

Federal States of Micronesia

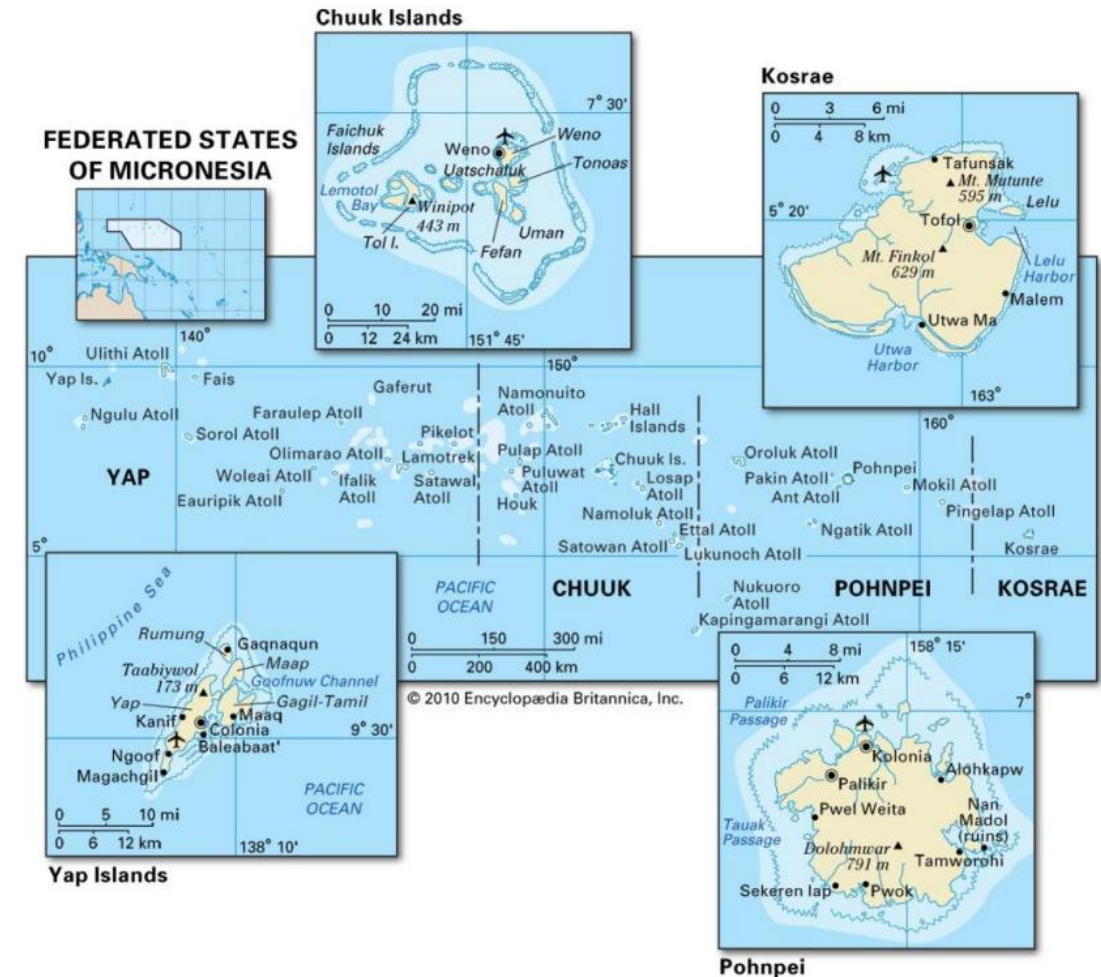
Transport Sector Brief

Working Deck

September 2026

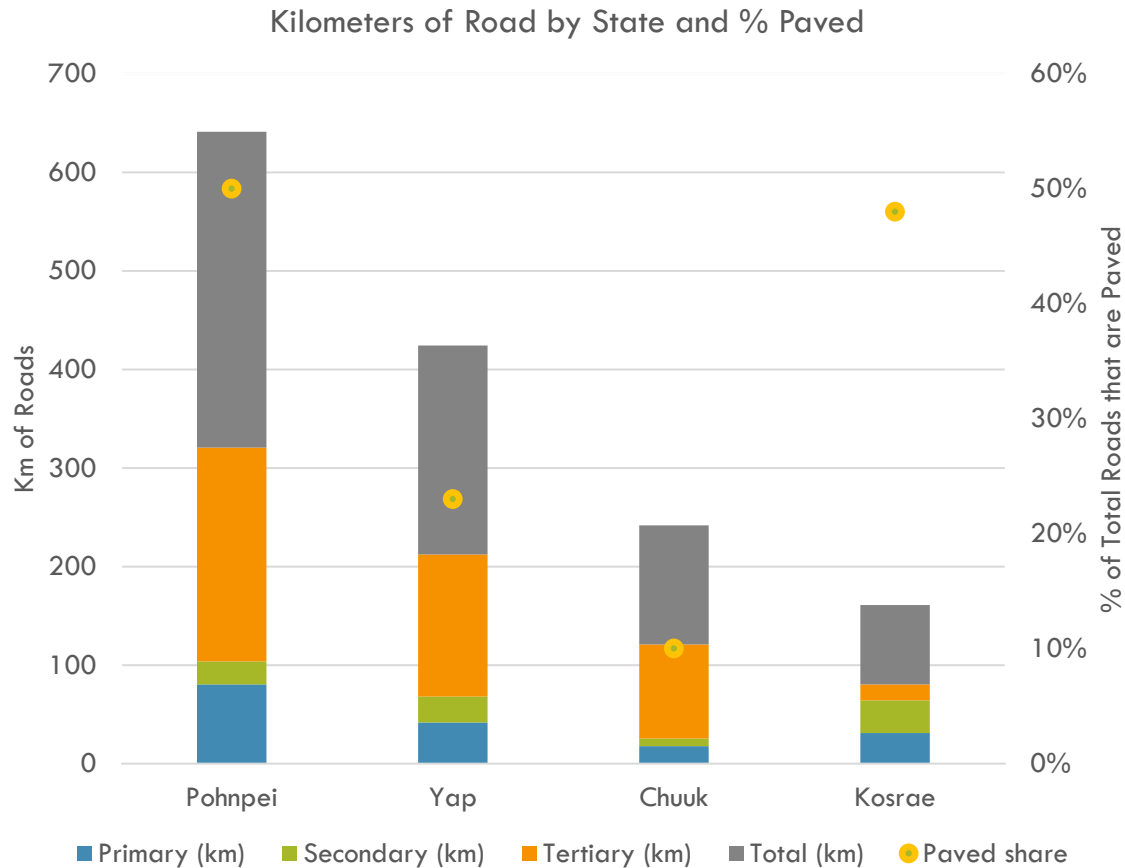


- The Federated States of Micronesia, a low and lower middle-income economy in the Pacific Islands region. FSM comprises Chuuk, Kosrae, Pohnpei, and Yap.
- Its land area is just over 700 square kilometers, but its territory is distributed across 607 islands over approximately 2.6 million square kilometers of ocean. It has an estimated population of 113,000 and a GDP per capita of \$4,414 in 2024.
- This spatial pattern makes transport unusually expensive to provide and manage: individual road networks are small and isolated, construction inputs are imported, and movement between states depends on sea or air services.



Sources: ADB (2024) , Government of the Federated States of Micronesia (2022 and 2025), World Bank (2026)

Road Network



- ADB (2024) estimates that there are 734 kilometers of roads in FSM. Roughly 64% of the road kilometers are for tertiary, 23% for primary, and 12% for secondary roads.
- The same study estimates that the % of total roads (by province) ranges from 10% to 50%.
- At the national level, the estimate provided under the NDC 3 equates to roughly 47%.

