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

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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$^2$ (~ 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

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
</table>
| 1960s+ | • PMVs (privately owned) operate anywhere and anytime in Port Moresby  
• Port Moresby Bus Company (government owned) competed with PMVs |
| 1968 | • Establishment of the National Land Transport Board (NTLB) |
| 1973 | • Operating licences issued to Indigenous Papuans |
| 1981 | • Port Moresby Bus Company liquidated |
| 1987 | • NTLB licenses PMVs to operate on specific routes |
| 1997 | • Establishment of National Road Safety Council (NRSC) |
| 2002 | • Establishment of Independent Consumer and Competition Commission (ICCC) |
| 2014 | • UN Women PNG investigate public transport safety of Women and Girls  
• Road Traffic Act passed |
| 2015 | • “Meri Seif Bus” (Women only) commences operations in Port Moresby |
| 2016 | • Establishment of the Road Traffic Authority (RTA) |
| 2017 | • RTA -Transport Act passed (Various Acts Amended) |
| 2018 | • June (1st) New Regulations and Rules comes into play |
## Characteristic #2: Vehicle Type, Population and Permits

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

<table>
<thead>
<tr>
<th>Route</th>
<th>From <em>(Start)</em></th>
<th>To <em>(End)</em></th>
<th>Distance (KM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Gordons</td>
<td>Down Town</td>
<td>10</td>
</tr>
<tr>
<td>6</td>
<td>Hohola</td>
<td>Gordons</td>
<td>7</td>
</tr>
<tr>
<td>7</td>
<td>Gerehu</td>
<td>Gordons</td>
<td>8</td>
</tr>
<tr>
<td>7</td>
<td>Waigani Market</td>
<td>Gordons</td>
<td>2</td>
</tr>
<tr>
<td>9</td>
<td>Gerehu</td>
<td>4 Mile</td>
<td>9</td>
</tr>
<tr>
<td>9</td>
<td>Gerehu</td>
<td>Down Town</td>
<td>8</td>
</tr>
<tr>
<td>10</td>
<td>Manu</td>
<td>Down Town</td>
<td>7</td>
</tr>
<tr>
<td>11</td>
<td>Waigani Market</td>
<td>Down Town</td>
<td>10</td>
</tr>
<tr>
<td>11</td>
<td>4 Mile</td>
<td>Waigani Office</td>
<td>4</td>
</tr>
<tr>
<td>11</td>
<td>4 Mile</td>
<td>Waigani Market</td>
<td>4</td>
</tr>
<tr>
<td>12</td>
<td>Manu</td>
<td>Hohola</td>
<td>4</td>
</tr>
<tr>
<td>12</td>
<td>Hohola</td>
<td>Tokarara</td>
<td>3</td>
</tr>
<tr>
<td>12</td>
<td>Waigani</td>
<td>Hohola</td>
<td>2</td>
</tr>
<tr>
<td>13</td>
<td>Gordons</td>
<td>Manu</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>4Mile</td>
<td>7 Mile</td>
<td>3</td>
</tr>
<tr>
<td>15</td>
<td>Hohola</td>
<td>4mile</td>
<td>3</td>
</tr>
<tr>
<td>16</td>
<td>Gordons</td>
<td>Bomana</td>
<td>9</td>
</tr>
<tr>
<td>16</td>
<td>Gordons</td>
<td>ATS</td>
<td>5</td>
</tr>
<tr>
<td>16</td>
<td>Gordons</td>
<td>Goldie Army Barracks</td>
<td>13</td>
</tr>
<tr>
<td>17</td>
<td>Gordons</td>
<td>Manu</td>
<td>6</td>
</tr>
<tr>
<td>19</td>
<td>Taurama</td>
<td>Manu</td>
<td>4</td>
</tr>
<tr>
<td>21</td>
<td>Town</td>
<td>Hanuabada</td>
<td>4</td>
</tr>
<tr>
<td>21</td>
<td>Town</td>
<td>Vabukori</td>
<td>3</td>
</tr>
<tr>
<td>22</td>
<td>Down Town</td>
<td>Baruni</td>
<td>8</td>
</tr>
</tbody>
</table>

**Meri Seif - Women Only routes**

<table>
<thead>
<tr>
<th>Route</th>
<th>From <em>(Start)</em></th>
<th>To <em>(End)</em></th>
<th>Distance (KM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Gerehu</td>
<td>Down Town</td>
<td>14</td>
</tr>
<tr>
<td>2</td>
<td>9Miles</td>
<td>Down Town</td>
<td>10</td>
</tr>
<tr>
<td>3</td>
<td>Morata</td>
<td>Manu</td>
<td>116</td>
</tr>
</tbody>
</table>
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.

**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

**Independent Consumer and Competition Commission (ICCC)**
- Fare Setting
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)
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- Cheshire disAbility Services
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- UN Women Papua New Guinea

Thank You/Tenkyu

Any Questions?

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