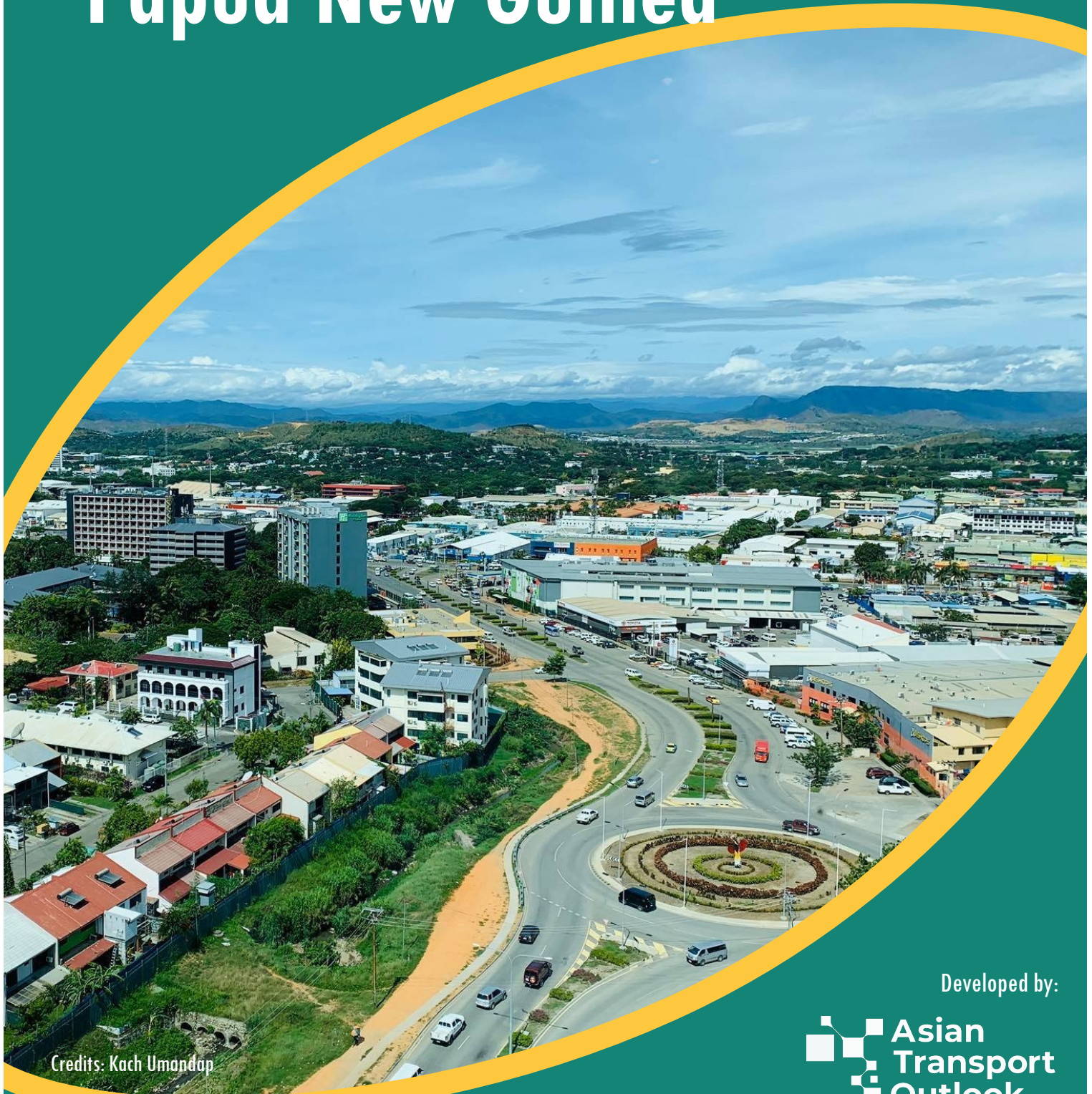


Transport and Climate Profile

Papua New Guinea



Credits: Kach Umandap

Developed by:



Developed with the support of:



Introduction to the profiles: These “Transport and Climate Profiles” are part of the research work entitled “Transport NDC Gap Analysis for Low- and Middle-Income Countries (LMICs) in Asia and the Pacific” which is being implemented and builds on the work of the Asian Transport Outlook (ATO), a project initiated and supported by the Asian Development Bank (ADB). ATO is also being supported by the Asian Infrastructure Investment Bank (AIIB). The research is being co-funded by UKAID through the UK Foreign, Commonwealth and Development Office (FCDO) under the High-Volume Transport (HVT) Applied Research Program managed by DT Global International Development UK LTD (DT Global). The research is being implemented under HVT057 (Transport Decarbonisation Index - <https://transport-links.com/funded-projects/transport-decarbonisation-index-tdi>) whose lead research supplier is the Partnership on Sustainable, Low Carbon Transport. These profiles are designed to complement the main report of the research entitled *Bridging the Gap: A Deep Dive into NDCs and Transport Policy Landscapes in Low- and Middle-Income Asian Economies*. While intended as supplementary materials, they also function as standalone knowledge products. All the related knowledge products will be made available through <https://asiantransportoutlook.com/analytical-outputs/ndc-analysis> and <https://asiantransportoutlook.com/analytical-outputs/transportclimateprofiles/>

The Asian Transport Outlook (ATO) is an initiative that aims at strengthening the knowledge base on transport in the Asia-Pacific region. It supports the planning and delivery of transport-related assistance in Asia, supports wider transport policy making, and helps track global and regional processes related to sustainable development. For example, ATO is the monitoring mechanism for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030) which was adopted by more than 20 countries in Asia-Pacific through the High Level Environmentally Sustainable Transport Forum (EST) that is organized by the United Nations Centre for Regional Development (UNCRD)-DSDG/UN DESA, along with its partners. For more information, visit asiantransportoutlook.com

This profile is structured into two main sections: Data Insights and Policy Insights. Under “Data Insights”, individual components at the intersection of transport and climate change are detailed. Similarly, the “Policy Insights” section outlines various policy documents, measures, and targets.

Disclaimer: The ATO project collects, collates, organizes, and presents transport-relevant data from publicly available official sources and reputable, peer-reviewed secondary sources. Users should be aware that: the ATO does not generate any primary data; the source data may contain inconsistencies or gaps; despite rigorous quality control measures, the ATO cannot guarantee the absolute accuracy, completeness, or suitability of the data for specific purposes.

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Transport and Climate Profile: Papua New Guinea

2024

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Executive Summary

Papua New Guinea (PNG), classified as a lower-middle-income country within the Pacific region, confronts distinct challenges in reconciling its transportation requirements with the imperative to mitigate and adapt to climate change. This analysis examines the complex interplay between transport and climate change within PNG, elucidating key data trends, relevant policy documents, and potential avenues for addressing this multifaceted issue.

CO2 Emissions: A Mixed Picture

- Papua New Guinea's transport sector's CO2 emissions in 2023 were substantial, reaching 2.59 million tonnes and accounting for 44% of the country's total emissions. While the sector's emissions growth has slowed to 1% annually since 2015 (compared to 6% pre-Paris Agreement), it still outpaces the Asia-Pacific average of 1% during the same period. The road sector dominates emissions, contributing 86% of the transport sector's total in 2022. Compared to the Asia-Pacific region, where the road sector's share is 89%, Papua New Guinea's reliance on road transport is evident. In terms of emissions intensity, Papua New Guinea's transport sector lags behind its peers, with 54.5 gCO2 per USD in 2023, compared to the Asia-Pacific average of 32.0 gCO2 per USD and the Pacific average of 53.3 gCO2 per USD.

Energy Consumption: Room for Improvement

- PNG's transport sector consumed 21,703 terajoules of energy in 2021, with 100% of road sector energy derived from oil products. The country's energy intensity with GDP is higher than Asia-Pacific and Low and Lower Middle Income economies' averages. Additionally, PNG's grid emission factor remains high, impacting the emissions associated with electricity use in transport.

Adaptation and Resilience: A Vulnerable Landscape

- PNG faces an estimated 3.83 million USD in potential annual losses to transport infrastructure due to hazards, representing 0.01% of its GDP. The country's road network is particularly vulnerable, ranking 207th out of 208 countries in terms of national road vulnerability.

Vehicle Fleet and Electric Mobility: Slow Progress

- While PNG imported 206 million USD worth of buses between 2015-2023, all of them were powered by diesel. The country's overall e-mobility readiness index is low, with limited access to technology, supportive policies, and financial instruments.

Urban Transport: Challenges and Opportunities

- Papua New Guinea faces significant challenges in urban transport, with limited public transport infrastructure and accessibility. A lack of Bus Rapid Transit (BRT) and Light Rail Transit (LRT) systems, coupled with low public transport accessibility in surveyed cities, highlights the need for investment and development in this area.

Investments: Shifting Priorities

- Official Development Assistance (ODA) to PNG's transport sector increased from 717.8 million USD in 2010-2015 to 1019.4 million USD in 2016-2022, with a shift in focus towards roads, ports, and airports. However, public-private partnership investments have stagnated.

Policy Landscape: Opportunities and Gaps

- This policy's Nationally Determined Contribution (NDC) clearly articulates a commitment to net zero emissions and carbon neutrality, setting ambitious long-term targets. Specifically, the government aims to achieve 50 percent carbon neutrality by 2030 and complete carbon neutrality by 2050. This overarching goal encompasses the transport sector, as the NDC also includes a target for reducing greenhouse gas emissions from transportation. These combined targets underscore the government's dedication to mitigating climate change across various sectors, including the crucial transport area.
- PNG has 23 documents relevant to transport, with only 5 specifically addressing climate change. While 16 non-climate documents contain climate-relevant measures, the alignment of policy priorities with NDC targets is limited. Key policy documents like the National Transport Strategy and EV Policy Draft for PNG offer potential pathways for climate action.

NDC and Policy Alignment: Limited Progress

- PNG's Updated NDC (2020) includes commitments to carbon neutrality by 2050 and transport sector targets. However, the alignment of these targets with broader transport policies is not fully realized. The lack of an economy-wide emissions target and limited long-term emissions targets in the NDC and Long-Term Strategy (LTS) pose challenges for comprehensive climate action.

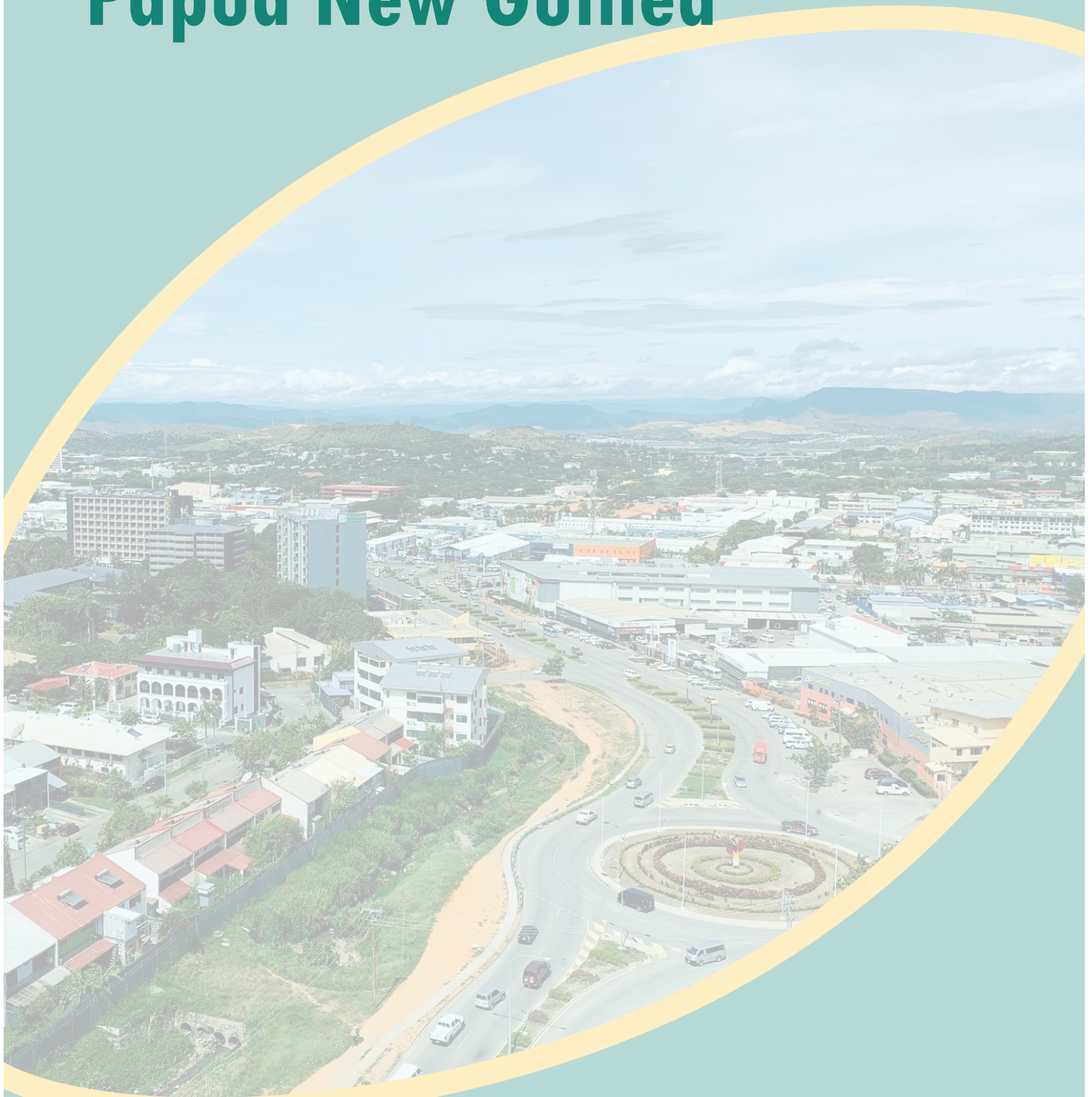
Policy Priorities and Opportunities: A Way Forward

- PNG's policy priorities on climate change in transport focus on infrastructure expansion, aviation improvements, asset management, and e-mobility. However, only 11% of these measures are from the NDC or LTS, and adaptation and resilience components are underrepresented. The policy landscape leans heavily towards mitigation (74%) over adaptation and resilience (33%), leaving the transport sector vulnerable to the impacts of climate change.
- Key policy documents like the National Transport Strategy and EV Policy Draft highlight potential areas for improvement. Papua New Guinea can better align its transport policies with its climate goals by prioritizing measures from the NDC and LTS, such as those related to road infrastructure expansion and renewable energy. Additionally, a greater focus on adaptation and resilience measures is needed to ensure the transport sector's sustainability in the face of climate change challenges.

PNG can chart a course towards a low-carbon and climate-resilient future by aligning policies with NDC targets, integrating climate considerations into broader transport strategies, and leveraging international partnerships. The path ahead requires concerted efforts, innovation, and a commitment to balancing development goals with environmental sustainability.