Source: Based on Asian Development Bank. (2024).

Roads ATO visualization based on OSM data (2026)

		others
		secondary
		tertiary
		primary



Yap



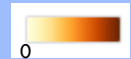
Pohnpei

Chuuk Lagoon island group



Kosrae Island

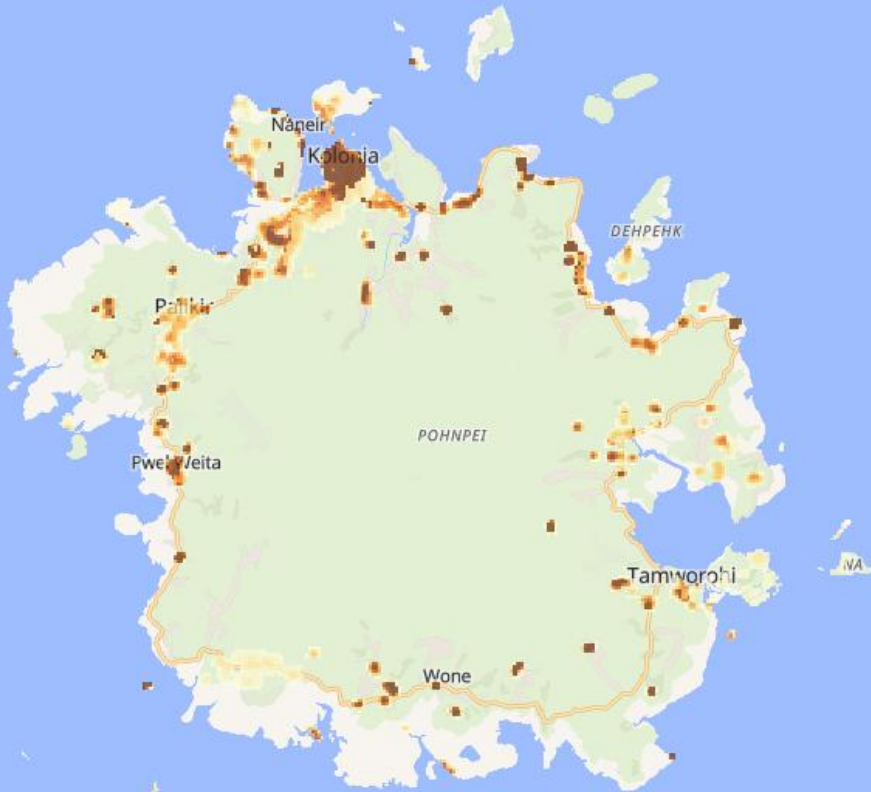
Population Distribution



ATO visualization based on WorldPop data (2026)



Yap



Pohnpei

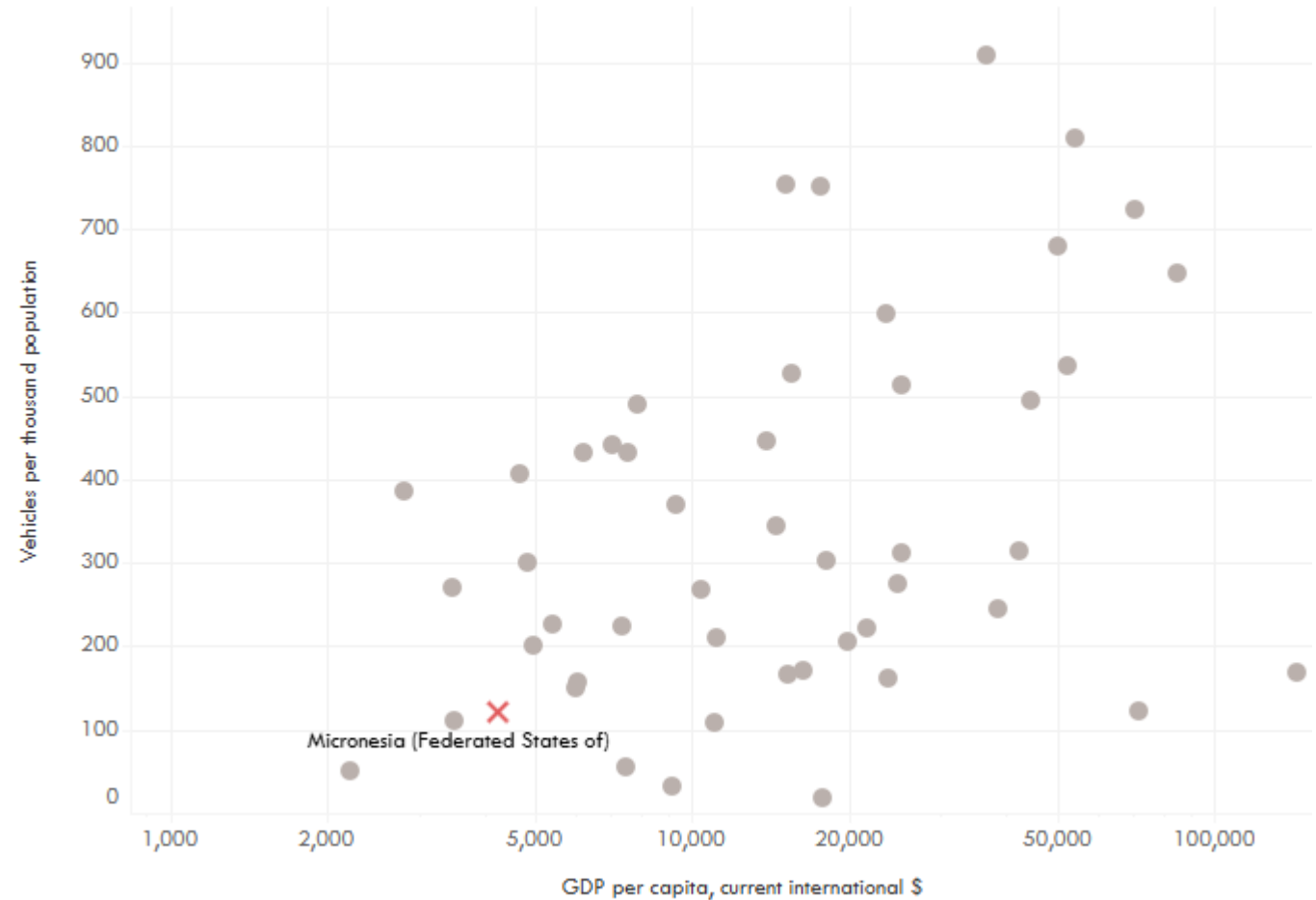


Kosrae Island

Motorization

- FSM's motorization rate is estimated at around 121 vehicles/thousand people. In 2015, the figure is around 75.
- While this represents significant growth in vehicle ownership, the figure remains well below the Asia-Pacific regional average of 317 vehicles per thousand population in 2024, reflecting both economic constraints and the practical limitations of maintaining large vehicle fleets across dispersed island communities.
- ADB (2024) estimates that there are 180 vehicles per thousand people in Kosrae, Pohnpei, and Yap, and 23 in Chuuk.

