Urban Public Transport Challenge in the LNG Era: A case study of the Port Moresby Urban Public Transport

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Introduction

Today the cities are residence to half of the world's population, and in 2030, 60% of the population will live in a city (UNFPA , 2004). The urban areas have an increasing importance in our society as they are continually growing, along with all the issues related to them.

The Liquefied Natural Gas (LNG) and other impact projects around the country had brought many positive and negative impacts.

Urban Public Transport is one of the sector that felt the impact of the LNG. The sector is faced with daunting challenges in trying to meet the demand for public transport.

Research Objectives

The main objective of the study is to:

1. Identify and know the problems faced in the urban public transport in the LNG era
2. Identify relevant policy options to address the problems faced in the urban public transport

Research Benefits

- Relevant government institutions: government can rely on past and present information provided from this study to make appropriate decision in making improving the urban public transport.

- Literature gap: The study will contribute to the PNG's existing literature on urban public transport by expounding on the challenges faced in the by the sector in the LNG era.

Research Method

The method applied was qualitative descriptive design to identify, collect, analyze and present data.

The key informants were randomly selected and they are: (a) Relevant governments institutions, (b) public transport operators and (c) the public (users).

The data collection techniques includes:

a. Interview and survey (open and closed ended questions) as primary data
b. Secondary sources: Government policy documents, Acts, newspapers etc…

Research Schedule

Research Activity	January 2015	February 2015	March 2015	April 2015	May 2015
Research Preparation					
Data Collection					
Data Analysis and Completion					

Research Focus

Variable	Dimension	Indicator	Informants
Urban Public Transport System (Port Moresby	**Public Transport Infrastructure**	1. Bus Stops 2. Bus Stop Rapid Shelter	1. National Road and Safety Council 2. MVIL 3. Land Transport 4. Traffice Authority 5. Public Transport Users, 6. PMV Operators
	Mode of Transport	1. Buses 2. Taxis	1. National Road and Safety Council 2. MVIL 3. Land Transport 4. Traffice Authority 5. Public Transport Users, 6. PMV Operators
	Efficient and Affordable	1. Friendliness 2. Cleanliness and Comfort 3. Safeness 4. Reliability 5. Policies 6. Impact on General Public	1. National Road and Safety Council 2. MVIL 3. Land Transport 4. Traffice Authority 5. Public Transport Users, 6. PMV Operators

Literature Review

According to Cockrel (1997:2), a public issue: has broad interest and concern; requires a group decision. It is not about individual problem, rather, it deals with group problem that requires a group decision; public issue is controversial. In a statement, Cockrel says;

"*If you are not dealing with a controversial issue, you really are not dealing with a problem that concerns the public. Policy issues are controversial, and that is why they require a unique educational methodology". (1997:2).*

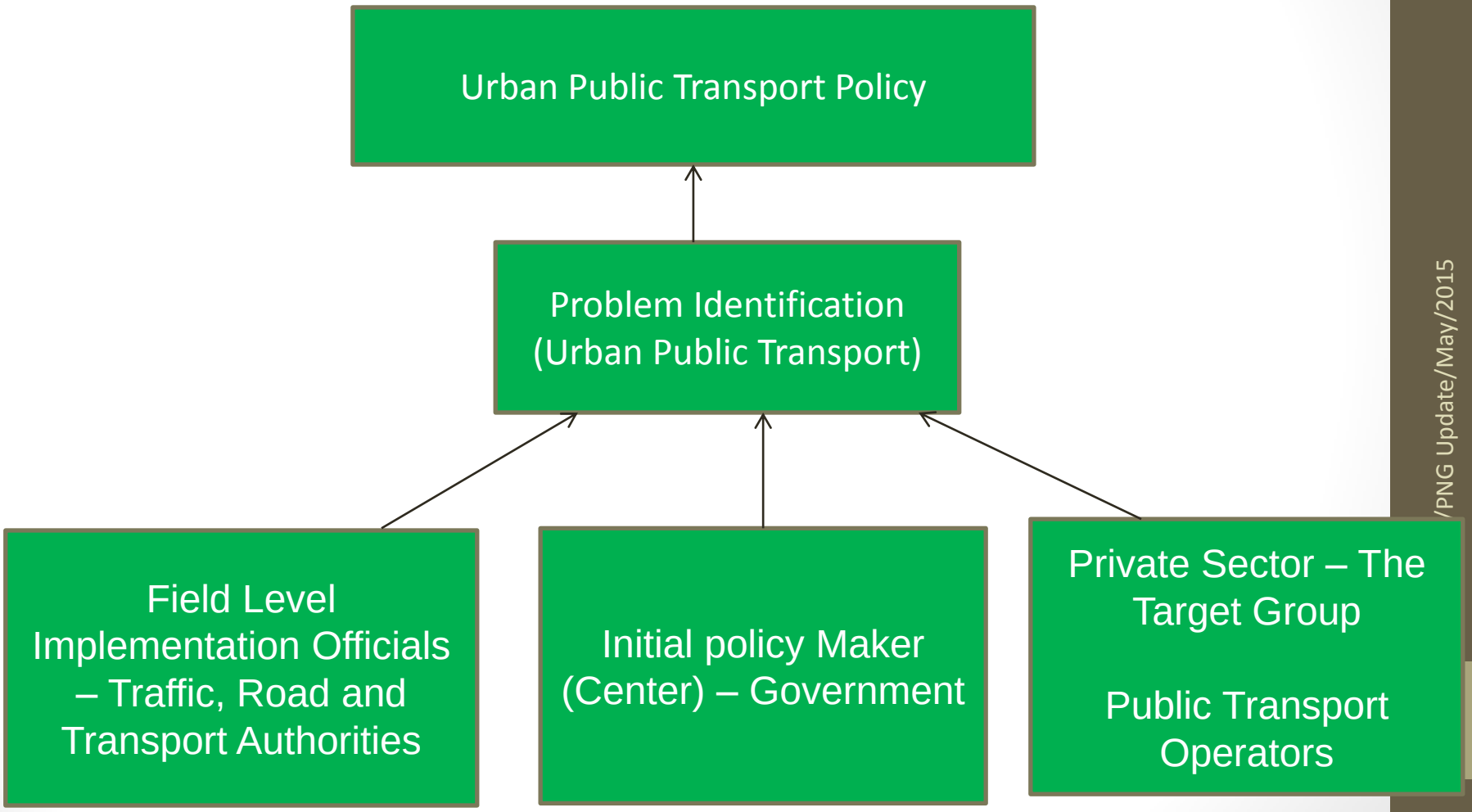
The implementation of a policy to address a public problem involves several levels of government and this are according to Mazmanian and Sabatier (a)the initial policy maker, the Center (b) field-level implementation officials, the Periphery, (c) the private actors at whom the program is directed, the Target Group (1983:12).