Data Insights

Papua New Guinea



Papua New Guinea

Transport and Climate Profile

Population (2024)
10.5 million

Urban population
14%

Below 18 y.o.
42%

Population density
23 persons per sqkm

Rural population
86%

Above 60 y.o.
6%

Subregion
(1) **Pacific**

Gross domestic product
(1) (GDP PPP, 2023)
47.59 billion USD

(1) Domestic consumption per capita, tonnes (2024)
7 tonnes

(1,2) *Domestic consumption is the total amount of materials directly used in the economy (used domestic extraction plus imports), minus the materials that are exported.*

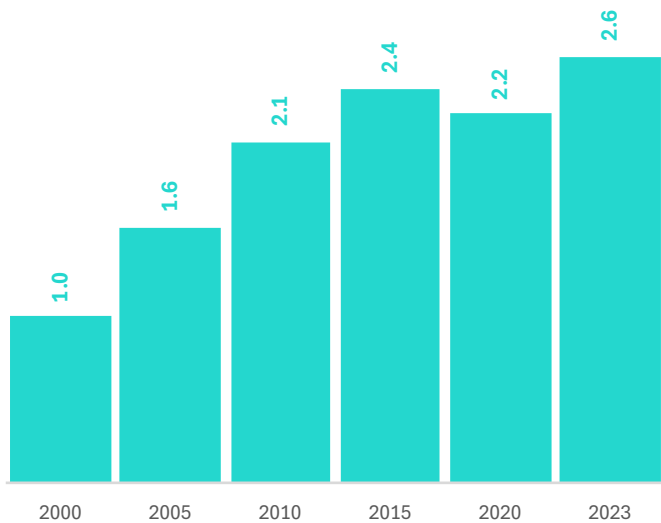
Income class
Low and lower middle income

GDP per capita (PPP, 2023)
4,607 USD (1,2)
(2)

(3)

I. Transport and Climate Change

Transport fossil CO2 emissions, million tonnes



In 2010, transport contributed 49% of total fossil CO2 emissions. By 2023, transport contributed 44%.

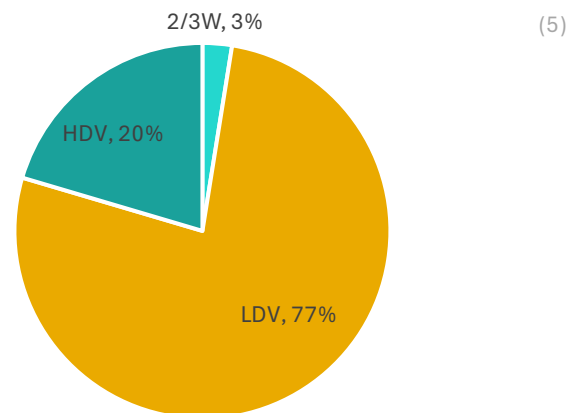
Share of transport CO2 emissions by mode (2022)

(4) Road	86.1%	Rail	0.0%	(4)
Navigation	7.9%	Aviation	6.0%	(4)

Navigation and aviation only includes domestic transportation

Between 2000-2015, road transport contributed 75% in transport fossil CO2 emissions. Between 2016-2022, road transport contributed 84%.

Road transport CO2 emissions (well-to-wheel), share by mode (2022)



Transport CO2 emissions intensity (2023)

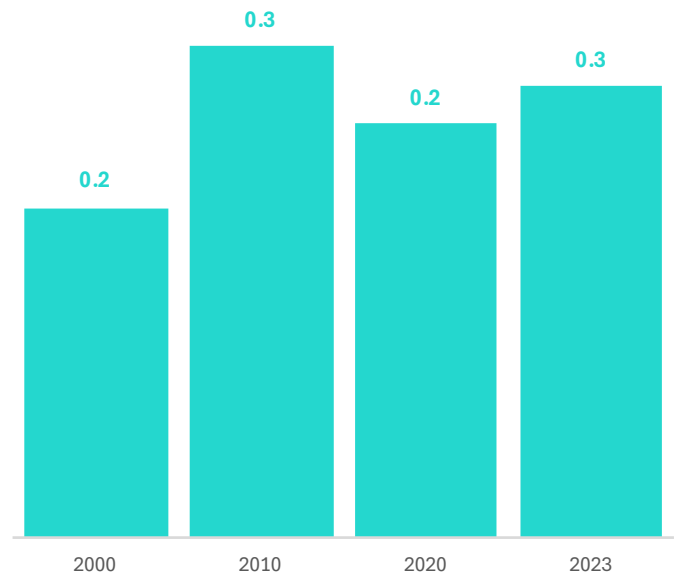
55 gCO2 per USD

(2,4)

Asia-Pacific average is 32 gCO2 per USD

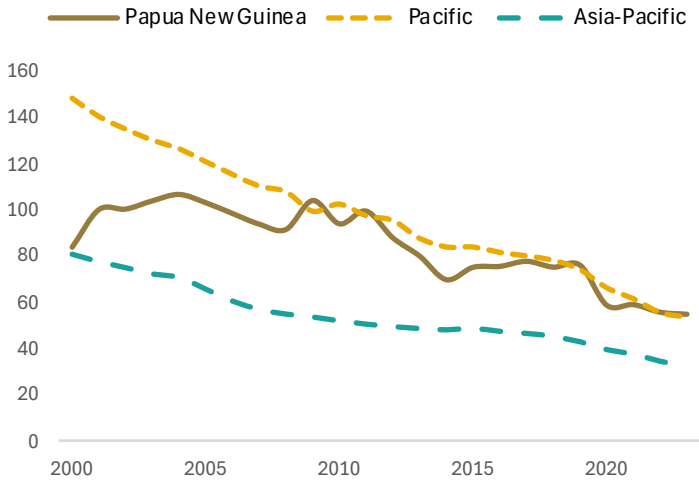
Transport fossil CO2 emissions per capita, tonnes

(1,4)



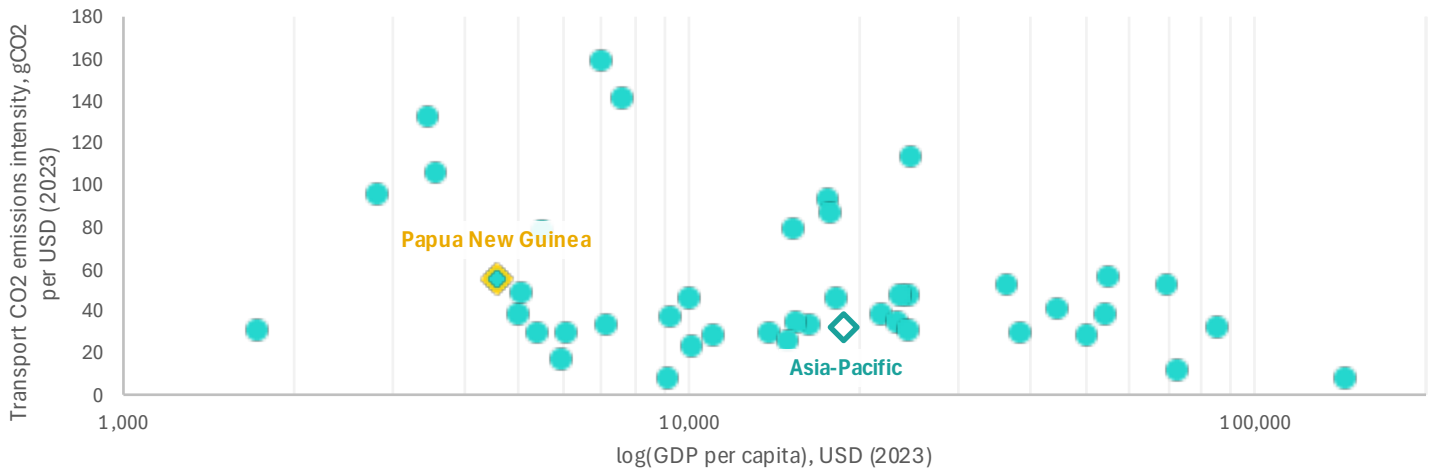
Transport CO2 emissions intensity trend, gCO2 per USD

(2,4)



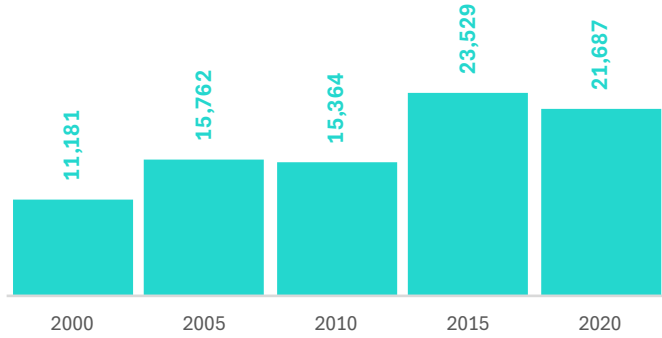
Transport CO2 emissions intensity in Asia-Pacific, gCO2 per USD

(2,4)



II. Transport Energy Consumption

Transport energy consumption, TJ

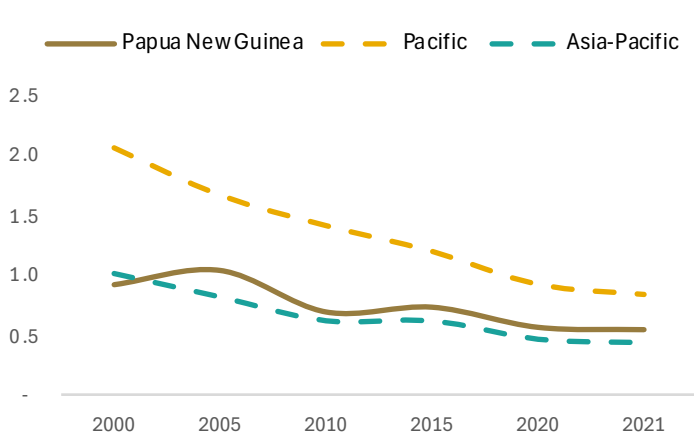


Transport energy intensity (2021)

0.5 MJ per USD

Asia-Pacific average is 0.4 MJ per USD

Transport energy intensity trend, MJ per USD

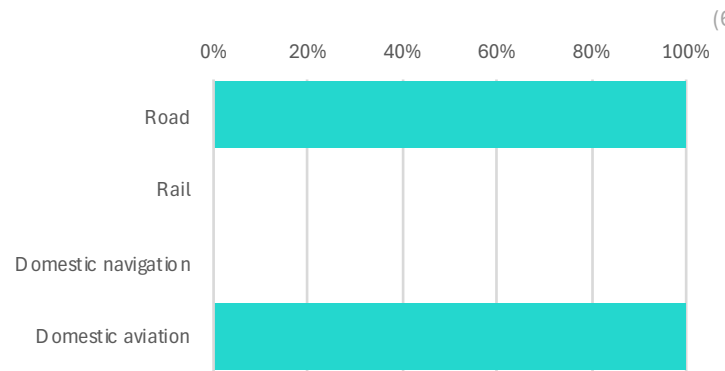


Share of transport energy consumption by mode (2021)



Navigation and aviation only includes domestic transportation

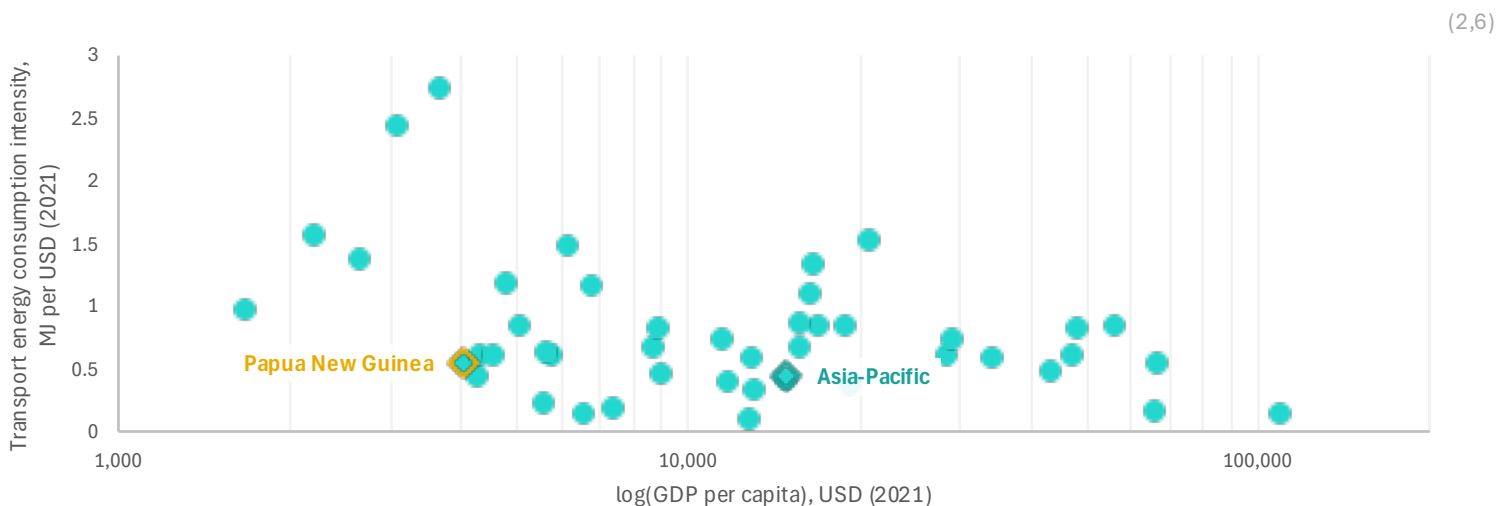
Share of transport energy consumption by source (2021)



Share of transport in renewable energy consumption



Transport energy intensity in Asia-Pacific, MJ per USD

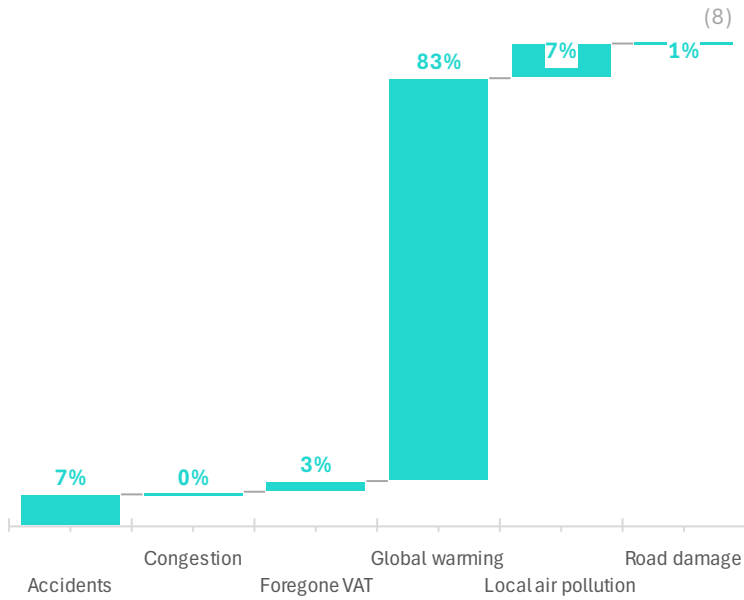


Transport fossil fuel subsidies, cumulative (2010-2022)

None

0.0% of Asia-Pacific total

Estimated externalities due to fossil fuel subsidies



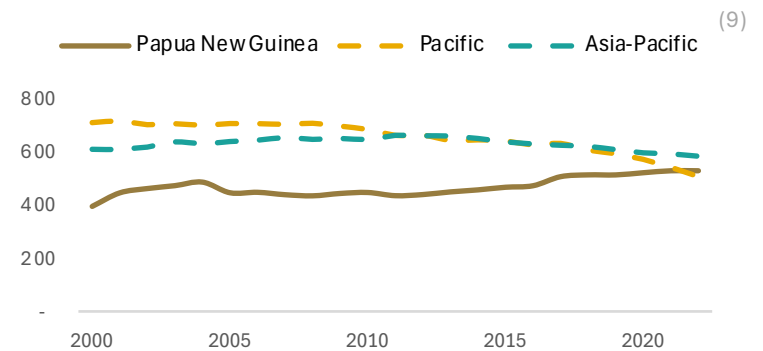
Data includes all sectors and all fuel types

Grid emission factor (2022)

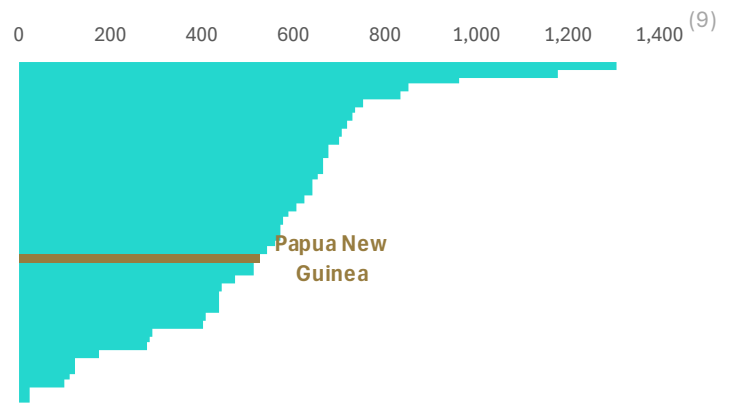
(7) **527 gCO₂ per kWh**

(9)

Grid emission factor trend, gCO₂ per kWh



Grid emission factors in Asia-Pacific, gCO₂ per kWh



III. Adaptation and Resilience

Average annual losses to transport infrastructure due to hazards (2023)

4 million USD

Road	Rail
86%	0%
Ports	Airports
12%	2%

National road vulnerability index ranking (2023)

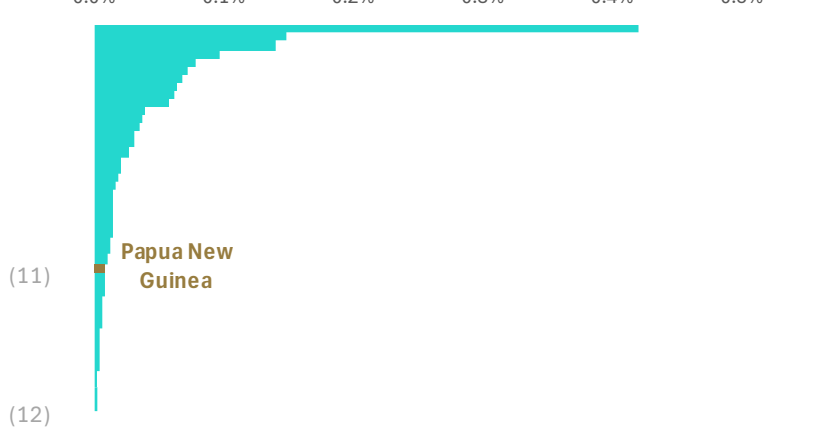
207th out of 208 countries

Share of population in low elevated coastal zones (2018)

0%

Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023)

(10) 0.0% 0.1% 0.2% 0.3% 0.4% 0.5% (10)



IV. Other Externalities

Road crash fatalities (2021)

n.d.

