

PAPUA NEW GUINEA

ROAD SAFETY PROFILE



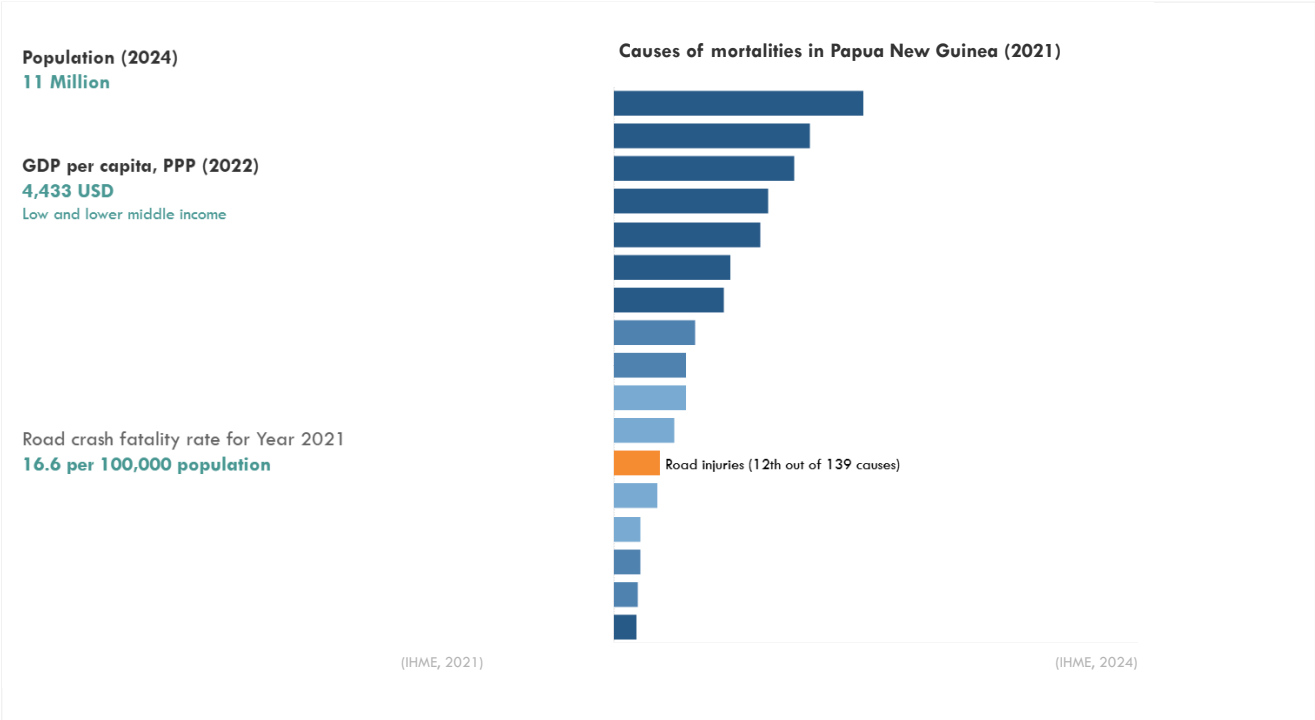
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The ATO road safety profiles offer insights into the road safety in 37 Asia-Pacific countries by utilizing road safety related data from various sources and policy information extracted from a range of documents.

