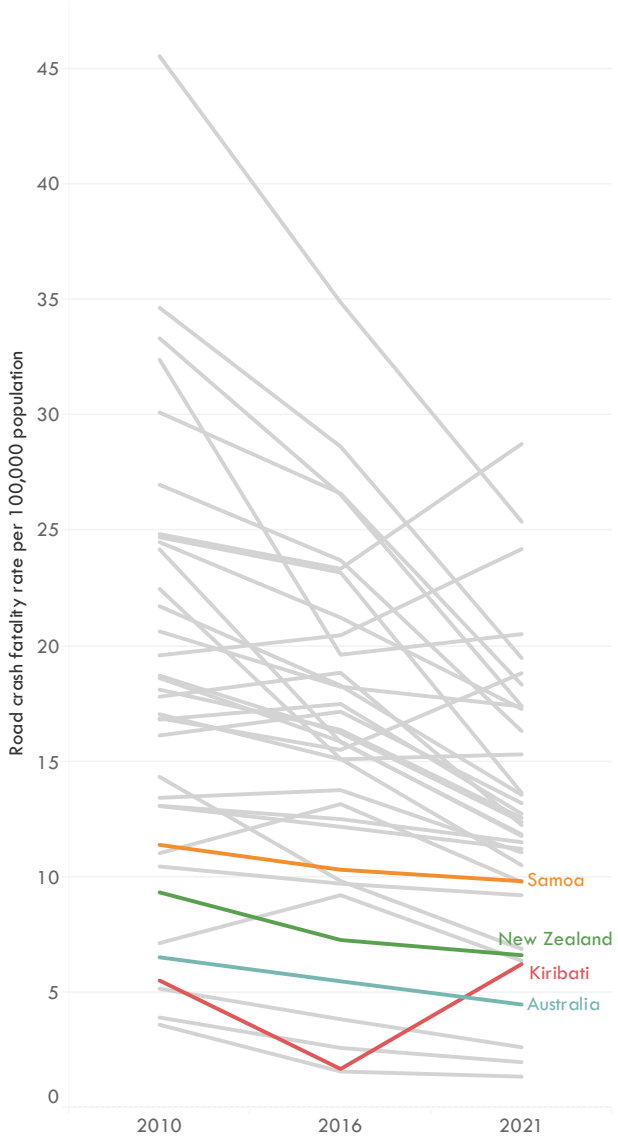

Figure 23. Road Crash Fatality Rate in Asia-Pacific
Source: ATO analysis and visualization based on (WHO 2023a)

Samoa's road network presents its own challenges, with approximately 8.4 fatalities per thousand kilometers of road[11]. At least 77% of road infrastructure in Samoa had 3-star or better IRAP rating for infrastructure (iRAP 2026). Benchmarking Samoa's road safety performance against regional and global averages reveals areas for improvement.

While the country has made some progress, its fatality rate remains higher than the Pacific average and the progress in reducing fatalities has been slower than both the Asia-Pacific and Pacific averages. While the overall fatality rate decreased by 14% between 2010 and 2021 (from 11.3 to 9.8 fatalities per 100,000 population), compared to a 19% decrease in the Asia-Pacific region and a 16% decrease across the Pacific Islands (WHO 2023b).

Samoa is a signatory to the global mandates of the Second Decade of Action for Road Safety (2021–2030) (WHO 2021). The United Nations General Assembly Resolution A/RES/74/299 set the target of halving road traffic deaths by 2030 (UN 2020). "To align with the global target of halving road traffic deaths by 2030, Samoa would need to reduce annual road deaths from about 21 in 2021 to roughly 10 or fewer.

Multilateral projects are currently addressing these gaps. The Asian Development Bank's $40 million grant for the Central Cross Island Road Upgrading project is a flagship safety project (ADB 2020). This project plans to include 8.4 km of new footpaths and 11 pedestrian crossings.

Effective road safety management requires a lead agency with the authority and resources to coordinate across sectors. In Samoa, the LTA serves this role under the MWTI. It operates under the LTA Act 2007 (Government of Samoa 2007), which mandates the regulation of the land transport network to ensure safety.

The Samoa Police Service ensures street-level enforcement. The LTA maintains that housing driver license and vehicle registration data makes it more efficient for identifying offenders. The government has established a National Road Safety Committee (NRSC) (World Bank 2020a) to implement a five-year National Road Safety Action Plan. This strategic output is intended to provide a coordinated approach to the "Three Es" of safety: Engineering, Education, and Enforcement. For Samoa to meet the 2030 goal, the NRSC must bridge the gap between policy and practice. This involves ensuring that LTA's infrastructure projects align with police enforcement priorities and public health data.

The Government of Samoa had targeted a 60% reduction in road crash deaths and injuries from 2019 to 2023 (MWTI 2025a). This target was supported by the MWTI Corporate Plan (MWTI 2025a), this goal highlights the need for a comprehensive National Road Safety Act, with legislative reform at its core. Current initiatives include reviewing maritime and land transport laws to ensure safety standards meet international benchmarks.

Table 2. Transport and Safety-related Targets – Ministry of Works, Transport & Infrastructure

Ministry Outcomes	Indicators	Targets
Safe and Accessible Air Transportation	Reported safety and security incidents	Zero incidents reported
	Reidentified safety and security deficiencies	Zero unresolved deficiencies
Safe and secure aircraft and aerodrome operations	Reduction % of safety and security incidents recorded and reported to ICAO	Achieve a measurable reduction in the number of safety and security incidents recorded and reported to ICAO
Safe and secure maritime services, marine environment protection and regulatory compliance	Reported breaches of maritime laws and regulations	Zero breach of maritime laws and regulations
	Number of major and minor maritime accidents reported annually	Zero maritime major and minor accidents reported
Safe, efficient and sustainable land transport infrastructure	Reduction in road accident rates (fatalities and injuries)	Reduce road accidents caused by infrastructural faults by 10%
	Reduction in road accident caused by infrastructure fault	Reduce road accidents caused by infrastructure faults by 10% annually

Source: MWTI (2025a)

[11] Calculated based on numbers from WHO (2023a) and Government of Samoa (2021)

The Samoa National Infrastructure Strategic Plan (Government of Samoa 2011a) emphasizes road safety improvements, especially for pedestrians near hospitals and schools. Significant funds are allocated to upgrades on the Upolu Cross-island Road, enhancing traffic flow and safety through Vailima (Government of Samoa 2011a). Additionally, the Transport and Infrastructure Sector Plan incorporates mandatory road safety audits for all new design and construction projects. By integrating safety into routine maintenance, the government aims to keep the physical infrastructure safer for everyone.

Addressing behavioral change involves strict enforcement and targeted awareness campaigns. The Samoa National Road Code (Government of Samoa 2020b) mandates that adults always wear seat belts, with drivers responsible for passengers' compliance. Children under 12 must use proper safety seats or fitted belts. Also, using mobile phones while driving—such as texting or holding the device—is banned, with a fine of T$200.

The Transport and Infrastructure Sector Plan plans to lower legal Blood Alcohol Concentration (BAC) limits. The LTA Corporate Plan 2020 (Land Transport Authority 2023) supports this by focusing on enforcing road safety programs and enhancing licensing staff skills.

Road safety in Samoa is a critical issue. Although the country has shown policy development, significant challenges still hinder major reductions in road crash fatalities and serious injuries.

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

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

Transport Energy and Carbon Emissions

The national energy supply currently rests on a narrow base of petroleum, biomass, and hydropower. Petroleum products remain the dominant force. The country imports approximately 130 million liters of fuel annually to sustain its economy (Government of Samoa 2017d). This reliance creates a direct link between international oil markets and domestic fiscal stability.

For transport ministries (MWTI), the data is clear. In 2023, transport energy consumption reached 1,759 terajoules. While growth in this sector has slowed from 2% to 1% annually since 2010, the carbon footprint remains stubbornly tethered to fossil fuels (United Nations Statistics Division 2024).

Efficiency trends offer a nuanced perspective. Samoa's energy intensity relative to GDP has improved significantly. It fell from 2.13 megajoules per USD in 2000 to 1.15 in 2023 (United Nations Statistics Division 2024). This trajectory suggests a decoupling of economic growth from energy use. However, regional benchmarks reveal a significant gap. Samoa's intensity remains nearly double that of the wider Pacific Islands subregion (0.74 MJ/USD) and far exceeds the Asia-Pacific average (0.37 MJ/USD). High energy intensity reflects structural dependencies. Road transport is the primary driver, accounting for 87% of all transport energy in 2023 (United Nations Statistics Division 2024). Domestic navigation (maritime) fills the remaining gap. Notably, there are no biofuels and electricity in the transport mix of energy consumption as of the latest year (United Nations Statistics Division 2024).

The correlation between vehicle imports and fuel demand is absolute. In 2022 alone, land transport consumed 38 million liters of petrol and 20 million liters of diesel (UNDP 2024c). Petrol dominates the market because 70% of the registered fleet runs

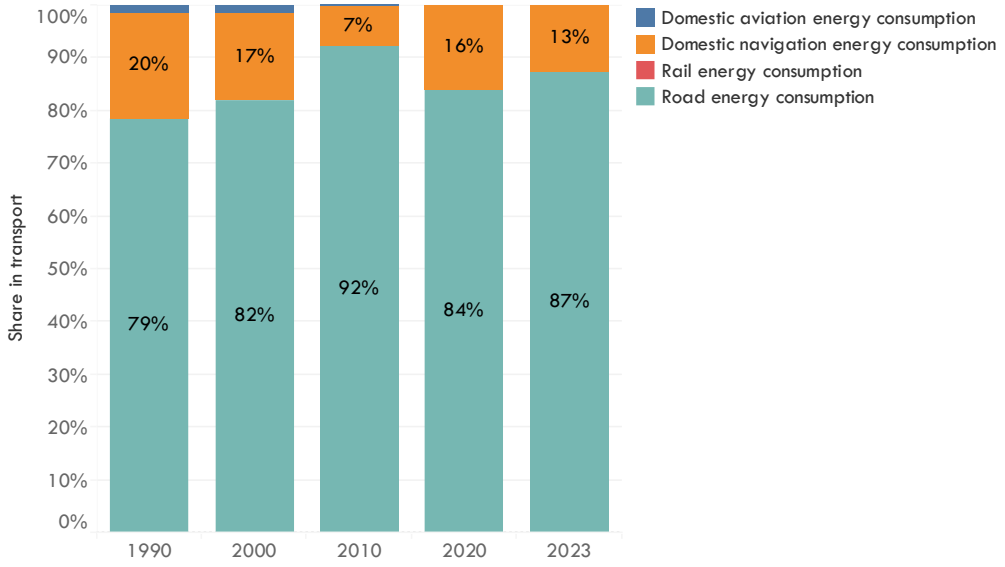

Figure 24. Samoa - Share of Modes in Transport Energy Consumption
Source: ATO analysis and visualization based on (United Nations Statistics Division 2024)

on it (Government of Samoa 2021d). Private vehicles and taxis are the main consumers. Conversely, diesel consumption is highly concentrated. Trucks and buses represent only 6% of the total fleet, yet consume 77% of all transport sector diesel (UNDP 2024c). This concentration provides a strategic opportunity. Targeted interventions in the heavy vehicle and public transport segments could yield outsized gains in emissions reductions.

Samoa's transport sector is a major driver of oil demand, with energy consumption levels equivalent to 45% of oil product imports in 2023. Transport oil use increased from about 646 TJ in 1990 to about 1,759 TJ in 2023, while total oil product imports rose from about 1,564 TJ to 3,905 TJ over the same period (UNSD 2026) (Figure 25).

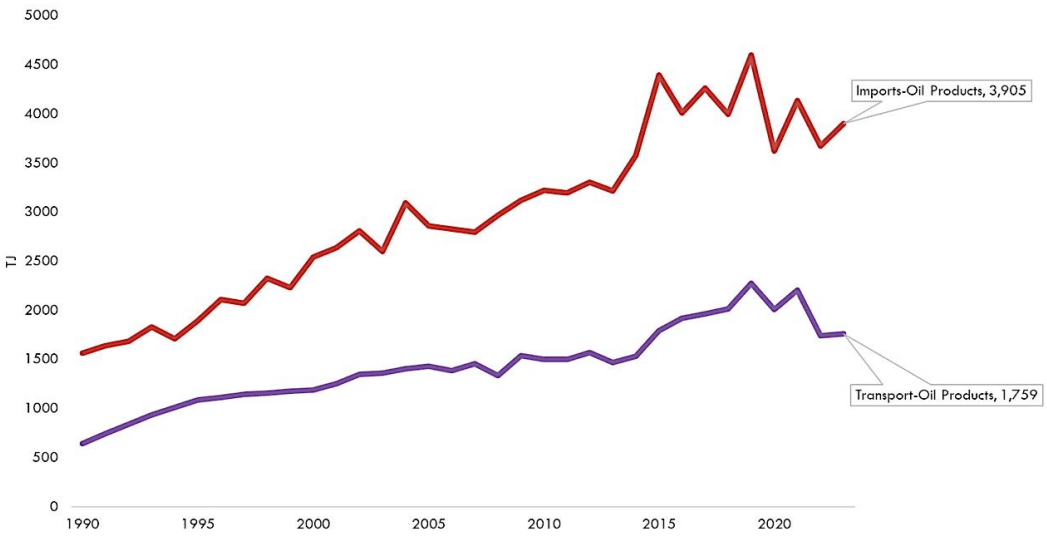

Figure 25. Total Oil Products Imports; Oil Products Consumption by the Transport Sector (TJ)
Source: UNSD (2026)

Transport (Road, Domestic navigation (maritime) and Domestic aviation) energy consumption contributes significantly to greenhouse gas emissions in SIDS. In 2024, this sector emitted 171 thousand tons of GHG, representing about 33% of the total emissions across the economy. The growth rate of these emissions decreased from 4.6% prior to the Paris Agreement to 1.8% afterward (Figure 26).

Road transport is the main source of emissions, accounting for 86% of transport-related GHGs and 28% of the country's total carbon footprint. Meanwhile, domestic aviation and navigation (maritime) each make up a modest 7% (EC JRC and IEA 2025).

Samoa's economy shows a significant regional gap in carbon intensity. While it decreased from 134.5 gCO2e per USD in 2000 to 99.8 in 2024, it remains well above the Pacific Islands subregional average of 56.6 and the Asia-Pacific average of 29.0 (EC JRC and IEA 2025) (Figure 28). This inefficiency is worsened by the 'embodied emissions' from infrastructure, with roughly 280 thousand tons of materials used annually for road expansion and upkeep, releasing about 9,000 tons of CO2-equivalent into the atmosphere (Wiedenhofer et al. 2024).