Road crash fatality rate per 100 thousand population

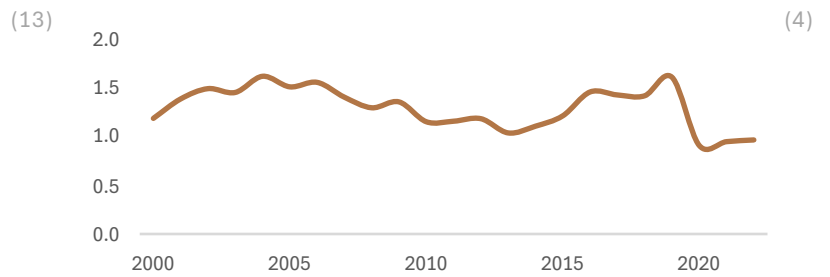
Rural access index (2023)

41%

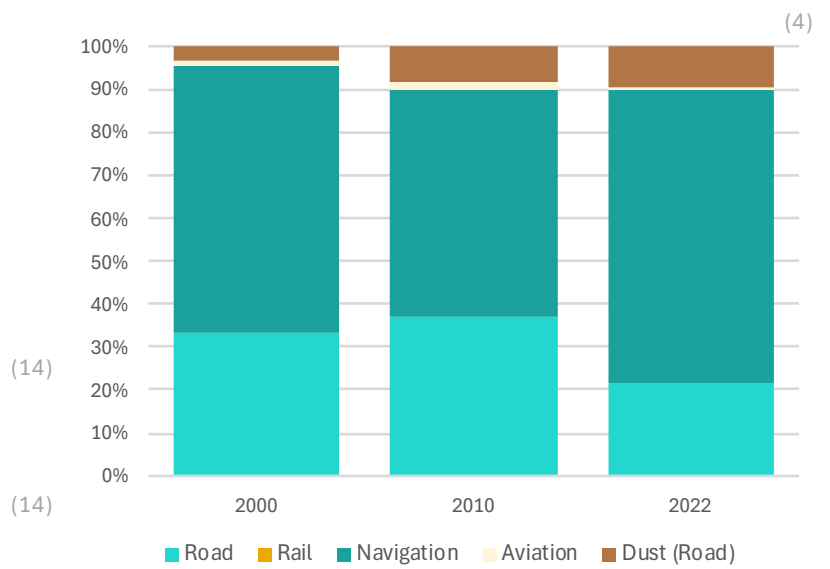
Rural population without access to all-season roads (2023)

4.7 million

Transport PM 2.5 emissions trend, thousand tonnes



Transport PM 2.5 emissions share by source



V. Vehicle Fleet

Road vehicles (2023)

n.d.

Share of vehicles by type

(15)

Road vehicle motorization rate (2023)

n.d.

(1,15)

Road vehicles include 2- and 3-wheelers, LDVs, buses and other informal public transport, trucks, and other unclassified types

Vehicle motorization per thousand population in Asia-Pacific (2000-2022)

Bus import value (2015-2023)

206 million USD

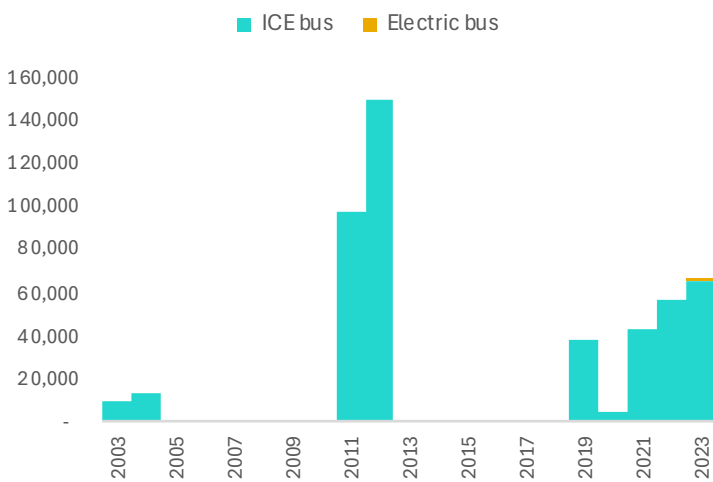
(16)

Bus vehicle production, units

(17)

Bus import value, thousand USD

(16)



E-mobility Readiness Index (2024)

(18)



Electric road vehicle import value (2017-2023)

1.6 million USD

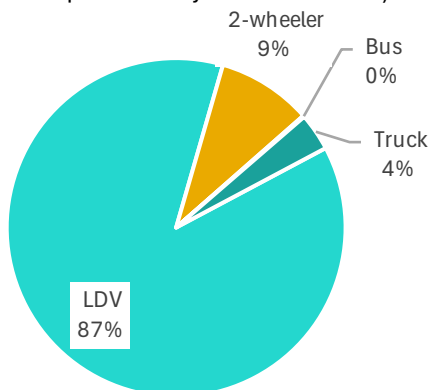
(16)

Electric road vehicle share in total road vehicle import value trend

(16)

Electric road vehicle import share by type (2017-2023)

(16)



VI. Urban Transport

Urban rapid transit length (2021)

BRT	LRT
None	None
Metro	
None	

(19)

(19)

Urban rapid transit ratio in Asia- Pacific, kilometers per million urban population (2021)

(1,19)

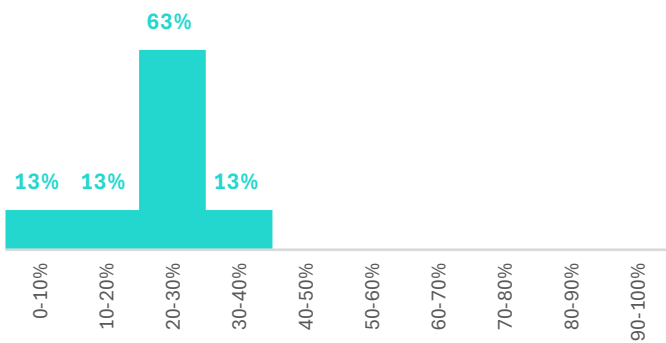
Urban rapid transit ratio (2021)

NA (1,19)

Urban rapid transit ratio, kilometers per million urban population (2000-2021)

Share of cities by level of access to public transport (out of 8 cities)

(20)



Bicycle import value, thousand USD

(16)



VII. Transport Investments

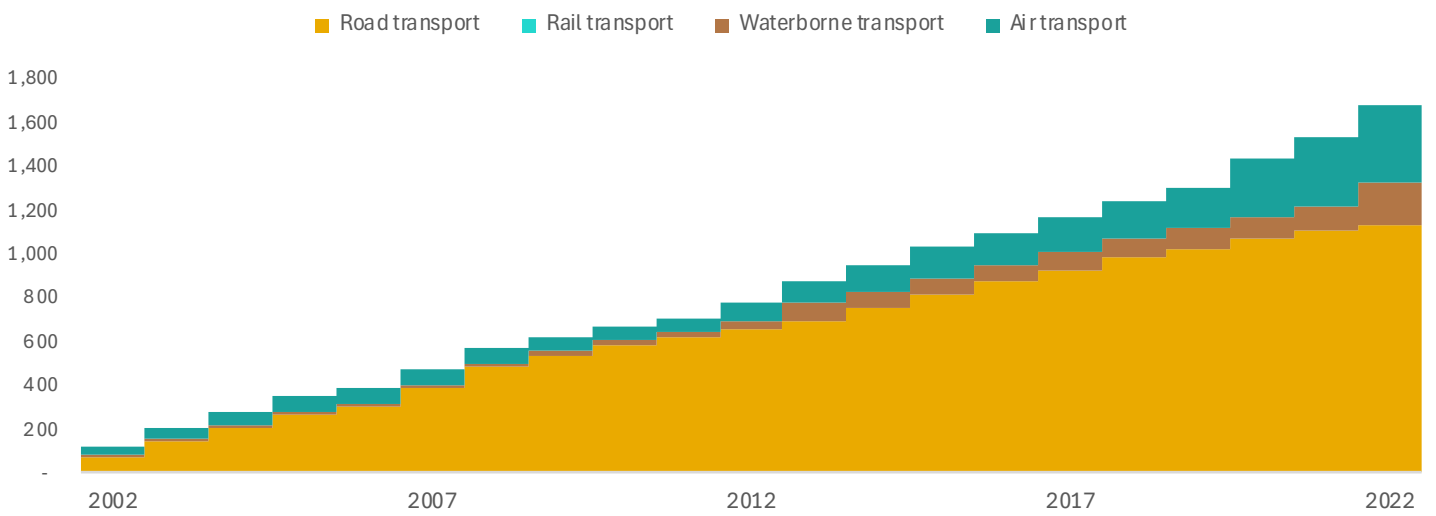
Public-private partnership investments in the transport sector, million USD

(21)

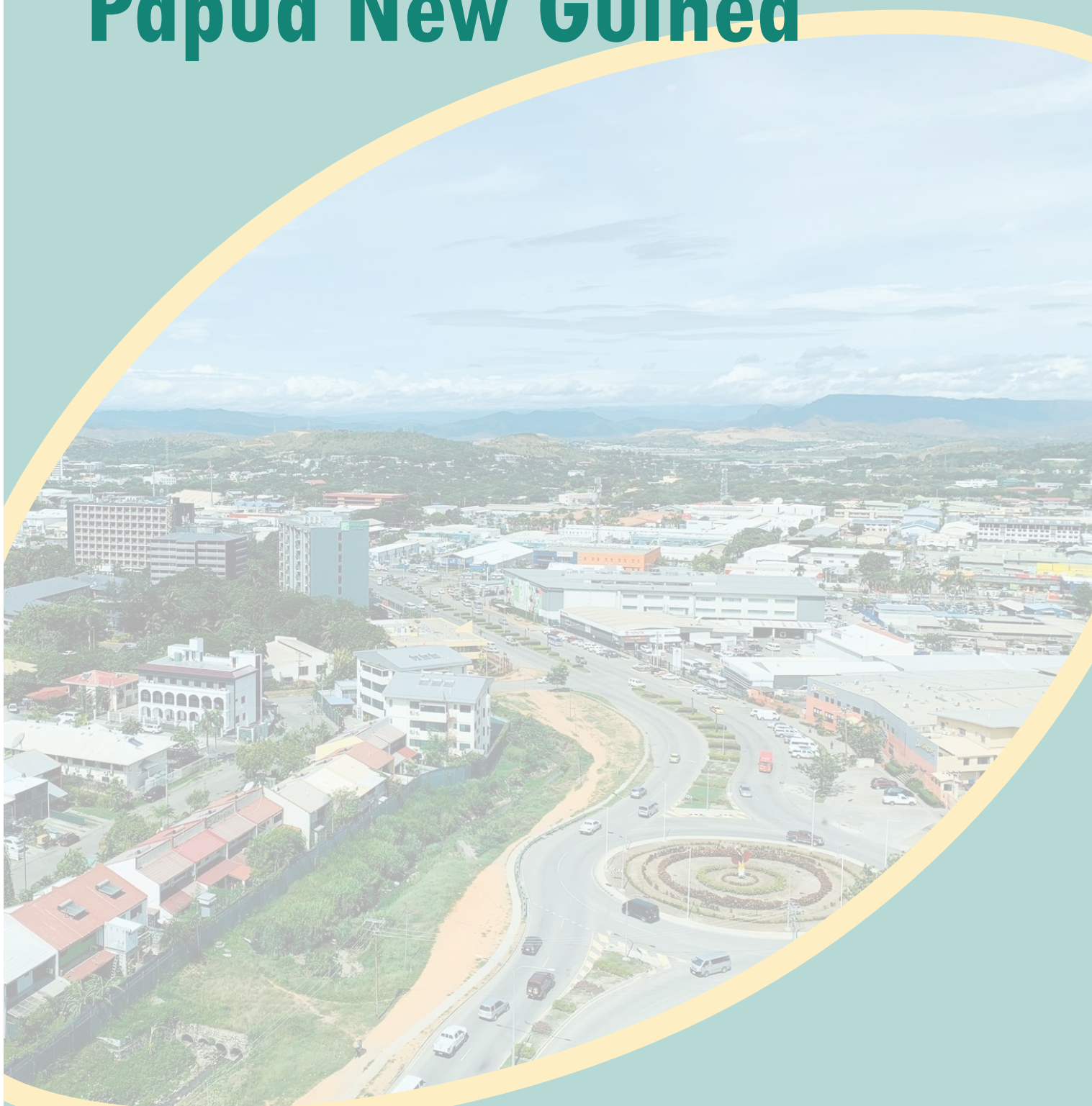
Y-axis label for chart (21)

Official development assistance in the transport sector, million USD

(22)



