



INDEPENDENT CONSUMER AND COMPETITION COMMISSION

2025 PMV & TAXI FARE REVIEW



FINAL REPORT

24th December 2025

FOREWORD

The Independent Consumer and Competition ICCC ('**ICCC**') is a statutory body, established under the provisions of the *Independent Consumer and Competition ICCC Act 2002 (ICCC Act)*. The ICCC is vested with responsibilities under the ICCC Act to safeguard consumer welfare, promote competition and fair markets, regulate prices of declared goods and services, protect consumers' interests and undertake other related responsibilities. Public Motor Vehicle (PMV) and taxi fares are declared services under the Prices Regulation Act (PR Act), Chapter 320.

The regulation of fares is not simply an administrative requirement; it is a matter of economic equity and service sustainability. PMVs and taxis provide the backbone of urban and regional mobility in Papua New Guinea (**PNG**). For many households, they are the only affordable means of accessing work, education, health services, and markets. At the same time, operators face rising input costs, challenging credit conditions, and risks associated with road infrastructure and enforcement. Price regulation must therefore strike a careful balance: ensuring fares remain affordable and predictable for passengers, while allowing operators to recover efficient costs and continue providing reliable services.

This 2025 Review reflects the ICCC's ongoing responsibility to carry out that balance. In doing so, the ICCC has remained guided by its core mandate: to protect consumers, to promote efficiency and fairness, and to ensure that regulatory decisions support the long-term interests of both passengers and operators.

The ICCC acknowledges the important contributions of stakeholders – PMV and taxi operators, government agencies, consumer groups and members of the travelling public – who engaged with this process. Your perspectives are vital in shaping regulatory outcomes that are practical, transparent and sustainable.

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Copies of this Report are also available from the ICCC's website at www.iccc.gov.pg.



.....
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Commissioner and Chief Executive Officer
On behalf of the Independent Consumer and Competition Commission

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1. EXECUTIVE SUMMARY

This Executive Summary presents the key findings and its final determinations of the ICCC in its 2025 Review of PMV and taxi fares in PNG.

The 2025 PMV and Taxi Review has been guided by the ICCC's statutory mandate to protect consumer welfare, promote efficient service delivery, and ensure that regulated fares balance affordability for passengers with sustainability for operators.

In conducting this Review, the ICCC consulted widely with PMV and taxi operators, government agencies, commuters, and consumer groups. Structured operator surveys and passenger affordability testing were undertaken across Port Moresby (NCD and Central), Lae, Kokopo, Mt Hagen and Wewak, forming the core evidence base for this determination.

1.1 Scope of the 2025 Review

The ICCC has undertaken this Review to reset the maximum PMV and taxi fares for the next five-year regulatory period (2026-2030). The review assessed:

- The current structure of the PMV and taxi industry, including market dynamics and service coverage
- Competition issues within the sector, including the impact of premium services such as Ginigoda Meri Seif and Eda City buses on existing PMV routes
- The costs of owning and operating PMVs and taxis, including vehicle purchase prices, depreciation, passenger capacity, and operating expenses
- A cost-reflective methodology to determine the revenue requirements and economic costs of PMVs and taxis
- Based on revenue requirements and forecast passenger volumes:
 - a) Determined appropriate fare structures for PMVs
 - b) Determined appropriate fare structures for taxis, including per kilometre charges and flag fall rates
- Broader issues such as enforcement of regulated fares, compliance with safety and service standards, and other matters relevant to ensuring an efficient and accessible public transport system.

1.2 Summary of Key Findings and Final Determinations

The ICCC's analysis highlights five critical findings that underpin its final determinations on fare adjustments, affordability and enforcement for the next regulatory period from 1st January 2026 to 31st December 2030.