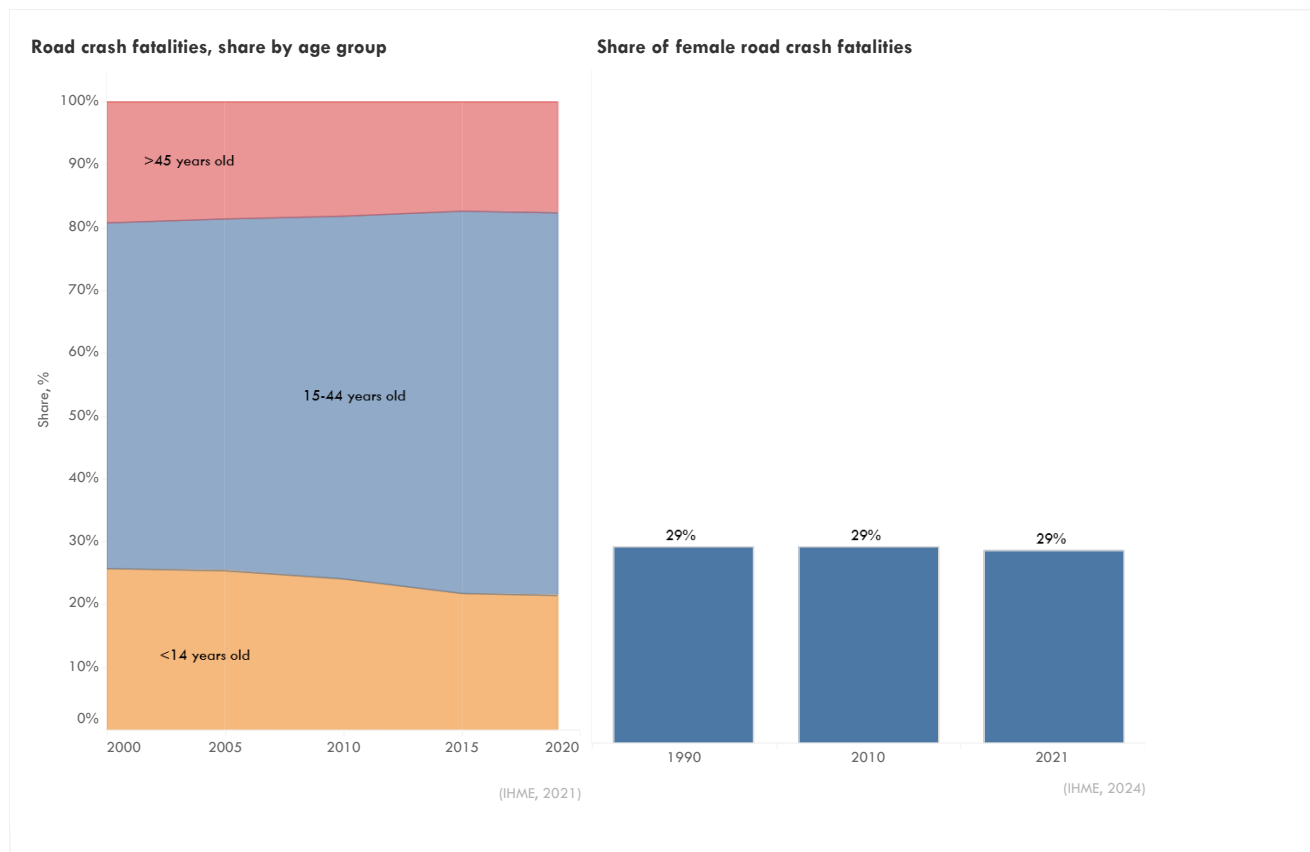
These road safety profiles were developed by the Asian Transport Observatory in collaboration with the Asia Pacific Road Safety Observatory (APRSO) and the International Road Federation (IRF). This September 2025 edition updates the February 2025 release—prepared for the Global Ministerial Conference on Road Safety in Marrakech—to inform discussions at the Asia-Pacific Regional Road Safety Conference in Manila.

