

# SERVICE CHARACTERISTICS AND REGULATORY OVERSIGHT OF PUBLIC TRANSPORT IN PORT MORESBY, PAPUA NEW GUINEA

Oliver Page, Ph.D., Jack Assa, M.Si, & Elton Powe, BSc

2018 PNG Update Conference  
“PNG in the Year of APEC”  
14-15 June 2018  
Port Moresby, PNG

# Introduction

- Papua New Guinea (PNG)(Population ~8 million)
- Port Moresby capital city of PNG
- 364,125 persons, approximately 5 percent of PNG's total population of 7.25 million (2011)
- 240km<sup>2</sup> (~ 93 square miles) approximate land area
- 20 planned settlements, 79 informal settlements and 7 urban villages (2013)
- Study objective to identify public transport service characteristics and regulatory framework in the rapidly growing city of Port Moresby



# Characteristic #1: Historical Timeline of Public Transport

<b>1960s+</b>	<ul style="list-style-type: none"> <li>• PMVs (privately owned) operate anywhere and anytime in Port Moresby</li> <li>• Port Moresby Bus Company (government owned) competed with PMVs</li> </ul>
<b>1968</b>	<ul style="list-style-type: none"> <li>• Establishment of the National Land Transport Board (NTLB)</li> </ul>
<b>1973</b>	<ul style="list-style-type: none"> <li>• Operating licences issued to Indigenous Papuans</li> </ul>
<b>1981</b>	<ul style="list-style-type: none"> <li>• Port Moresby Bus Company liquidated</li> </ul>
<b>1987</b>	<ul style="list-style-type: none"> <li>• NTLB licenses PMVs to operate on specific routes</li> </ul>
<b>1997</b>	<ul style="list-style-type: none"> <li>• Establishment of National Road Safety Council (NRSC)</li> </ul>
<b>2002</b>	<ul style="list-style-type: none"> <li>• Establishment of Independent Consumer and Competition Commission (ICCC)</li> </ul>
<b>2014</b>	<ul style="list-style-type: none"> <li>• UN Women PNG investigate public transport safety of Women and Girls</li> <li>• Road Traffic Act passed</li> </ul>
<b>2015</b>	<ul style="list-style-type: none"> <li>• “Meri Seif Bus” (Women only) commences operations in Port Moresby</li> </ul>
<b>2016</b>	<ul style="list-style-type: none"> <li>• Establishment of the Road Traffic Authority (RTA)</li> </ul>
<b>2017</b>	<ul style="list-style-type: none"> <li>• RTA -Transport Act passed (Various Acts Amended)</li> </ul>
<b>2018</b>	<ul style="list-style-type: none"> <li>• June (1<sup>st</sup>) New Regulations and Rules comes into play</li> </ul>

# Characteristic #2: Vehicle Type, Population and Permits

Type	Capacity/ Seats (including operator's seat)	Routes	Official Number of Registered Vehicles (2015)	Ownership	Notes
Coaster Bus (Toyota)	25	Intra-urban routes within the city	800	Private	In addition, there are an unknown number of unregistered PMVs
Minibus	15	Inter-urban Routes to/from outside of the city	To be determined	Private	
Taxi	5	Intra-urban routes within the city	970	Private	
Comeng/Volvo (Conventional Bus)	44	Intra-urban routes within the city	6	Ginigoada Bisnis Development Foundation (Nonprofit)	Meri Seif Bus (UN Women owned and operated by NCDC: Only for women)
Ashok Leyland (Conventional Bus)	50	Intra-urban routes within the city	19	Public	Owned and operated by the NCDC

# Characteristic #2: Vehicle Type, Population and Permits

- Route permit required to operate on any PMV route
- Route permits valid for six (6) months
- Route Permits issued to the PMV or Taxi owner by NLTB/Road Traffic Authority (RTA)
- PMV ceiling for any route is 60 permits (irrespective of passenger demand)



# Characteristic #3: Port Moresby PMV & Meri Seif Route Network (Active)

Route	From <i>(Start)</i>	To <i>(End)</i>	Distance (KM)
4	Gordons	Down Town	10
6	Hohola	Gordons	7
7	Gerehu	Gordons	8
7	Waigani Market	Gordons	2
9	Gerehu	4 Mile	9
9	Gerehu	Down Town	8
10	Manu	Down Town	7
11	Waigani Market	Down Town	10
11	4 Mile	Waigani Office	4
11	4 Mile	Waigani Market	4
12	Manu	Hohola	4
12	Hohola	Tokarara	3
12	Waigani	Hohola	2
13	Gordons	Manu	5

Route	From <i>(Start)</i>	To <i>(End)</i>	Distance (KM)
15	4Mile	7 Mile	3
15	Hohola	4mile	3
16	Gordons	Bomana	9
16	Gordons	ATS	5
16	Gordons	Goldie Army Barracks	13
17	Gordons	Manu	6
19	Taurama	Manu	4
21	Town	Hanuabada	4
21	Town	Vabukori	3
22	Down Town	Baruni	8
Meri Seif - Women Only routes			
1	Gerehu	Down Town	14
2	9Miles	Down Town	10
3	Morata	Manu	116