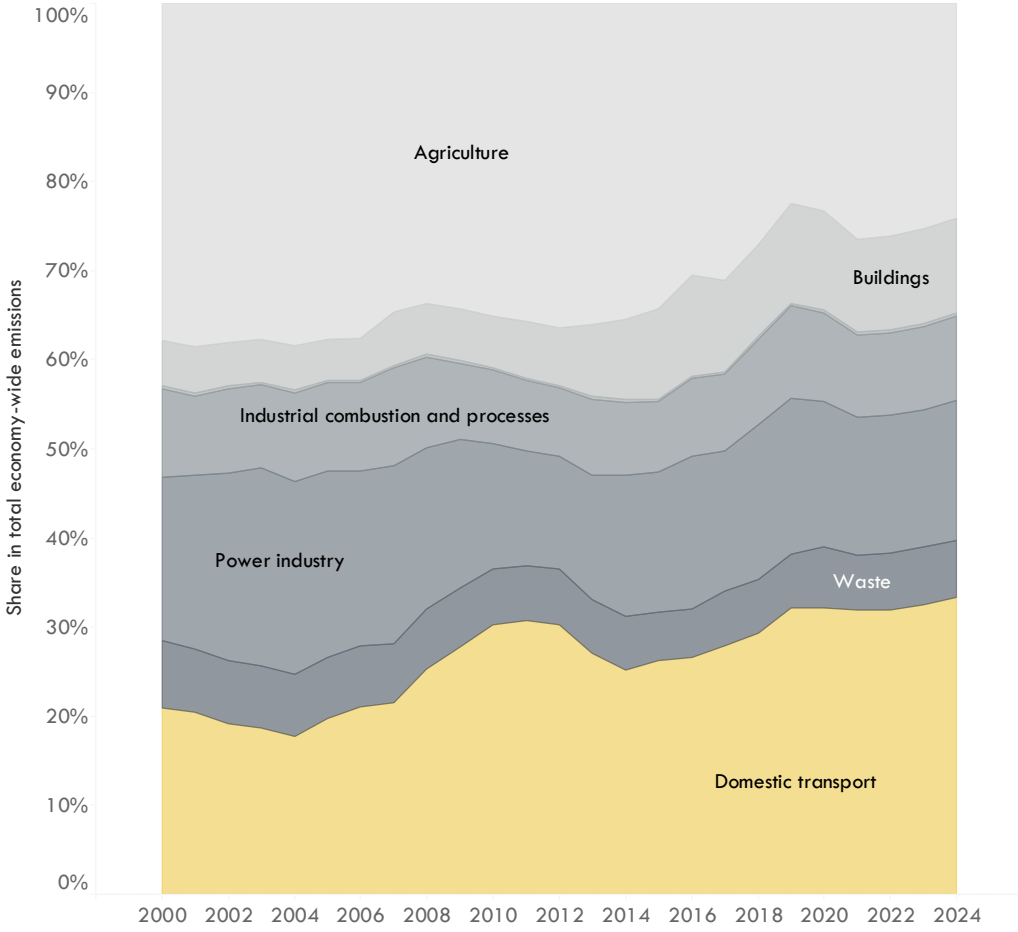

Figure 26. Samoa GHG Emissions Share by Sector
Source: ATO visualization based on EC JRC and IEA (2025)

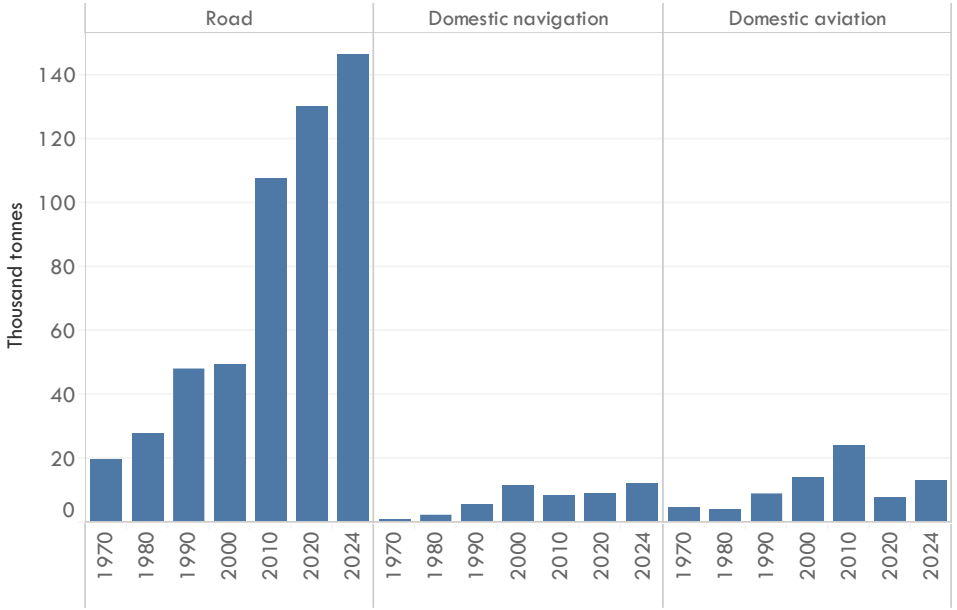

Figure 27. Samoa - Domestic Transport GHG emissions (Thousand Tons)
Source: ATO visualization based on EC JRC and IEA (2025)

Targeted interventions towards specific vehicles have been identified as effective levers for reducing transport sector emissions in Samoa. Samoa's "wooden buses" are disproportionately carbon-intensive, emitting roughly 80 tons of CO2e per vehicle annually. This is driven by an aging fleet with large engines and high usage, averaging 38,500 km per year. Their fuel economy is poor, estimated at only 1.5 km/liter compared to 2.0 km/liter for purpose-built alternatives. By comparison, taxis emit about 7 tons and private vehicles average 3 tons annually (UNDP 2024d).

The shortfall in past renewable energy targets has reshaped Samoa's decarbonization pathway. The Second NDC initially relied heavily on the electricity sector, aiming for 100% renewable generation by 2025—a target that was not met. Revised plans now target 75% renewable electricity by 2030, effectively halving the expected emission reductions from power. Consequently, the land transport sector must now shoulder a heavier burden, requiring an 18% reduction below 2022 levels to meet the 30% energy sector target by 2030.

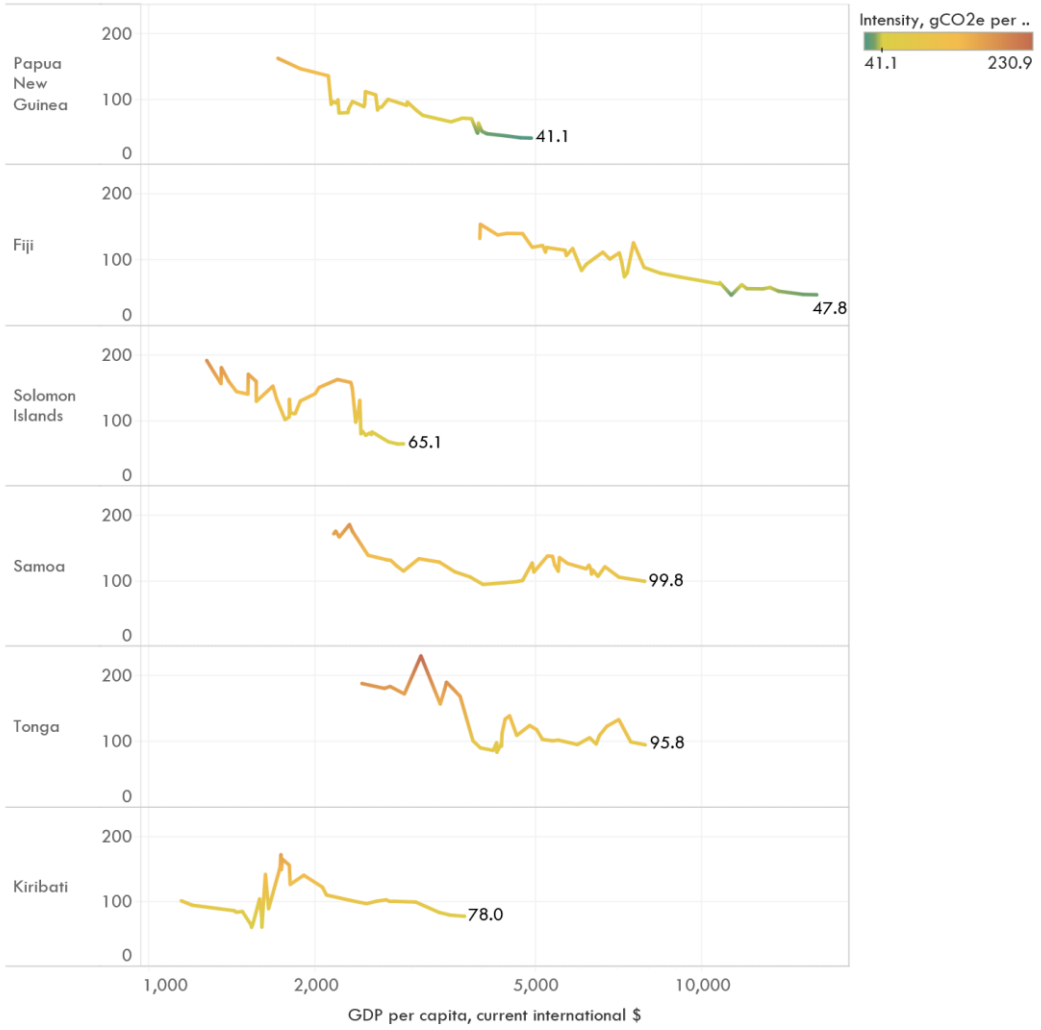

Figure 28. Transport GHG emissions intensity with GDP
Source: ATO analysis and visualization based on EC JRC and IEA (2025) and World Bank (2025)

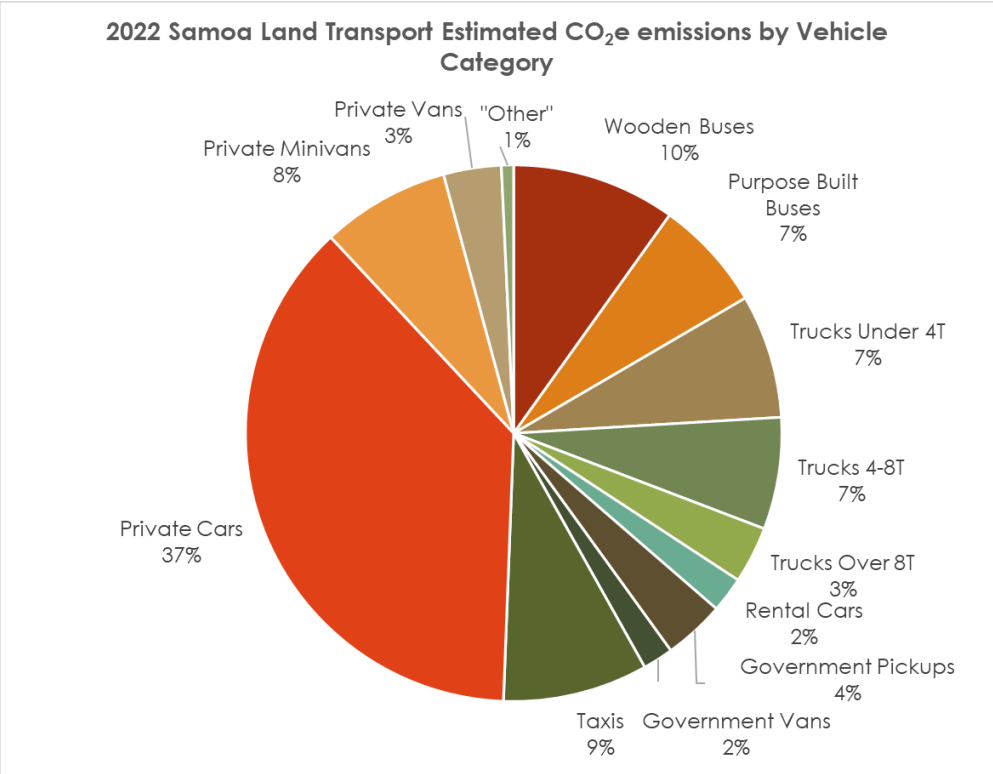

Figure 29. Estimated Land Transport CO2e Emissions Share by Vehicle Category in Samoa
Source: UNDP (2024d)

To address this, the Decarbonization Strategy for Samoa's Transport Sector (UNDP 2024c) outlines five strategic pillars:

- Easy Access: Utilizing digital connectivity and land use to reduce travel demand
- Get Active: Integrating walking and cycling into the national transport fabric
- Modernizing Public Transport: Transitioning to low-emission bus fleets
- Smart Electrification: Promoting and Integrating EVs and hybrids with the national grid
- Green the Tourism Experience: Deploying electric shuttles and e-bikes for the visitor economy.

Table 3. Strategic GHG Mitigation Interventions for the Transport Sector in Samoa

Intervention	Scale	Capital Cost ($m)	GHG Reduction (Gg CO_2e)
Electric Buses	85 vehicles	40	6.5
Electric/Hybrid Private Vehicles	3,500 vehicles	56	4.9
Electric/Hybrid Taxis	1,200–1,400 vehicles	22	4.7
Electric/Hybrid Govt Vehicles	420–560 vehicles	28	3.9
Shared E-Mobility	100 minibuses; 3,000 e-bikes	11	1.4
Electric/Hybrid Small Trucks	70–110 vehicles	8	1.0
Low-Carbon Maritime	1 electric ferry; 2 solar refits; 2 terminals	24	1.0
Infrastructure & Land Use	1 bus station; 10 km paths	13	0.5
Electric/Hybrid Rental Vehicles	40–120 vehicles	6	0.3
Programme Management	—	15	—
Total		**226**	**24.5**

Source: (UNDP 2025c)

The Strategy outlines measures to achieve a 13%-18% reduction in GHG emissions from the transport sector by 2030 compared to 2022, with ongoing decreases planned beyond that year. The investments have been estimated to be about $167 million-$226 million over 6 years (UNDP 2025c)—most of which relate to electric mobility.

In the context of energy transition and decarbonization, demand for electric mobility is gradually emerging. The uptake of electric and plug-in hybrid vehicles in Samoa remains extremely limited but outperforms all other Pacific island states, accounting for about 9.4% of total vehicle import value in 2024 (Figure 30)[12]. Recent government and partner initiatives have introduced EVs and charging infrastructure into the public system (Government of Samoa 2025a). Significant EV uptake would need to be assessed alongside Samoa's power-sector planning. In 2023, road transport consumed about 2,158 TJ of final energy, almost entirely from petroleum products. This is more than three times Samoa's total final electricity consumption of about 653 TJ (MWIT 2023). While electrifying vehicles would not require replacing road fuel energy on a one-to-one basis because EVs are more energy-efficient, even a partial shift could add material electricity demand.

Electric vehicles themselves do not emit tailpipe air pollutants. However, their environmental benefits largely depend on the electricity grid's carbon footprint. In Asia, where coal and other fossil fuels predominantly generate electricity, grid emissions remain among the highest globally. Since 2000, the Asia Pacific region's electricity grids have shown minimal change, with a slight decrease from 631 gCO2/kWh in 2015 to 558 gCO2/kWh in 2024 (Ember 2024). In Samoa, grid emissions is much lower and has decreased from 461 gCO2/kWh in 2015 to 400 gCO2/kWh in 2023, indicating some progress. The electricity sector produced approximately 202 GWh in 2023, with about 68% still coming from non-renewable sources (IRENA 2025).

Samoa's transport decarbonization policy framework comprises a layered system of plans, strategies, and laws that impact all transport modes. The Transport and Infrastructure Sector Plan (Government of Samoa 2023b) outlines broad objectives, including accelerating inclusive decarbonization of land transport, greening public transit, and enhancing maritime energy efficiency. The Pathway for the Development of Samoa FY2021/22–FY2025/26 (Government of Samoa 2021b) supports these aims by advocating for replacing petroleum fuels with biodiesels and biofuels, increasing the use of hybrid and electric vehicles, and promoting renewable energy-powered charging stations. It also emphasizes the need for improved inter-island connectivity.

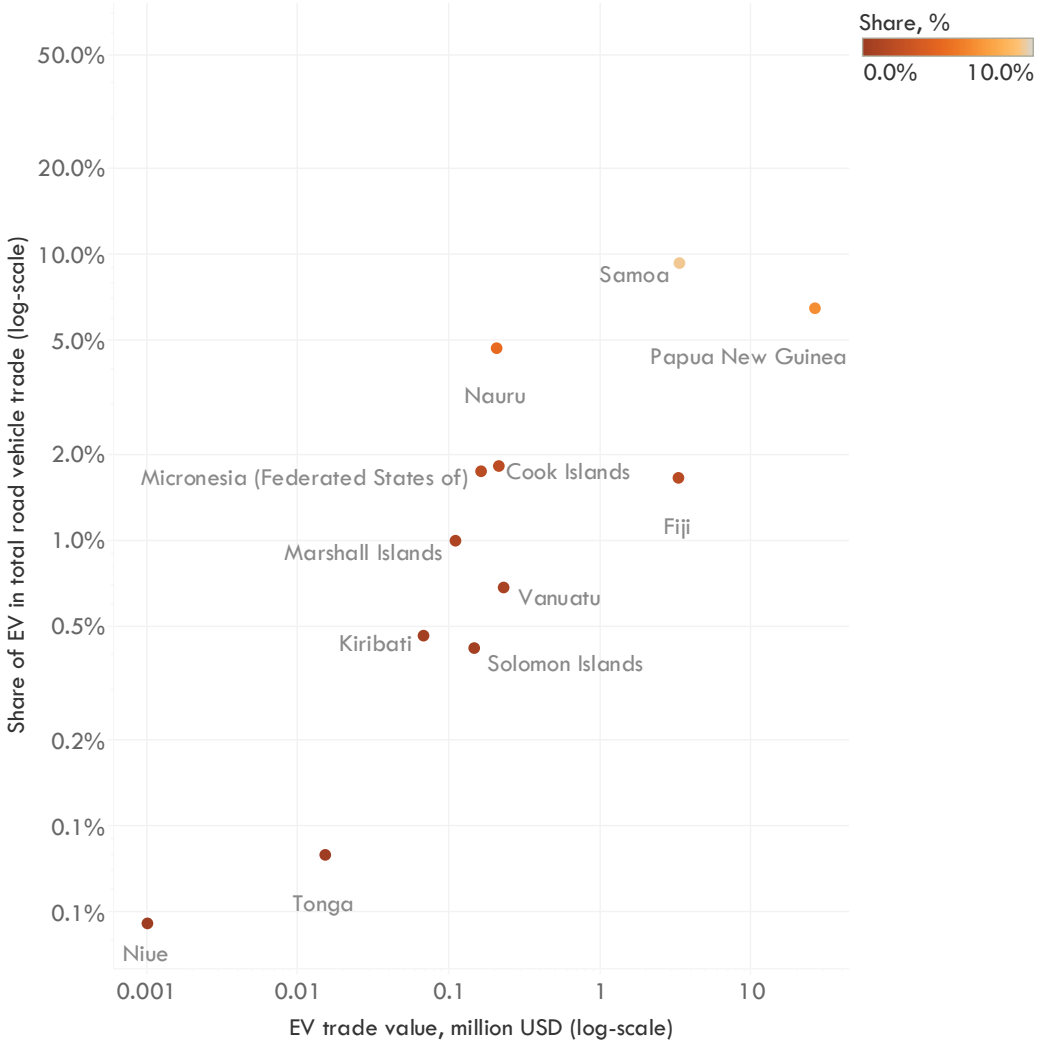

Figure 30. Share of EV in total road vehicle trade in the Pacific region (2024)
Source: ATO analysis and visualization based on (Trademap 2025)

[12] Analysis based on (Trademap 2025)

Electric mobility features prominently in recent policy documents. The Samoa Decarbonization Strategy, part of the Climate Action Pathways for Island Transport (CAP-IT) (UNDP 2024c), outlines a transformation plan. It aims to replace government vehicles with electric or hybrid models and introduces new electric express bus routes. Wooden buses, still prevalent in Apia, are planned to be replaced with electric ones, along with taxis, small trucks, and ferries (UNDP 2024c). CAP-IT also suggests shared electric bike and minibus mobility options, plus a vehicle scrappage scheme to boost fleet renewal. Additionally, a low-emission ferry is proposed to replace one of the current vessels on inter-island routes. It is also preparing a support system for EV uptake through charging infrastructure, public awareness, capacity building and upgrades to selected automotive workshops for EV maintenance. On resilience, Samoa is undertaking climate-resilient road works, including seawall protection and drainage improvements on the West Coast Road. On maritime sustainability, the Green Port Initiative at Apia Port introduces actions on energy efficiency, disaster preparedness and environmental performance. These transport measures are supported by wider energy-sector actions, including grid upgrades, battery storage, solar PV systems and renewable-energy resource assessment, which can make future transport electrification cleaner and more reliable (MWIT 2023).