Country Summary

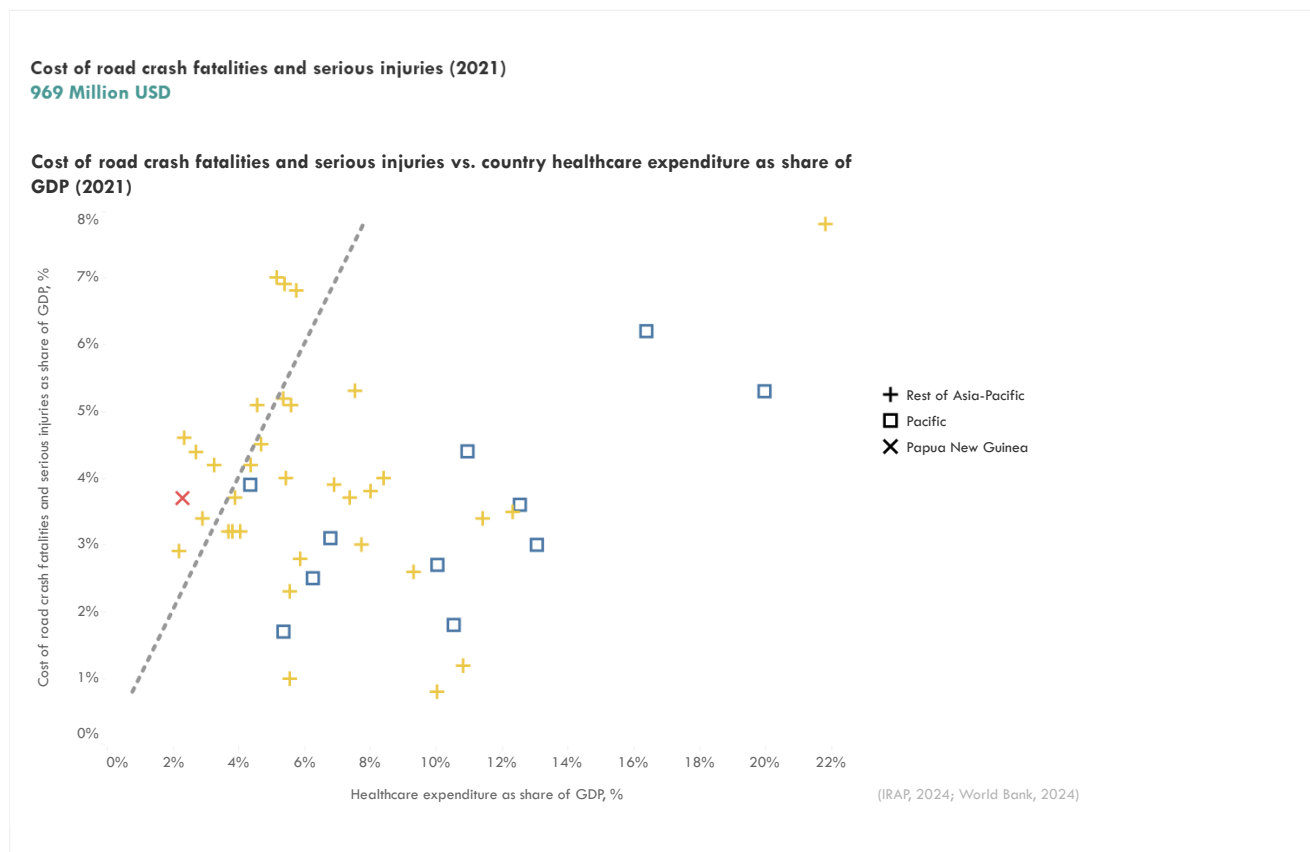
Road safety remains a significant challenge in Papua New Guinea. In 2021, road crash injuries ranked 12th of all causes of deaths in the country. While progress has been made in reducing fatalities, the country still faces a high burden of road traffic injuries and deaths.