1.2.1 Key Findings

- **Sharp cost escalation:** PMV operator costs have risen by 67.4% since 2019, driven largely by fuel, which accounts for approximately two-thirds of operating expenses.
- **Affordability pressures:** At current minimum wages, urban commuters spend 14.3% of income on transport and peri-urban commuters 21.4%, both well above the World Bank's 10% affordability benchmark. Even under the 2026-2028 minimum wage increase, peri-urban and rural commuters remain above threshold levels.
- **Sector sustainability risks:** Persistent under-recovery of costs has led to deficits for most PMV routes and for NCD taxis, threatening service reliability, safety and long-term viability
- **Regional variation:** In PMV, the market, Lae and Mt Hagen show near breakeven or surplus performance, while NCD, Central, Wewak and Kokopo record large deficits. Taxi markets are especially uneven, with NCD in persistent deficit and Lae close to breakeven.
- **Weak enforcement and service quality gaps:** Fare non-compliance, lack of meter use, and poor vehicle standards undermine consumer trust and weaken the effectiveness of regulatory determinations.

1.2.2 Final Fare Determinations

PMV Fares

- Phased increase of 60% over three years, applied to both urban, peri-urban and non-urban service routes.
- Option A (equal annual increments, indexed to CPI and fuel) is adopted as the baseline strategy to balance affordability with operator sustainability. This phased adjustment is calibrated against affordability tests (minimum wage and rural household expenditure benchmarks) to ensure that increases remain socially sustainable.

Taxi Fares

- NCD: Cumulative 40% increase over three years to close most of the financing gap while avoiding affordability shocks.
- Lae: Fares remain unchanged apart from the periodic inflation and fuel price adjustments to reflect costs.

- Other centres: Fares remain unchanged apart from the periodic inflation and fuel price adjustments to reflect costs.

1.2.3 Regulatory Implications

Effective enforcement is critical to restoring credibility in fare regulation. Strengthening compliance through roadside checks, penalties for non-compliance with fare schedules, and accessible passenger complaint mechanisms, coordinated across the ICCC, Road Traffic Authority (RTA), Motor Vehicle Insurance Limited (MVIL), the Traffic Police and provincial boards, will improve accountability and transparency in the sector. Linking fare adjustment to visible service quality improvements (vehicle condition, hygiene, reliability and safety) will build public trust and ensure passengers see tangible benefits alongside higher fares. Stronger oversight of emerging trends such as digital ride-hailing will also help safeguard competition and maintain the credibility and effectiveness of fare regulation, ultimately delivering a safer, fairer, and more efficient public transport system.

1.3 Overview of Changes from the 2019 Review

The 2025 Review introduces several important changes relative to the 2019 Determination:

- **Affordability testing strengthened:** A dual framework was applied, using minimum wage benchmarks for urban commuters and rural expenditure data for non-urban users, reflecting PNG's mixed formal and informal economy.
- **Phased fare strategy:** Instead of a one-off adjustment, a staged model with CPI/fuel triggers has been adopted, consistent with international best practice.
- **WACC refinement:** Separate discount rates were developed for PMVs (21.4%) and taxis (16.5%), recognising differences in financing structure and capital intensity.
- **Regulatory emphasis:** Stronger focus on enforcement, competition challenges, and emerging digital disruption to ensure fare determinations remain relevant.

2. ABOUT THIS REVIEW

This chapter outlines the legislative framework that guides the ICCC's mandate in undertaking the PMV and taxi fare review, the scope of matters the ICCC must consider, and the review and consultation process that will be followed to ensure transparency, inclusiveness, and evidence-based decision-making.

The regulation of PMV and taxi fares in PNG is founded on two key pieces of legislation: The *Independent Consumer and Competition Commission Act 2002 (ICCC Act)* and the *Price Regulation Act (PR Act) Chapter 320*.

2.1 Legislative and Policy Framework

The ICCC Act establishes the ICCC as PNG's independent economic regulator. It defines the ICCC's objectives and functions, requiring it to promote competition and efficiency where possible, and to intervene in the public interest where markets do not deliver fair or efficient outcomes. The Act also sets out procedural requirements, including transparency in decision-making and confidentiality in handling sensitive information.

Building on this institutional mandate, the PR Act provides the specific authority to regulate the prices of goods and services declared by the Minister responsible for Treasury (the Treasurer). Certain essential services are declared under the PR Act to ensure their prices and operations are overseen in the public interest. Public Motor Vehicle (PMV) and Taxi services are among those declared services. Accordingly, the ICCC is mandated to set and review their maximum fares.

The ICCC first conducted a major review of the PMV and taxi industry in 2007, which introduced price controls that remained in effect until 2012. A second review in 2014 established a five-year price path for PMV and taxi fares (The Review Team, 2017). In 2019, the ICCC completed its third review to adopt a maximum fare regime, which has governed PMV and taxi fares since.