The Sustainable Land Use and Mobility Plan (UNDP 2025c) offers detailed implementation strategies. It suggests pilot projects involving 50 e-bikes and 5 e-minibuses. The plan advocates for EV charging standards aligned with the Pacific Regional Infrastructure Forum's Electric Vehicles Standards for the Pacific (Samoa Ministry of Works, Transport and Infrastructure 2025). It also recommends time-of-use pricing to encourage EV charging during periods of grid excess. Incorporating smart charging and vehicle-to-grid integration, the plan emphasizes forward-looking solutions. Additionally, it addresses the management of end-of-life batteries by promoting Pacific-wide product stewardship schemes. Incentive strategies are also highlighted, with targeted programs designed for low- and middle-income households and those with mobility-impaired members, ensuring the transition does not exacerbate existing inequalities.

Non-motorized transport and shared mobility receive uneven but growing attention across the policy landscape. The Samoa Energy Sector Plan FY2023/24–FY2027/28 (Government of Samoa 2017d) promotes increased use of non-motorized transport, public transport, and shared mobility. Earlier iterations of the Energy Sector Plan, dating to 2017–2022, advocated carpooling and awareness campaigns on non-motorized alternatives. The Sustainable Land Use and Mobility Plan goes further. It proposes a cycling pilot program in targeted villages, with bike lanes, locks, and youth-focused training. Safe walking and cycling facilities—including streetlights—are to be incorporated into all new road projects. Regulatory reform to enable shared mobility services, including ride-hailing and bike-sharing, is flagged as a prerequisite.

Maritime transport, often neglected in Pacific decarbonization discourse, features prominently. Samoa's Second NDC (Government of Samoa 2021c) commits to piloting biodiesel on freight or passenger vessels, developing shoreside electricity supply, and reviewing the energy efficiency of maritime transport. The Transport and Infrastructure Sector Plan (Government of Samoa 2023b) focuses on accelerating maritime decarbonization, with a particular emphasis on fishing vessels. CAP-IT proposes solar power for ferries. The NDC calls for expanding solar panel installation on vessels. These are modest interventions by global standards. For a country where inter-island ferries are lifeline services, they carry weight.

The Ministry of Works, Transport, and Infrastructure's Corporate Plan (MWTI 2025a) aims to improve coordination among transport stakeholders. The Samoa Infrastructure Asset Management Strategy creates an Asset Management and Resilience Office within MWTI to incorporate climate adaptation into asset management practices (MWTI 2025a). The LTA Corporate Plan 2020 (Land Transport Authority 2023) dedicates at least T$35 million annually to road maintenance and requires that road asset data be entered into the Samoa Road Asset Management System within 60 days after project completion. Additionally, the Assets Management Policy Framework (Government of Samoa 2024a) mandates that each sector develop an asset management strategy that identifies current and future service needs and outlines methods for assessing asset performance and risk.

Several legislative instruments form the framework. The Energy Efficiency Act 2017 (Government of Samoa 2017a) oversees the energy efficiency standards for energy-using products. The Energy Sector Plan (Government of Samoa 2017d) proposes reviewing exhaust emissions regulations and creating new licensing schemes for electric vehicles. The LTA Corporate Plan 2020 (Land Transport Authority 2023) emphasizes enforcing smoke emission standards consistent with the Road Traffic Regulation 1961. The Samoa Energy Sector Plan FY2023/24–FY2027/28 (Government of Samoa 2017d) assigns the sector the task of ensuring compliance with the Energy Efficiency Regulation 2018 (Government of Samoa 2018), identifying target markets and demand for electric vehicles, and making the necessary legislative adjustments. The Sustainable Land Use and Mobility Plan (UNDP 2025c) suggests implementing a comprehensive vehicle taxation, import duty, and registration fee system based on individual vehicle GHG emissions.

Climate resilience and disaster preparedness in transport

Samoa faces a major challenge in developing transport infrastructure that can withstand increasingly severe disruptions while maintaining essential connectivity during and after disasters. With 70% of its population residing within one kilometer of the coast (World Bank 2013), vital infrastructure, such as hospitals, schools, ports, power plants, airports, and main roads, is located in vulnerable zones. INFORM Risk Index estimates at least 17,000 inhabitants per year is exposed to a low-intensity cyclone in Samoa (INFORM 2025). This exposes the transport network to risks such as tropical cyclones, storm surges, flooding, and sea-level rise, which often damage roads, bridges, and coastal facilities. Landslides are also common on hillsides during heavy rains. The economic toll is substantial; for example, Tropical Cyclone Evan in 2012 caused damages estimated at $210 million, about 30% of the country's GDP (Rasmussen et al., n.d.). Recovery efforts took at least three years. Thus, climate change and disasters stand as a significant barrier to Samoa's development, risking a disconnect between economic growth and social stability across sectors. The financial challenges are immense: adaptation costs exceed fiscal capacity, exerting ongoing pressure on national finances. The investment needed to protect the shoreline against rising seas vastly surpasses the national economy's capacity.

Samoa's road networks are highly vulnerable to various disruptions. Even small shocks can quickly undermine network function, severely limiting travel within the country and reducing regional connectivity. There are a few alternative routes if the main links fail. Due to this structural weakness, (Koks et al. 2023) rank Samoa's road system 107th out of 208 worldwide in terms of robustness, making it vulnerable but faring better than most of its Pacific Island peers (Figure 31).

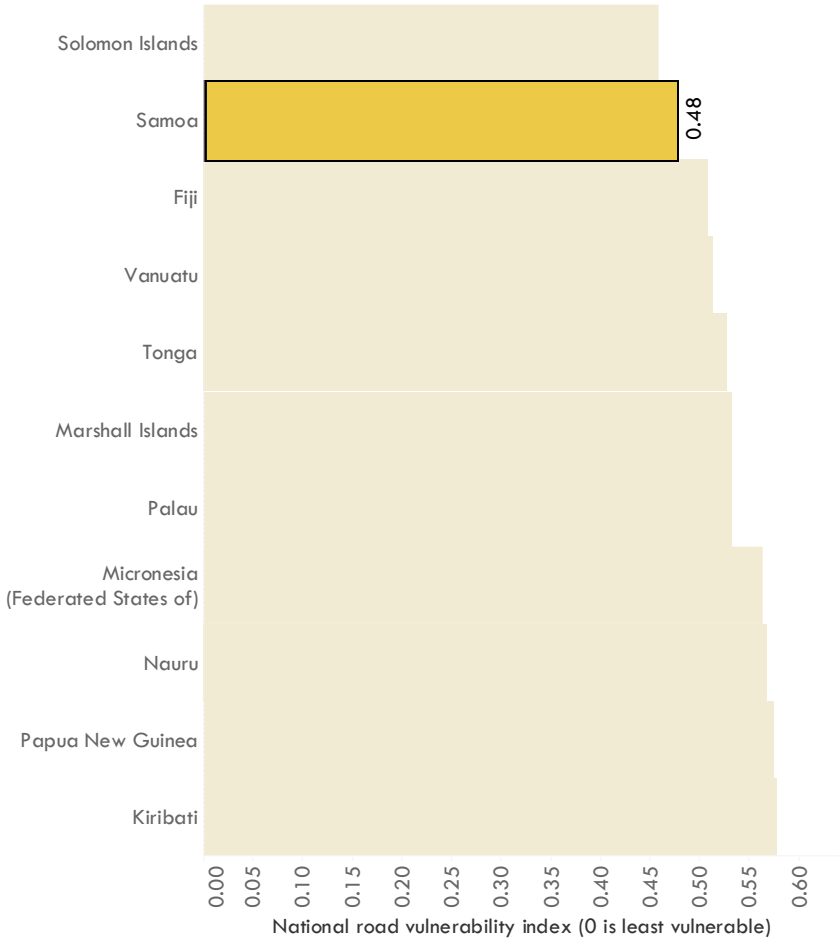

Figure 31. National Road Vulnerability Index
Source: ATO visualization based on Koks et al. (2023)

Koks, et al estimates multi-hazard expected annual damages to Samoa's transport infrastructure at about $670 thousand. Verschuur et al. (2023) estimated that the amount of freight going through the port every year in value terms was about $390 million. The annual port-specific risk as the sum of physical damages to port infrastructure, physical damages to critical infrastructure surrounding the port (electricity, road, rail, power plants) within 1 km radius, and the additional logistics losses to port operators, carriers and shippers as a result of downtime and the amount of trade that is expected to be disrupted by natural hazards and maritime extremes on an annual basis was estimated to be around $2.5 million (Figure 32).

Climate resilience and disaster preparedness are now featured across various planning tools. The LTA Corporate Plan 2020 (Land Transport Authority 2023) states that climate change adaptation and mitigation will be incorporated into the design and construction of transport infrastructure. Additionally, the Samoa National Disaster Management Plan 2017-2020 (Government of Samoa 2017e) requires updates to codes and standards to include resilience and build-back-better principles. Disaster risk assessments are set to become a mandatory part of transport infrastructure planning, replacing optional procedures. The Samoa Infrastructure Asset Management Strategy (Government of Samoa 2022) designates the MWTI Asset Management and Resilience team to oversee this integration Office.

Investment patterns mirror policy commitments. The Strategic Programme for Climate Resilience (Government of Samoa 2011b) focuses on improving the climate resilience of West Coast Road between Vailoa and Mulifanua Wharf through resurfacing and structural measures. The Samoa National Infrastructure Strategic Plan dedicates T$60 million to upgrading West Coast Road to boost safety and climate resilience, along with improving existing fords at Lalomanu, Saleapaga, Lepa, Lotofaga, and Vaipu. Seawalls built along exposed sections of road in southeast Upolu aim to lower flooding risk and ensure better all-weather access. The Samoa Second Voluntary National Review 2020 (Government of Samoa 2020c) reports that 86% of the transportation network is climate resilient—although this figure does not specify the methodology or resilience standards.

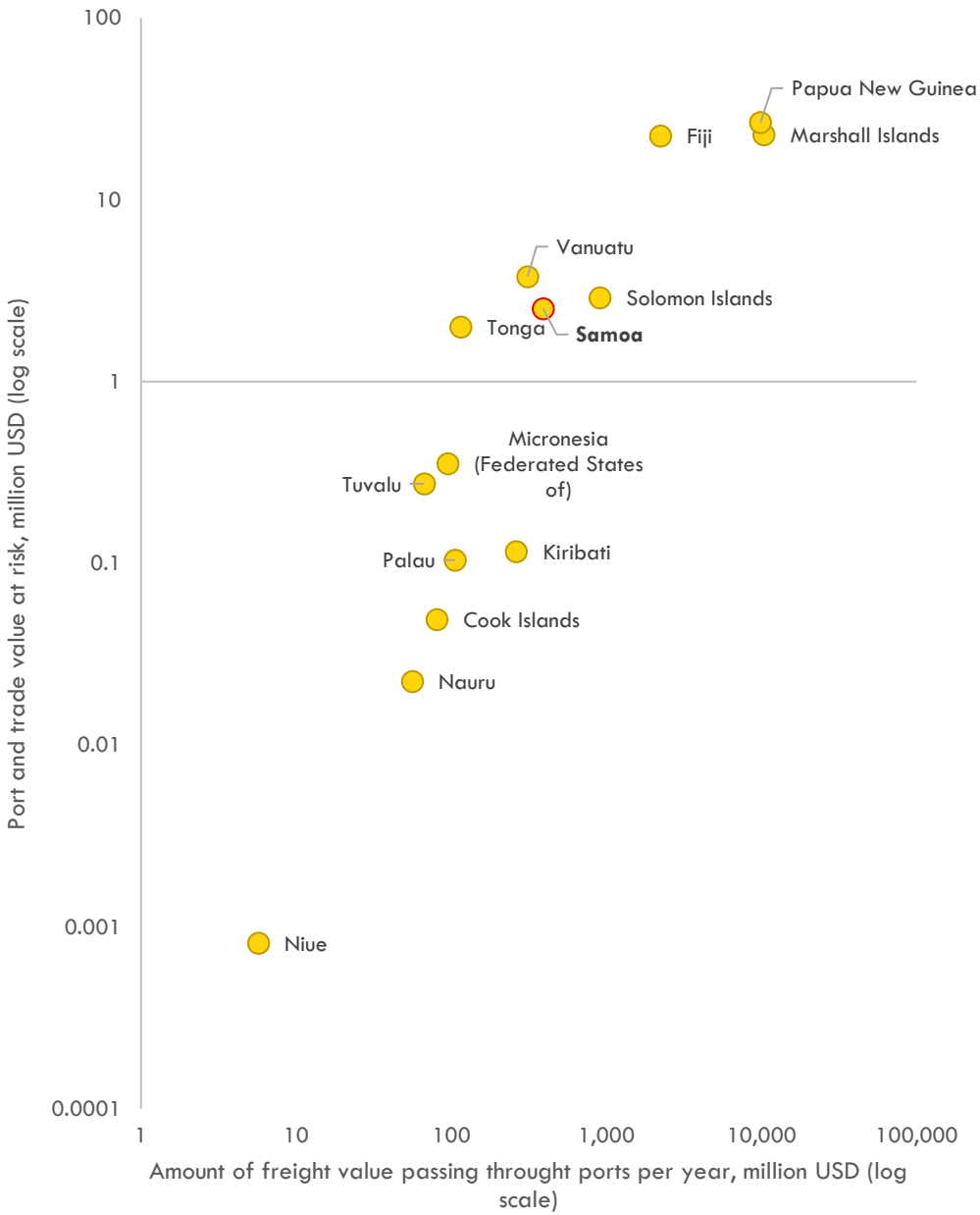

Figure 32. Annual Risk ($) to Ports and Trade

Source: ATO analysis and visualization based on (Verschuur, Koks, Sihan, et al. 2023)

The Assets Management Policy Framework (Government of Samoa 2024a)mandates each sector to develop an Asset Management Strategy that addresses mitigation of financial risks to assets. The Samoa Infrastructure Asset Management Strategy (Government of Samoa 2022) requires documenting risks, resilience, and climate adaptation needs, including necessary investments. The National Environment Sector Plan 2017-2021 (Government of Samoa 2017c) aims for full (100%) compliance by ministries and agencies with climate and disaster resilience plans. These requirements are reflected in ministerial corporate plans and agency-level actions protocols.

The Samoa National Disaster Management Plan 2017-2020 (Government of Samoa 2017e) requires transport agencies to prepare for immediate operational continuity after an impact. It emphasizes conducting site-specific risk assessments in collaboration with the Disaster Management Office to identify and mitigate potential hazards at proposed transport sites. Preventive maintenance of public transport infrastructure is also prioritized. Additionally, the Ministry of Works, Transport and Infrastructure Corporate Plan (MWTI 2025a) pledges to carry out routine site inspections of all public assets to ensure safety and adapt to climate change effects. The Samoa National Infrastructure Strategic Plan (Government of Samoa 2011a) highlights efforts to repair vulnerable road sections and upgrade alternate routes, ensuring better access during all weather conditions and after natural disasters. The Transport and Infrastructure Sector Plan (Government of Samoa 2023b) proposes a 5-10 year Master Plan for roads, including traffic data, surface roughness, and vulnerability assessments. Carrying out a study to develop a long-term plan for alternative routes and arterial extensions would enhance accessibility and mobility during disruptions. The Pathway for Development of Samoa FY2021/22-FY2025/26 (Government of Samoa 2021b) recognizes that investing in resilient infrastructure is a cost-effective way to address climate change impacts. The Assets Management Policy Framework (Government of Samoa 2024a) stipulates that non-financial assets must be inspected at least once every five years to assess their condition and performance.