Policy Insights Papua New Guinea



VIII. Transport and Climate Policy Documents

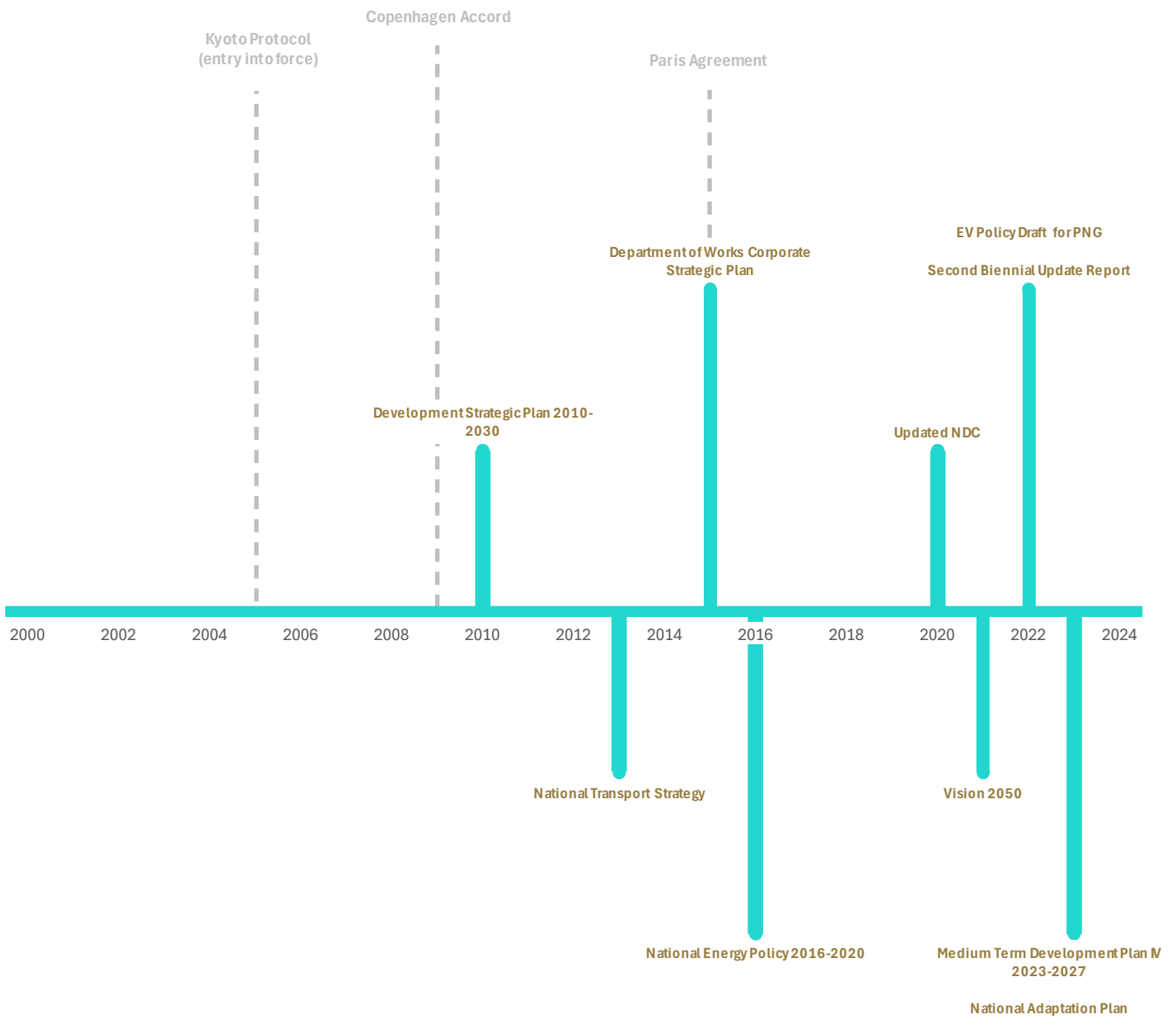
Transport-related policy documents in Papua New Guinea

Selection made based on the number of climate change mitigation and adaptation policy measures

Nationally Determined Contributions of Papua New Guinea

2016: Papua New Guinea First NDC (Archived)

2020: Updated NDC



IX. Representation of Transport in Key Climate Policy Documents

Nationally Determined Contributions

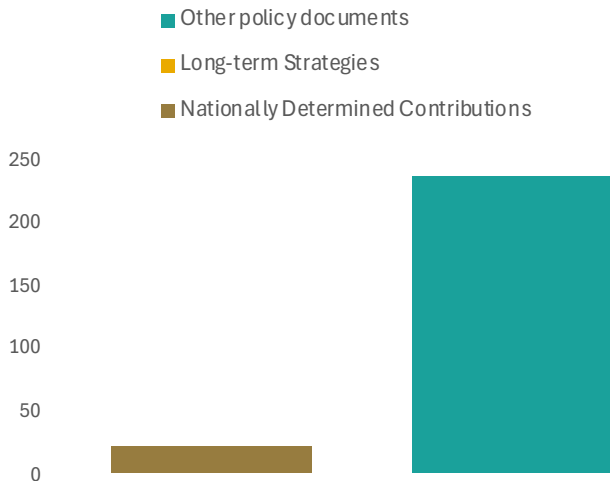
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>Updated NDC (adopted in 2020)</i>	Mitigation measures	Yes		Yes	Yes	Yes
	Mitigation targets					
	Adaptation measures	Yes		Yes	Yes	
	Adaptation targets	Yes		Yes	Yes	

Long-term Strategies

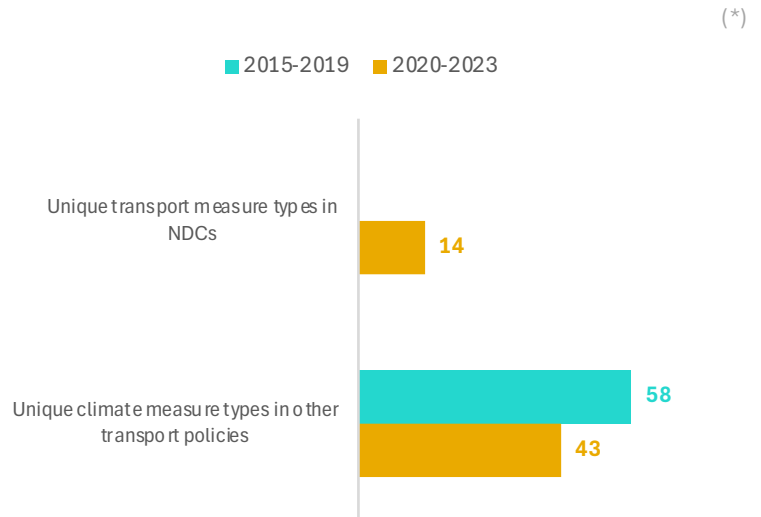
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>None</i>	Mitigation measures					
	Mitigation targets					
	Adaptation measures					
	Adaptation targets					

X. Distribution of Transport and Climate Policy Measures in Policy Documents

Number of policy measures by source

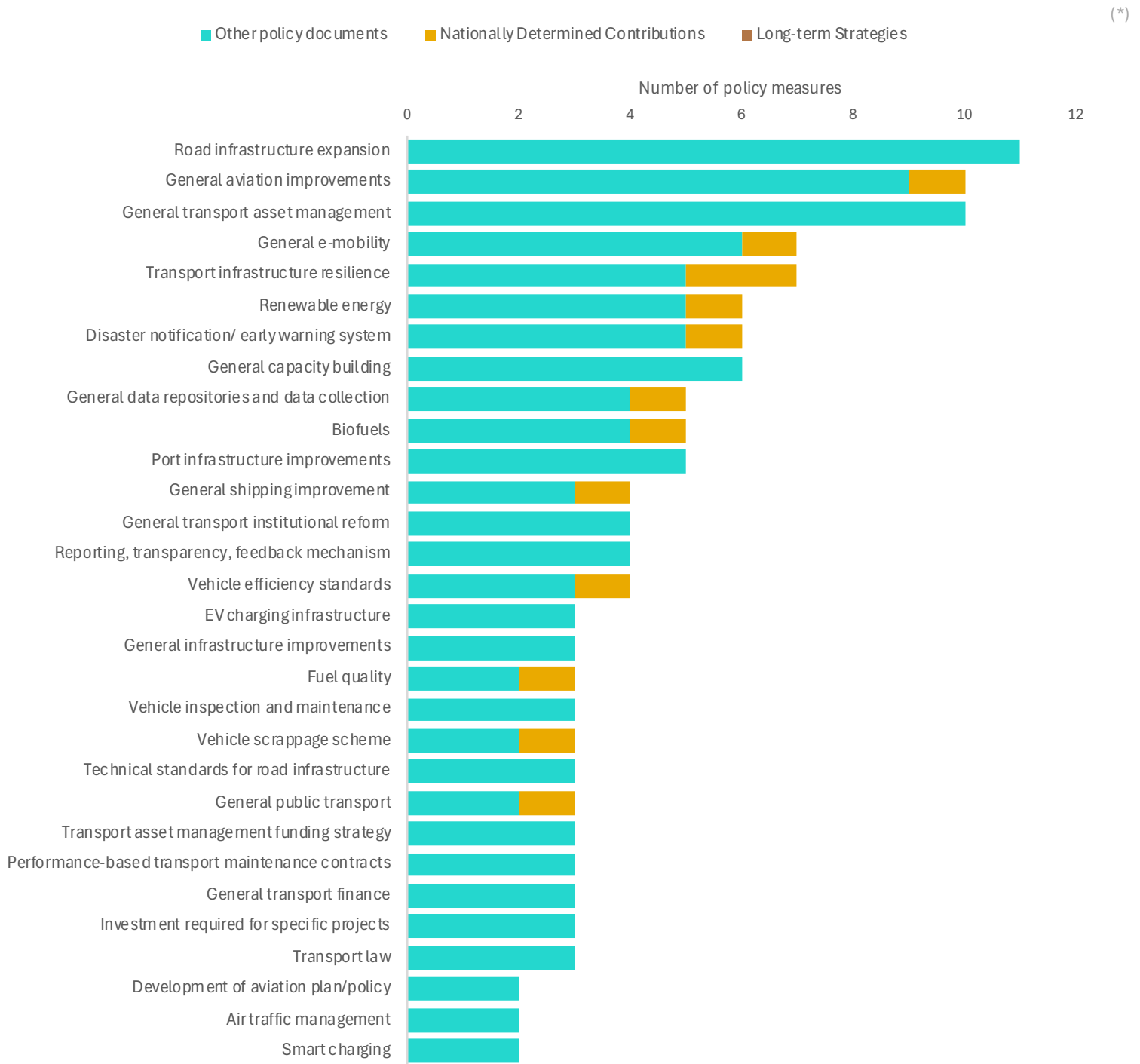


Integration of climate ambition, unique number of policy measures in (*) NDCs and other transport policies

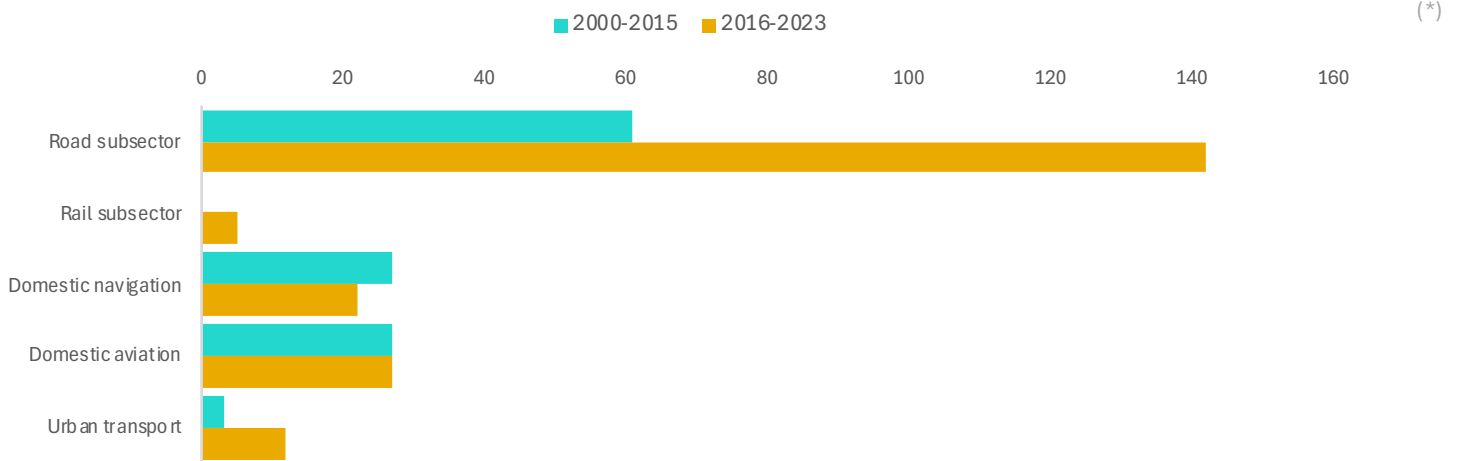


XI. National Policy Priorities on Transport

Priority policy measures on climate change mitigation and adaptation in transport (top 30)



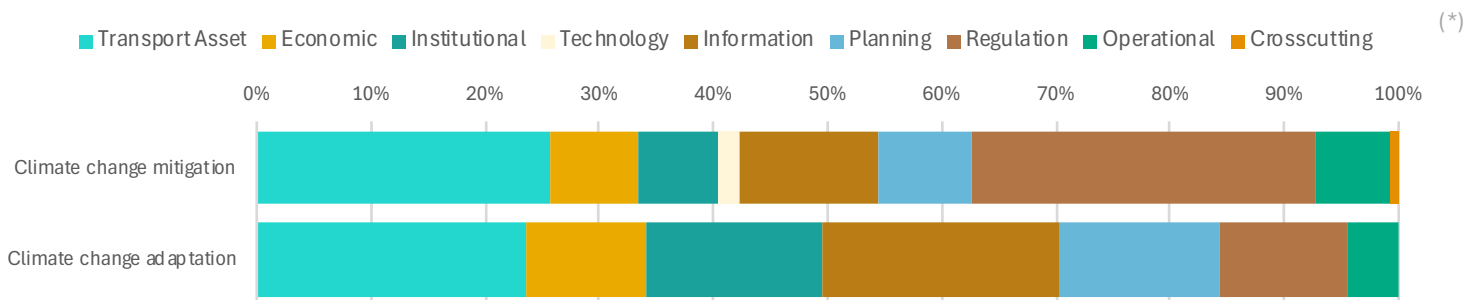
Number of climate change policy measures by subsectors



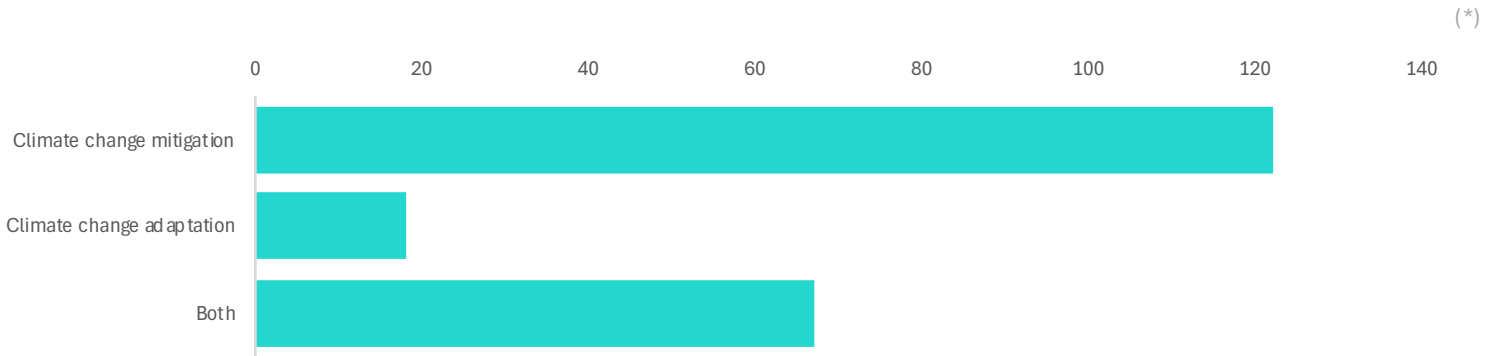
Number of climate change policy measures by passenger vs. freight