Vehicle motorization rate

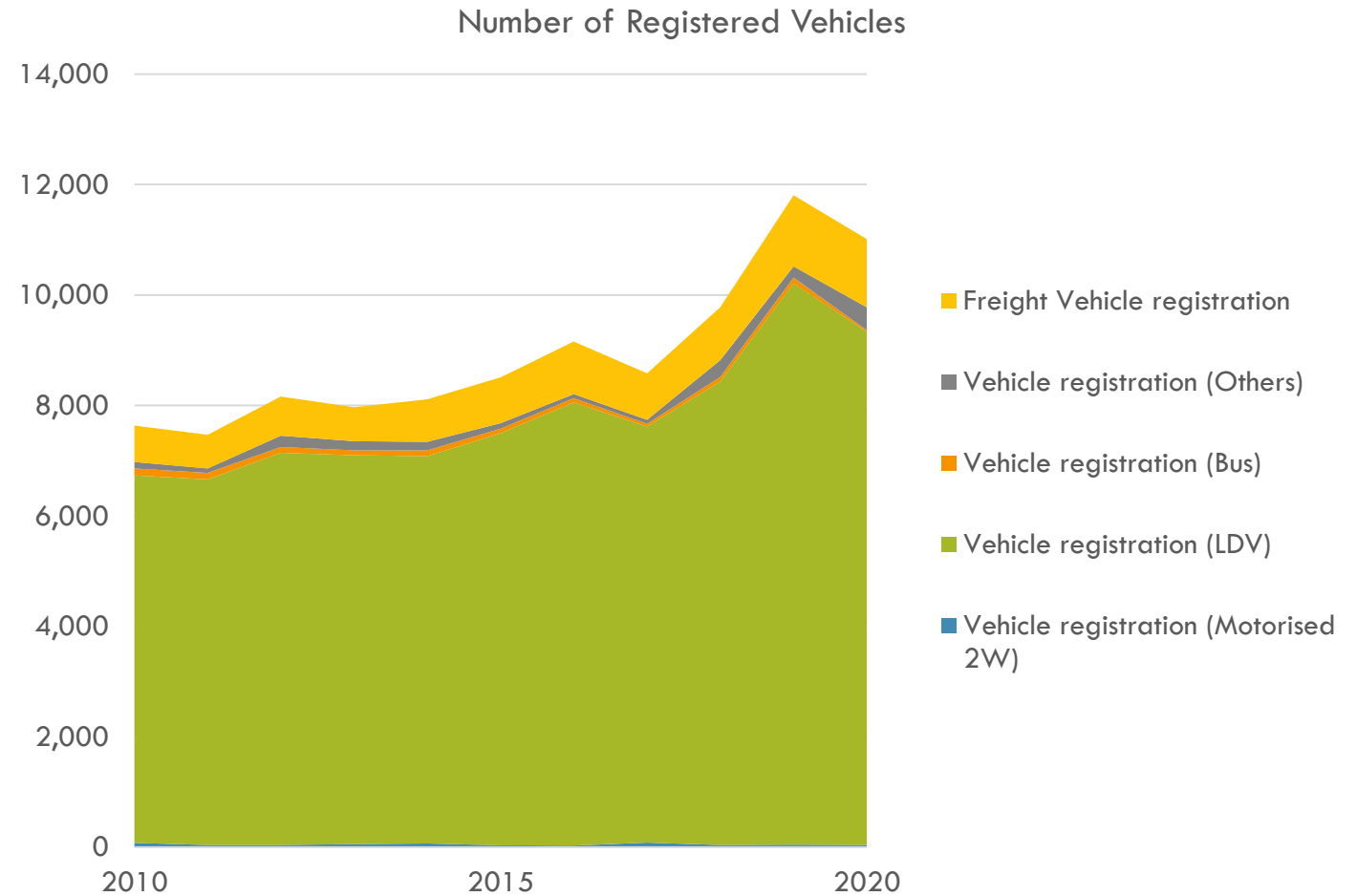


Source: Modeled using Country Official Statistics

Vehicle Fleet

Based on country statistics as compiled by ATO, ~84% of the vehicles in FSM are light-duty vehicles (2020) ; 11% are 2-wheelers.

The NC 3. Biennial Update Report (BUR). [BUR 1](#) states that second hand imported vehicles has grown by 44% from 2010, and much of the imported vehicles are concentrated in Pohnpei State.

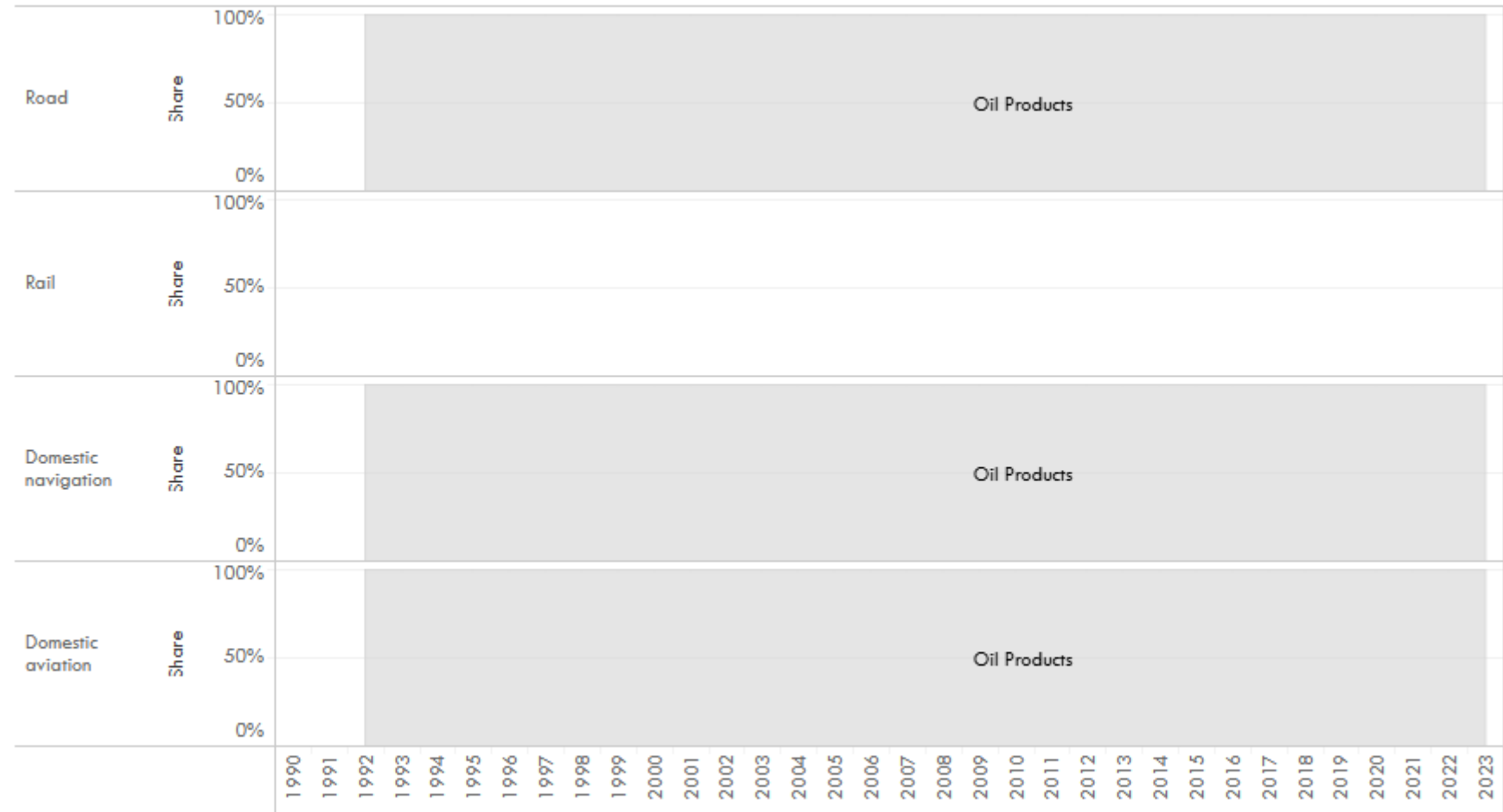


Source: ATO database (see FSM TAS-VEP-015 to TAS-VEP-019 - based on country official statistics)

Transport Energy

Based on the data from UN Energy Statistics (also stated in the country’s NDC 3), FSM’s transport sector is purely driven by oil-based fuels.