# Active Bus Route- May 2018



# Characteristic #4: Women Unfriendly

- In 2014 82% female PMV users felt unsafe while waiting for PMVs and 79% riding in them (UN Women PNG)
- PMVs stops at or near markets were known hot spots of sexual violence or sexual harassment
- Female market vendors travelling after dusk are forced to use taxis to return home
- Walking further distances than necessary places women and girls' in a vulnerable position to experience unwanted sexual violence or harassment





# Characteristic #5: Disabled Unfriendly

- Multiple steps to board/alight from vehicle
- Overloaded PMVs especially during peak times
- Lack of priority or preferential seating
- Narrow aisles in conventional buses & PMVs
- Some boarding locations impossible to reach during rainy season



# Characteristic #5: Disabled Unfriendly

- Private taxis used if funds available
- Some taxi operators charge disabled riders more to recoup lost revenue
- No taxis or PMVs are disabled friendly
- Shared taxis often do not stop for disabled person



# Characteristic #6: Traffic Safety and Vehicle Maintenance

- Typical PMV Operating Conditions:
  - *Overloaded and unroadworthy vehicles*
  - *High crash rates*
  - *Multiple and persistent violations of traffic safety regulations*
  - *Wilfully dangerous operation of vehicles*
- Accident/Traffic Crash factors:
  - *Drunk driving*
  - *Inadequate road safety awareness by drivers and pedestrians*
  - *Absence of uniform traffic engineering standards*
  - *Accident blackspots*
  - *Inadequate enforcement of traffic rules*



# Regulatory Framework & Stakeholders

## **Department of Transport and Infrastructure (DOTI)**

- Transport Infrastructure, Planning & Policy

## **National Road Authority (NRA)**

- Maintenance & Construction and Road Funds Collections

## **Royal PNG Constabulary (RPNGC) (Police)**

- Traffic Accident Data Investigations, Reporting, Storage & Analysis
- Traffic Regulations Enforcement

## **Provincial Lands Transport Board/Authority**

- Route Determination and Route permits/Licenses within the Province

## **National Capital District Commission (NCDC)**

- Road Infrastructure – bus stops, road signs, road networks etc.

## **Independent Consumer and Competition Commission (ICCC)**

- Fare Setting

## **Motor Vehicle Insurance Limited (MVIL)**

- Compulsory Third Party Motor Vehicle Insurance
- Driver Licensing Service Delivery
- Vehicle Licensing and Registration service delivery

## **PMV Owners & Operators Association of PNG**

- Representation of PMV owners
- Addressing issues relating to PMV and Taxis

## **Road Traffic Authority (RTA)**

- Road Traffic Regulation
- Driver Licensing
- Vehicle Registration
- Driver Training, Testing and Licensing
- PMV & Taxi Driver and Crew Permits
- PMV and Taxi Licensing
- Vehicle standards Inspection and Compliance
- Traffic Enforcement
- Traffic Accident Data Analysis and Reporting
- PMV Route Determination and route permits (interprovincial) and NCD

# Regulatory Framework & Road Traffic Authority

- RTA established in 2016
  - *Proposed agency described in Medium Term Transport Plan 2013*
  - *Streamline fragmented transport regulatory system*
  - *Address inefficiencies in transport operations, regulations and enforcement*
  - *Consolidate functions of Land Transport Division (LTD), the Land Transport Board (LTB) and the National Road Safety Council (NRSC)*
- RTA primary public transport regulator in the NCD/Port Moresby
  - *Determine Routes*
  - *Issue Permits*
  - *Vehicle Registration*
  - *Drivers Licensing*
  - *Transport Licensing*
  - *Traffic Enforcement*
  - *Vehicle Inspection & Compliance*



# What have we learnt?

- Route needs identification and PMV route permitting has failed to keep up with demand
- Lack of PMV route enforcement leaves many passenger groups underserved and inconvenienced
- Fragmented regulatory system and limited enforcement of existing rules has contributed to an inadequate PMV and taxi system
- Women, girls and the disabled are underserved users of public transport
- Consolidation of functions within the RTA together with sustainable financing has the potential to significantly improve public transport operations in NCD



# Recommendations

- Establishment of an Advocacy Group for PWD public transport users
- Revisit the design of public transport infrastructure, facilities and PMV operating practices that includes all users (women, girls, elderly and disabled)
- Continued consolidation of permit issue, route needs identification, regulatory oversight, etc., with the RTA
- Identify low cost interventions to increase route capacity with existing PMVs



# Acknowledgements

- Wilson Wariaka, MT (Civil), BE (Civil), MIEPNG, Reg. Eng Road Traffic Authority (Papua New Guinea)
- National Road Traffic Authority (NRTA)
- Cheshire disAbility Services
- Participants of Focus Groups and Key Informants
- UN Women Papua New Guinea

# Thank You/Tenkyu Any Questions?



Oliver Page, Ph.D.  
U.S.A.  
[o.a.page@gmail.com](mailto:o.a.page@gmail.com)



Jack Assa, M.Si  
Papua New Guinea  
[jackassa945@gmail.com](mailto:jackassa945@gmail.com)



Elton Powe, BSc  
Papua New Guinea  
[eltonpowe@gmail.com](mailto:eltonpowe@gmail.com)