The implementation of an urban transportation system can produce desired developments or generate unwanted situations in the cities (Rabinovitch et al., 1995) and Port Moresby represented the prior.

According to Wemin (2015), the relevant authorities need to put together a strategic framework to form one authority in order to address the Port Moresby's urban public transport problem.

Theoretical Framework

Theory by Mazmanian and Sabatier (1983)



4. Research Findings and Discussions

4.1. Urban Transport Infrastructure

4.1.1. Bus Stops

Most of the bus stops in the city are considered dangerous and very narrow thus, causing traffic bottlenecks.

Of the 67 major bus stops visited by the researcher, only 40% of the bus stops were noted as acceptable.

4.1.2. Bus Stop Rapid Shelter

No	Names of Bus Stops	Current Status	Full Rapid Shelter (%)	Incomplete Rapid Shelter (%)	No Rapid Shelter (%)
1	Gerehu Stage 2 -	One Side			
2	Geregu stage 3	One Side			
3	Gerehu stage 4	One Side			
4	Gerehu stage 5	One Side			
5	Gerehu stage 6	One Side			
6	Gerehu stage 7	One Side			
7	Waikele	One Side			
8	POM National High School	One Side			
9	ADCOL	One Side			
10	Wagani	One Side			
11	Vision City	One Side			
12	Highlander	One Side			
13	Central Wagani	One Side			
14	Tunnel (Stop and Shop)	One Side			
15	Garden Hill	One Side			
16	Ministry of Works	One Side			
17	Boroko Main Bustop	One Side			
18	Foodland	One Side			
19	2 mile	One Side			
20	Badili	One Side			
21	Koki	One Side			
22	Ela Beach	One Side			
23	Downtown	One Side			
24	Waterfront	One Side			
25	Koni	One Side			
26	PNG Power – Hohola	One Side			
27	CIS Bustop (Holiday Inn)	One Side			
28	Hohola 4	One Side			
29	June Valley	One Side			
30	Tokorara	One Side			
31	TST Fire	One Side			
32	TISA Haus	One Side			
33	Waigani Office	One Side			
34	Austrialian High Com	One Side	6	30	64
35	Limana	One Side			
36	Wardstrip	One Side			
37	Gordens Main Bustop	One Side			
38	Foodland	One Side			
39	Ela Murry Inter Bustop	One Side			
40	5 mile Bustop	One Side			
41	East Boroko – Catholic Church	One Side			
42	East Boroko Main Bustop	One Side			
43	Babarako	One Side			
44	POM Grammer	One Side			
45	Taurama	One Side			
46	Manu Main Bustop	One Side			
47	Sabama Main Bustop	One Side			
48	Kilakila	One Side			
49	Kaugere	One Side			
50	Badili SnS (ITI)	One Side			
51	Badili (Ela Motors)	One Side			
52	Erima – St Peters	One Side			
53	Erima Main Bustop	One Side			
54	Erima – Wildlife	One Side			
55	ATS	One Side			
56	DPI compound	One Side			
57	8 mile	One Side			
58	9 mile main bustop	One Side			
59	5 mile Mountain	One Side			
60	Kanage Bustop	One Side			
61	6 mile (IBS)	One Side			
62	6 mile Main bustop	One Side			
63	6 mile police station	One Side			
64	7 mile gateway	One Side			
65	7 mile main bustop	One Side			
66	Morota 1 main bustop	One Side			
67	Morata 2 Main bustop	One Side			