Transport energy consumption (by source)



Source: UN Energy Statistics (2025)

Rural Access

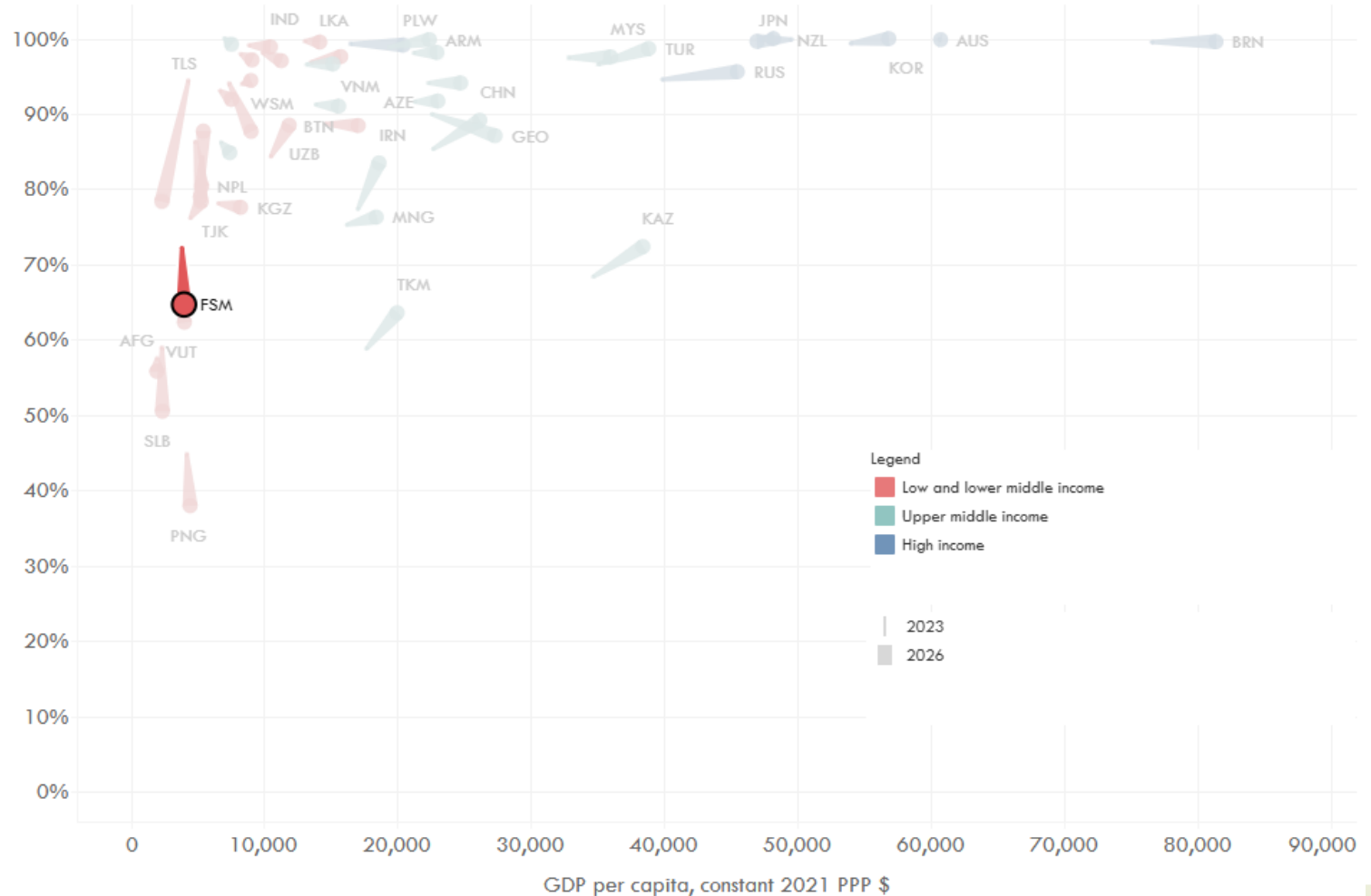
- SDSN (2026) estimates that in 2026, the percentage of rural population that has access to all-season roads has decreased to 65% as compared to 72% in 2023
- Based on the population estimates by the UN, roughly $\frac{3}{4}$ of the population of FSM (total population is estimated at around 115 thousand).

Source:

<https://asiantransportobservatory.org/insights/nine-in-ten-with-a-caveat-measuring-rural-access-in-asia-and-the-pacific/> based on SDSN (2026) estimates

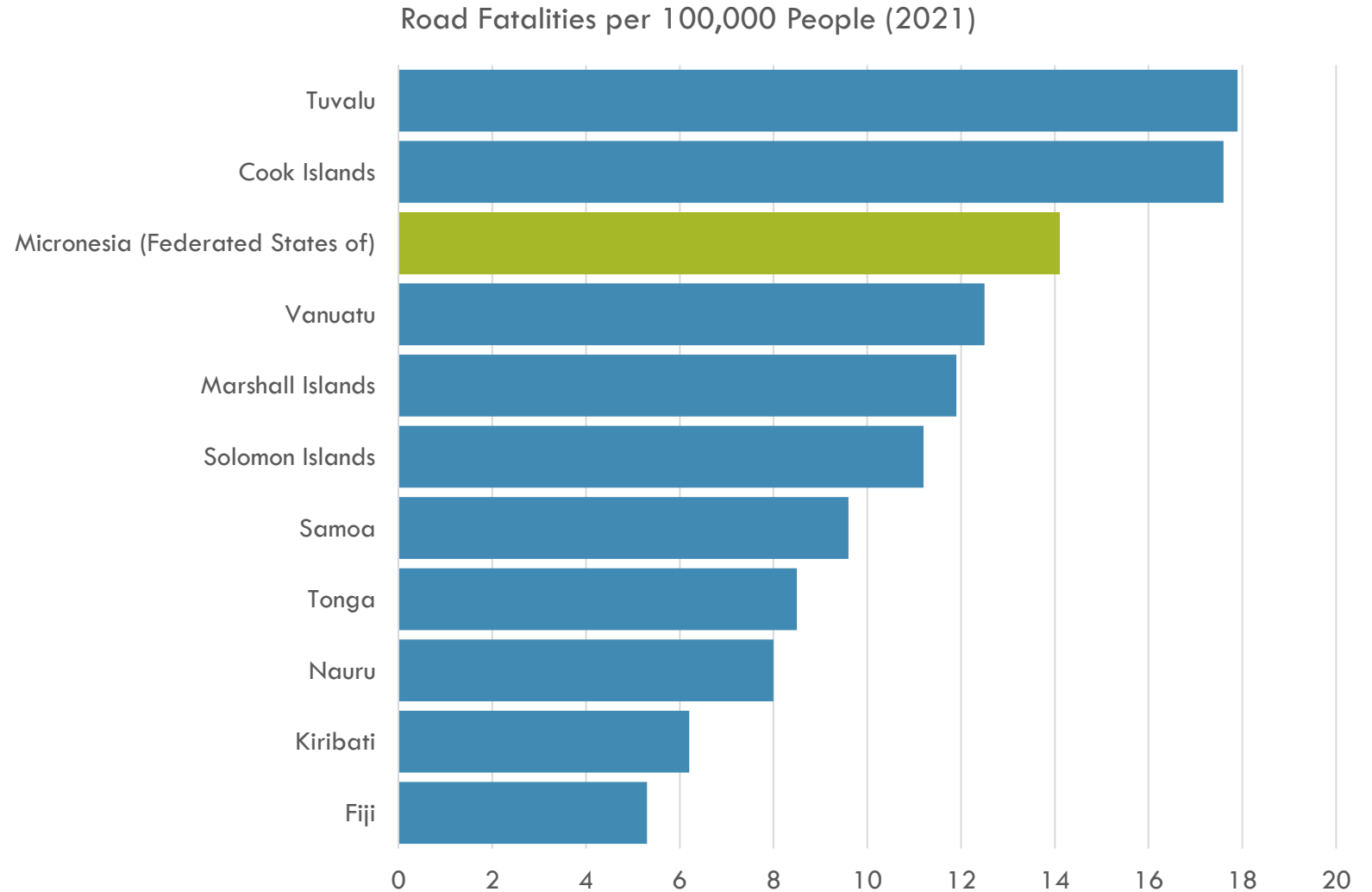
Rural access index and GDP per capita (2023 and 2026)