Transport Air Pollution

Transport is a significant contributor to air pollution, often called the "silent killer". Major sources include transport, residential fuel burning, energy generation, industrial activities, agriculture, windblown dust, waste incineration, and construction. In Samoa, transport's contribution to air pollution (i.e. PM2.5) has been relatively low. In 2021, transport accounted for approximately 2.8% of PM2.5 of the ambient air pollution in the country(State of Global Air 2024) (Figure 33).

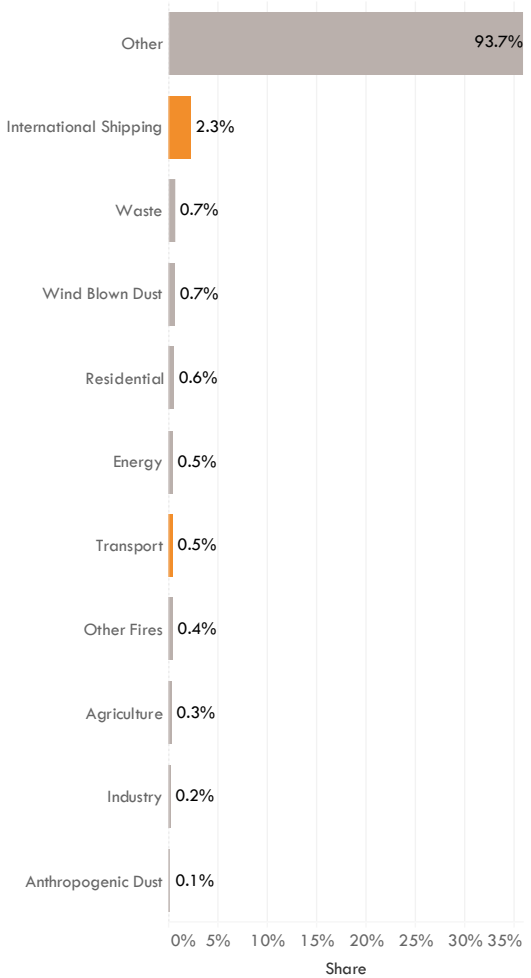

Figure 33. Ambient PM2.5 in Samoa, Contribution by Source
Source: ATO analysis and visualization based on (State of Global Air 2024)

In 2021, air pollution caused 8.1 million deaths worldwide (State of Global Air, 2024), ranking as the second leading risk factor for mortality, especially among children under five. About 90% of these deaths are linked to noncommunicable diseases such as heart disease, stroke, diabetes, lung cancer, and COPD—all rooted in poor air quality. The transport sector plays a significant role in serious health issues such as respiratory and cardiovascular diseases, cancer, and adverse birth outcomes.

In 2019, the World Bank reported that 41 individuals (World Bank 2022b) in Samoa, a person died prematurely due to air pollution. This figure underscores the serious health impacts within the country. The economic toll is substantial, with estimated health-related damages from ambient and household PM 2.5 amounting to $119 million in that year (about 8.9% of Samoa's GDP) (World Bank 2022c). This financial burden is nearly equal to the Asia-Pacific regional average of 10.6% of GDP and exceeds Samoa's healthcare expenditure, which was 6.3% of GDP in 2022 (World Bank 2024).

Pollutant loading estimates suggest higher prominence of different modes of transport. Transport now accounts for the majority of national PM 2.5 emissions. The sector accounted for 66% of the total PM2.5 emissions load by 2022[14]. Other sectors grew faster—emissions outside transport rose 2.5% annually since 2010. Transport PM 2.5 climbed just 0.1% per year over the same period. From 2000 to 2010, growth was flat. GDP expanded 2.4% annually after 2010. Some decoupling occurred, but absolute levels kept rising.

The modal split reveals an unusual pattern. Domestic navigation (maritime) produced 73% of transport PM 2.5 by 2022, up from 53% in 2010 (Figure 35). Road transport's share dropped from 45% to 27%. Aviation contributed 1%. Island geography drives this configuration. Inter-island shipping carries much of the burden. Aging vessel fleets likely worsen the problem.

Other pollutants follow different paths. Nitrogen oxide emissions from transport grew 1.0% yearly between 2000 and 2010, then fell 1.3% annually through 2022 . Transport contributed 35% of national NOx emissions by 2022. Roads contributed 62% of transport NOx, domestic shipping 34%, and aviation 4%.

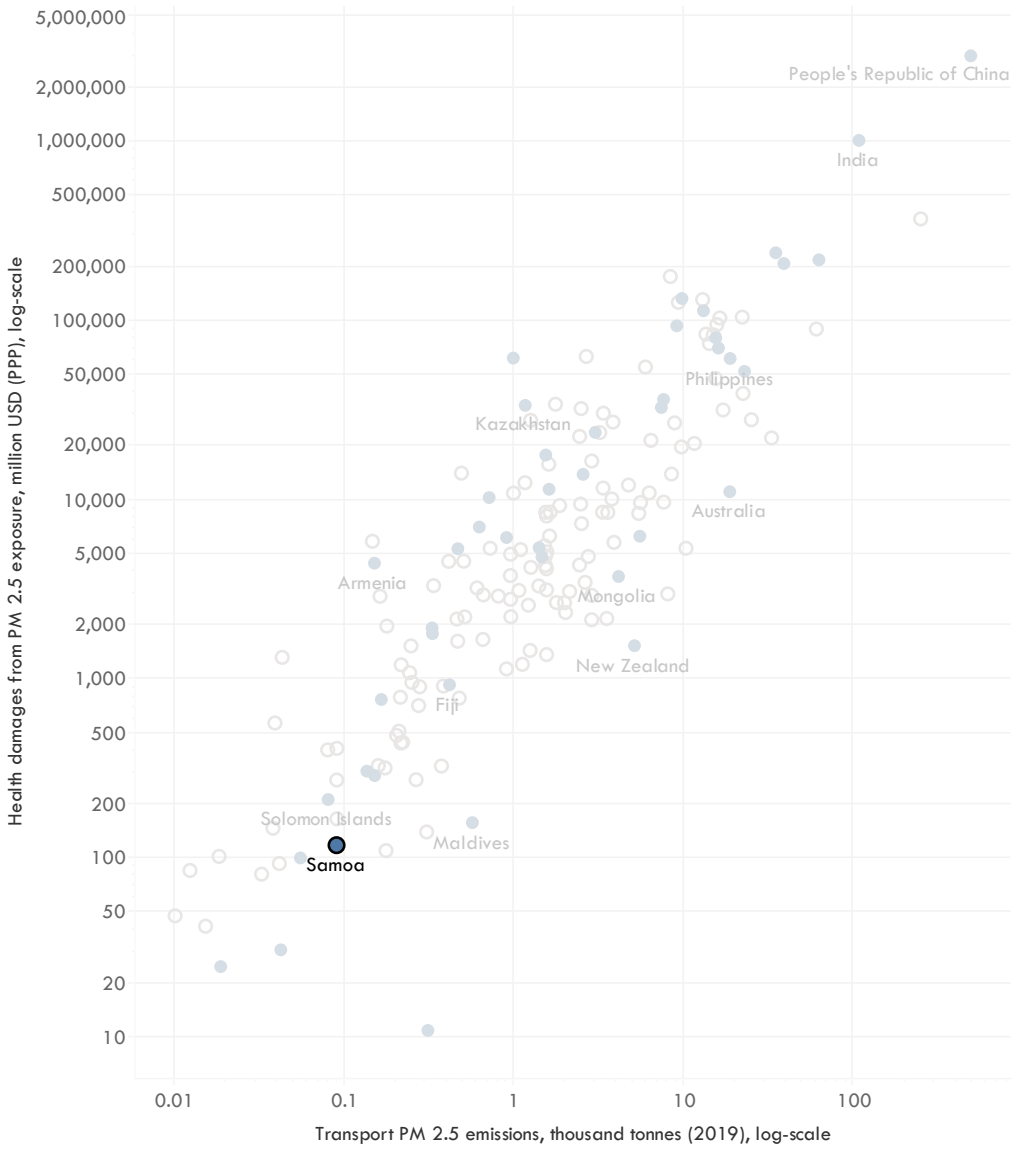

Figure 34. Health Damages from PM 2.5 Exposure (2019)
Source: ATO analysis and visualization based on (World Bank 2022c)

[14] Analysis based on (European Commission 2024)

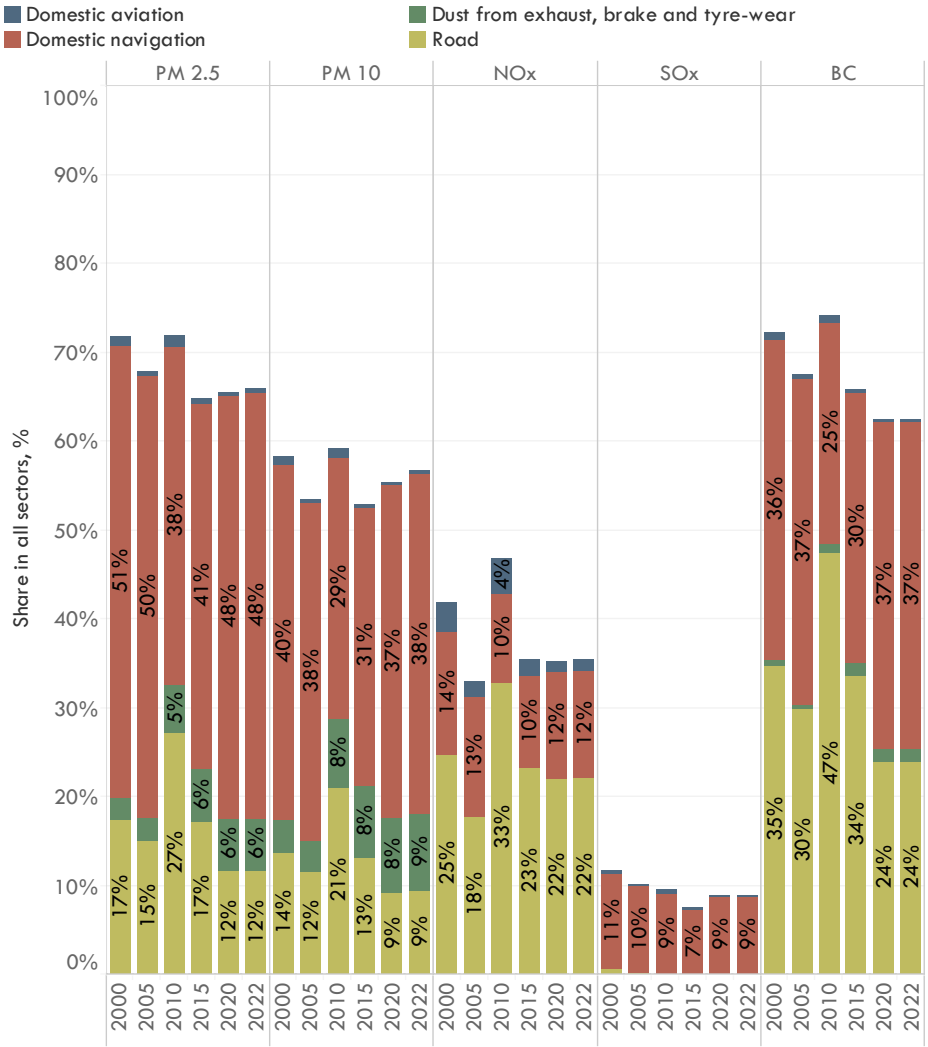

Figure 35. Share of Samoa Domestic Transport in Total Economy-Wide Emissions, by Mode and Substance

Source: ATO analysis and visualization based on (European Commission 2024)

Sulfur oxide tells another story. Transport accounted for only 9% of national SOx emissions in 2022. Emissions grew 2.2% per year from 2010 to 2022, reversing a 3.3% annual decline in the prior decade. Domestic navigation (maritime) accounted for 98% of transport SOx emissions.

Samoa has not yet adopted Euro 4/IV emission standards or the 50 ppm sulfur standard (UNEP 2025).

Due to the dominance of second-hand vehicles, most are imported near the end of their lifespan, and vehicle disposal is not currently managed in Samoa. For example, the average age of the diesel fleet is 14 years and of the petrol fleet is 15 years (UNDP 2024a). As per the regulations, all vehicles should be 10 years old or less from the manufactured year (MCR, n.d.).

Fuel quality receives minimal attention in policy documents. Ther CAP-IT Optimization and Efficiency Review (UNDP 2024a) discusses fuel economy and carbon intensity. It does not address sulfur content and related emission standards that affect local air quality. Electrification strategies incorporate air-quality improvements within broader decarbonization efforts. The NDC Investment Plan (Government of Samoa 2021d) projects that replacing commercial fleet vehicles with EVs would lower local air and noise pollution caused by internal combustion engines. Similarly, shared electric vehicles provide comparable advantages. Electric ferries contribute to better air quality by cutting fossil fuel use. Each of these measures connects pollution reduction to SDG 3—good health and well-being—and SDG 11—sustainable cities and communities. Co-benefits emerge from technological transitions such as fleet replacement, modal shifts, and digitization of services, all targeting greenhouse gas reduction. The health benefits are usually described as related advantages rather than standalone goals. The Samoa Climate Change Policy (Government of Samoa 2020a) explicitly links climate action to safeguarding social, economic, cultural, and environmental well-being, but it does not treat vehicular emissions as a separate health concern requiring specific regulatory measures.

Recent policy frameworks have also promoted shared mobility solutions, including carpooling, shared electric vehicles, and electric minibuses, as complementary measures to improve transport efficiency while reducing emissions and associated local air pollution (Government of Samoa 2017d; UNDP 2024d, 2025c).

Leverage Science, Technology, and Innovation for Sustainable Transport

Leverage Science, Technology, and Innovation for Sustainable Transport

The evolution of internet connectivity in Samoa tells a story that runs parallel to the country's broader transport transition. From negligible levels through the early 2000s, the share of the population using the internet remained below 5% until around 2010. The trajectory then shifted sharply. Between approximately 2013 and 2019, the figure climbed from around 15% to over 50%. By 2023, it had stabilized at approximately 58% (Figure 36).

Rising internet penetration underpins the conditions for data-driven governance, digital service delivery, and technology adoption in transport—foundational to Samoa's capacity to translate science, technology, and innovation into tangible improvements in planning and operations.

The role of science in Samoa's transport system is most visible in a growing shift toward data-driven planning. Policy frameworks consistently emphasize the need for improved data systems and monitoring tools (Transport and Infrastructure Sector Plan, 2023). The Land Transport Authority is required to enter all road asset data into the Samoa Road Asset Management System within 60 days of project completion—a specific, measurable commitment to data governance.

Samoa's latest energy-sector reporting shows that the country is beginning to operationalize science, technology and innovation for sustainable transport through energy data systems, EV-readiness work, charging infrastructure preparation, automotive workshop capacity building, and feasibility studies for electric boats. The 2023 Energy Review also links transport innovation to the wider energy transition: grid upgrades, battery storage, renewable-energy resource assessment, and green-port measures are presented as enabling conditions for cleaner land and maritime mobility. (MWIT 2023)

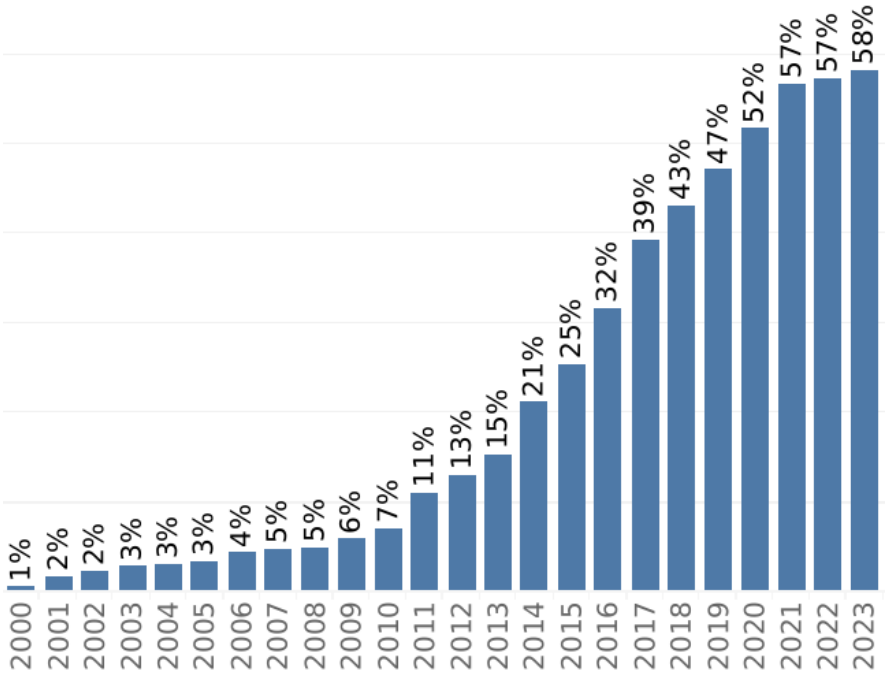

Figure 36. Proportion of Population using the Internet
Source: ATO analysis and visualization based on (ITU 2025)

Asset management systems, vulnerability assessments, and lifecycle analysis are now being integrated into transport planning. The Samoa Infrastructure Asset Management Strategy (2022) establishes the MWTI Asset Management and Resilience Office (AMRO) to coordinate this integration and includes on-site training for staff in road roughness and surface condition survey techniques, translating policy intent into operational practice. The document also emphasizes the importance of evidence-based planning and effective forecasting in developing infrastructure.