In line with Section 25A (6) of the PR Act, the ICCC is required to undertake subsequent reviews of declared services. This 2025 review is therefore conducted under the combined authority of the ICCC Act, which provides the institutional framework, and the PR Act, which sets out the specific powers for determining and monitoring fares. Key provisions of both Acts are summarised in Table A.

Government intervention in PMV and taxi fares is justified by clear market-failure risks, including:

- **Consumer protection and affordability:** Public transport is an essential service; hence, price spikes or opaque pricing can restrict access to employment, education, and health. The PR Act empowers the ICCC to set and adjust fares for declared services to protect consumers' interests and discourage excessive profitability.
- **Information asymmetry:** Passengers often lack reliable cost and quality information. Minimum standards, such as licensing and inspections, and transparent fare schedules, reduce asymmetry and opportunistic pricing.
- **Externalities and service quality:** Under-maintenance, overloading, and unequal service coverage impose safety and congestion costs on the public. Regulation sets standards and aligns incentives to ensure vehicles and service levels are maintained.

Table A: Key Legislative Provisions

Legislation	Relevance
Section 10, PR Act	Ministerial declaration of goods or services subject to regulation
Section 20A, PR Act	Notice of intention to determine maximum prices
Section 20B, PR Act	ICCC's duty to publish reasons for any order made under Section 21
Section 21, PR Act	Determination of maximum prices
Section 32A, PR Act	Monitoring of declared goods and services
Section 131, ICCC Act	Confidentiality and public disclosure

2.2 Scope of the 2025 Review

The ICCC is undertaking a review of PMV and taxi fares in PNG to determine appropriate rates for approved routes nationwide. The current regulatory determination for PMV and taxi fares will expire on December 31st 2025. In accordance with Section 25A (6) of the PR Act, the ICCC is required to review declared services and decide whether to continue, vary, or terminate the existing regulatory arrangements.

If regulation is to continue, then this review will establish the base fares for the next five-year regulatory period, commencing January 1st 2026, to December 31st 2030.

As part of this review, the ICCC assessed:

- The current structure of the PMV and taxi industry, including market dynamics and service coverage
- Competition issues within the sector, including the impact of premium services such as Ginigoda Meri Seif and Eda City buses on existing PMV routes
- The costs of owning and operating PMVs and taxis, including vehicle purchase prices, depreciation, passenger capacity, and operating expenses
- A cost-reflective methodology to determine the revenue requirements and economic costs of PMVs and taxis
- Based on revenue requirements and forecast passenger volumes:
 - c) Determined appropriate fare structures for PMVs
 - d) Determined appropriate fare structures for taxis, including per kilometre charges and flag fall rates
- Broader issues such as enforcement of regulated fares, compliance with safety and service standards, and other matters relevant to ensuring an efficient and accessible public transport system.

This review covers representative centres, including Port Moresby (NCD and Central), Lae, Kokopo, Mt Hagen and Wewak, which together capture the range of urban, peri-urban and non-urban PMV and taxi operations.

2.3 Review and Consultation Process

The review and consultation process involved several key components, as outlined below.

2.3.1 Public Notice

A public notice was issued on 12th March, 2025, announcing the commencement of the 2025 PMV and Taxi Review. This notice was intended to inform the public of the review and to invite stakeholders and interested parties to lodge submissions providing comments or considerations. Submissions were anticipated to provide comments that could address the current state of the PMV and taxi market, including service quality, accessibility, and competition, or provide inputs for consideration in setting new fare structures for the next regulatory period (2026-2030). The submission period closed on 20th June, 2025.

2.3.2 Regional Workshops

To ensure broad regional representation, the ICCC conducted six provincial consultations covering all four regions of PNG, as noted in Table B. These consultations provided first-hand insights into

the challenges experienced by commuters and operators under the current fare structure. The consultations combined face-to-face meetings with authorities and structured surveys of PMV and taxi operators.