Rural population with access to all season roads, %



Road Safety

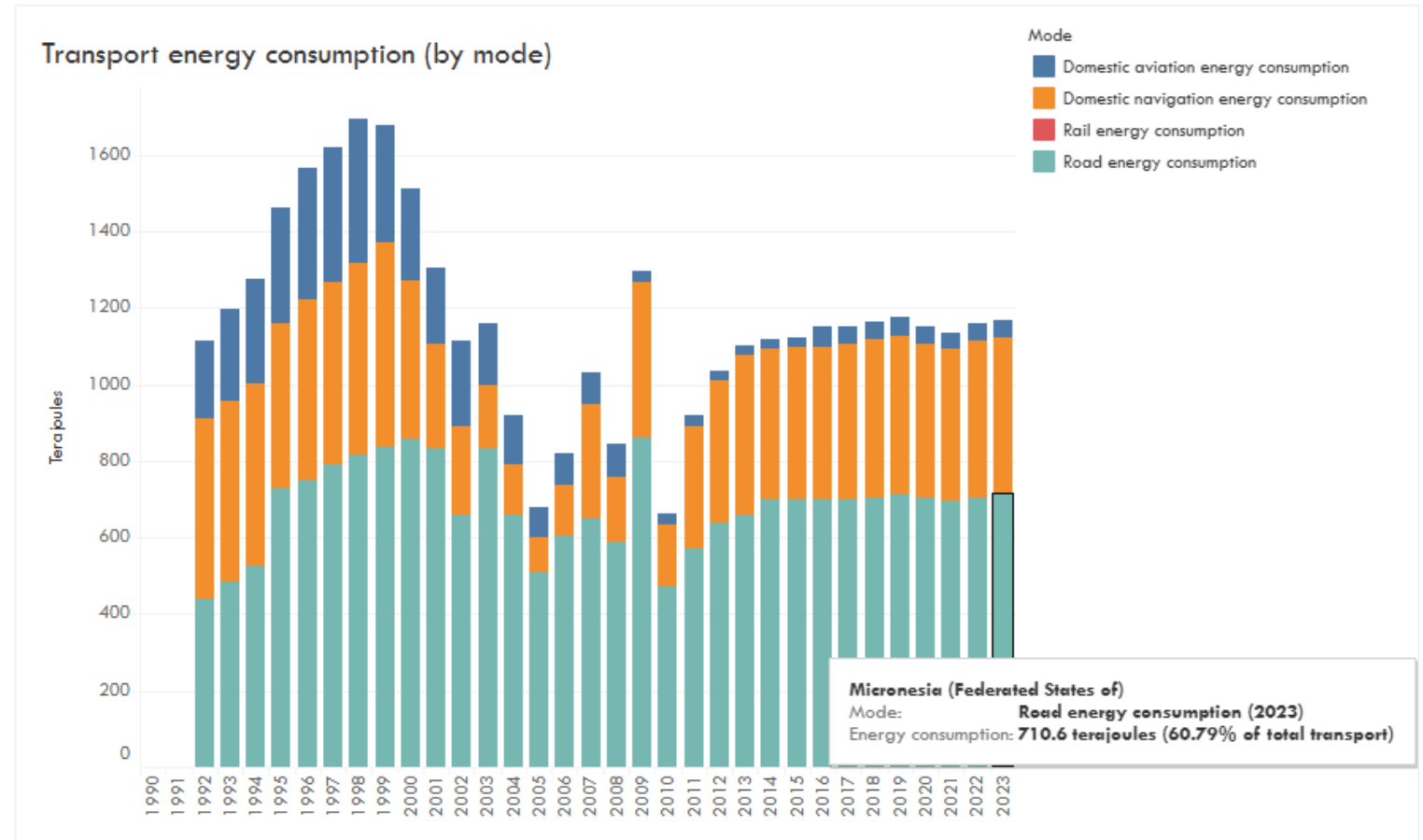
WHO estimates that in 2021, there are 14.1 road traffic mortalities per 100,000 people in FSM, higher than the median for the Pacific Island Countries at 10.4.



Transport Energy Consumption

In 2023, road transport was estimated to account for 61% of the energy consumption of the transport sector in FSM. Domestic navigation accounted for 35%.

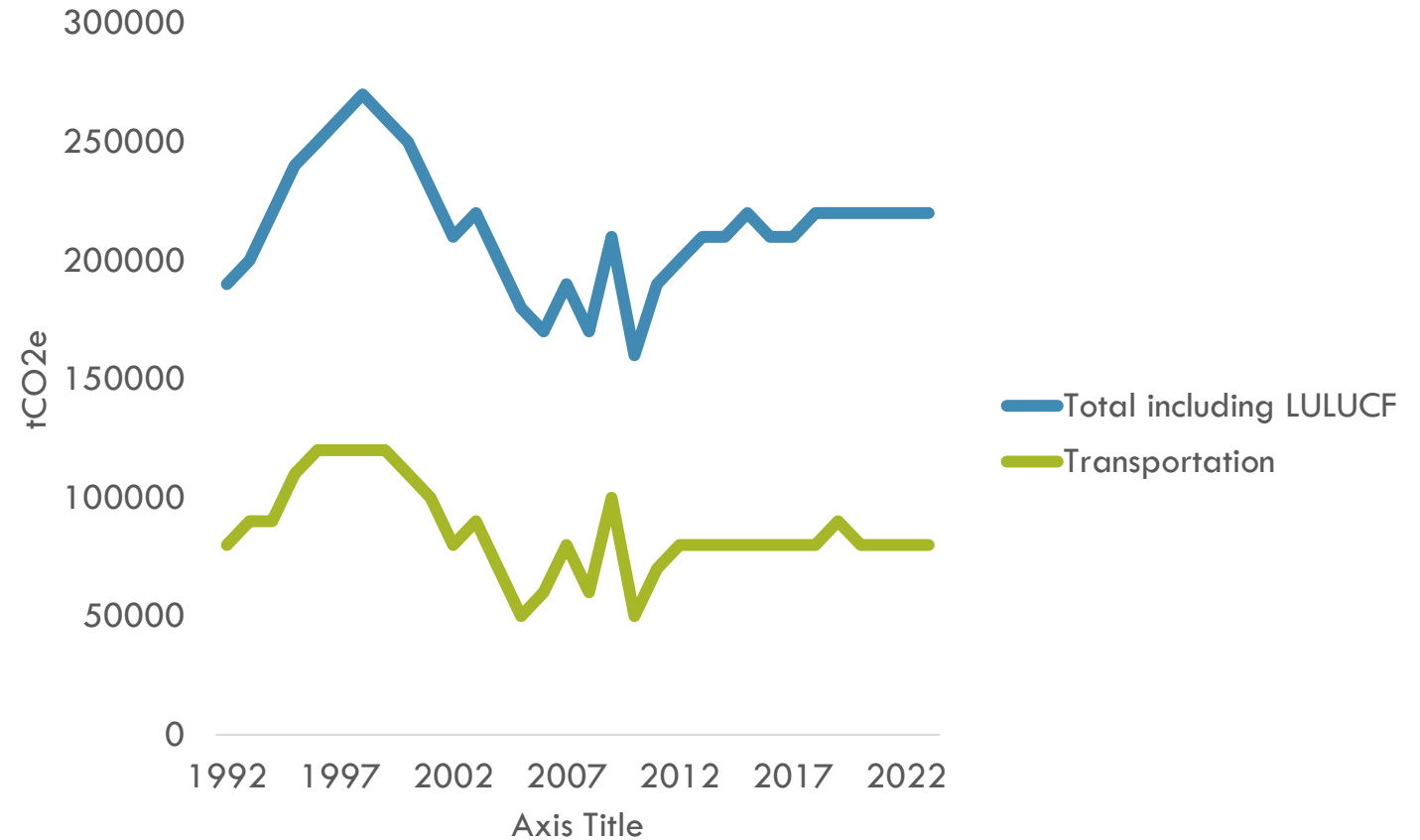
The historical estimates have shown significant reductions in energy consumption from aviation, as well as signs of plateauing for the road transport.