Samoa's transport digitalization agenda should be understood more broadly than internet access or general ICT connectivity. Several transport-relevant data systems already exist or are being developed across government. The Government's infrastructure asset-management policy applies to physical assets owned or controlled by government, including the road transport network, sea transport networks, and air transport networks (Government of Samoa 2017b). It also identifies a National Infrastructure Asset Management System database as part of the wider asset-management framework, while requiring state entities to prepare asset-management plans.

For roads, the Samoa Infrastructure Asset Management Strategy identifies specific digital and technical improvements (Government of Samoa 2022). These include reviewing the road referencing system and geographic information systems (GIS) network model, establishing road condition monitoring for roughness and surface condition, creating GIS data tables, and expanding the use of GIS.

Samoa's vehicle registration and licensing system is another entry point for transport digitalization. The Government's myGov portal already presents vehicle registration as a public-facing digital service, including information on new registrations, fees, annual renewal requirements, inspections, and licensing procedures (Government of Samoa 2026b). Private vehicle registration and licensing must be renewed annually, while public service vehicles are subject to more frequent renewal cycles. This creates a recurring administrative dataset that can be used for more than compliance. If linked with vehicle type, age, fuel type, ownership, inspection results, and location, registration records can help Samoa monitor motorization trends, identify older and higher-emitting vehicles, track electric and hybrid vehicle uptake, improve road safety enforcement, and support emissions and fuel-demand analysis. In this sense, vehicle registration is not only a licensing function. It is also a potential data backbone for low-carbon transport planning, road safety management, and fleet modernization.

Customs and trade data systems are also evolving. Samoa's Ministry of Customs and Revenue states that the Automated Systems for Customs Data (ASYCUDA) World has been introduced as part of customs modernization, including the aim of improving the capacity to monitor and provide timely statistics (Ministry of Customs and Revenue 2025). Together with Samoa Bureau of Statistics merchandise trade tables, these systems can support analysis of fuel imports, vehicle imports, transport equipment trade, and freight-related dependencies.

For maritime transport, Samoa has official shipping statistics and emerging opportunities to use automated information systems (AIS)-derived data. The Samoa Bureau of Statistics publishes cargo shipping reports, but explains that shipping statistics are compiled mainly from shipping statistic forms and cargo manifests, but it excludes domestic services (SBS 2024). This means that official port statistics are useful for international cargo flows, but they do not fully capture domestic ferry operations or all regional passenger and vehicle movements.

Road safety data systems also need strengthening. The World Bank's Road Safety Management Capacity Assessment for Samoa notes that the Accident Compensation Corporation monitors road crashes using police-collected data, providing an important input for road safety agencies (World Bank 2020b). The report highlights the importance of developing a road crash data system which also includes location referencing which enables targeted prioritization, and data-based treatments.

Samoa has already moved beyond general climate-risk awareness toward more spatially explicit transport risk analysis. A road network vulnerability assessment was undertaken for about 1,150 km of roads in Upolu and Savai'i to support the development of a Climate Resilient Road Strategy (World Bank Group 2018). The assessment identified key hazards, exposed assets, vulnerable areas, and current

asset-management practices, with the aim of guiding maintenance planning and reducing the vulnerability of the national road network. It also linked the analysis to cost-benefit assessment and social vulnerability, allowing resilience options to be prioritized not only by engineering need, but also by their wider social and economic importance. The implementation report for the Samoa Aviation and Roads Investment Project (SARIP) states that the contract for the site-level flood resilience strategy and drainage master plan for Faleolo Airport was signed in August 2025 (World Bank 2025c). This suggests that climate-risk mapping is becoming more operational: it is being used to inform airport drainage, flood resilience, road design, and investment preparation.

There are also recent developments that show that climate-risk mapping is also being applied to specific aviation assets and airport investment decisions. For example , the preliminary environment assessment report for the Faleolo International Airport—under the SARIP project—reflects more site-specific climate-risk screening (World Bank 2025d). It notes that Samoa's remoteness, coastal settlement patterns, and exposure to natural disasters make reliable aviation connectivity critical for disaster risk management. It also states that the proposed navigational aid equipment locations are within the coastal hazard zone of the Aana Alofi 3 District Community Integrated Management Plan.

The evolution of internet connectivity in Samoa tells a story that runs parallel to the country's broader transport transition. From negligible levels through the early 2000s, the share of the population using the internet remained below 5% until around 2010.

Crosscutting

Transport Sector's Economic Contribution and Employment

Samoa's transport sector operates less as a standalone economic driver and more as a foundational enabler, quietly sustaining the flows of goods, people, and services that underpin the broader economy. In a geographically dispersed island context, its contribution cannot be fully captured through conventional economic indicators alone.

The trends reveal a clear disconnect between Samoa's broader economic growth and the performance of its transport sector. GDP has grown steadily over the period, reflecting sustained expansion in the overall economy. In contrast, transport's gross value added remains volatile and does not follow the same upward trajectory, pointing to a weak link between economic growth and transport sector output. Transport employment has increased gradually before plateauing in recent years, suggesting that while the sector is absorbing labor, this is not translating into proportional productivity gains. While GDP has grown by roughly one-and-a-half times and employment has also seen a noticeable increase, transport gross value added has remained largely flat in comparison—highlighting a clear imbalance between growth, jobs, and output (Figure 37). (UNDESA - Population Division 2022; UNStats, n.d.; World Bank 2025a)

Investment in transport infrastructure has continued to rise consistently, indicating sustained efforts to expand and improve physical assets. Population growth, by comparison, has been steady but moderate. Taken together, these patterns suggest a system where key inputs—both labor and infrastructure—are expanding, but sectoral output is not keeping pace (Figure 37).

Gross value added per employee in Samoa shows a clear long-term decline followed by stagnation. Productivity peaks at around ~$60,000 in the early 2000s, after which it falls sharply, almost halving to about ~$22,000 by 2012. The most pronounced drop occurs between 2007 and 2011, suggesting a period where employment growth likely outpaced output. Since then, the trend stabilizes, with values fluctuating within a narrow range of ~$22,000-$28,000, indicating a new, lower productivity baseline. Overall, the pattern points to structural constraints in the economy, with limited recovery in efficiency gains over the past decade (Figure 38). (UNStats, n.d.; ILO 2026)

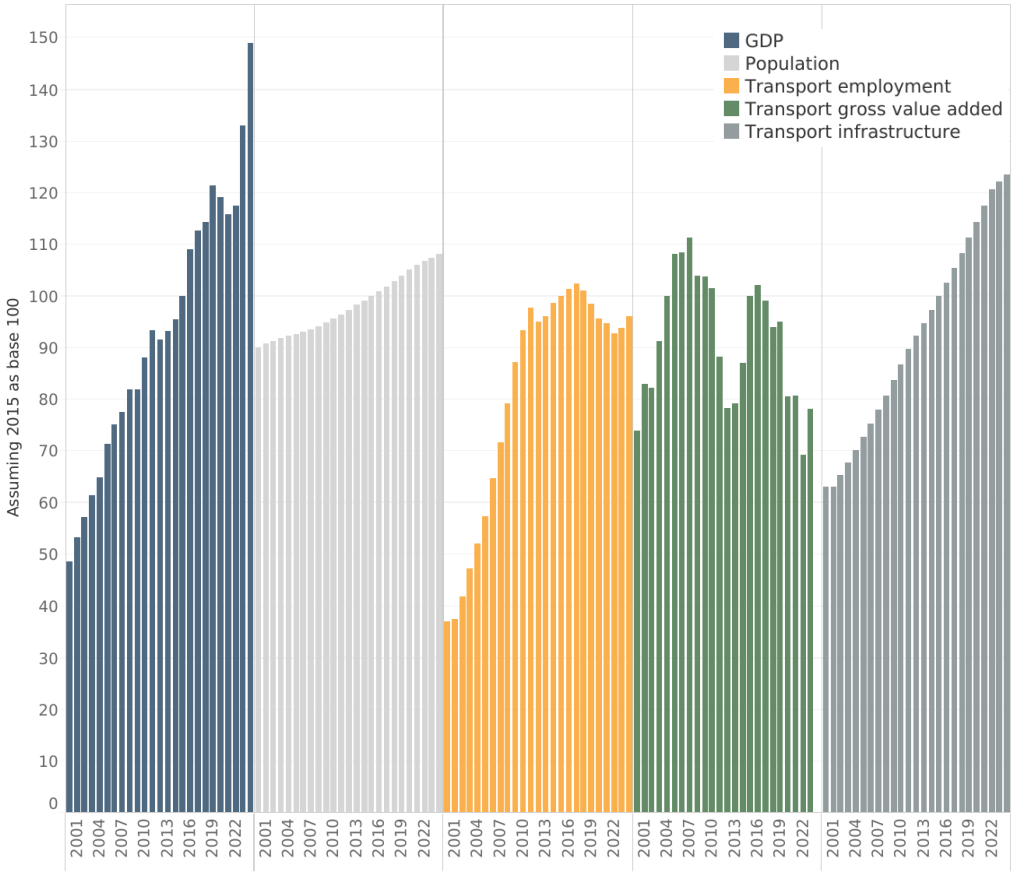

Figure 37. Transport and Economics Indicator Indices (2000 as 100)
Source: (ATO 2025b; ILO 2026; UNDESA - Population Division 2022; UNStats, n.d.; World Bank 2025b)

Policy frameworks increasingly acknowledge the need to strengthen human capital within this constrained system. Capacity-building and institutional strengthening emerge as recurring priorities across planning documents, with a consistent focus on improving technical capabilities in transport planning, infrastructure management, and service delivery (Government of Samoa 2023b, 2021b).

In Samoa, the economic narrative of transport is not one of scale, but of strategic necessity. The sector's value lies in enabling everything else to function.

Institutional Coordination

Transport governance in Samoa is distributed across multiple agencies with formally separated mandates across all three modes.

The Ministry of Works, Transport and Infrastructure (MWTI) is the system lead for the Transport and Infrastructure Sector, while modal authorities and public bodies carry out many operational responsibilities. This structure reflects Samoa's reforms in which operational functions such as road construction and maintenance, airport management, shipping, and port operations were progressively assigned to state-owned enterprises and statutory authorities, while MWTI retained a primarily policy, regulatory, planning, and coordination role (MWTI 2025a). The overarching legal mandate for MWTI is rooted in the Ministry of Transport Act, which assigns the Ministry responsibility to advise the Minister on efficient transport policy, undertake transport research, and advise on transport investment priorities across land, sea, and air transport. In practice, this whole-of-transport role is implemented through the Transport and Infrastructure Sector Plan 2023-2028 (Government of Samoa 2023b) and MWTI's Corporate Plan 2024/2025-2027/2028 (MWTI 2025a).

Accordingly, MWTI's Chief Executive Officer (CEO) serves as Chairperson of the Transport and Infrastructure Sector Advisory Committee (TISAC), the sector's governing body responsible for monitoring progress and providing oversight. The committee is composed of chief executives from relevant government ministries and agencies and provides high-level guidance to improve coordination and support the implementation of sector priorities.

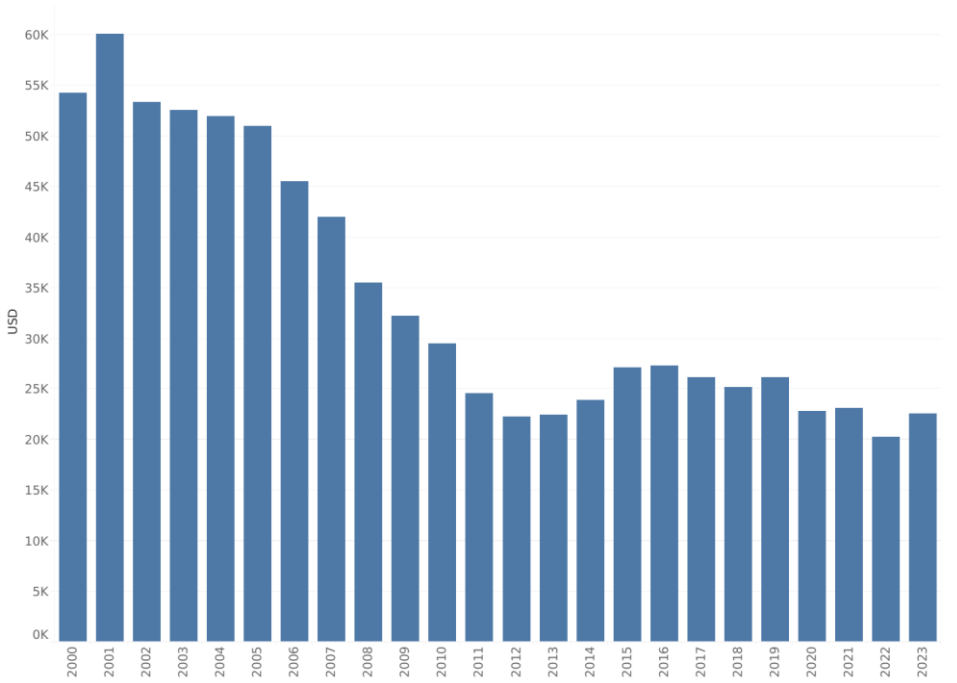

Figure 38. Gross Value Added per Employee in Samoa
Source: ATO analysis and visualization based on ILO (2025); UNStats (n.d.)

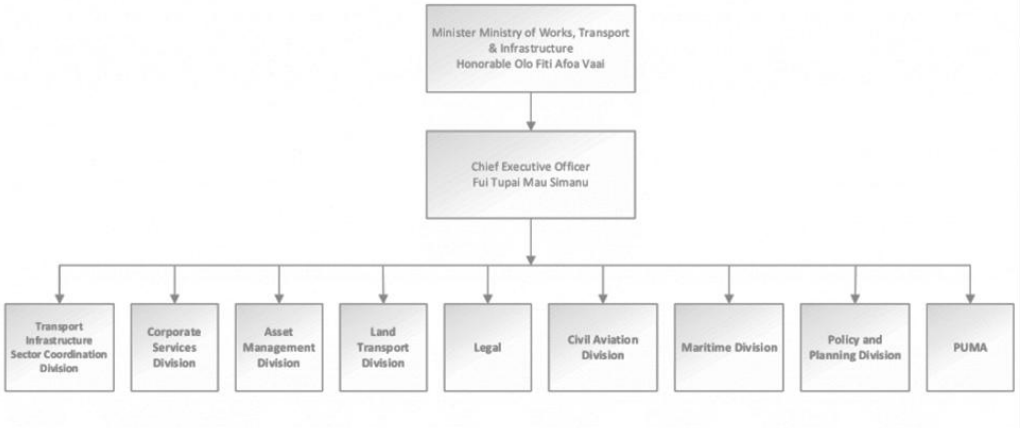

Figure 39. Organizational structure of MWTI
Source: MWTI (2026b)

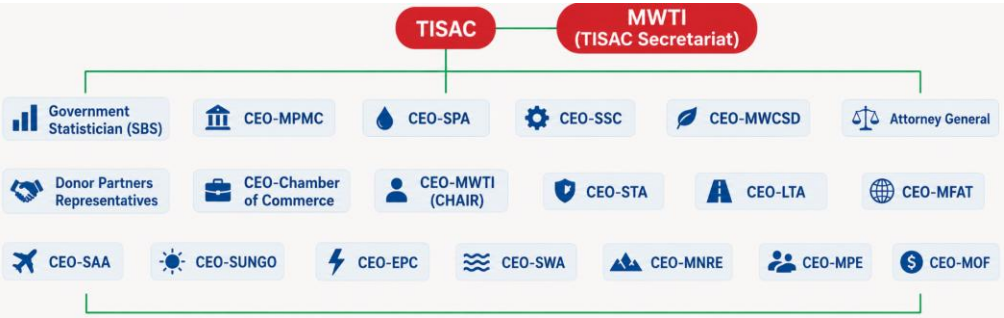

Figure 40. Organizational structure of Transport & Infrastructure Sector Advisory Committee
Source: Adapted from (Government of Samoa 2023b)
Notes: CEO = Chief Executive Officer; EPC = Electric Power Corporation; LTA = Land Transport Authority; MFAT = Ministry of Foreign Affairs and Trade; MNRE = Ministry of Natural Resources and Environment; MOF = Ministry of Finance; MPE = Ministry for Public Enterprises; MPMC = Ministry of the Prime Minister and Cabinet; MWCSD = Ministry of Women, Community and Social Development; MWTI = Ministry of Works, Transport and Infrastructure; SAA = Samoa Airport Authority; SBS = Samoa Bureau of Statistics; SPA = Samoa Ports Authority; SSC = Samoa Shipping Corporation; STA = Samoa Tourism Authority; SUNGO = Samoa Umbrella for Non-Governmental Organisations; SWA = Samoa Water Authority; TISAC = Transport and Infrastructure Sector Advisory Committee.