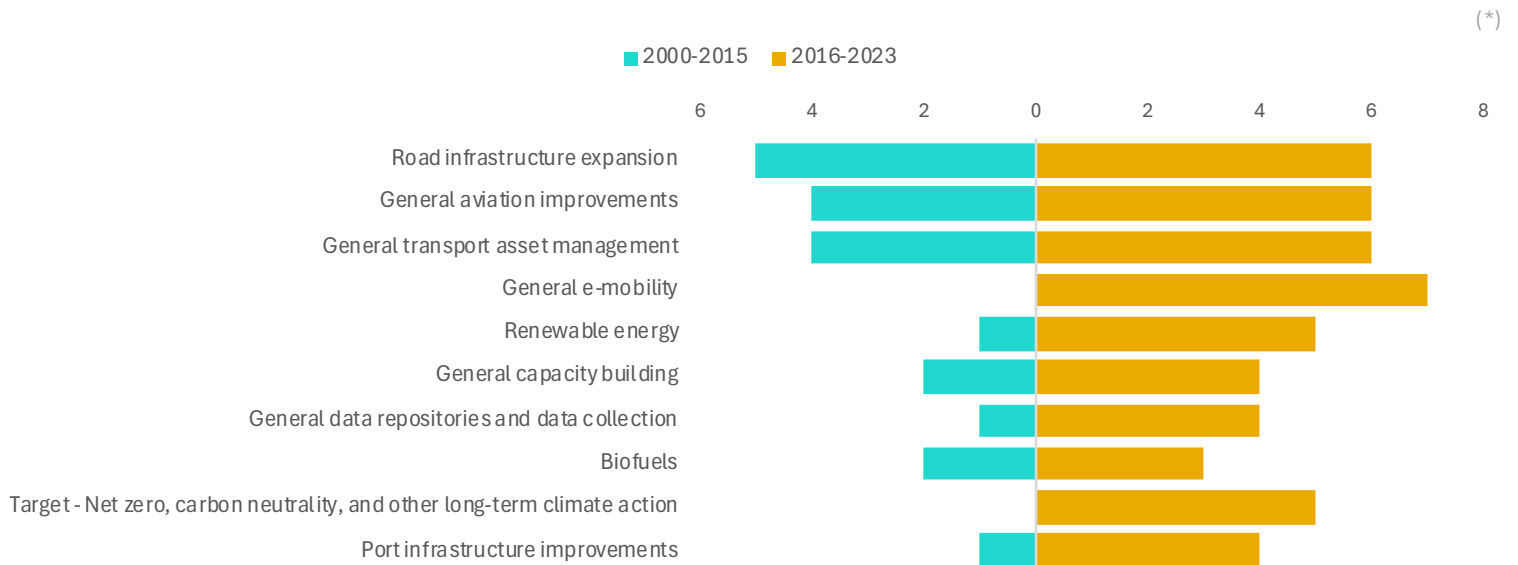
Transport-related climate change policy measures by framework



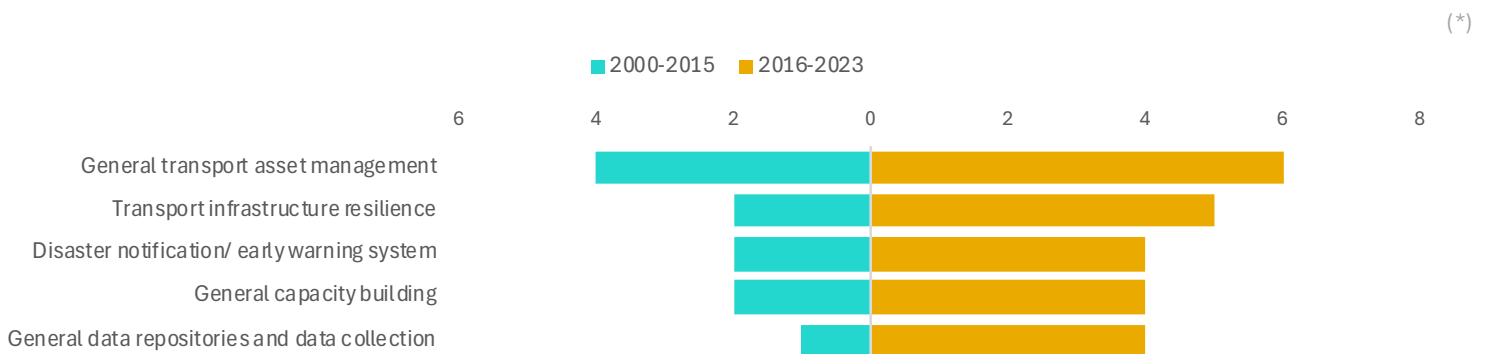
Number of climate change mitigation vs. climate change adaptation policy measures



Climate change mitigation top 10 typology, number of policy measures



Climate change adaptation top 5 typology, number of policy measures



XII. Direct GHG Targets

This table contains transport-relevant (e.g. economy-wide; sector-specific) GHG emissions targets as explicitly mentioned in the policy documents of Papua New Guinea

Document	Year published	Target	Target year
Economy-wide emissions			
Vision 2050	2021	Reduce greenhouse emission by 90 percent to 1990 levels;	2050
Net zero, carbon neutrality, and other long-term climate action			
Updated NDC	2020	The policy outlines the government's commitment, to be 50 percent carbon neutral by 2030, and be entirely carbon neutral by 2050	2030
Updated NDC	2020	The policy outlines the government's commitment, to be 50 percent carbon neutral by 2030, and be entirely carbon neutral by 2050	2050
EV Policy Draft for PNG	2022	In 2020, PNG submitted Enhanced Nationally Determined Contributions (NDC) which aligns with the PNG Vision 2050 which clearly establishes overall goal of achieving carbon neutrality of at least 50% by 2030 and 100% carbon neutrality by 2050	2030
EV Policy Draft for PNG	2022	In 2020, PNG submitted Enhanced Nationally Determined Contributions (NDC) which aligns with the PNG Vision 2050 which clearly establishes overall goal of achieving carbon neutrality of at least 50% by 2030 and 100% carbon neutrality by 2050	2050
Papua New Guinea State Action Plan	2023	In consideration of the achievements so far, the SAP sets a goal for reducing CO2 emissions from international aviation activities to contribute to global efforts in line with ICAO Member States agreed global aspirational goals for the international aviation sector. This includes a 2 per cent annual fuel efficiency improvement through to 2050 and carbon-neutral growth from 2020 onwards, and a Long Term Global Aspirational Goal (LTAG) of net-zero carbon emissions by 2050.	2050
Transport GHG emission			

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Papua New Guinea which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
Disaster notification/ early warning system			
Updated NDC	2020	6 million people (70% of the population) benefit from improved early warning systems/information to respond to extreme climate events	2030
Renewable energy			
Updated NDC	2020	Increasing levels of renewables in the energy mix for on-grid connection – through increasing the share of installed capacity of renewable energy from 30 percent in 2015 to 78 percent in 2030.	2030
Voluntary National Review 2020	2020	Promoting the target of 100 percent electricity usage from renewable energy sources by 2050	2050
Second Biennial Update Report	2022	Enhance levels of renewables in the energy mix from 30% in 2015 to 78% by 2030 for on-grid connection (non-GHG quantitative target);	2030
Development Strategic Plan 2010-2030	2010	By 2030 around 25 per cent of PNG’s electricity needs will be generated from these renewable sources.	2030
EV Policy Draft for PNG	2022	To address the increase in emission, the country aims to improve the energy mix by increasing the share of renewables from the 30% recorded in 2015 to 78% by 2030. Existing programs and measures are projected to increase the share of renewables to 65% by 2030. With additional funding support, it would even be possible to achieve 78% target as indicated in the 2020 NDC.	2030
Transport infrastructure resilience			
Updated NDC	2020	US\$1.2b (PGK 4.2b) value of transport (air, sea, and land) infrastructure and assets built/rehabilitated according to climate-resilient codes and standards.	2030
Second Biennial Update Report	2022	USD 1.3 billion value of transport (air, sea, and land) infrastructure and assets built/ rehabilitated according to climate-resilient codes and standards;	2030
EV charging infrastructure			
EV Policy Draft for PNG	2022	Battery swapping for low-voltage mobility use is available on a commercial scale in the marketplace.	2030
EV Policy Draft for PNG	2022	90% of grid-supplied charging of mainstream EVs is provided through managed-charging systems.	2050
EV manufacturing			
EV Policy Draft for PNG	2022	Ten different models of manufacturer supported, mainstream EVs are available in the marketplace.	2030
General aviation improvements			
Development Strategic Plan 2010-2030	2010	Up to 50 airstrips will be rehabilitated according to their economic viability, taking into account alternative options for access provided by improving road and water transport.	2030
Development Strategic Plan 2010-2030	2010	10 airports upgraded for larger jets	2030
Development Strategic Plan 2010-2030	2010	Safety standards at 100% of PNG’s regional airports do not meet international certification standards.	2030
General e-mobility			

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Papua New Guinea which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
EV Policy Draft for PNG	2022	Services provided by EVs are an integral and significant component of transport within the region and include single-person electrically assisted mobility options through to electric trucks, buses, and boats.	2050
EV Policy Draft for PNG	2022	There is good public awareness of EVs	2030
EV Policy Draft for PNG	2022	Additional buses are expected to be purchased for the Port Moresby public transport fleet in the period of 2022 to 2027. Given the small size of fleet operated by the National Capital District Commission (NCDC), the PNG national government should commit to providing appropriate incentives and other support necessary to ensure that fully electric buses constitute at least 50% of all new buses (i.e., for all public transport vehicles with 15 seats or more) procured for the city fleet.	2027
EV Policy Draft for PNG	2022	: 15% of all new vehicle registrations to be electric vehicles by 2030, resulting in reduced emissions from transport sector	2030
General inland waterways (IWT) improvement			
Development Strategic Plan 2010-2030	2010	Triple capacity Triple number of routes serviced and number of vessels, and upgrade ports	2030
General shipping improvement			
Development Strategic Plan 2010-2030	2010	1 day handling times at PNG's two principal ports , Port Moresby and Lae	2030
Development Strategic Plan 2010-2030	2010	Triple number of routes serviced and number of vessels, and upgrade ports	2030
General transport asset management			
Development Strategic Plan 2010-2030	2010	Maintain 100% of roads	2030
National Roads Network Strategy 2036	2018	All sealed/unsealed priority non-core and core roads in fair to good condition are provided routine and periodic maintenance. Twenty percent of sealed and unsealed roads in fair and good condition are resealed/regraveled annually All sealed priority non-core roads in poor condition are in fair or good condition by 2028 All unsealed priority non-core roads in poor condition are in fair or good condition by 2028 All core and priority non-core sealed roads will be in fair or good condition by 2028 All core and priority non-core unsealed roads will be in fair or good condition by 2028 All routine maintenance costs for non-priority roads are included in phase 2 budget requirements	2028
National Roads Network Strategy 2036	2018	All sealed non-priority roads in poor condition are brought to fair or good condition by 2037 All unsealed non-priority roads in poor condition are brought to fair or good condition by 2037 All routine and periodic maintenance costs for the core and priority non-core roads are included in the phase 3 budget requirement All NRN sealed roads will be in fair or good condition by 2037 All NRN unsealed roads will be in fair or good condition by 2037	2037
Port infrastructure improvements			
Development Strategic Plan 2010-2030	2010	Triple capacity Triple number of routes serviced and number of vessels, and upgrade ports	2030
Road infrastructure expansion			

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Papua New Guinea which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
Vision 2050	2021	Increase the national road network from the current 25,000 km ⁸ to complete road networks throughout Papua New Guinea	2050
Development Strategic Plan 2010-2030	2010	Triple road network A comprehensive program of rehabilitation and construction is advocated that will expand PNG's national road network that is in good condition to 25,000 kilometres by 2030	2030
Medium Term Development Plan IV 2023-2027	2023	It will involve improving all Provincial and District roads, and construct 2,500km of new roads to the existing National road network by 2027. It identifies 14 major Corridors of which seven are prioritised in the MTDP IV: Trans-Island Corridor, Southern Corridor, Momase Corridor, Gulf-Southern Highlands Corridor, New Britain Corridor, Highlands Corridor and the Baiyer-Madang Corridor.	2027
Medium Term Development Plan IV 2023-2027	2023	The objective of the Connect PNG Road Program is to achieve 100% National road connectivity by 2040.	2040
National Transport Strategy	2013	Increase the national road network from the current 25,000 km to complete road networks throughout Papua New Guinea	2050
Smart charging			
EV Policy Draft for PNG	2022	50% of all four-wheeled EVs are charged through devices that are managed-charging enabled.	2030