Source: ATO visualization based on <https://unstats.un.org/unsd/energystats/data/>

GHG Emissions – Historical Estimates

In 2023, the transport sector's GHG emissions (CO₂e) was estimated to be at 80 thousand (roughly 710 kg/capita/year), or 36% of the total GHGs for FSM (including LULUCF).



Source: Climate Watch (2026)

E-mobility

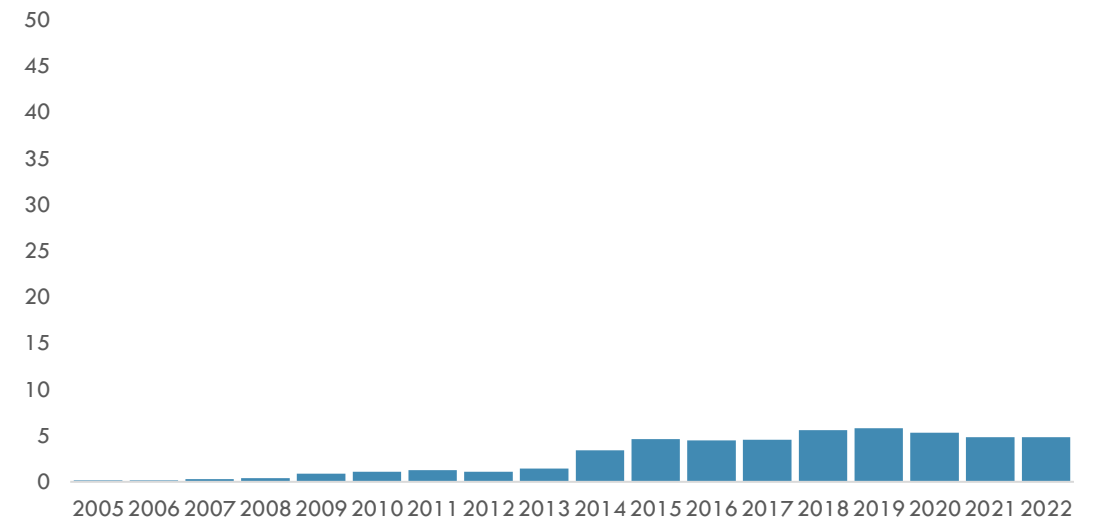
Handover of the first Electric vehicle



<https://www.yapstate.gov.fm/post/handover-of-the-first-electric-vehicle-thursday-november-28-2024----dyca-pio>

- Yap State received its first government electric vehicle in November 2024, assigned to the Department of Education.
- On a related note, the renewable energy share in the electricity generation in FSM is low, estimated at around 5% by IRENA.

Renewable Energy Share in Electricity Generation



Source: Based on data from IRENA

GHG Emissions - Projections

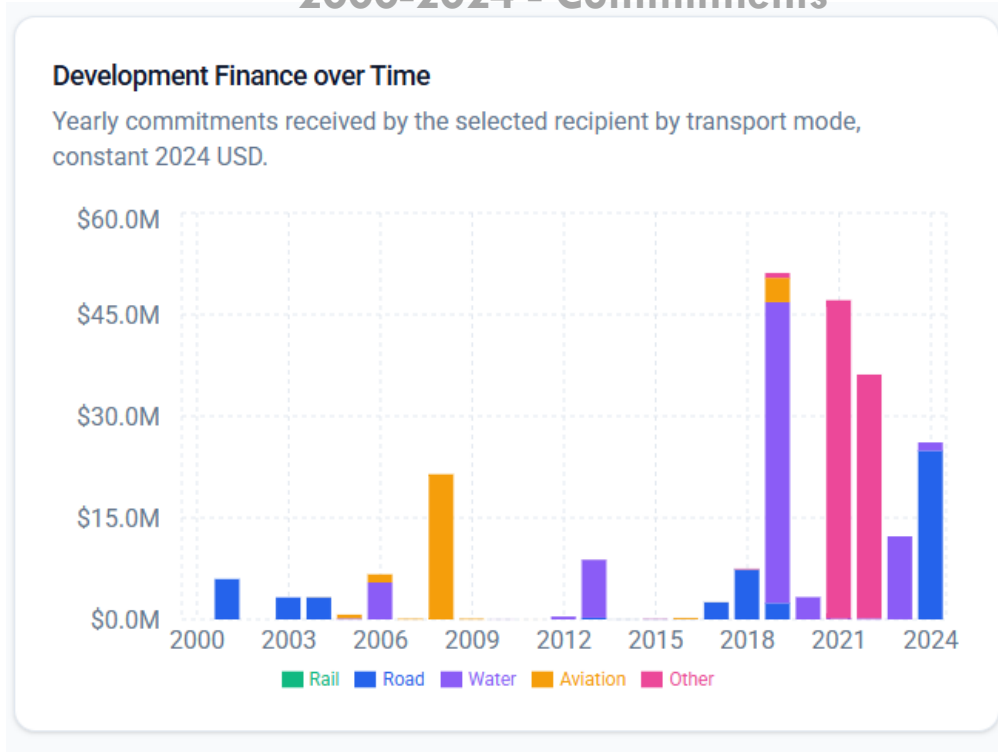
The NDC 3 document states that:

*“In the transport sector, road vehicles and domestic marine vessels are estimated to consume around 51.6 million gallons of fossil fuels between 2026 and 2030, rising to 56.7 million gallons between 2031 and 2035. Under a Business-as-Usual (BaU) trajectory, this consumption equates to **approximately 500 ktCO₂e** between 2026–2030 and **550 ktCO₂e** in 2031–2035.”*