No Rapid Shelter – 64%

One Sided – 30%

6% has Rapid Shelter

4.2. Modes of Transport

4.2.1. Buses (25 Seater) - 100%

No Alternative Mode of Transport – User's have no choice

4.2.2. Bus Fare

- K0.90 – by ICCC – 31st December 2014 (took effect)
- 20 PMV Operators (interviewed) argued that K0.90 was not enough citing reasons such as servicing and parts very expensive and daily takings not enough

No	Routes	2010-2014 Bus fare (toea)	Maximum Bus fare by ICCC (toea)	PMV Owners chargers -2015 (kina) – ICCC- 90t	Peak Hours -2015 (kina)
1	Wagani to Boroko	50	80t	80t	1.00
2	Wagani to Downtown	70	80t	2.00	3.00
3	Gerehu to Boroko	70	80t	1.00	2.00
4	Downtown to Boroko	50	80	1.00	2.00
5	Gordons to 8mile	70	80	1.00	2.00
6	Gordons to 9mile	70	80	1.00	2.00

4.3. Efficient and Affordable

300 public transport users were asked to rate the indicators and the respond was overwhelming as presented in the Table

No	Indicators	Results – (Ratings)		
		Assessment Category	**Participant (#)**	**Percentage (%)**
1	Friendliness (operators presentation and friendliness to passengers and traffic rules)	Excellent	20	6.7
		Very good	75	25
		Good	174	58
		Poor	16	5.3
		Very poor	15	5
2	Cleanliness of the crews and bus	Excellent	27	9
		Very good	131	43.7
		Good	119	39.7
		Poor	17	5.7
		Very poor	6	2
3	Comfortable seats	Excellent	88	29.3
		Very good	102	34
		Good	70	23.3
		Poor	39	13
		Very poor	1	0.3
4	Traffic rule adherence	Excellent	16	5.3
		Very good	41	13.7
		Good	101	33.7
		Poor	142	47.3
		Very poor	0	0
5	Safety	Excellent	63	21
		Very good	108	36
		Good	118	39.3
		Poor	7	2.3
		Very poor	14	4.7
6	Respect for women and people with disability	Excellent	8	2.7
		Very good	15	5
		Good	67	22.3
		Poor	135	45
		Very poor	75	25

4.4. Public Transport Reliability

- According to Stonefall, "…the people here are very friendly… one fascinating thing here is that the urban public transports are confusing and not reliable. I got dropped twice along the road because the bus was not able to pick enough passengers…" – (16/05/2015 – Holiday Inn).
- **Incompletion of route by Buses**

The Chief Executive Officer of the NRSC Nelson Terema blames the buses drivers for this "attitude problem". He argues that "*while NRSC Inspectors are always on the road conducting road blocks to ensure that PMVs and Taxis complete routes and observe traffic rules, PMV drivers have an attitude problem".*

- Number of buses serving a particular route is not equal to another – (i.e. Wagani, Gerehu, 4mile – attracts many buses)

4.4. Policies for Public Transport Improvement

- ✓ Better policies needed to improve urban public transport
- ✓ According Roy Mumu of the Transport Department, "*they are focusing on the four Es of road safety – education, enforcement, engineering and emergency, which will have a positive impact on the urban public transport system*".
- ✓ Merge to Make one Policing Entity - Road Traffic Authority will see the Land Transport Division, NRSC, Central Province Transport Authority and Traffic Policy merge to make one policing entity.

Narrow Bus stops – Traffic congestion

Gold-Spot
99.5
Raitem

Narrow Bus stops – Traffic congestion

How about disable, sick and vulnerable people?

J-assa/PNG Update/May/2015

Demand is High

J-assa/PNG Update/May/2015

Conclusion

- LNG and other impact projects had both positive and negative impacts on the urban public transport sector.

- Problems identified from this study includes: poor transport infrastructure, choices restricted to 25 seater buses, no alternative modes, fluctuation of bus fares – (Operators decides), unhygienic, unreliable, lack monitoring and enforcement, too many organizations doing the same thing, lack policy direction, outdated Acts etc…

- Need a new Urban Public Transport Policy based on wider consultation and research to solve the above problems and improve urban transport system.

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Thank you and ANY QUESTION?