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Papua New Guinea

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Biofuels							
Updated NDC	2020	Encourage sustainable substitution of fossil fuels with biofuels;	x				
Second Biennial Update Report	2022	Encourage sustainable substitution of fossil fuels with biofuels;	x				
Development Strategic Plan 2010-2030	2010	In addition, biofuels will be developed as a renewable energy alternative to fossil fuels for transport.	x				
National Energy Policy 2016-2020	2016	Promote the introduction of renewable fuels (biofuels) for use in the transport and power generation sector. Pilot a 10% ethanol-gasoline (E-10 Mandate) blend in Government vehicles and in public transport vehicles. .Pilot 1% biodiesel blend in Government vehicles and in different blending ratios for use as hybrid fuel at isolated power generation plants. The introduction of fuel-efficient transport and engines that are able to operate on bio-fuels from sustainable sources.	x				
National Transport Strategy	2013	Encourage sustainable substitution of fossil fuels with biofuels DOT to develop proposals for limiting the carbon emissions from the vehicle fleet and introduction of biofuels in conjunction with the OCCD	x				
Development density or intensiveness							
Updated NDC	2020	Reduce vehicle-miles through more compact development patterns;	x				
Second Biennial Update Report	2022	Reduce vehicle-miles through more compact development patterns;	x				
Development of climate change/ low carbon plan/ policy							
Papua New Guinea First NDC (Archived)	2016	In May 2015 the PNG Government passed the Climate Change Bill to become the first nation in the Pacific region to implement a law that will, among other things, minimise the effects of climate change as a result of infrastructural development.					
Second National Communication	2014	Developed a Climate-Compatible Development Strategy (CCDS)					
Development of e-mobility transport plan/policy							
Updated NDC	2020	E-Mobility Policy for PNG	x				
Development of national development plan/ policy							
Papua New Guinea First NDC (Archived)	2016	In October 2009, the Government launched a 40 year development strategy: PNG Vision 2050. The intention is to transform the nation's mind-set and attitude and align the people, institutions and systems into educated, healthy and prosperous society.					
Development of public transport plan/ policy							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Updated NDC	2020	Draft Green Transport Action Plan	x		x	x	
Development of shipping/ maritime/ inland water transport (IWT) plan/ policy							
Updated NDC	2020	Incorporate climate change adaptation goals into National Ports policies and support policy implementation			x		
Fuel quality							
Updated NDC	2020	Establish low carbon fuel standards;	x				
Second Biennial Update Report	2022	Establish low carbon fuel standards;	x				
National Energy Policy 2016-2020	2016	Adoption of low sulphur fuels and clean vehicles programs within the timelines agreed by Ministers at the Better Air Quality Regional Policies and Strategies Fossil Fuels EHS Concerns.	x				
General aviation improvements							
Updated NDC	2020	By 2030, US\$90m (PGK 320m) value of 16 airports rehabilitated to international and climate resilient standards. Design and/or manage -the re-habilitation of airports to inter-national and climate resilient standards in partnership with development partners				x	
Voluntary National Review 2020	2020	The Civil Aviation Development Investment Program is a multiyear program to improve gaps in the air transport system of the country for runways, terminals, air navigational surveillance systems and is proven beneficial for the transport sector and country.				x	
Vision 2050	2021	Develop and seal all airstrips throughout the country;				x	
National Adaptation Plan	2023	Design and/or manage the rehabilitation of airports to international and climate resilient standards.				x	
Papua New Guinea State Action Plan	2023	Conversion of airport infrastructure and ground support equipment to solar and minimize use of diesel-generated power				x	
Medium Term Development Plan IV 2023-2027	2023	The Connect PNG Air Transport Program will construct, rehabilitate, expand and elevate current National airports and rural airstrips to enhance safety, travel time, and affordability. Selected National airports will be improved to accommodate larger aircrafts. Rural airstrips will be upgraded and maintained to allow regular flights. i) upgrading 5 regional airports, including Jacksons Airport, to take international flights; ii) upgrade and capacitate at least 5 airports to take Fokker 100 or its equivalent; iii) ensure that all National airports comply with National Civil Aviation Regulation and International Civil Aviation Organization (ICAO) Standards and Recommended Practices; iv) upgrade and certify the 22 National airports; v) increase the number of international airlines accessing PNG airspace; and vi) upgrade and operationalise at least 500 rural airstrips.				x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Strategy	2013	Develop and seal all airstrips throughout the country NAC airports to be brought up to safety certification standard by 2015 Other publicly owned airports to be brought up to a certifiable safe standard by 2020 Air operators to set up and maintain Safety Management Systems to ensure compliance with civil aviation rules, overseen by CASA Director of Civil Aviation and CASA to rigorously implement and monitor legal safety requirements NASP to guide improvements in aviation security, including airport and air operator security Government to agree a security compliance action plan with ICAO CASA to be the coordinating agency for aviation security, liaising with other authorities Government will harmonize its aviation security practices with neighbouring states NAC to include airport noise control in airport master plans and to liaise with urban planning agencies to mutually ensure that airport expansion is not limited by urban development				x	
General data repositories and data collection							
Updated NDC	2020	Monitor vehicle fleet-weighted fuel and CO2 efficiency;	x				
Second Biennial Update Report	2022	Monitor vehicle fleet-weighted fuel and CO2 efficiency;	x				
EV Policy Draft for PNG	2022	Vehicle-specific data such as the emission class, engine and fuel type, year of first registration etc. shall be collected to enhance existing policies and to measure the GHG emission reductions achieved through mitigation measures such as the deployment of EVs.	x				
Road Traffic Authority Corporate Plan 2017-2019	2017	Vehicle registration system with central database Driver licensing system with central database Passenger and goods transport licensing system with central database System of training and testing for drivers Vehicle inspection system with central database (Automated Inspection systems) Agreement for data sharing, collaboration and enforcement activities in place					
National Transport Strategy	2013	Develop Safety Management Systems (SMS) in each mode Collection, analysis and publication of statistical data	x		x	x	
General e-mobility							
Updated NDC	2020	Encourage the introduction of hybrid and electric vehicles , Electrified bus rapid transit systems in urban centers and climate-resilient supporting infrastructure, Implementation of pilot projects in Port Moresby and Lae	x				x
Second Biennial Update Report	2022	Encourage the introduction of hybrid and electric vehicles	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
EV Policy Draft for PNG	2022	. To establish the feasibility for large-scale adoption of electric passenger four wheelers, all new vehicles procured by the government will be electric, unless no suitable EV models exist. The government demonstrates leadership by transitioning its entire fleet to electric. All leased/hired cars used for commutes of PNG Government officials shall be transitioned to electric by the end of the validity period of this policy. In the year 2023, the PNG national government, with financial support from international donors, will purchase 5 electric buses for a pilot project in Port Moresby. The buses will be operated by NCDC. At least three slow chargers will be installed at the bus depot for overnight charging of the buses. EV batteries typically need to be replaced once they have degraded to operating at 80% of their capacities. Batteries that have reached their end of automotive life must either be reused in other settings or recycled, as a lack of adequate reuse or recycling can carry a high environmental cost. Not only can discarded EV batteries generate toxic gases if damaged during disposal, but EV batteries contain valuable core materials such as lithium and cobalt.	x				x
General public transport							
Updated NDC	2020	By 2030, US\$20m (PGK 6m) value of low-emissions public transport services and infrastructure in urban centers in PNG	x				x
National Energy Policy 2016-2020	2016	Promote policy and regulatory framework for greater use of appropriate, cost effective and energy efficient modes of transportation including public transport . Promote mass transportation of passengers and cargo so as to encourage economies of scale and the attendant fuel efficiency The Government shall ensure dissemination of standards, provide public sensitization on dangers of vehicle emissions and promote choice towards clean fuels and vehicles, public transport and non-motorized transport.	x				
EV Policy Draft for PNG	2022	In the year 2023, the PNG national government, with financial support from international donors, will purchase 5 electric buses for a pilot project in Port Moresby. The buses will be operated by NCDC. At least three slow chargers will be installed at the bus depot for overnight charging of the buses.	x				x
General shipping improvement							
Updated NDC	2020	By 2030, US\$85m (PGK 302m) value of 4 wharves rehabilitated according to climate resilient codes. Design and/or management of the 4 wharves in partnership with development of the 4 wharves in - ment partners			x		

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Strategy	2013	increase the number of jetties and wharfs in all maritime provinces, and reintroduce government work boats Consider relocation of port facilities and inland freight terminals in selected cases Cabotage - There will be stricter conditions and limits on permits for international shipping to carry coastal cargo (cabotage) to avoid damage to the PNG flagged coasting trade and its associated onshore industries A fee-based system will be introduced for cabotage privileges to be applied to developing the PNG domestic shipping industry and potentially to CSO services to small ports Price Control - Price control on coastal shipping freight rates will be removed but operators will be required to structure their charges to transparently reflect actual costs. ICCC will periodically monitor freight rates through case studies			X		
Transport infrastructure resilience							
Updated NDC	2020	National roads built to climate resilient codes and standards Bridges and culverts built to climate resilient codes and standards	X				
National disaster risk reduction framework 2017-2030	2017	Promote the resilience of new and existing critical services and infrastructure, including water, power, food security, transportation and telecommunications, educational and health facilities, including hospitals and schools to ensure that they remain operational during and after disasters provide life-saving and essential services;	X		X	X	
Development Strategic Plan 2010-2030	2010	implement and enforce building standards for the construction of infrastructure in disaster prone areas	X		X	X	
Medium Term Development Plan IV 2023-2027	2023	PNG is committed to focus on four development sectors of the nine priority areas of adaptation which include Health, Infrastructure, Agriculture and Transport. Ongoing adaptation measures will be incorporated in these sectors' programs and projects development to ensure climate change losses are mitigated.	X		X	X	
National Transport Strategy	2013	NAC to coordinate with other agencies to ensure climate change adaptation is included in airport upgrading				X	
Vehicle efficiency standards							
Updated NDC	2020	Encourage the introduction of fuel-efficient transport equipment;	X				
Second Biennial Update Report	2022	Encourage the introduction of fuel-efficient transport equipment;	X				
National Energy Policy 2016-2020	2016	The introduction of fuel-efficient transport and engines that are able to operate on bio-fuels from sustainable sources. Develop and enforce standards for fuel economy through speed limits, efficiency of motor vehicle engines as well as adopting good driving and maintenance practices.	X				
National Transport Strategy	2013	Encourage the introduction of fuel-efficient transport equipment DOT to develop proposals for limiting the carbon emissions from the vehicle fleet and introduction of biofuels in conjunction with the OCCD	X				

Vehicle scrappage scheme

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Updated NDC	2020	Eliminate high emission vehicles;	x				
Second Biennial Update Report	2022	Eliminate high emission vehicles;	x				
EV Policy Draft for PNG	2022	Scrapping of both ICE and EVs must be mandated through an appropriate regulation/guideline. ICE freight/passenger transport vehicles over a certain age can cause significant pollution. Scrapping these vehicles will potentially create demand for electric vehicles in the market. Purchasers of EVs (i.e., vehicles eligible for the Purchase Incentive) will be eligible for a Scrapping Incentive for scrapping and de-registering old ICE freight/passenger transport vehicles registered in PNG. Up to PNG Kina 1,000 for the first 1,000 vehicles shall be reimbursed by the PNG National Government to the purchasers of EVs, subject to evidence of confirmation of scrapping and de-registration of an ICE vehicle. The definition of an old vehicle eligible for scrapping will be defined by the Department of Transport. A scrapping policy will be applicable to cars whose first registration was in 2007 or beforehand. Up to PNG Kina 1,000 for the first 1,000 vehicles shall be reimbursed by the PNG National Government to purchasers of electric cars who can provide evidence of the scrapping of an ICE vehicle.	x				
Accreditation of vehicle inspection centers							
Road Traffic Authority Corporate Plan 2017-2019	2017	Additional inspection stations and testing officers authorised and approved	x				
Active transport infrastructure expansion							
National Energy Policy 2016-2020	2016	Introduce proper public walkways in metropolitan areas and encourage the use of bicycles, motorcycle, scooters and other energy efficient transport systems and designs.	x				
Air traffic management							
Papua New Guinea State Action Plan	2023	More efficient ATM planning, ground operations, terminal operations (departure and arrivals), en-route operations, airspace design and usage, aircraft air navigation capabilities National weather service improvement of weather services/forecast conditions in Port Moresby FIR				x	x
Medium Term Development Plan IV 2023-2027	2023	Fully upgrade all Air Traffic Control Systems throughout the 22 National Airports to modern facilities, including the upgraded District Airstrips				x	
Aircraft fleet renovation							
Papua New Guinea State Action Plan	2023	The Airline is introducing B737 technology with winglets				x	
Climate-resilient design standards							
National Adaptation Plan	2023	Develop climateresilient codes and standards for the construction/rehabilitation of buildings and transport and utility infrastructure	x				

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Papua New Guinea

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Strategy	2013	Transport infrastructure agencies will review and adjust design code provisions for climate change adaptation including for sea level rise and increased rainfall intensity and duration PNG Ports to coordinate standards for environmental assessment and control of coastal engineering works, including for climate change adaptation.	x				
Convention on Road Traffic 1949							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
Coordinate planning across government agencies							
National Transport Strategy	2013	The Government will encourage provinces in this situation to enter into management agreements with the transport sector agencies on a fee-forservice basis to act on behalf of the provinces as asset managers for provincial roads, ports and airports.	x		x	x	
Data modelling improvements							
National Transport Strategy	2013	Monitor vehicle fleetweighted fuel and CO2 efficiency	x				
Define roles and accountabilities across agencies							
EV Policy Draft for PNG	2022	The Department of Transport, PNG, shall be the nodal department for the implementation of this National EV Policy.	x				
National Transport Strategy	2013	The Government transport agencies will generally not directly participate, through use of their own resources, in transport infrastructure construction, maintenance or in the provision of transport services. Exceptions will be made in specific situations where private sector capacity does not exist and cannot reasonably be developed. Where there is a shortage of private sector supply of transport services, such as on thin routes and remote areas, the community services obligation (CSO) mechanisms will be used to fill gaps, where this can be done at acceptable cost Over the period of the NTS, the more important provincial roads, ports and airports will be declared as national assets and become the funding and maintenance responsibility of the Government transport agencies. Declaration of transport infrastructure as national assets will recognise the technical and financial capacity of each province to maintain and develop its transport network and will aim to better align technical capacity and funding availability between national and provincial level in each transport mode. This policy will also be contingent on the development of user charges funding at national level and the progressive transfer of the core national road network to the NRA. The provinces and MVIL will act as collection agents for vehicle-based annual charges under the road user charges provisions of the National Roads Authority Act. Better coordination of safety functions through reorganisation of responsibilities	x		x	x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Design standards for sidewalks and bicycle paths							
Global Status Report on Road Safety 2018	2018	Partial	X				
Development of aviation plan/policy							
Papua New Guinea State Action Plan	2023	PNG also adheres to ICAO's call to its Member States during its 41st Assembly (2022) to submit voluntary SAPs to communicate on the progress towards the environmental goals set by ICAO and, where appropriate, request assistance in implementing these plans. Transposition of ANNEX 16 VOLUME IV into a national regulation framing the offsetting under CORSIA				X	
National Transport Strategy	2013	PNG will harmonize civil aviation laws, rules, standards and practices with international best practice and with other regional countries with which it shares air traffic routes				X	
Development of other transport-related plan/policy							
Vision 2050	2021	Ensure that there is inter-provincial and cross-boundary economic corridor planning;	X		X	X	
Medium Term Development Plan IV 2023-2027	2023	Develop the Connect PNG policy to broaden the concept to make it inclusive of all other infrastructure developments. Review and align the MTTP2 to capture the development of a national railway network, including appropriate legislative frameworks	X	X	X	X	
Development of transport adaptation/ emergency/ disaster plan/ policy							
National disaster risk reduction framework 2017-2030	2017	Prepare or review and periodically update disaster preparedness and contingency policies, plans and programmes with the involvement of the relevant institutions					
Development of transport asset management plan/policy							
National Adaptation Plan	2023	Develop an asset at risk inventory and management plans.	X		X	X	
Department of Works Corporate Strategic Plan	2015	Implementing a comprehensive approach to long and short term planning in respect to road network, service delivery, corporate management and support for provinces, districts and local level governments to deliver technical infrastructure projects. Developing the Department's workforce, including upgrading formal qualifications for at least five staff members each year, to degree or masters level, along with a structured training plan for departmental staff which addresses immediate skill and knowledge requirements to deliver the Corporate Strategic Plan;	X		X	X	
Disaster notification/ early warning system							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National disaster risk reduction framework 2017-2030	2017	Strengthen multi-hazard, multi-sectoral forecasting and early warning systems tailored to the needs of users;					
Vision 2050	2021	Provide 100 percent of weather and natural disaster monitoring systems in all provinces					
Development Strategic Plan 2010-2030	2010	improve the capacity of monitoring and evaluation mechanisms to predict geophysical threats in order to raise the scope for early warning;					
Medium Term Development Plan IV 2023-2027	2023	Integrated Early Warning System					
National Transport Strategy	2013	National Weather Service (NWS) will develop a network of land and sea-based automatic weather stations to advise the transport infrastructure agencies on rainfall intensity/duration monitoring and projections	x		x	x	
Ecodriving							
National Energy Policy 2016-2020	2016	Develop and enforce standards for fuel economy through speed limits, efficiency of motor vehicle engines as well as adopting good driving and maintenance practices.	x				
Electric vehicle readiness requirements for new or refurbished buildings							
EV Policy Draft for PNG	2022	Changes in building regulations shall be made to ensure all new home and workplace parking is 'EV ready' (i.e., adequate space allocation with conduits and power supply infrastructure in place for EV chargers). Additionally, buildings will need to be able to accommodate additional power load, equivalent to the power required for all charging points to be operated safely and simultaneously. The Ministry of Works has announced in 2022 that it has started the process of reviewing the existing Building Act 1971 and the Building Regulations 1994 and will establish new building standards and codes in line with environmental requirements.	x				
Employment in transport, communication, and storage							
EV Policy Draft for PNG	2022	New jobs for all genders can be created due to increased EV adoption – e.g., charging station operators and EV service mechanics. Port Moresby shall aspire to become a hub for the provision of training related to jobs in the EV eco-system. Courses shall be designed to train EV drivers (new drivers), mechanics and charging station staff in partnership with original equipment manufacturers (OEMs) and private players. These courses shall be delivered through the Skill Centres set up by PNG Government in existing training centres like POMTECH that already have an automotive department.	x				x
Energy efficient vehicle purchase incentives							
National Energy Policy 2016-2020	2016	Provide incentives for acquisition of fuel efficient technologies in motor vehicles	x				