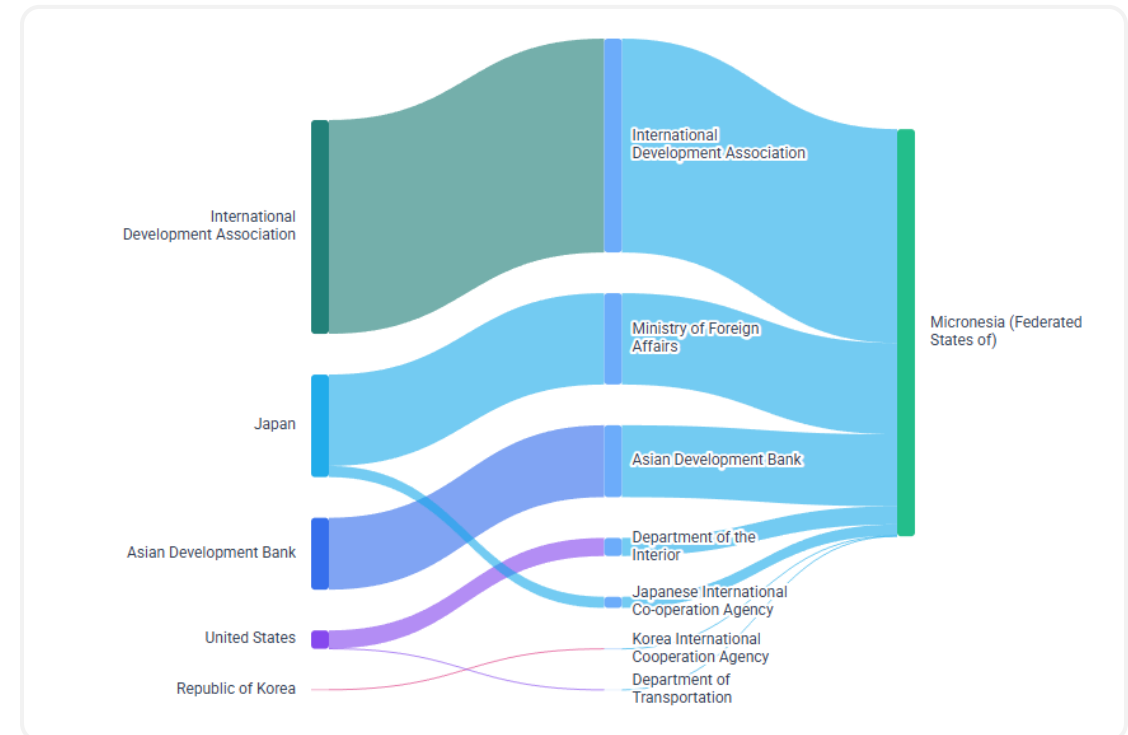
Development Finance

- Between 2000-2024, development finance commitments towards the transport sector in FSM has been around \$237 million ;
- In the same period, the disbursed amount has amounted to \$82 million

2000-2024 - Commitments



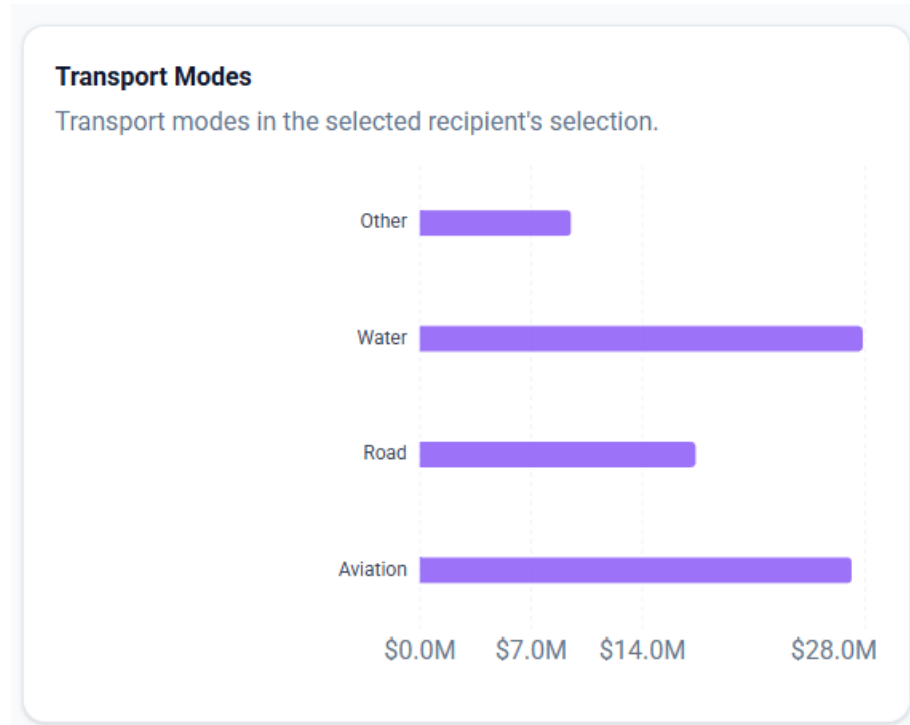
2000-2024 - Commitments



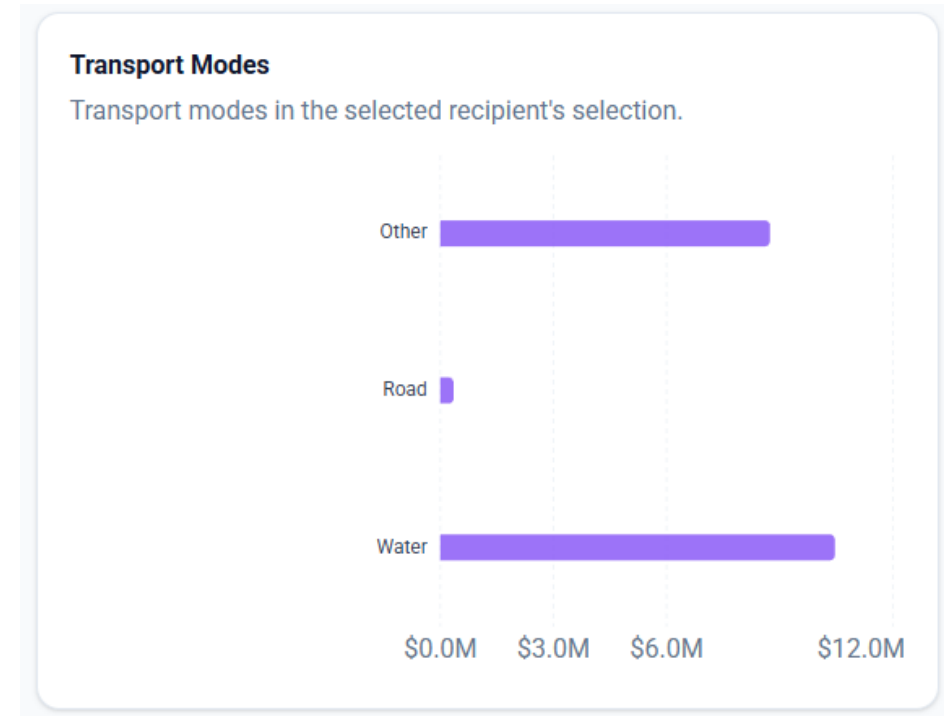
Development Finance

- The development finance disbursements (transport sector in FSM) between 2000-2024 : 33% aviation ; 34% water
- Between 2020 -2024: >50% went to water transport