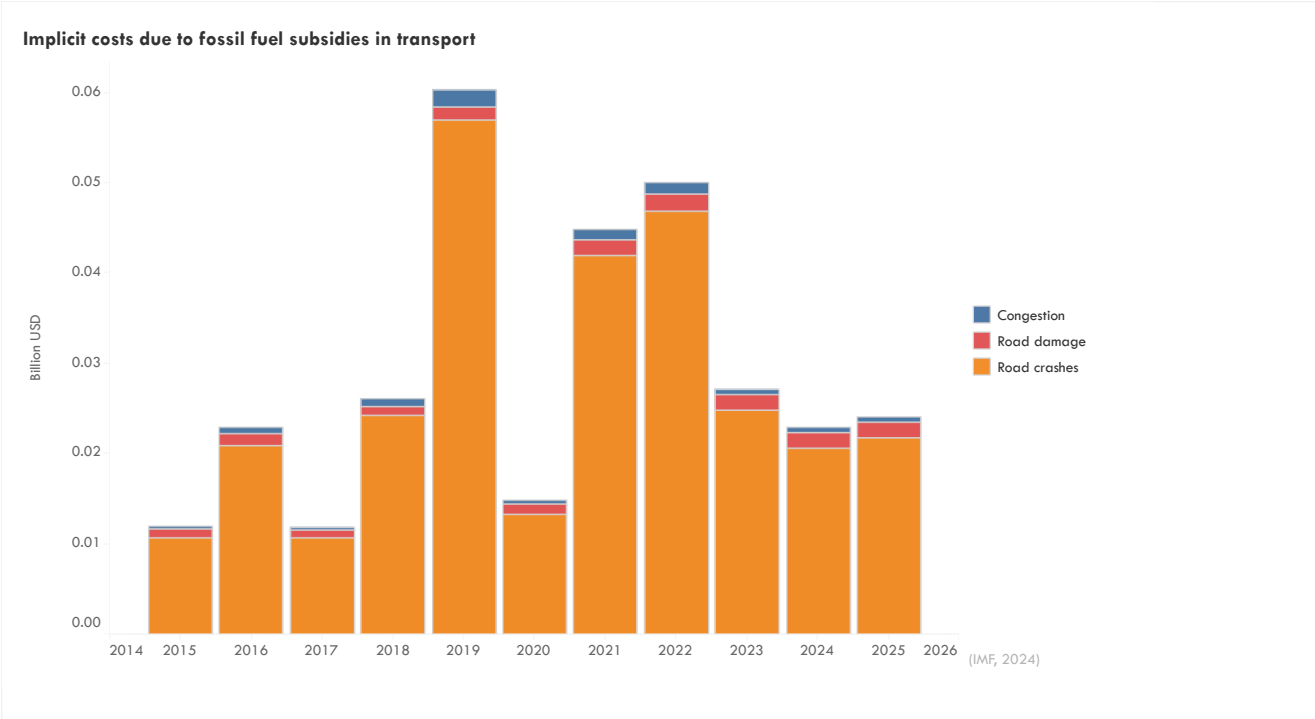
Despite the data discrepancies, disaggregated data provides valuable insights into the characteristics of road crashes in Papua New Guinea. The share of female fatalities remained stagnant at 29% during this period, mirroring the Asia-Pacific average. Minors (<14 years old) and seniors (>65 years old) constituted 39% of road crash fatalities between 2015 and 2019.



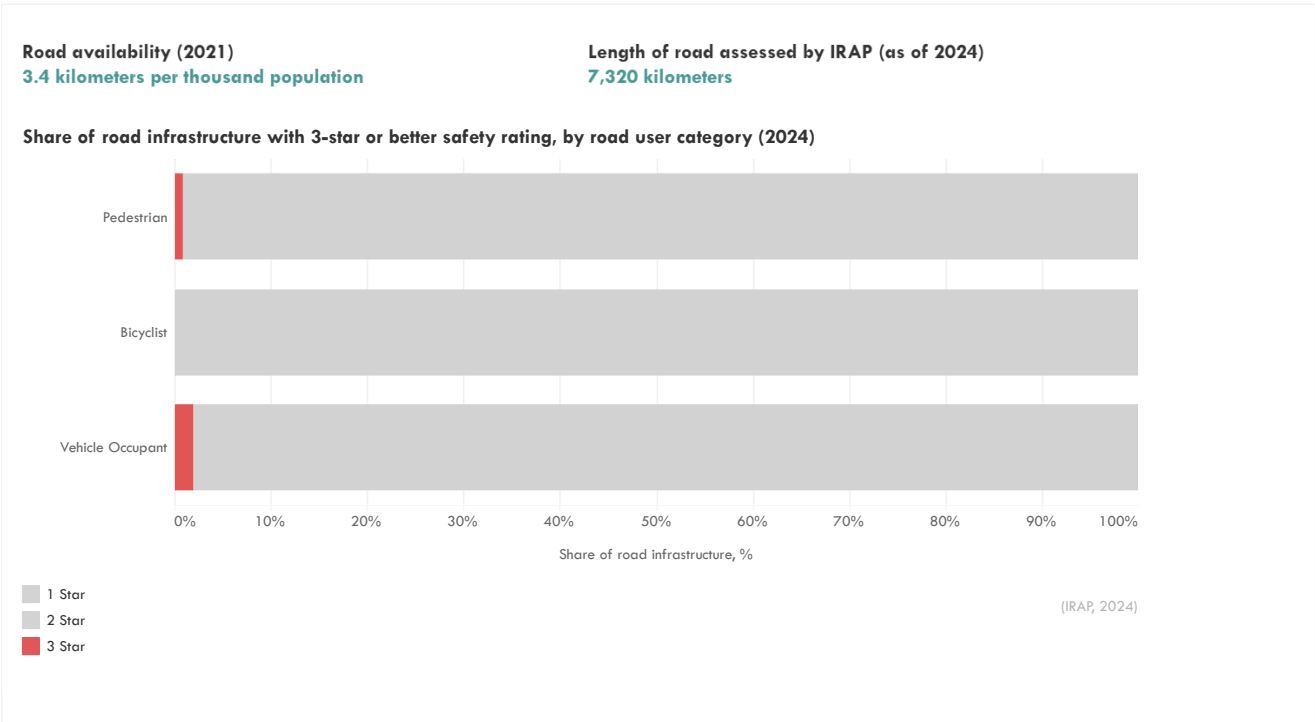
The economic impact of road crashes in PNG is substantial. Estimated at approximately 969 million USD in 2021, this cost represents roughly 4% of the nation's GDP. This figure significantly outweighs the country's healthcare expenditure of 2.3% of GDP in the same year, highlighting road crashes' disproportionate burden on the economy.