For land transport, MWTI holds responsibility for policy development while LTA serves as the operational arm, a separation codified through the Land Transport Authority Act 2007 (Government of Samoa 2007). Its functions include road network management, preparation and implementation of the National Road Program, road designation, planning, design, supervision, construction, and maintenance of national roads and land transport infrastructure (Government of Samoa 2007). This makes LTA the key agency for the condition and performance of the road network, while MWTI retains the higher-level role of sector policy, regulatory monitoring, and advice to government. The Ministry of Police, Prisons and Corrections (MoPPC) holds separate jurisdiction over traffic legislation, road crash data, vehicle and driver licensing through the VDLRS, and the Road to Safety Strategy (World Bank 2020b).

For aviation, MWTI's Civil Aviation Division serves as the national regulator, while the Samoa Airport Authority, established under the Airport Authority Act 2012, holds operational responsibility for airport infrastructure management, maintenance, and development (Government of Samoa 2012).

For maritime transport, MWTI's Maritime Division holds the Register of Ships and Vessels and regulates maritime activity, with port infrastructure and operations managed by the Samoa Ports Authority and domestic ferry services operated by the Samoa Shipping Corporation. Additional agencies contribute to the maritime sector: the Ministry of Finance leads climate resilience financing and investment coordination, and the Ministry of Natural Resources and Environment covers disaster management and environmental oversight (Government of Samoa 2021e).

The Transport and Infrastructure Sector Plan requires all sector agency plans to align with national priorities and calls for stronger legislative frameworks and financial planning to support this (Government of Samoa 2023b). The MWTI Corporate Plan (MWTI 2025a) identifies improved coordination among transport stakeholders as an explicit institutional objective, while also emphasizing the need for a reliable database management system for storing and analyzing public asset data. Despite these formal arrangements, inter-agency coordination is acknowledged within the document as a continuing challenge.

Several cross-cutting institutions are relevant to transport even when they are not modal transport agencies, particularly because transport planning, investment, infrastructure resilience, and public-body performance depend on wider government systems. The Ministry for Public Enterprises provides strategic leadership and oversight for public bodies, including transport-related public bodies such as the Land Transport Authority, Samoa Airport Authority, Samoa Ports Authority, and Samoa Shipping Corporation; it is therefore relevant to corporate governance, public-body performance, and the financial accountability of transport operators (MPE, n.d.). The Ministry of Finance, through its Climate Resilience Investment and Coordination Division, leads coordination and policy advice on major climate and disaster-resilience investments, supports access to international climate funds, and facilitates contingent disaster financing, all of which are relevant to climate-resilient transport infrastructure and investment planning (MoF, n.d.). The Ministry of Natural Resources and Environment provides environmental, climate, disaster-risk, spatial-information, meteorological, conservation, and land/resource management functions that intersect with transport planning, project safeguards, coastal infrastructure, and disaster preparedness (MNRE 2022).

Asset management and resilience

Samoa's national development framework also infrastructure resilience within broader development and fiscal management priorities. The Pathway for the Development of Samoa FY2021/22–FY2025/26 embeds climate resilience and consolidated infrastructure management in national priorities, and the 2024 Assets Management Policy Framework explicitly states that it supports the Pathway priorities on macroeconomic stability, climate resilience, and consolidated infrastructure management (Government of Samoa 2021b, 2024a). Samoa's policy framework increasingly links transport asset management with climate and disaster resilience, public financial management, and service continuity. At the whole-of-government level, the Assets Management Policy Framework applies to public non-financial assets and provides the oversight framework for sector asset management strategies and agency asset management plans (Government of Samoa 2024a). It requires post-acquisition expenditure to be categorized as either enhancement/rehabilitation or maintenance/refurbishment, ensuring capital spending demonstrably extends asset service life rather than substituting for routine repairs. All government-owned infrastructure, covering road, maritime, and aviation assets, is to be recorded in a centralized asset register and inspected at least once every five years. Each sector is required to develop an asset management strategy identifying current and future service needs and methods for assessing asset performance and risk. The Ministry of Finance is responsible for developing and implementing the framework and overseeing the centralized asset register, while line ministries and agencies are responsible for asset management strategies, asset management plans, records, and up-to-date entries for assets under their control (Government of Samoa 2024a).

On asset data, the Assets Management Policy Framework requires detailed records in the centralized asset register and links the register to financial-risk assessment and post-disaster damage assessment. Non-financial assets must be valued at least once every five years, with the value representing the financial risk if the asset is damaged or destroyed by natural hazards, climate change, or other risks (Government of Samoa 2024a). Assets must also be inspected at least once every five years to assess their condition and performance, and a comprehensive register is expected to support asset identification, life-cycle assessment, maintenance and repair-cost estimates, and post-disaster damage assessments (Government of Samoa 2024a). At agency level, the LTA Corporate Plan requires road asset data to be entered into the Samoa Road Asset Management System within 60 days of project completion (Land Transport Authority 2023).

The Samoa Infrastructure Asset Management Strategy emphasizes that asset management processes can store and present data, process and analyze information for decision-making, track infrastructure resilience and costs, and support systematic planning of infrastructure works that include resilience improvements (Government of Samoa 2022). It also states that resilience principles should be integrated across the infrastructure life cycle, including systems planning, engineering and design, operations and maintenance, and contingency planning. Institutionally, the Samoa Infrastructure Asset Management Strategy assigns the Ministry of Works, Transport and Infrastructure a coordinating role through the Asset Management and Resilience Office. The strategy states that the Ministry of Works, Transport and Infrastructure will engage with state entities and government ministries to promote asset management plans and practices, support compliance with the Infrastructure Asset Management Policy, and lead capacity development and training. The strategy also identifies practical road-sector capacity needs, including review of historic data, the road referencing system and geographic information system network model, and on-site support for roughness and surface-condition survey programs and staff training (Government of Samoa 2022).

On disaster preparedness, the Samoa National Disaster Management Plan 2017-2020 requires transport agencies to prepare for immediate operational continuity after disruptions, mandates site-specific risk assessments for proposed transport sites in collaboration with the Disaster Management Office and prioritizes preventive maintenance of public transport infrastructure (Government of Samoa 2017e). The MWTI Corporate Plan (MWTI 2025a) commits to routine site inspections of all public assets to ensure safety and adaptation to climate change effects. The National Environment Sector Plan 2017-2021 set a target of full compliance by all ministries and agencies with climate and disaster resilience plans (Government of Samoa 2017c). The Pathway for Development of Samoa FY2021/22-FY2025/26 explicitly recognized

that well-conceived investment in resilient infrastructure is a cost-effective approach to managing climate change impacts, a position consistent with evidence from the broader development literature.

Climate and environmental policy frameworks reinforce this direction. The National Environment Sector Plan 2017–2021 sets the sector goal of enhanced environmental sustainability and climate and disaster resilience, while the Samoa Climate Change Policy 2020–2030 was coordinated by the Ministry of Natural Resources and Environment and is intended to guide actions across sectors, government agencies, civil society, the private sector, and communities (Government of Samoa 2017c, 2020a).

Motorization

Motorization in Samoa reflects a gradual but structurally significant shift toward increased reliance on private and motorized mobility. This transition is not driven by rapid urbanization. It is driven by a combination of rising incomes, dispersed settlement patterns, and the limited availability of formal public transport alternatives.

Vehicle ownership has been rising steadily, with the total fleet growing from roughly 20,700 in 2013 to approximately 30,000 in 2023 (CAP-IT Activity 1.2 (2024)). Between 2007 and 2018 alone, 78,545 vehicles were imported—roughly one car per three people (Samoa Road Transport System Research, MPMC (2023)). This growth outpaces both population growth and infrastructure expansion, setting the structural context for rising fuel demand, maintenance costs, and emissions.

A defining characteristic of the fleet is its reliance on imported second-hand vehicles. While this provides affordability and accessibility, it produces an aging and relatively inefficient fleet. The average age of the diesel fleet is 14 years, and of the petrol fleet 15 years, well above the regulatory limit of 10 years from the year of manufacture (UNDP 2024a). Vehicle disposal is not currently managed systematically in Samoa.

Road vehicle import values in Samoa show a strong upward trend over time, with increasing volatility in recent years. From relatively low levels in the early 2000s, imports rise sharply after 2009, reaching peaks of around ~$34 million in recent years. The growth is driven primarily by light-duty vehicles (LDVs), which consistently account for the largest share, followed by goods vehicles, indicating rising demand for both personal mobility and freight movement. Periodic dips—such as around 2012, 2020, and 2022—suggest sensitivity to economic conditions and external shocks, but these are followed by quick recoveries. Overall, the trend reflects growing motorization and increasing dependence on imported vehicles, reinforcing pressures on fuel consumption, infrastructure, and emissions. These import flows continue to reshape the fleet composition, with implications that extend across energy, emissions, and road safety (Figure 41).

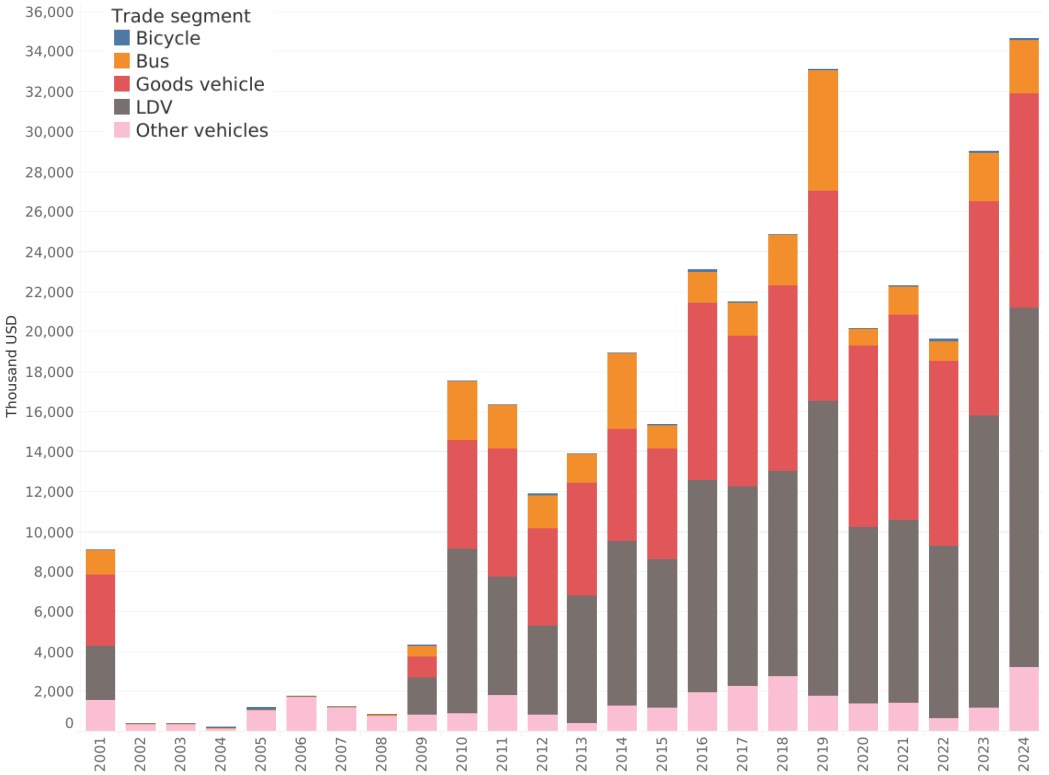

Figure 41. Road Vehicle Imports Value ($ thousand)
Source: (ITC 2025)

Fuel demand follows directly from fleet growth. In 2022, land transport consumed 38 million liters of petrol and 20 million liters of diesel. Approximately 70% of the registered fleet runs on petrol, concentrated in private vehicles and taxis. Diesel consumption is heavily concentrated: trucks and buses represent only 6% of the total fleet but account for 77% of all transport sector diesel use. This concentration creates a strategic opportunity. Targeted interventions in the heavy vehicle and public transport segments can yield outsized emissions reductions relative to investment. (UNDP 2024a)

Policy frameworks have begun responding to these dynamics. Earlier measures focused on fuel efficiency awareness (Government of Samoa 2017d). More recently, the CAP-IT Decarbonization Strategy (UNDP 2024c) outlines targeted interventions: a vehicle scrappage scheme to accelerate fleet renewal, legislation to restrict importation of internal combustion engine buses and taxis beyond 2030, a 15% Vehicle Arrival Goods and Services Tax on imported vehicles, and a comprehensive vehicle taxation and import duty framework based on individual vehicle GHG emissions (Government of Samoa 2025b; UNDP 2025c). A partnership with pre-inspection providers such as JEVIC in Japan is proposed to reduce the entry of poor-quality vehicles into the country (UNDP 2025c).

The broader challenge is managing the growth in private vehicle use while simultaneously strengthening collective and low-emission transport options. Without a deliberate policy shift in this direction, motorization risks reinforcing existing inefficiencies and increasing dependence on imported fuels, at a time when Samoa's import bill for petroleum already constitutes a significant macroeconomic vulnerability.

Gender in the Transport Sector: Addressing Disparities

Compared to the broader economy, the transport sector stands out as one of the least gender-inclusive (only above Construction sector), with female employment at around ~10%, well below the economy-wide average of ~35% and far lower than several sectors where participation exceeds 40–70% (Figure 42).

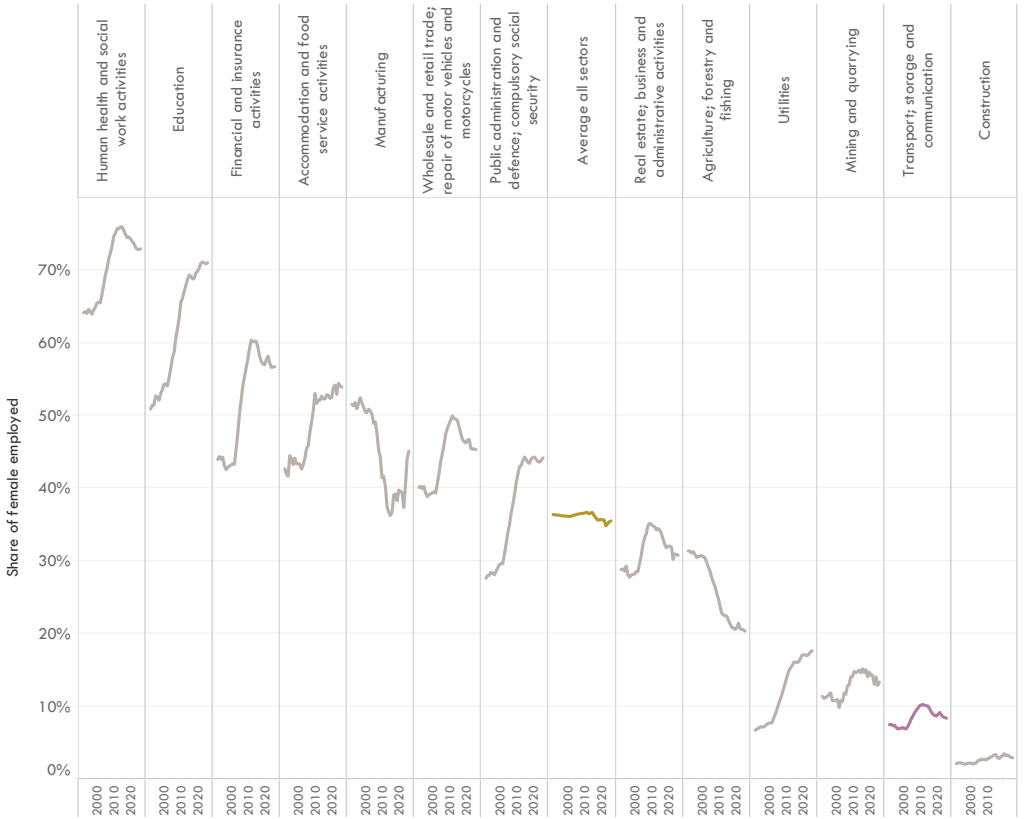

Figure 42. Share of Females Employed
Source: (ILO 2026)