2000-2024 - Disbursements



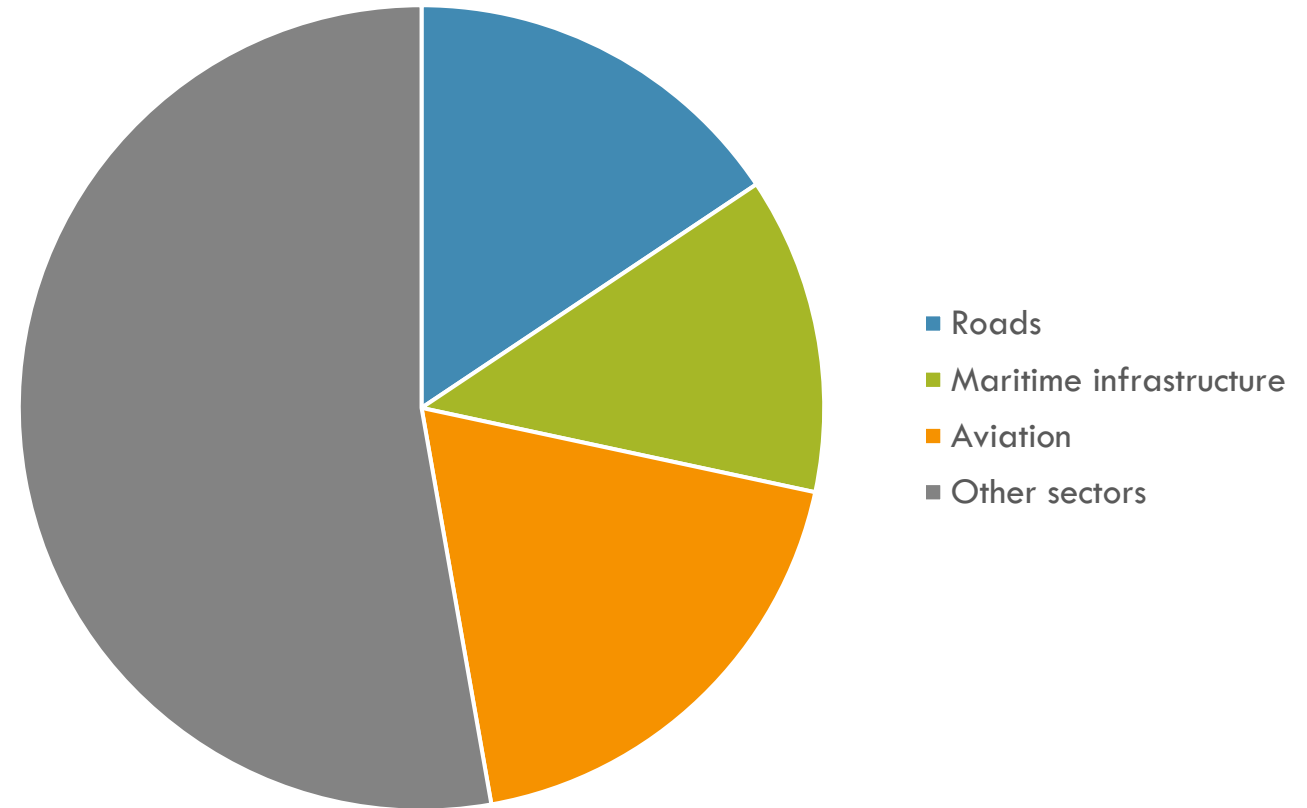
2020-2024 - Disbursements



Infrastructure Development Plan 2025-2034

47% of the unfunded “investment ready” projects in FSM’s Infrastructure Development Plan 2025-2034 are transport-related

Unfunded “Investment Ready” Projects included in the IDP



Source: FSM. (2025. Executive Overview of the Infrastructure Development Plan

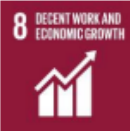
NDC 3 of FSM - Mitigation

- FSM’s headline mitigation target is to reduce overall GHG emissions by **31% below business-as-usual in 2030 and 35% below business-as-usual in 2035**.
- FSM’s NDC 3 still mentions its Updated Nationally Determined Contribution (NDC) for 2022 aims to reduce CO₂ emissions by 65% below 2000 levels by 2040, ensure 100% energy access by 2030, achieve 70% renewable energy (85% by 2040)²⁸, and attain net zero status by 2050.
- Transport is stated as a **mitigation priority area**/The following (conditional) measures are included in the document:

#	Measures	Conditionality	SDG Goals
M5	Develop National Master Transport Plan and associated State Action Plans, integrating land and marine transportation.	Conditional	 
M6	Improve NMT (walkway, bicycling lanes) to allow a more livable urban community	Conditional	
M7	Increase the shift to Public Transportation (PT) buses and ferries	Conditional	
M8	Transition to electric and clean fuel alternatives for land, sea, and air transportation, including increasing the share of e-Mobility	Conditional	

NDC 3 of FSM - Adaptation

The following (conditional) adaptation measures are included in FSM's NDC 3

#	Measures	Conditionality	SDG Goals
A28	Climate-proof land transport corridors, access routes and other essential - A28.1: Elevate road section - A28.2: Improve drainage system - A28.3: Reinforce embankments against erosion and sea-level rise	Conditional	 
A29	Enhance port and harbor resilience to maintain supply chains by climate proofing 100% of major ports by 2035 - A29.1: Extend docks and upgrade them to be larger, stronger, and compliant with International Ship and Port Facility Security (ISPS) standards - A29.2: Increase availability and use of eco-friendly equipment and facility at the port side	Conditional	 
A30	Strengthen airports and runways to maintain air connectivity	Conditional	
A31	Climate-proof key public utility systems (electricity, water, wastewater, public transportation, telecom, others) and new infrastructure through national building codes	Conditional	

2022 Updated NDC

FSM's 2022 "updated NDC" contained several more explicit transport-resilience deadlines:

- Climate-proof **all major island ring roads, airport access roads, and arterial roads by 2030.**
- Complete climate-proofing of **major ports by 2030.**
- By 2030, upgrade or secure additional vessels for inter-state transport and emergency response, incorporating renewable-energy technology.

Other Relevant Targets

Policy/Reference	Relevant Provisions/Targets
Micronesia. National Communication (NC). NC 3. Biennial Update Report (BUR). BUR 1.	By 2030, climate-proof all major island ring roads, airport access roads, and arterial roads. By 2030 complete climate-proofing major ports (larger and more resilient docks meeting ISPS standards).
High Ambition Coalition COP 26 Leaders' Statement	Support ambitious policies to reduce emissions in transport sectors, including to take more ambitious climate action in shipping and aviation.
High Ambition Coalition COP 26 Leaders' Statement	Halt inefficient fossil fuel subsidies as soon as possible.
National Energy Policy 2024–2050	This policy outlines ambitious targets, including achieving 70% renewable electricity by 2030 and progressing to 100% by 2050. It includes an objective of “Phase down fossil fuels use in the transportation sectors” and has the following enabling objectives: enhancing vehicle efficiency ; promoting sustainable transport modes; developing an EV policy and roadmap; developing a marine transport and shipping efficiency plan, as well as enhancing data collection in the transport sector.

Other Relevant Targets

Policy/Reference	Relevant Provisions/Targets
Strategic Development Plan 2024–2043	FSM’s Strategic Development Plan establishes broad transport-development commitments to: • provide equitable, affordable, and sustainable transport access; • rehabilitate main-island road networks; • provide reliable road networks across FSM; • improve pedestrian facilities; • rehabilitate outer-island airports and docks; • upgrade and expand commercial docks and airports; • expand and rehabilitate agricultural or “farm” roads; • improve infrastructure supporting connectivity in remote and outer-island communities; • strengthen transport-agency capacity; and • introduce asset-management systems to improve infrastructure maintenance.

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

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