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Papua New Guinea

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
EV charging infrastructure							
EV Policy Draft for PNG	2022	All existing residential and commercial building owners shall be encouraged to install private charging points on their premises. These charging points should provide options for external vehicles to visit for charging. The PNG Power Limited shall provide a grant for the purchase of charging equipment up to PNG Kina 1,000 per charging point for the first 100 charging points. Charging standards applicable in PNG will be defined and adopted by National Institute of Standards and Industrial Technology (NISIT) and include standards for DC and AC chargers, equipment, connectors, and associated electronics. Customers of PPL will request charging installations on their premises. The utility company shall install chargers at their customers’ premises as requested and recover additional installation related charges as applicable and approved by the electricity regulatory body (NEA/ICCC) through their electricity bills. . Providing accessible public charging facilities within 5 km by road from anywhere in Port Moresby and other urban areas is a key objective of this policy. As several stakeholders involved in the implementation of public charging infrastructure within Port Moresby, the EV committee formed at the city level should address these issues Private entities should be invited through a formal bidding process to establish and operate charging stations across Port Moresby and other urban areas in PNG. Land prices are typically high, so if charging locations can be provided at reduced rental rates or on government land for no cost, this can boost the adoption of EVs. These locations shall be spaces in existing government offices, hospitals, shopping areas, schools etc. keeping in mind the required safety standards. A list of locations for deploying charging stations shall be identified by the EV committee within six months of issuance of the policy. User charging costs for all public charging stations will be standardised and published by the competent authorities (NEA/ICCC/PPL). Costs will be based on type of charger (fast/slow); and charged per session; per kWh; per hour and according to the Tariff Schedule (3.10.).	x				x
Fiscal incentives for EVs and components							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
EV Policy Draft for PNG	2022	The Government shall provide additional grants of PNG Kina 1,000 to operators of charging stations that use renewable energy sources, for the first 100 installations. Fiscal measures: Import duties, road tax, registration fees and other related vehicle fees shall be waived for all EVs, charging stations, batteries, and spare parts. 3.2 The purchase/demand incentives offered under the policy (i.e., Purchase and Scrapping Incentives) for all EVs shall be paid out directly to the registered owners by the Department of Transport, PNG, based on claims made by individual buyers after the purchase of the vehicle. 3.3 Low interest/interest subvention schemes will be explored by the Department of Transport to be offered by National banks in PNG for application to credit for the purchase of EVs. 3.4 All electric vehicles registered shall be issued a green number plate by the Road Transport Authority (RTA), Department of Transport. Individuals and fleet owners shall be encouraged to purchase EVs for freight and for employee transportation services for different companies in PNG, through the provision of a purchase incentive of PNG Kina 2,000 each for the first 500 vehicles to be registered in PNG after the issuance of this policy. ICE freight/passenger transport vehicles over a certain age can cause significant pollution. Scrapping these vehicles will potentially create demand for electric vehicles in the market. Purchasers of EVs (i.e., vehicles eligible for the Purchase Incentive) will be eligible for a Scrapping Incentive for scrapping and de-registering old ICE freight/passenger transport vehicles registered in PNG. Up to PNG Kina 1,000 for the first 1,000 vehicles shall be reimbursed by the PNG National Government to the purchasers of EVs, subject to evidence of confirmation of scrapping and de-registration of an ICE vehicle. The definition of an old vehicle eligible for scrapping will be defined by the Department of Transport. A Purchase Incentive of PNG Kina 100 per kWh of battery capacity shall be provided per electric four-wheeler (subject to a maximum incentive of PNG Kina 2,000 per vehicle) to the owners of the first 500 e-cars to be registered in PNG after the issuance of this policy. The incentives shall be applicable only to electric four-wheelers with lithium-ion batteries. A scrapping policy will be applicable to cars whose first registration was in 2007 or beforehand. Up to PNG Kina 1,000 for the first 1,000 vehicles shall be reimbursed by the PNG National Government to purchasers of electric cars who can provide evidence of the scrapping of an ICE vehicle.	x				
Freight transport shifting to rail or inland waterways (IWT)							
National Energy Policy 2016-2020	2016	Papua New Guinea's State Owned Entities shall maximise the utilisation of available transport modes and do the feasibility of Rail Transport for transportation of coal products.		x			
General active mobility							

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Papua New Guinea

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Energy Policy 2016-2020	2016	Introduce proper public walkways in metropolitan areas and encourage the use of bicycles, motorcycle, scooters and other energy efficient transport systems and designs. The Government shall ensure dissemination of standards, provide public sensitization on dangers of vehicle emissions and promote choice towards clean fuels and vehicles, public transport and non-motorized transport.	x				
General adaptation measures							
Vision 2050	2021	Assist the majority of Papua New Guineans to become resilient to natural and human disasters and environmental changes;					
General capacity building							
Voluntary National Review 2020	2020	The Transport Sector Support Program, a GoPNG/ Government of Australia partnership program to improve road maintenance and institutional strengthening of capacity within Department of Works and Department of Transport.	x				
Medium Term Development Plan IV 2023-2027	2023	Elevate Madang Maritime College to a National Maritime University to cater for the increasing tertiary education demand			x		
Road Traffic Authority Corporate Plan 2017-2019	2017	Train all staff	x		x	x	
Department of Works Corporate Strategic Plan	2015	Developing the Department's workforce, including upgrading formal qualifications for at least five staff members each year, to degree or masters level, along with a structured training plan for departmental staff which addresses immediate skill and knowledge requirements to deliver the Corporate Strategic Plan;	x		x	x	
National Transport Strategy	2013	The Government will actively assist the development of PNG national firms and individuals to increase their participation in the transport sector. The NTS will actively encourage women's participation throughout the transport sector through skills development programmes, targets and monitoring Establish a "Capacity Building Taskforce" under TSCMIC auspices to build capacity focussing on human resource development Carry out a status review of technical education, training and professional qualifications and supply/demand outlook Coordinate with wider Government development initiatives for the education and training sector Develop an education and training strategy and plan focused on the skills, qualifications and experience required by the sector	x		x	x	

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Papua New Guinea

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
EV Policy Draft for PNG	2022	New jobs for all genders can be created due to increased EV adoption – e.g., charging station operators and EV service mechanics. Port Moresby shall aspire to become a hub for the provision of training related to jobs in the EV eco-system. Courses shall be designed to train EV drivers (new drivers), mechanics and charging station staff in partnership with original equipment manufacturers (OEMs) and private players. These courses shall be delivered through the Skill Centres set up by PNG Government in existing training centres like POMTECH that already have an automotive department. The Skill Centres shall also offer short re-training courses for ICE vehicle mechanics who would like to be trained in repairing and servicing EVs. Private sector partners, i.e., auto OEMs, retail partners and other private players shall be allowed to conduct their own staff training. The Department of Transport and the National EV Unit shall design and implement an intensive public outreach and communications campaign focused on creating awareness regarding the benefits of adopting electric vehicles and key elements of the policy.	x		x	x	
General economic instruments							
National Transport Strategy	2013	The Government will, over time, reduce the proportion of transport infrastructure and services costs that it funds directly through Budget appropriation in favour of transport user charges	x		x	x	
General education and behavior change							
National Energy Policy 2016-2020	2016	The Government shall ensure dissemination of standards, provide public sensitization on dangers of vehicle emissions and promote choice towards clean fuels and vehicles, public transport and non-motorized transport.	x				
Road Traffic Authority Corporate Plan 2017-2019	2017	Public awareness and education on new road traffic laws completed.	x				
General freight and logistics improvements							
National Energy Policy 2016-2020	2016	. Promote mass transportation of passengers and cargo so as to encourage economies of scale and the attendant fuel efficiency	x				
National Strategy for Responsible Sustainable Development	2014	Open and competitive markets; avoid trade restrictions: The promotion of a supportive and open international economic system that would lead to economic growth and sustainable development is imperative. PNG should invest in trade policy measures for environmental purposes that do not possess arbitrary or unjustifiable discrimination or a disguised restriction on international trade. This is consistent with Principle 12 of Rio + Declaration.					
General infrastructure improvements							
Vision 2050	2021	Improve Papua New Guinea's access to services and basic infrastructure;	x		x	x	

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National Transport Strategy	2013	provide transport connectivity for 95% or more of the land planned for smallholder or large scale agricultural development, subject to economic feasibility and environmental and social safeguards; Practice guidelines and procedures will be tailored to each transport mode to safeguard the natural and built environment and to minimise social and environmental impacts to people and communities	x		x	x	
National Roads Network Strategy 2036	2018	Provide the Core Roads with the appropriate signage, traffic calming measures and lane markings for safe operations	x				
General innovations and digitalization							
EV Policy Draft for PNG	2022	An open source, publicly owned database/mobile application shall be developed by Department of Transport, PNG, offering historical and real-time information on public charging infrastructure i.e., kWh, session length, vehicle type if applicable, number of charging events, location (latitude, longitude) of the charger, number of chargers at site, site classification, payment amount, pay structure (by hour, or by kWh, or by session), as well as payment rate. The private entities shall have to provide data to this public database.	x				
General international conventions							
National Transport Strategy	2013	Through NMSA/NMA, PNG will endeavour to come into full compliance with the IMO conventions to which it is signatory and will accede to future conventions as appropriate			x		
General land use							
National disaster risk reduction framework 2017-2030	2017	Develop guidance for disaster recovery and reconstruction, such as on land-use planning and structural standards improvement, including incorporating lessons from previous experiences;					
General transport asset management							
Voluntary National Review 2020	2020	The World Bank ongoing road maintenance and rehabilitation of core road network in the Highlands with the Export-Import Bank of China.	x				
Development Strategic Plan 2010-2030	2010	National Government expenditure on upgrading, including re-routing, and on rehabilitation will be directed to the following 16 priority roads (Table4.1)	x				
National Adaptation Plan	2023	in transport “US1.2 billion (PGK 4.2 billion) value of transport (air,sea, and land) infrastructure and assets built/rehabilitated according to climate-resilient codes and standards” Build/rehabilitate urban and coastal infrastructure according to climate resilient codes and standards for increased resilience of physical assets, communities and livelihoods	x				x

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Medium Term Development Plan IV 2023-2027	2023	The Government will develop, rehabilitate and/or maintain 500km of National roads and highways, 4,000km of provincial and district roads, 400km of roads under the 20-year Connect PNG program, 10 national bridges, 60 rural bridges, and 2 railways. DoWH, Department of Transport, Provinces and Districts are entrusted to take the lead and ensure greater coordination to achieve these targets. Rehabilitate and maintain the National Road Network (NRN) including bridges Under this plan, 75% of National roads are envisaged to be in good condition, and 4 economic corridor roads and 10 of the 16 missing link roads will be constructed.	X	X			
Department of Works Corporate Strategic Plan	2015	Implementing a structured maintenance program to ensure the current 4000km of national roads in good condition do not deteriorate; Implementing a program to upgrade and seal another 1000km of national roads to good condition; Undertaking emergency restoration of the 800km Highlands Highway, whilst developing a long term plan to reduce road failure; Upgrading Lae and Port Moresby city roads;	X				X
National Transport Strategy	2013	The Government will encourage provinces in this situation to enter into management agreements with the transport sector agencies on a fee-forservice basis to act on behalf of the provinces as asset managers for provincial roads, ports and airports.	X				
National Roads Network Strategy 2036	2018	Pursue the Maintenance First policy to ensure that maintainable road sections are in fair to good condition NRN road sections in fair to good condition without the core roads would be provided with minimum standard maintenance levels to be preserved in their current condition Prioritize the rehabilitation/reconstruction of Core Roads in poor condition economic viability measures. HDM 4 to generate the annual and rolling 5-year maintenance plans to a chieve the stated target	X				
General transport finance							
Voluntary National Review 2020	2020	Hence, the government will continue to invest more in rehabilitation, maintenance, reconstruction and upgrading programs on existing national road networks, connection of economically vital missing links, and design, reconstruction and upgrading old and aging rundown bridges.	X				
Voluntary National Review 2020	2020	The government has increased its investments in the last ten years on the rehabilitation of many national roads with 65 percent improved or upgraded in 2015 from 29 percent in 2010 where 45 percent is sealed.	X				
National Transport Strategy	2013	To finance the expansion and maintenance of a nation-wide network of roads, the Government will engage the private sector through the public private partnership scheme. Private financing of infrastructure through public private partnerships (PPPs) will be considered for new transport infrastructure on a case-by-case basis. Balanced investment between roads, ports and airports in relation to benefit-cost performance The overall funding directed to improving access for remote poor communities will be determined through the CSO funding policy	X		X	X	

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General transport institutional reform							
Vision 2050	2021	Ensure that the Department of Works takes full ownership of all road networks throughout Papua New Guinea;	x				
EV Policy Draft for PNG	2022	A National EV Unit shall be constituted by the Department of Transport as the apex body for effective implementation of the PNG Electric Vehicle Policy, 2022.	x				
Department of Works Corporate Strategic Plan	2015	Revitalising Plant and Transport Division as a critical delivery mechanism for maintenance of PNG’s rural roads;	x				
National Transport Strategy	2013	Ensure that the Department of Works takes full ownership of all road networks throughout Papua New Guinea. The transport SOEs and statutory authorities will be required, to the maximum extent possible, to operate on a fully commercial basis and with a minimum of price regulation provided that the CSO obligations of each SOE are explicitly recognised and are separately funded. An oversight working party will be formed from the public and private sector under CIMC and IPEPNG auspices to review and endorse proposed industry standards. There is a need for comprehensive reform of the agencies responsible for road traffic and transport. The respective roles of DOW and NRA will be more clearly defined and developed, together with their funding arrangements. Further reforms will be made in maritime transport to clearly separate commercial and regulatory roles. Coordinate with and assist provincial administrations, LLGs and communities to prepare and implement provincial transport plans and integrate with national level planning. Establish a Rural Infrastructure Development Division (RIDDD) to support the above. Establish a Shipping Franchise Unit within DOT RIDDD to service the CWTP. Coasting Trade Committee. The CTC will be reformed or replaced by a more widely representative Marine Industry Advisory Group (MIAG).	x		x	x	
Intermodality measures							
National Transport Strategy	2013	Planning to ensure basic access to transport by at least one most cost-effective mode. Port master planning to include provisions for improving efficiency of use of port land and rate of processing of cargo through the water/land interface. Inland terminals, port relocations and improved road links will be considered for the major ports as part of master planning to reduce urban congestion. Use of logistics companies who can integrate sea, port and land transport operations to manage the main port terminals will be considered.	x		x	x	x
Investment required for specific projects							

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Medium Term Development Plan IV 2023-2027	2023	A projected investment of K7.2 billion is needed to deliver the road infrastructure priorities by 2027. The investments will focus on the following programs under this DIP: i) Connect PNG Missing Link Roads; ii) Connect PNG National Highways; iii) Provincial Roads; iv) District Commodity Roads; v) National Railway/Tram Network; vi) National Bridges Constructions; and vii) National Bridges Rehabilitation and upgrade program. The Government plans to invest over K2.2 billion to deliver these infrastructure priorities by 2027. The investments will focus on the following programs under this DIP: i) National Airport Infrastructure Development Program; ii) International Airports Security Systems Upgrade Program; iii) Development of 5 Regional Airports (Nadzab, Tokua, Gurney, Kagamuga, Wewak) to cater for international and commodity airfreight flights; iv) Rural Airstrips Redevelopment Program; and v) National Weather Service Support Program. A projected investment of K714 million is needed to deliver these infrastructure priorities by 2027. The investments will focus on the following programs under this DIP: i) Construction of five National Wharves (Wewak, Vanimo, Kikori, Arafura Port and Manus); ii) Rehabilitation and upgrade of PNG's National Ports; iii) Rehabilitation of Jetties; iv) Support to National maritime navigational aids systems strengthening; v) Establishment of a national shipping service under PPP financing arrangements to service the 15 Maritime Provinces; and vi) Establishment of the Madang Maritime College to a National Maritime University.	x	x	x	x	
National Transport Strategy	2013	The total cost of constructing the missing links and economic corridor roads in the MTDP is estimated at K 27 billion	x				
National Roads Network Strategy 2036	2018	Estimated costs for implementing the maintenance first policy Table 6.1-2 Estimated cost of missing-link roads Table 6.1-4	x				