Table B: Regional Consultations

ID	Province, Town	Date	Region
1	NCD, Port Moresby	14 th August 2025	Southern
2	Central, Port Moresby	15 th August 2025	
3	East Sepik, Wewak	20 th – 23 rd July 2025	Momase
4	Morobe, Lae	13 th – 16 th July 2025	
5	East New Britain, Kokopo	6 th – 9 th July 2025	New Guinea Islands
6	Western Highlands, Mt Hagen	29 th June – 3 rd July 2025	Highlands

The Central consultation targeted provincial operators from Central, though meetings were held in Port Moresby.

2.3.3 Draft Report

The ICCC released its Draft report on 24th October 2025, presenting its preliminary findings and draft determinations. The draft reflected insights collected from the consultation process, engagement with PMV and taxi operators, commuters and other industry participants. Submissions on the draft report were invited until 24th November 2025, with the comment period closing two weeks thereafter.

After considering submissions on the Draft Report, the ICCC will finalise its determinations on the PMV and Taxi fares. The Final Report will be published in December 2025, outlining the fare structures and regulatory arrangements for the 2026 - 2030 regulatory period.

Table C: Key Deliverables and Timing

ID	Review Stage	Date
1	Public Notice on Commencement of Review	12 th March, 2025
2	Close of comments/submissions to the Public Notice	20 th June, 2025
3	Release of Draft Report	28 th October, 2025
4	Close of receipt of comments to the Draft Report	29 th November, 2025
5	Release of Final Report	12 th December, 2025

2.3.4 Final Report

Following the close of the public comment period, the ICCC confirmed that it had reviewed all submissions and finalised its report. Overall, stakeholder feedback indicated broad support for the findings and determinations, with most participants expressing confidence in the analytical approach and proposed reforms. Importantly, no major feedback was received that warranted substantive changes to the draft report.

The ICCC also formally acknowledged the submissions from the East New Britain Provincial Road Transport Authority, Milne Bay Provincial Transport Authority, Motor Vehicle Insurance Limited, and the Road Traffic Authority, as well as consultative inputs provided by the Lae and Mt Hagen Provincial Transport Authorities. A general sentiment emerging from the provincial transport authorities was a strong commitment to collaborate with the ICCC to improve compliance and strengthen enforcement efforts. These contributions collectively informed the ICCC's final considerations and strengthened the robustness of the review process.

3. INDUSTRY OVERVIEW

This chapter provides an overview of the PMV and taxi industry in PNG. It highlights the key government agencies and institutions responsible for policy development, administration and regulation of the public transport sector. The chapter also outlines the demand for, and supply of, PMV and taxi services across the country.

3.1 Structure and Market Characteristics

In PNG, public transport services are primarily delivered by the private sector through PMVs and taxis, with limited direct government involvement. Unlike many countries, there is no large-scale, state-run public transport system. The only publicly operated service is the Eda City Bus Service, introduced by the National Capital District Commission (NCDC) in 2022. The service began with two buses and has since expanded to five buses covering three main routes in Port Moresby and its outskirts.

Eda City buses were deliberately deployed on routes not traditionally served by regular PMVs, thereby filling service gaps and complementing, rather than competing with, private operators. Meanwhile, private PMV operators continue to provide the bulk of services along suburban and inter-district routes, while taxis operate primarily in urban centres.

From a social impact perspective, the introduction of the Eda City Bus Service has significantly improved accessibility for Port Moresby residents. By targeting routes traditionally underserved by private PMVs, the service has enhanced connectivity for vulnerable groups, including students, women and low-income households. Over time, interventions of this nature can generate broader social benefits by promoting greater equity in access to education, employment, and essential services.

Beyond operational coverage, the service has generated social benefits by improving access to education, employment, and essential services for groups who traditionally face transport barriers, such as women, students, and low-income households.

The PMV and taxi market is dominated by individuals and family-run small businesses. This structure contributes to widespread availability of services but also creates challenges in terms of affordability, service quality, safety and effective regulatory compliance. Strengthening the policy and regulatory framework is critical to ensuring the sector develops in a way that balances the interests of passengers, operators, and the government.

3.1.1 Public Motor Vehicle's (PMV's)

PMVs are the dominant mode of public transport across PNG, particularly in rural areas, while taxis are concentrated in urban centres. There are currently 32 licensed PMV routes across Port Moresby, including eight newly approved routes; however, operators are free to choose which routes to service, as there are no limits or quotas on the number of PMVs permitted per route. This unregulated system has resulted in uneven service delivery, with some routes being oversupplied and congested, while others remain under-served due to low profitability for operators.