This pattern is also reflected in overall employment trends within the sector. Overall employment in the transport, storage, and communication sector has expanded significantly—from approximately 1,000 employees in the mid-1990s to nearly 2,900 by 2025, indicating steady sectoral growth. However, this expansion has been overwhelmingly driven by male employment, with female participation increasing only marginally in absolute terms and remaining a small fraction of the total workforce (~5–10%) throughout the period. The persistence of this gap, even as total employment rises, suggests that sectoral growth has not translated into improved gender inclusion in terms of employment, reinforcing existing structural barriers rather than narrowing them. (ILO 2026) (Figure 43)

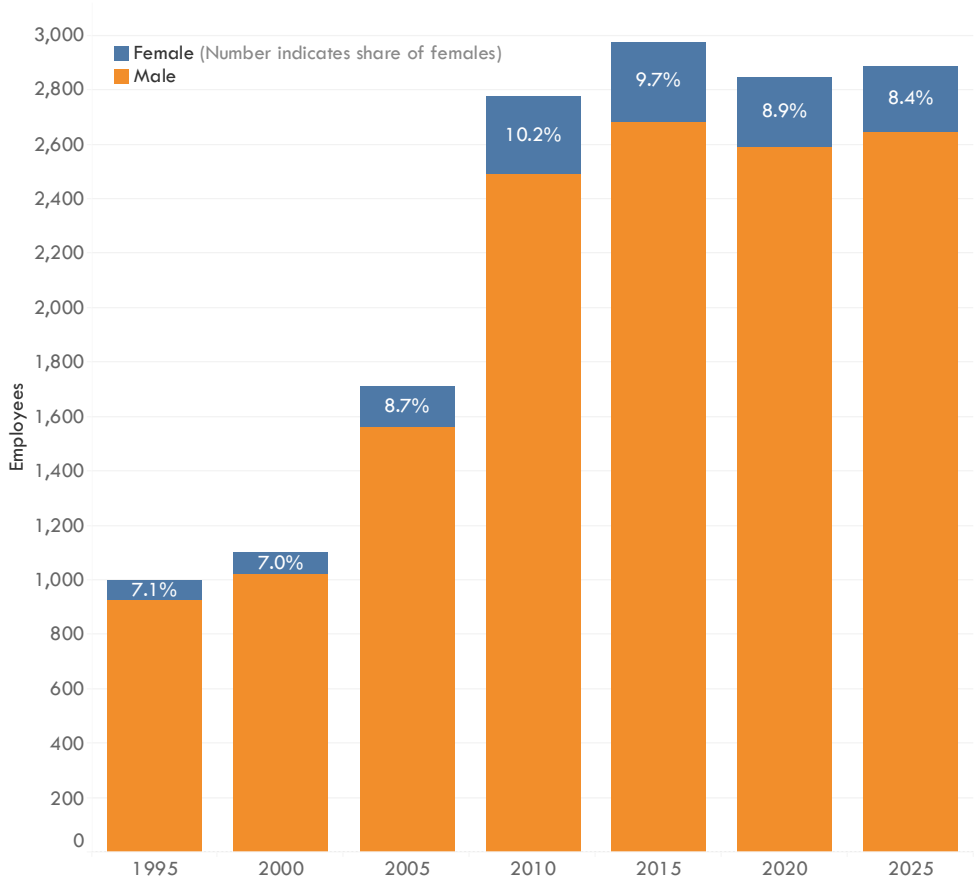

Figure 43. Employment in the Transport, Storage, and Communication Sector in Samoa
Source: ATO analysis and visualization based on ILO (2025)
Note: Numbers are for Operations and Services; ISIC category H and J

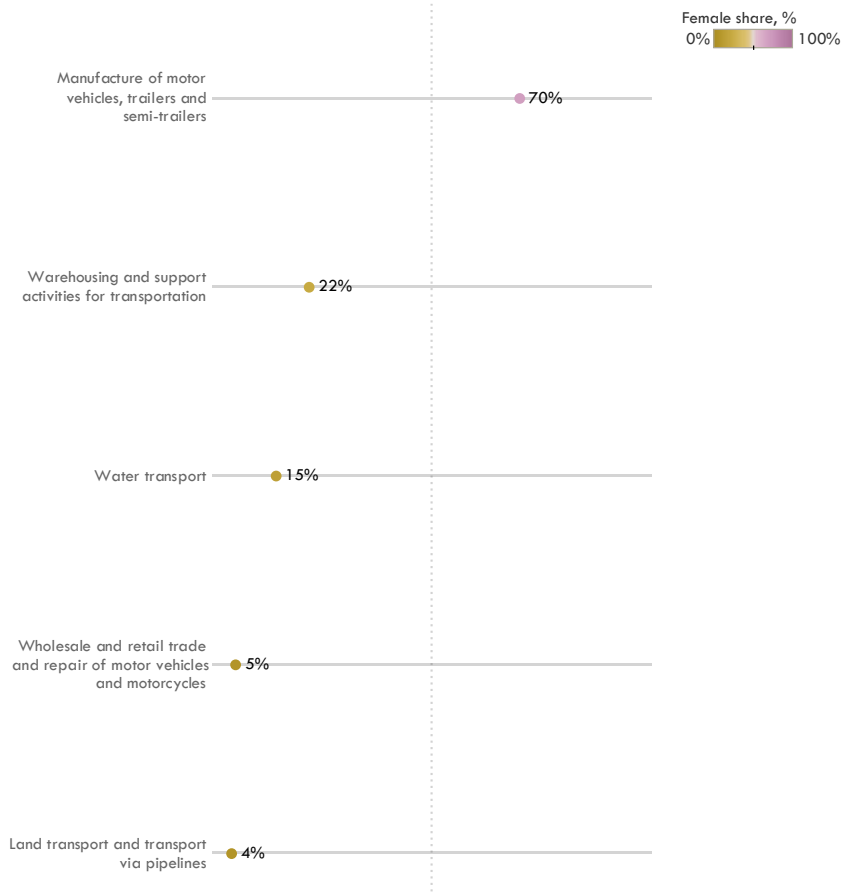

Figure 44. Share of Females in Transport Sub-sectors
Source: (ILO 2026)

These disparities are rooted in deeper structural inequalities in access, participation, and opportunity within Samoa's transport sector. Employment patterns across transport-related subsectors reveal a consistently low female participation rate, with most segments showing only a very small share of women (~0-10%). Activities such as land transport, wholesale and repair, water transport, and warehousing are overwhelmingly male dominated. A notable exception is the manufacture of motor vehicles and related equipment, where female participation appears significantly higher, though this segment is relatively small in overall employment terms. Overall, the data highlights a highly gender-skewed workforce, pointing to structural barriers to female participation across the transport sector. (ILO 2026) (Figure 44)

License data tells a related story. Only about 25% (1 in 4) of driving licenses issued over the past two decades have gone to women, indicating that women are far more often pedestrians or passengers than vehicle operators (UNDP 2025d). The implications extend beyond employment into mobility access. Unequal access to safe, reliable, and affordable transport constrains women's participation in economic and social activities, limiting access to employment, markets, healthcare, and education.

The policy response, on the other hand, is growing in specificity and ambition. The National Policy on Gender Equality and Rights of Women and Girls 2021-2031 (Government of Samoa 2021a) explicitly requires that all transport and infrastructure planning incorporate gender analysis, including with respect to the interests and safety of women, people with disabilities, and people of diverse gender identity. It calls for specific mechanisms for stronger engagement of women in consultation and decision-making on infrastructure planning and development, and for gender inclusiveness to be reinforced through contractual obligations on contractors.

Samoa's NDC 3.0 (Government of Samoa 2025b) sets quantifiable targets: 50% women in consultations, 50% women among participants in capacity-building programs, and 50% of project beneficiaries to be women. Gender disaggregated data collection is to be incorporated in all project design documents. The Voluntary National Review (2024) (Government of Samoa 2024c) notes that Samoa is on track toward SDG 5 targets on discrimination against women and gender equality policies, while acknowledging that progress on women in leadership continues.

The Sustainable Land Use and Mobility Plan (UNDP 2025c) is one of the most operationally detailed document on gender in transport. It proposes a vocational training program for women as bus operators, school bus operators, taxi drivers, ferry operators, and mechanics, covering both conventional and electric or hybrid vehicles. A Women's Commercial Driving License Training Programme (UNDP 2025b), in partnership with the LTA, is designed to ensure women benefit from the growth in electric van operations and to help close the mobility gender gap. The Plan recommends encouraging women-only taxi services using electric car fleets, improving safety perceptions for female passengers while creating livelihood opportunities for women in transport operations.

The Transport and Infrastructure Sector Plan (Government of Samoa 2023b) adds a mandate to design and roll out an awareness campaign for inclusive and safe mobility specifically targeting women, people with disabilities, the elderly, youth, and children, grounded in a public survey on perceptions of barriers to low-carbon mobility. Gender-Responsive Budgeting training is called for, to ensure that gender priorities are integrated into transport and land use budget planning at the institutional level.

Disability and Social Inclusion

Alongside gender, disability and broader social inclusion represent an underdeveloped dimension of Samoa's transport equity agenda. People with disabilities face specific barriers in accessing public transport infrastructure: the physical design of bus stops and ferry terminals, the absence of accessible pathways and ramps, and the lack of adequate sanitary facilities along transport corridors.

The Sustainable Land Use and Mobility Plan (UNDP 2025c) is the most explicit document on this issue. It proposes conducting a disability audit of both the land and maritime public transport systems, with a mandate to take corrective measures to make transport infrastructure accessible. Installation of wheelchair ramps is cited as a specific, immediate intervention. An incentive scheme for EV conversion by households with mobility-impaired members is also proposed, recognizing that the transition to cleaner vehicles must not disproportionately burden those with the highest transport costs and fewest mobility alternatives.

The Community Sector Plan 2024/2025-2027/2028 (Government of Samoa 2024b) calls for the development of a disability mainstreaming index to guide and monitor how disability is mainstreamed across sectors and work areas, including transport. This cross-sectoral monitoring framework, if developed and implemented, would provide a structured mechanism for tracking progress on accessibility commitments over time.

The National Policy on Gender Equality and Rights of Women and Girls 2021-2031 (Government of Samoa 2021a) frames accessibility more broadly, requiring that infrastructure programs be designed with the safety of women, children, and people with disabilities in mind, and that those affected by infrastructure projects are able to meaningfully participate in all stages of planning and development. This framing connects the disability agenda to the wider question of who transport systems are designed to serve.

Data gaps remain a core constraint. Disaggregated data on transport use, accessibility barriers, and the distribution of transport costs by disability status are not systematically collected in Samoa. Until this data exists, the effectiveness of inclusion measures will be difficult to measure or verify. The call in the Samoa Third National Communication (Government of Samoa 2026a) for establishing monitoring and evaluation systems applies to this dimension of transport policy just as it does to decarbonization targets.

Transport Investments - ODA and PPP

Investment in Samoa's transport sector is characterized by a strong reliance on external financing, reflecting the limited fiscal capacity of a small island developing state. Official Development Assistance is the principal source of capital for transport infrastructure development, maintenance, and resilience.

ODA flows into the transport sector have shown considerable variability over time, ranging from $3 million (in 2006) to $48 million (in 2019) annually, shaped by project cycles, donor priorities, and national development needs. Road infrastructure has consistently attracted the largest share—approximately (30-90%) of total transport ODA, in the last 3 years—consistent with its dominant role in domestic mobility (Figure 45).

If we look closer at the development financing flows for transport in Samoa between 2015 and 2024, it was concentrated among a small number of major partners and channels. The largest flows came from the International Development Association, the Asian Development Bank, and Japan, with additional support from Australia, Korea, New Zealand, the OPEC Fund for International Development, and the Climate Investment Funds. Interestingly, projects that were tagged by donors as relating to "adaptation" is slightly higher in total ($13.8 million) as compared to "mitigation" ($12.8 million). Gender-tagged projects equated to $98 million, which is the highest among the tags related to sustainability in the said database. (OECD 2026a) (Figure 46)

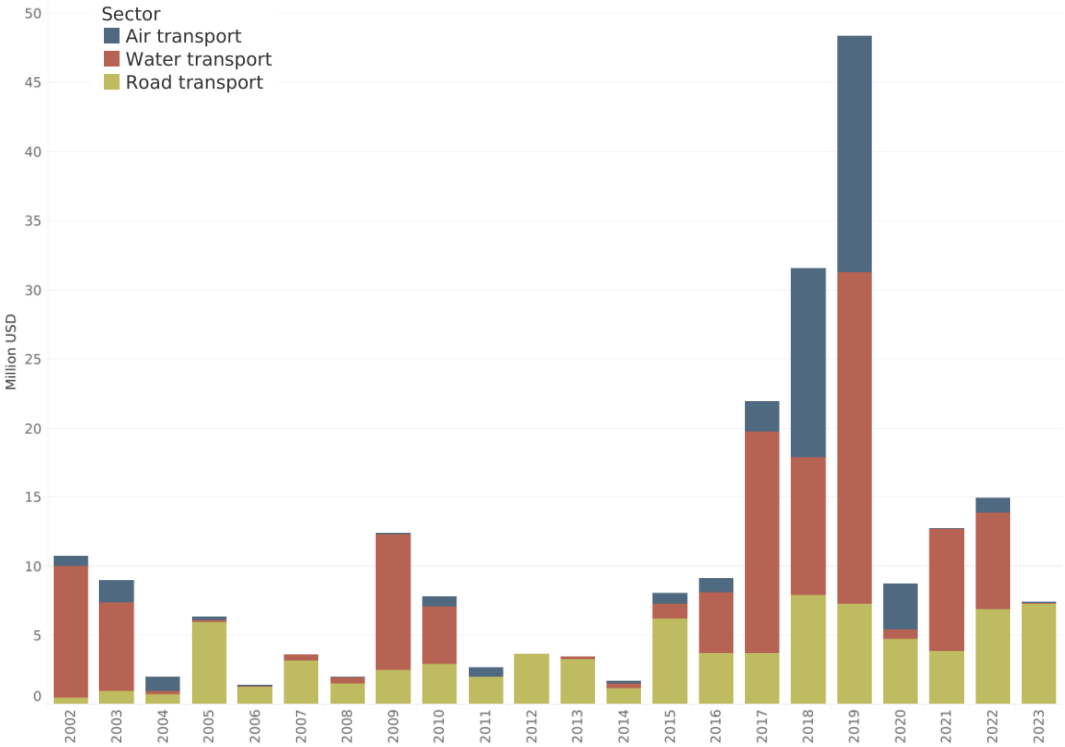

Figure 45. Official Development Assistance to the Transport Sector in Samoa
Source: ATO analysis and visualization based on OECD (2025)

Investments in maritime and air transport remain comparatively lower but are strategically significant for sustaining international trade and inter-island connectivity. Notable recent commitments include the Asian Development Bank's $40 million grant for the Central Cross Island Road, the World Bank's support for the West Coast Road, and the Government of Japan's $15.5 million allocation in 2023, in collaboration with UNDP, to accelerate the electrification of transport and explore low-carbon propulsion systems (Government of Samoa 2024c). This CAP-IT project (UNDP 2024c) has become the primary vehicle for translating Samoa's decarbonization ambitions into concrete investment.

Policy frameworks consistently emphasize the need to align investments with broader development and resilience objectives. The Assets Management Policy Framework (Government of Samoa 2024a) and the Samoa Infrastructure Asset Management Strategy (Government of Samoa 2022) call for systematic risk assessment, incorporation of adaptation measures, and institutional capacity-building. The Pathway for the Development of Samoa FY2021/22-FY2025/26 (Government of Samoa 2021b) explicitly notes that well-conceived investments in resilient infrastructure offer a cost-effective approach to managing climate change impacts, a rationale that increasingly shapes how ODA is conditioned and directed.

Despite these commitments, Public-Private Partnerships have yet to play a meaningful role in the transport sector. The Transport and Infrastructure Sector Plan (Government of Samoa 2023b) identifies this as a gap and calls for creating enabling conditions for private investment, including regulatory reforms and improved governance structures.

Samoa's NDC 3.0 (Government of Samoa 2025b) explicitly states that external financial support will be required to provide incentives for electric and hybrid vehicles and to meet NDC targets in the transport sector.