Furthermore, road crashes account for a significant 92% of the implicit costs associated with fossil fuel subsidies in transport. The International Road Assessment Programme (IRAP) estimates that an annual investment of 52 million USD, or just 0.2% of PNG's GDP, could potentially prevent around 500 fatalities each year, demonstrating the potential for cost-effective interventions.



The quality of road infrastructure plays a crucial role in road safety. As of 2024, only 1% and 2% of Papua New Guinea's road infrastructure had a 3-star or better IRAP rating for pedestrians and vehicle occupants, respectively. These figures lag behind the Asia-Pacific averages.

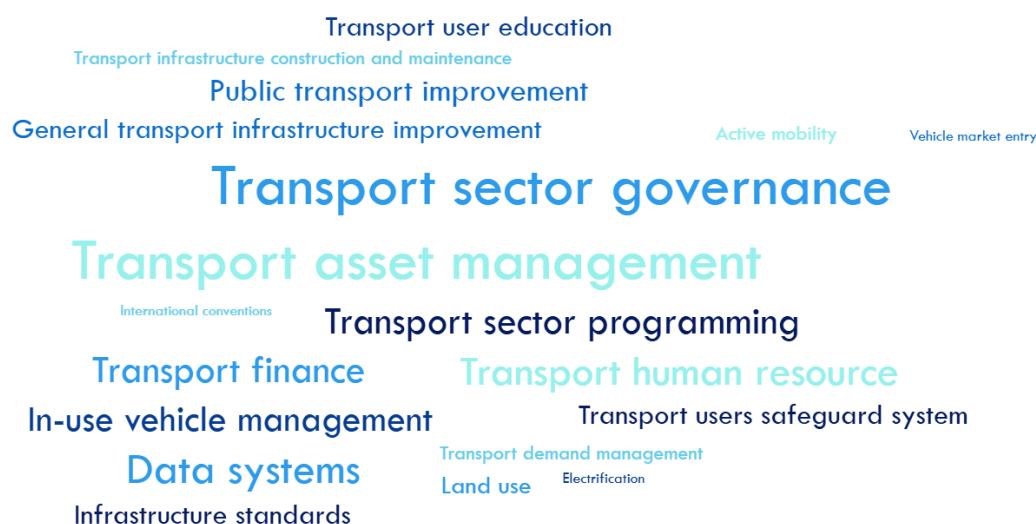


Policy Landscape

Targets to reduce road crash fatalities or injuries	Target year	Document	Year published
No data			

Measure type	Other targets with indirect benefits to road safety	Target year	Document	Year published
General transport asset management	Maintain 100% of roads	2030	Development Strategic Plan 2010-2030	2010
General transport asset management	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/regaveled 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
General transport asset management	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	National Roads Network Strategy 2036	2018

Policy measures with indirect benefit to road safety



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