Involvement of subnational government for transport activities

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National Transport Strategy	2013	The National Transport Strategy supports the division of roles between national and provincial government as established by the Organic Law. Certain institutional, legislative and administrative changes are proposed to provide for the more efficient and effective discharge of responsibilities and administration of the transport sector between national, provincial and local levels. These include matters of sector funding, user charges and asset transfers described late in the NTS. Over the period of the NTS, the more important provincial roads, ports and airports will be declared as national assets and become the funding and maintenance responsibility of the Government transport agencies. Declaration of transport infrastructure as national assets will recognise the technical and financial capacity of each province to maintain and develop its transport network and will aim to better align technical capacity and funding availability between national and provincial level in each transport mode. This policy will also be contingent on the development of user charges funding at national level and the progressive transfer of the core national road network to the NRA.	x		x	x	
LPG/ CNG/ LNG							
National Energy Policy 2016-2020	2016	CNG technology shall be applied for transport starting with public transport initially on pilot basis in areas with supply of natural gas.	x				
National speed law							
Global Status Report on Road Safety 2018	2018	Yes	x				
Performance-based transport maintenance contracts							
Development Strategic Plan 2010-2030	2010	To this end, tenders and contracts for construction or repair will specify an obligation to maintain the road for a number of years and payments will be contingent on the road being maintained in good condition.	x				
Medium Term Development Plan IV 2023-2027	2023	Establish long-term maintenance program for the principal contractor to maintain the road for the next 5-10 years to keep it in good trafficable condition	x				
National Transport Strategy	2013	The Government is committed to the construction of quality roads that do not deteriorate quickly. To this end, tenders and contracts for construction or repair will specify an obligation to maintain the road for a number of years and payments will be contingent on the road being maintained in good condition. Contractors will then have the incentive to construct a good road from the outset, as they will have to maintain it later. Further, contracts for construction will be open to international road construction firms with an excellent proven record, as well as to domestic firms.	x				
Port infrastructure improvements							

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Voluntary National Review 2020	2020	In some coastal towns, several wharves and jetties are built to improve transportation under the programs by Ports PNG and National Fisheries Authority respectively.			x		
Vision 2050	2021	Increase the number of jetties and wharfs in all maritime provinces, and reintroduce government work boats;			x		
National Adaptation Plan	2023	Design and/or management of the 4 wharves in partnership with development partners.			x		
Medium Term Development Plan IV 2023-2027	2023	The Connect PNG Sea / Water Transport Program will construct or rehabilitate strategic Provincial and District ports, wharves and jetties. It specifically aims to upgrade the port facilities of Lae, Motukea, Aitape, Alotau, Buka, Daru, Kavieng, Kieta, Kimbe, Lorengau, Madang, Oro Bay, Rabaul, Vanimo and Wewak to commercial status with the focus on pilotage, surveillance, line handling, berthage and storage services and facilities. Other ports operated by private entities, including mining firms, will also be supported. The MTDP IV supports the construction of new wharves in Wewak, Vanimo, Kikori, Arafura Port and Manus, rehabilitate five national ports, upgrade and maintain 24 wharves and jetties, equip five ports with safety standards and compliance requirements (ISP Code) and train at least nine Master-3 Captains by 2027.			x		
Public transit integration							
National Transport Strategy	2013	Planning to ensure basic access to transport by at least one most cost-effective mode Provide direct links between main provincial centres, main tourism destinations, areas of economic production and international port and airport gateways consistent with economic feasibility and international transport connections NAC to work with airlines and border control agencies to smooth modal transfers for air passengers. PNGPCL, the domestic passenger ferry operators and the tourism industry will work together to improve passenger reception facilities at domestic ports for local travel and cruise tourists.	x		x	x	
Rail infrastructure expansion							
Medium Term Development Plan IV 2023-2027	2023	Establish an efficient and modern railway network in PNG		x			
Reference to finance mechanisms within country							
Development Strategic Plan 2010-2030	2010	To finance the expansion and maintenance of a nation-wide network of roads, the Government will engage the private sector through the public private partnership scheme. To minimise the impact on the budget, the Government will pursue a public private partnership arrangement. It is expected that between 15 and 20 ships will be required over the next 20 years to serve the coastal regions.	x				
National Transport Strategy	2013	The Government will, over time, reduce the proportion of transport infrastructure and services costs that it funds directly through Budget appropriation in favour of transport user charges Road safety funding to be increased and self-funded from RTA revenues	x				

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Relocation from climate-risk areas							
National disaster risk reduction framework 2017-2030	2017) Consider the relocation of public facilities and infrastructures to areas outside the risk range, wherever possible, in the post-disaster reconstruction process, in consultation with the impacted communities concerned, as appropriate;	x		x	x	
Renewable energy							
EV Policy Draft for PNG	2022	Off-grid charging infrastructure based on solar photovoltaic (PV) will be explored to charge electric buses and to ensure uninterrupted electrical supply. Furthermore, the private entities can explore power banking facilities with PNG Power Limited for generation and use of renewable power. Power banking essentially assists in addressing power surplus and deficient situations. Pairing of smart chargers with large-scale energy storage could provide energy for fast charging without creating an unexpected burden to the power grid.	x				
Reporting, transparency, feedback mechanism							
EV Policy Draft for PNG	2022	An EV Committee consisting of relevant stakeholders will be established under the Department of Transport and will be responsible for regularly reviewing the performance of various measures under the policy and take additional measures, as necessary, for effective implementation so to achieve the primary objective of the policy i.e. reducing GHG emissions in the transport sector.	x				
Papua New Guinea State Action Plan	2023	PNG also adheres to ICAO's call to its Member States during its 41st Assembly (2022) to submit voluntary SAPs to communicate on the progress towards the environmental goals set by ICAO and, where appropriate, request assistance in implementing these plans.				x	
Department of Works Corporate Strategic Plan	2015	In respect to reporting, Department of Works will: • Report quarterly (end of March, June, September and December) on progress against the annual plan, which will be closely aligned with the Corporate Strategic Plan • Report annually against the deliverables and performance targets in the Corporate Strategic Plan, both reporting activity progress and also providing an analysis of achievements and evaluation of performance.	x		x	x	
National Transport Strategy	2013	All transport agencies will be required to develop measure and report on KPIs for their activities and the performance of transport assets under their control, including public satisfaction surveys Transport infrastructure agencies to introduce anticorruption checking and public reporting procedures Improved tracking and costeffectiveness monitoring of national works undertaken under contract, by own forces and under inter-governmental funding to provinces to improve value-for-money and to reduce corruption	x		x	x	
Road infrastructure expansion							

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Development Strategic Plan 2010-2030	2010	In addition, construction of nation building roads comprising of the “16 missing links” and additional “corridor” roads is required over the next 20 years (Table 4.2)	x				
National Adaptation Plan	2023	Construction and/or rehabilitation of climate resilient roads, bridges and culverts according to climate resilient standards.	x				
Medium Term Development Plan IV 2023-2027	2023	Construct Missing Link Roads Construct and maintain Provincial Roads, District Roads and Rural Economic Access Roads Financing and Implementation of Connect PNG Roads Under this plan, 75% of National roads are envisaged to be in good condition, and 4 economic corridor roads and 10 of the 16 missing link roads will be constructed.	x				
Department of Works Corporate Strategic Plan	2015	Opening up four economic corridors with an extra 1700km of national roads: EastWest New Britain link; Gulf Province –Erave to Semerigi Link; Gulf to Morobe -Kaintiba to Aseki; and, Madang to Baiyer, Western Highlands; and connecting other missing links as they are funded;	x				
National Transport Strategy	2013	Improve road approaches, new and upgraded links and local traffic management at the main ports and airports Provide appropriate standard road links to ports and airports	x				
National Roads Network Strategy 2036	2018	Missing link national roads and alternative routes Table ES-3	x				
Road-side vehicle technical checks							
National Transport Strategy	2013	Increase on-road enforcement of smoky vehicles	x				
Routine transport asset maintenance							
Department of Works Corporate Strategic Plan	2015	As part of a process of improving management of the road network, the Department will create and maintain National Road Asset Schedule, providing full details of all roads. Maintenance responsibility and maintenance funding source for each road will be detailed.	x				
Smart charging							

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EV Policy Draft for PNG	2022	The electricity tariff applicable to all charging stations for commercial use (i.e. charging facilities used by fleet owners) shall be communicated in the Tariff Schedule on an annual basis by NEA/ICCC. The Tariff Schedule shall consider i) cost differences for electricity generation during day and night, which is especially relevant for electricity generation through renewable energy sources such as wind and solar, and ii) the stability of the electricity grid by offering lower tariffs at times when the overall electricity demand is below the average demand (i.e. during the night) in order to avoid peak loads that could negatively impact grid stability. The electricity tariff for EV charging shall be in line with current industrial customer rates for the entire duration of this policy. Tariff concessions outlined in section 3.10 shall also be extended to all private charging points that are compliant with the standards.	x				
Speed limit on rural roads <= 70 kph							
Global Status Report on Road Safety 2018	2018	75 km/h	x				
Speed limits on urban roads <= 30 kph							
Global Status Report on Road Safety 2018	2018	60 km/h	x				x
Stakeholder Involvement							
Department of Works Corporate Strategic Plan	2015	The Department will continue to work with external stakeholders to deliver on goals for the road network and rural infrastructure including, with high priorities in the next five years including: <ul style="list-style-type: none"> Working cooperatively with the National Roads Authority to plan and implement routine maintenance of agreed sections of the national road network from Road Fund revenue Working cooperatively with the Infrastructure Development Authority to implement major road projects to ensure best value for money is achieved for the people of Papua New Guinea Supporting ongoing development of the construction contracting industry to ensure they are able to meet growing demand for development and maintenance of the road network Liaising with Central agencies of GoPNG to maintain funding of the road network Maintaining positive relationships with development partners including; Asian Development Bank in providing financial and technical assistance in delivery of the roads program, World Bank in providing financial and technical assistance in delivery of the roads program, Government of Australia in providing financial and technical assistance in delivery of the roads program, Japanese International Cooperation Agency in providing funding and technical assistance in revitalisation of the Plant and Transport Division and in improving bridge infrastructure, Exim Bank of China in providing funding assistance in delivery of road infrastructure. 	x				

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National Transport Strategy	2013	The Government transport agencies will competitively outsource services delivery to the private sector where this is cost-efficient and does not compromise the core competencies of the sector agencies	x		x	x	
Technical standards for general transport infrastructure							
National disaster risk reduction framework 2017-2030	2017	Building better from the start to withstand respective hazards through proper and context specific design and construction, including application of minimum standards for engineered and non-engineered designs;	x		x	x	
Technical standards for road infrastructure							
National Adaptation Plan	2023	Update road design standards including climate change considerations.	x				
Department of Works Corporate Strategic Plan	2015	Standards and safeguards for road and bridge design and engineering in PNG are established and applied	x				
National Transport Strategy	2013	Provide consistency of design treatment along transport routes, with heavy traffic provisions suited to road function and nature of traffic	x				
Technology and knowledge transfer							
National Roads Network Strategy 2036	2018	Assist the provinces in the formulation, implementation and monitoring of their road network maintenance and investment plans through the conduct of capacity-building programs and on-site coaching of the local engineering and planning staff	x				
Traffic management							
National Transport Strategy	2013	Improve road approaches, new and upgraded links and local traffic management at the main ports and airports	x				
Transport asset condition assessment							
National Adaptation Plan	2023	Conduct a rigorous risk and vulnerability assessment including inland road network, coastal roads and buildings.	x		x	x	
Department of Works Corporate Strategic Plan	2015	Continuing to provide central government agencies with accurate reporting on progress in improving the road network and up-to-date information on the maintenance backlog, in 2015 estimated at between K3 and K4 billion;	x				
Transport asset management funding strategy							

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Department of Works Corporate Strategic Plan	2015	The Road Investment Strategy will translate road system performance objectives (driven by community outcomes) to priorities for investments in road system capacity. The Strategy will identify and prioritise capital investments in the road system which will progressively achieve the target network configuration and capacity identified in the Road System Management Strategy, recognising forecast patterns of road use demand and funding availability. The Road Investment Strategy will articulate the priorities and effectiveness of capital investments in the capacity of the road system. It provides the framework for the progressive development and evaluation of road system improvements to achieve the performance objectives and target standards developed in the over-arching road system management strategy. It will guide planners, project designers and developers of road investment proposals.	x				
National Transport Strategy	2013	Maintenance - should be fully funded across the network before considering any upgrading or new construction;	x		x	x	
National Roads Network Strategy 2036	2018	Match the available DoW funding envelope with the road network to be maintained. DoW to identify the core networks or roads that will have priority over the DoW maintenance budget	x				
Transport law							
EV Policy Draft for PNG	2022	The Government of PNG shall develop a battery reuse and recycling policy that shall encourage and prioritise the reuse of EV batteries that have reached the end of their life and secondly, provide a framework to set up recycling businesses in collaboration with international EV and EV battery recycling firms. Lithium-ion batteries can have a profitable second life as backup storage for grid-scale solar PV installations, where they could operate for a decade or more in this less-demanding role. Extended Producer Responsibility (EPR) would be an appropriate approach to addressing the issue of used batteries in the short term. Operational guidelines shall be created, i.e. for the claim of incentives offered under this policy (i.e. purchase and scrapping incentives) and issued from time to time by the Department of Transport with the approval of Minister (Transport) as Competent Authority.	x				
Road Traffic Authority Corporate Plan 2017-2019	2017	Reviewed and updated Road Traffic Rules	x				

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National Transport Strategy	2013	The existing delegations to the provinces of motor vehicle registration and licensing will be formalised through legislation with obligations and responsibilities on each side. Develop implementation mechanisms and protocols for the Protection of Transport Infrastructure Act including: - Carrying out an audit of land compensation procures - Developing a Community Economic Involvement and Education Programme - Developing a policing and enforcement strategy . Freight and passenger services will include service standards in licencing conditions Environmental impact assessments will include direct and indirect environmental effects of transport, including the incremental effects of multiple projects over time Each transport agency will be required to prepare, maintain and adhere to a Code of Environmental Practice written for the context of its operations, with the aims of best practice and continuous improvement A Road Traffic Act will replace the existing Motor Traffic Act and related legislation to establish a Road Traffic Authority, combining the NRSC and LTD of DOT and introducing quality-based transport licensing. Road Classification and Standards Regulations to be drafted under the NRA's Act. The need for the Motor Vehicle Dealers Act will be reviewed with a view to repeal. The Merchant Shipping Act will be amended to remove price control on shipping freight rates and to reform the coastal shipping licensing and permitting regime. A new Ports Bill will be drafted by DOT in conjunction with PNGPCL to more clearly delineate the powers, functions and responsibilities of PNGPCL The Small Craft Act has been passed to regulate small boat safety	x		x	x	
Vehicle import inspections							
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Yes	x				
Vehicle inspection and maintenance							
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Periodic inspection is in effect	x				
National Energy Policy 2016-2020	2016) Setting up and or revamping vehicle emission inspection and maintenance programs for existing vehicle fleets.	x				
Road Traffic Authority Corporate Plan 2017-2019	2017	Accurate vehicle inspection, testing and certification	x				
National Transport Strategy	2013	Reduce the number of vehicle testing stations and tighten criteria and enforcement; engage external auditing agency	x				
Vehicle restrictions (import, age, access, sale, taxation)							

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National Transport Strategy	2013	Importation of motor vehicles will become subject to approval to ensure that transport equipment is fit for use on PNG roads in regards to mass and dimensions, vehicle construction rules, age and history of pre-use, and emission control equipment. Review import controls to eliminate high emission vehicles	x				

References:

- 1) UN Population Database (2022), <https://population.un.org/wpp/>
- 2) World Bank (2022), <https://data.worldbank.org/>
- 3) Global Materials Flow Database (UNEP, 2023), <https://www.resourcepanel.org/global-material-flows-database>
- 4) Emissions Database for Global Atmospheric Research (EC, 2023), <https://edgar.jrc.ec.europa.eu/>
- 5) International Council on Clean Transportation (2023)
- 6) UN Energy Statistics (2021)
- 7) Fossil Fuels Consumption Subsidies 2022 (IEA, 2022), <https://www.iea.org/reports/fossil-fuels-consumption-subsidies-2022>
- 8) Climate Change Dashboard (IMF, 2024), <https://climatedata.imf.org/pages/access-data>
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