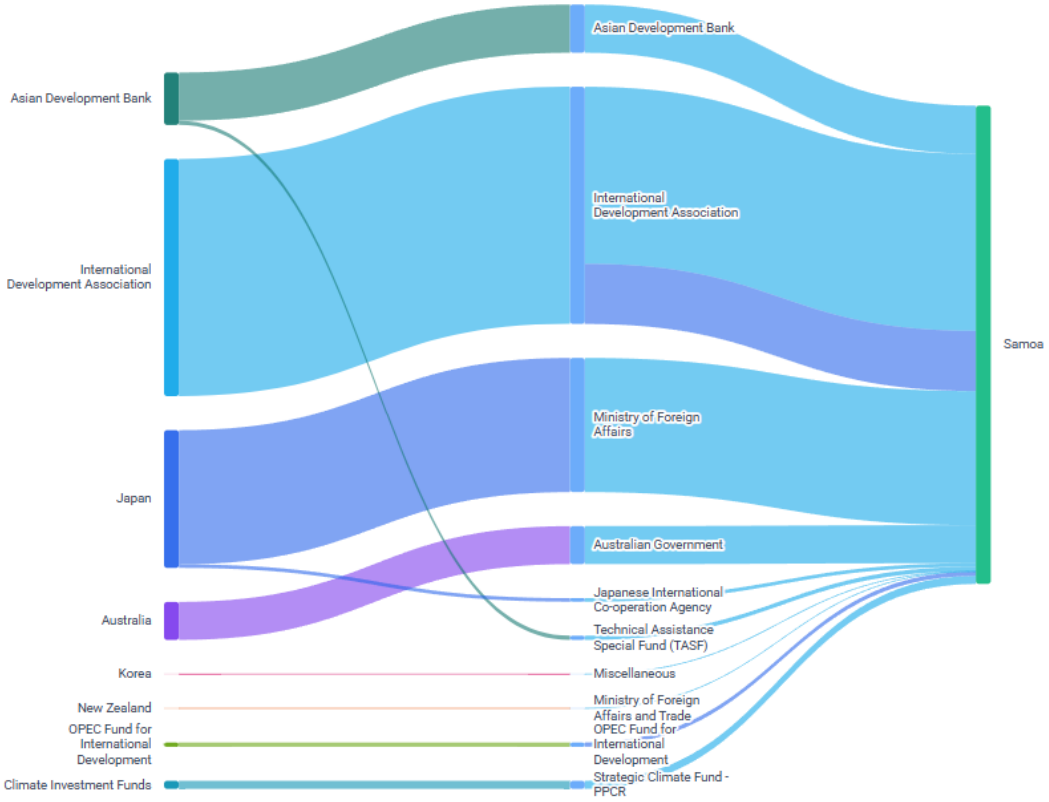

Figure 46. Development Financing Flows – 2015 to 2024 (Total: 195 M)
Source: ATO analysis and visualization based on OECD (2026a)

Summary

Samoa's transport sector has structural disadvantages. The country is far from major markets, on volcanic islands where 70% of people live within a kilometer of the coast and where almost every liter of fuel is imported.

Motorization has outpaced both population and the network. Between 2013 and 2023 the vehicle fleet grew by nearly half while population increased by twelve percent. The average diesel vehicle is fourteen years old, the average petrol vehicle fifteen. Vehicle disposal is not yet managed systematically to address end-of-life vehicles. The result is a fleet that locks in fuel demand, emissions, and higher operating costs for households that can least afford them.

Transport accounted for 33% of Samoa's greenhouse gas emissions in 2024, with roads responsible for 86% of that. The country's first ambitious renewable electricity target slipped. The revision to 75% renewable power by 2030 instead of 100% by 2025 has shifted focus to land transport. It must now cut emissions by 18% below 2022 levels for the sector to meet its NDC share. The five pillars in the Decarbonization Strategy—reducing travel demand, walking and cycling, low-emission buses, smart electrification, and cleaner freight—provide a credible framework. Execution remains the challenge. Several hundred wooden buses remain in service, each emitting roughly 80 tons of CO2-equivalent per year. Replacing them is the largest single lever available.

Connectivity is harder to assess than headline numbers suggest. Ninety-eight percent of Samoans reportedly have direct road access. Yet thirty-nine percent cannot reach a health facility within an hour by motor vehicle, and eighty-seven percent cannot do so on foot. Access to a road is not access to a service. The gap between Tuamasaga, where the capital is, and the rest of Samoa remains wide and persistent. Inter-island movement still relies on two ferries across a single strait. Aviation, despite small volumes, holds disproportionate importance: it carries emergency supplies, supports a tourism sector worth a quarter of GDP, and connects a country UNCTAD ranks among the most remote in the world.

Road safety lags. WHO recorded 21 deaths in 2021. Pedestrians make up 63% of fatalities, twice the Asia-Pacific average. Crash costs reach about 3% of GDP. iRAP estimates that $2 million per year, or 0.3% of GDP, would prevent most of these deaths.

Inclusion is uneven across the sector. Women hold about a quarter of driving licenses and only about ten percent of transport employment. Disability accessibility is acknowledged in policy but rarely engineered into bus stops, wharves, or terminals. Data on both remains limited. Until disaggregated information is routinely collected, verifying the effectiveness of inclusion measures will remain difficult.

Two structural realities cut across every theme. The first is finance. ODA to transport has fluctuated between three and forty-eight million USD a year, channeled through a small group of partners. Public–private partnerships have not yet plated a significant role in the sector. NDC 3.0 explicitly states that external resources are needed for the electric and hybrid transition. The second is data. Asset registers, crash databases, vehicle registration records, and customs systems all exist in fragments.

Samoa kicks off the UN Decade of Sustainable Transport with clear plans, limited fiscal options, and a system that needs to succeed. Most policy tools, such as the Transport and Infrastructure Sector Plan, NDC 3.0, Decarbonization Strategy, Sustainable Land Use and Mobility Plan, AMRO's resilience mandate, and the National Road Safety Action Plan, are in place. The next step is to improve and implement these to make transport cleaner, safer, and more inclusive.

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Annex 1. List of Transport Projects since 2020[17]

Year (Commitment/ Disbursement)	Agency	Flow type	Commitments (in million USD)	Project Name	Expected Start Date
2020	Japanese International Co-operation Agency	ODA Grants	0.008	TC AGGREGATED ACTIVITIES	
2020	Asian Development Bank	ODA Grants	11.102	Central Cross Island Road Upgrading Project	
2020	Asian Development Bank	ODA Grants	33.305	Central Cross Island Road Upgrading Project	
2020	Ministry of Foreign Affairs	ODA Grants	0.075	The Project for Reconstruction of Manono Uta Wharf Terminal Building	
2021	Australian Government	ODA Grants	0.033	Essential Services and Humanitarian Corridor for the Pacific and Timor-Leste - Phase 2	30/04/2021
2021	Asian Development Bank	ODA Grants	5.220	Land Transport Sector Development Project	
2021	Japanese International Co-operation Agency	ODA Grants	0.007	TC AGGREGATED ACTIVITIES	
2021	Japanese International Co-operation Agency	ODA Grants	0.005	TC AGGREGATED ACTIVITIES	
2021	Japanese International Co-operation Agency	ODA Grants	0.010	TC AGGREGATED ACTIVITIES	
2021	Japanese International Co-operation Agency	ODA Grants	0.006	TC AGGREGATED ACTIVITIES	
2022	IDA	ODA Grants	17.737	Samoa Aviation and Roads Investment Project	
2022	Australian Government	ODA Grants	0.202	Pacific Aviation Support	01/05/2022
2022	Australian Government	ODA Grants	0.146	Essential Services and Humanitarian Corridor for the Pacific and Timor-Leste - Phase 2	30/04/2021
2022	Australian Government	ODA Grants	0.089	Sustainable Pacific Air Connectivity Program	06/10/2020
2022	Australian Government	ODA Grants	0.058	Sustainable Pacific Air Connectivity Program	06/10/2020
2022	Australian Government	ODA Grants	0.027	Sustainable Pacific Air Connectivity Program	06/10/2020
2022	IDA	ODA Grants	11.352	Samoa Aviation and Roads Investment Project	
2022	IDA	ODA Grants	24.831	Samoa Aviation and Roads Investment Project	
2023	Ministry of Foreign Affairs and Trade	ODA Grants	0.126	Samoa Aviation Sector Support: Pacific Aviation Safety Office Technical Assistance	
2023	Australian Government	ODA Grants	0.081	Pacific Aviation Support	01/05/2022
2023	Australian Government	ODA Grants	0.005	Pacific Aviation Support	01/05/2022
2023	Australian Government	ODA Grants	0.010	Pacific Aviation Support	01/05/2022
2023	Australian Government	ODA Grants	0.016	Pacific Aviation Support	01/05/2022
2023	Australian Government	ODA Grants	0.139	Pacific Aviation Support	01/05/2022
2023	Australian Government	ODA Grants	0.037	Pacific Aviation Support	01/05/2022

[17] Filtered list of projects for which the committed values are available in the OCED CRS Database and the value is more than 5,000 USD (OECD 2026b)

Year (Commitment/ Disbursement)	Agency	Flow type	Commitments (in million USD)	Project Name	Expected Start Date
2023	Japanese International Co-operation Agency	ODA Grants	0.012	TC AGGREGATED ACTIVITIES	
2023	Japanese International Co-operation Agency	ODA Grants	0.022	TC AGGREGATED ACTIVITIES	
2024	Miscellaneous	ODA Grants	0.550	Capacity building for maritime & fisheries education and establishing a master plan in Pacific Island Countries	08/05/2024
2024	Australian Government	ODA Grants	0.016	Pacific Aviation Support	01/05/2022
2024	Australian Government	ODA Grants	0.129	Pacific Aviation Support	01/05/2022
2024	Japanese International Co-operation Agency	ODA Grants	0.007	TC AGGREGATED ACTIVITIES	
2024	Japanese International Co-operation Agency	ODA Grants	0.010	TC AGGREGATED ACTIVITIES	
2024	Japanese International Co-operation Agency	ODA Grants	0.005	TC AGGREGATED ACTIVITIES	
2024	Japanese International Co-operation Agency	ODA Grants	0.014	TC AGGREGATED ACTIVITIES	
2024	Japanese International Co-operation Agency	ODA Grants	0.047	TC AGGREGATED ACTIVITIES	
2024	Australian Government	ODA Grants	0.008	Samoa Ports Infrastructure Investment Program - Samoa - Transport	01/07/2023
2024	Australian Government	ODA Grants	0.316	Samoa Ports Infrastructure Investment Program - Samoa - Transport	01/07/2023

Annex 2. 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 3. List of transport policy and related documents

Document Name	Year Published	Weblink
Ministry of transport act 1978	1978	https://www.mwti.gov.ws/wp-content/uploads/2024/03/Ministry-of-Transport-Act-1978.pdf
Civil Aviation Act 1998	1998	https://www.mwti.gov.ws/wp-content/uploads/2024/03/Civil-Aviation-Act-1998.pdf
Samoa Ports Authority Act, 1998	1998	https://samoa.tradeportal.org/media/Ports%20Authority%20Act%201998.pdf
Shipping Act, 1998	1998	https://samoa.tradeportal.org/media/Shipping%20Act%201998.pdf
Maritime zones act 1999	1999	https://www.mwti.gov.ws/wp-content/uploads/2024/03/Maritime-Zones-Act-1999.pdf
Parking Policy and Standards	2006	https://www.mwti.gov.ws/wp-content/uploads/2022/09/PARKING-POLICY_FINAL.pdf
Land transport authority act 2007	2007	https://www.mwti.gov.ws/wp-content/uploads/2024/03/Land-Transport-Authority-Act-2007.pdf
Strategic Programme for Climate Resilience (SPCR)	2011	https://policy.asiapacificenergy.org/sites/default/files/Samoa%20Climate%20Resilience%20Investment%20Programme%20%28CRIP%29_reduced.pdf
Samoa National Infrastructure Strategic Plan	2011	https://policy.asiapacificenergy.org/sites/default/files/Samoa%20National%20Infrastructure%20Strategic%20Plan%20%28EN%29.pdf
Samoa Airport Authority Act, 2012	2012	https://samoa.tradeportal.org/media//Airport%20Authority%20Act%202012.pdf
Economic Infrastructure Program	2013	https://www.dfat.gov.au/sites/default/files/samoa-economic-infrastructure-program-delivery-strategy-2013-21.pdf
Samoa NDC	2016	https://unfccc.int/sites/default/files/NDC/2022-06/Samoa%20INDC_Submission%20to%20UNFCCC.pdf
Development Strategy 2020	2016	https://www.mof.gov.ws/wp-content/uploads/2019/08/SDS-1617-1920_Eng.pdf
Energy Efficiency Act 2017 (Act No. 28 of 2017)	2017	https://policy.asiapacificenergy.org/sites/default/files/Energy%20Efficiency%20Act%202017%20%28EN%29.pdf
Energy Sector Plan 2017-2022	2017	https://www.mof.gov.ws/wp-content/uploads/2019/09/SESP-2017-2022-English-version.pdf
LTA Corporate Plan 2020	2017	https://lta.gov.ws/wp-content/uploads/2020/01/Corporate-Plan-2017-2020-English.pdf
National Environment Sector Plan (NESP) 2017 - 2021	2017	https://www.theprif.org/sites/theprif.org/files/2020-08/Samoa%20NESP%202017-2021.pdf
Samoa National Disaster Management Plan 2017 - 2020	2017	https://samoa-data.sprep.org/resource/samoa-national-disaster-management-plan-2017-2020#:~:text=The%20NDMP%20places%20emphasis%20on,%2C%20preparedness%2C%20response%20and%20recovery.
Samoa National Action Plan for Disaster Risk Management 2017 - 2021	2017	https://samoa-data.sprep.org/resource/samoa-national-action-plan-disaster-risk-management-2017-2021
Samoa Climate Resilient Transport Project	2018	https://documents1.worldbank.org/curated/en/154311537155016035/pdf/Samoa-Climate-PAD-08272018.pdf
Ministry of Works, Transport and Infrastructure Corporate Plan	2019	https://www.mwti.gov.ws/corporate-plan/

Document Name	Year Published	Weblink
Samoa Climate Change Policy 2020-2030	2020	https://cdn.climatepolicyradar.org/navigator/WSM/2020/samoa-climate-change-policy-2020-2030_7230c222caf824d4d407bbe1edbfe384.pdf
Samoa National Road Code	2020	https://www.samoapolice.ws/wp-content/uploads/2021/03/SAMOA-NATIONAL-ROAD-CODE-ENGLISH-VERSION.pdf
Samoa's Second Nationally Determined Contribution	2021	https://cdn.climatepolicyradar.org/navigator/WSM/1900/samoa-second-ndc_e96cc183642759d49423c8f349617c1a.pdf
National Policy on Gender Equality and Rights of Women and Girls 2021-2031	2021	https://drive.google.com/file/d/119k8U1m5G1_GxrpE_1z7cTpKJZu_Yhbl/view
Pathway for Development of Samoa FY2021/22-FY2025/26	2021	https://www.mof.gov.ws/wp-content/uploads/2022/02/Pathway-for-the-Development-of-Samoa.pdf
Samoa Infrastructure Asset Management Strategy	2022	https://www.mwti.gov.ws/wp-content/uploads/2023/06/2.0-SIAM-Strategy_Final_06072022_Compress.pdf
Samoa Energy sector plan FY2023/24 – FY2027/28	2023	https://www.mof.gov.ws/wp-content/uploads/2023/12/Energy-Sector-Plan-2023-2028-English-Version-1.pdf
Transport and Infrastructure Sector Plan	2023	https://www.mwti.gov.ws/wp-content/uploads/2023/06/Transport_Infrastructure-Final-submitted-to-cabinet-260423_Compress.1.pdf
Assets Management Policy Framework	2024	https://mof.gov.ws/wp-content/uploads/2024/10/ASSET-MANAGEMENT-POLICY-FRAMEWORK.pdf
Community Sector Plan 2024/2025 – 2027/2028	2024	https://mwcsd.gov.ws/wp-content/uploads/2024/09/Community-Sector-Plan-2024-2028.pdf
Climate Action Pathways for Island Transport (CAP-IT) Samoa Decarbonisation Strategy for Samoa's Transport Sector until 2030	2025	https://www.undp.org/samoa/publications/climate-action-pathways-island-transport-cap-it-samoa-decarbonisation-strategy-samoas-transport-sector-until-2030
Sustainable Land Use and Mobility Plan	2025	https://www.undp.org/samoa/publications/sustainable-land-use-and-mobility-plan
Disaster Risk Financing Policy 2022- 2025	2022	https://faolex.fao.org/docs/pdf/sam218955.pdf
Samoa Ocean Strategy (2020–2030)	2020	https://www.un.org/regularprocess/sites/www.un.org.regularprocess/files/samoa_ocean_strategy_for_circulation.pdf
Voluntary National Review 2024 - WSM	2024	https://hlpf.un.org/countries/samoa/voluntary-national-reviews-2024
Marine Spatial Plan 2024-2034	2024	https://www.mnre.gov.ws/wp-content/uploads/2024/10/280824-Draft-Marine-Spatial-Plan-for-Samoa-9-MNRE.pdf
Samoa Third National Communication	2026	https://www.undp.org/samoa/publications/third-national-communication-united-nations-framework-convention-climate-change
SAMOA'S NATIONALLY DETERMINED CONTRIBUTION 3.0	2025	https://unfccc.int/sites/default/files/2026-01/Samoa%20NDC3.0_FINAL.pdf

Asian Transport Observatory