There is a need for stronger regulatory oversight of the number of operators of specific routes and more structured route planning to ensure that services are distributed efficiently across Port Moresby and other centres.

3.1.2 Premium PMV Services

Premium PMV services in PNG refer to operations that offer a higher standard of service than regular PMVs, typically charging slightly higher fares in exchange for improved safety, comfort and reliability. A notable example was the Ginigoada Meri Seif Buses in Port Moresby, a women-only service introduced in response to widespread safety concerns – UN Women research found that 97% of women felt unsafe at bus stops in Port Moresby.

The Meri Seif service initially operated free of charge with donor support through UN Women and the Safe Cities program, before later transitioning to a fare-based model to cover maintenance and operating costs. However, the service is no longer in operation. Consultations with the NCDC have indicated that Ginigoada may transfer the Meri Seif buses to NCDC, with the intention of reinstating services on selected routes.

If reintroduced, these services are expected to operate on routes distinct from the Eda City Bus Service, though some overlap with existing PMV routes may occur. The experience of the Meri Seif buses highlights both the challenges of sustaining premium services in PNG and the opportunities for targeted interventions to improve safety, accessibility, and service quality for vulnerable passenger groups.

3.1.3 Taxis

Taxi services in Papua New Guinea (PNG) operate under formal license conditions and are primarily concentrated in urban areas. Unlike PMV services, which are found in both urban and rural settings, taxis are almost exclusively urban, with major service activity in cities such as Port Moresby, Lae, Goroka, Rabaul and Alotau.

Despite being regulated, many taxis operate without functional meters, and where meters are installed, they are rarely used. As a result, fares are often arbitrarily set by drivers, leading to inconsistency and uncertainty for passengers. While the RTA has acknowledged awareness of these practices, effective enforcement mechanisms remain unclear, undermining consumer confidence in the taxi market.

3.1.4 Demand for PMV and Taxi Services

Population distribution and the state of the road network are two of the most significant factors shaping demand for PMV and taxi services in PNG. The majority of the population remains rural and dispersed across geographically challenging terrain, while access to goods, services and economic opportunities is concentrated in towns and urban centres.

Demand for PMV and taxi services is therefore influenced not only by population size and location but also by practical considerations such as travel time, road safety, service affordability and overall quality of transport infrastructure.

Looking ahead, improvements in national road connectivity, linking provinces and upgrading existing networks, coupled with population growth and urban expansion, are expected to drive significant increases in the demand for PMV and taxi services. This is particularly relevant in urban centres, where transport pressure is likely to increase as commuting distances and passenger volumes grow.

3.1.5 Supply of PMV and Taxi services

The supply of PMV and taxi services is largely determined by licensing requirements. The Road Traffic Authority (RTA) is responsible for assessing and issuing operating licenses, while the Motor Vehicle Insurance Limited (MVIL) plays a supporting role in driver licensing and handling vehicle registrations for PMVs and taxis, in conjunction with the RTA.

MVIL data from 2019 to 2025 indicate that the number of licensed PMVs and taxis was relatively stable in the early part of this period, reflecting gradual industry growth. PMV licenses generally fluctuated between 7,800 and 8,300, while taxi licenses showed modest growth from 3,600 to 3,865. However, 2024-2025 saw significant volatility: taxi licenses spiked to 5,224 in 2024 before dropping sharply to 1,652 in 2025, and PMV licenses fell to 3,531 in 2025. These figures are not reflective of the real world, however and likely reflect data issues rather than changes in PMV supply.

The overall trend in the number of PMV and taxi licenses issued between 2019 and 2025 is summarised in Table D.

Table D: PMV and Taxi Licences Issued, 2019-2025

Year	PMV licenses	Taxi licenses
2019	8,032	3,600
2020	7,768	3,926
2021	7,809	3,744
2022	8,313	3,727
2023	8,054	3,865
2024	7,518	5,224
2025	3,531	1,652

Source: MVIL

Provincial figures reveal significant disparities in supply across the country. Provinces in the Highlands and much of the Southern Region show higher numbers of PMV and taxis due to inter-provincial routes linked by major highways. Urban centres such as Port Moresby, Lae and Kokopo, with more developed and sealed road networks, also support higher operator activity.

3.1.6 Passenger User Insights

As part of the review, a passenger survey was undertaken in Port Moresby to gather indicative insights into user experiences and perceptions of PMV and taxi services. While the survey does not constitute a statistically representative sample of the travelling public, it provides qualitative evidence of the issues most commonly raised by users. Respondents were asked to comment on their sense of safety and the overall quality of services. The results point to generally low levels of satisfaction, with taxi services in particular described as offering poor or below average standards of safety and service. PMVs performed somewhat better but were still rated at levels below what passengers considered acceptable.

In addition to the ratings, respondents offered detailed accounts of their experiences. For taxis, the absence of functional meters was a recurring concern. Fares were often negotiated with drivers or set unilaterally before or after trips, creating uncertainty and a lack of transparency in pricing. For PMVs, respondents highlighted the absence of concession fares for students, with all passengers paying the standard fares. They also reported fare variations during periods of social unrest or citywide disruptions, with prices on longer routes rising by a Kina or more. These findings highlight gaps in fare enforcement and the vulnerability of passengers to ad hoc pricing during times of instability.

3.1.7 Route Classification

There are three functional categories of PMV routes: urban, peri-urban and non-urban. Urban routes are routes that operate within or around major cities and towns, providing high-frequency services at relatively low fares. Peri-urban routes extend this connectivity to settlements in the fringes of urban centres. These services have longer average trip lengths and slightly higher fares, but still serve primarily commuting and market-related demand. Non-urban routes are routes that operate outside city limits or on inter-town corridors.

In practice, the ICCC's PMV fare price orders list for urban routes is in Schedule A and non-urban routes in Schedule B of the annual Price Order. Urban and peri-urban fares are deliberately kept low to safeguard affordability for low-income households, though this has resulted in persistent under-recovery of costs, particularly on urban routes. Non-urban fares, on the other hand, are substantially higher and in many cases generate a surplus above cost-reflective levels.

The ICCC regulates maximum fares for all licensed PMV services, ensuring that fare adjustments reflect efficient cost trends while protecting passengers from excessive pricing.

3.1.8 Current Fares

The ICCC regulates maximum fares for PMVs and taxis under the PR Act. PMV fares are set per kilometre for both urban and non-urban routes, while taxi fares are set for the five main urban centres: Port Moresby, Lae, Mt Hagen, Kokopo, and Alotau.

Fare determinations are made on a five-year regulatory cycle, with annual adjustments based on changes in fuel prices and the Consumer Price Index (CPI).

In practice, however, enforcement gaps remain a challenge. In Port Moresby, most PMVs charge K2 for full routes, above the approved maximum fare of K1.40 as per the 2023 price order. This trend is also observed in some other centres where operators are charging above the ICCC's approved fares. Similarly, most taxi services continue to disregard set fares and operate without meters, or, where meters are installed, they are seldom utilised. These practices highlight the challenge of bridging the gap between formal regulatory determinations and actual market behaviour.

The RTA has formally acknowledged awareness of these practices and maintains that it enforces fare and licensing requirements; however, operators continue to disregard the set fares and conditions, and the specific enforcement mechanisms applied are not clearly articulated.

Box 1: Lessons from Comparable Public Transport Markets – What Works in Fiji and Jamaica

A comparative review of public transport systems in Fiji, Jamaica and PNG reveals both shared challenges and distinct approaches in regulation and operation. While all three countries predominantly rely on private operators for public transport services, government oversight varies significantly.

Fiji: Structured Fare Regulation and Transparency

In Fiji, the Fijian Competition and Consumer Commission (FCCC) plays a pivotal role in regulating public transport fares. The FCCC authorises and publishes fare schedules for public service vehicles. These schedules outline maximum rates for different routes and services, providing consumers with clear expectations and promoting accountability among operators. For instance, the Final Authorisation for Omnibus Services in Fiji, effective from 1 August 2025, provides detailed fare structures, including stage-based pricing for different regions such as Viti Levu, Vanua Levu, and Taveuni (Fijian Competition & Consumer Commission, 2025).

The FCCC also collaborates closely with bus industry operators, engaging in transparent consultations to review structures and implement equitable fare-per-seat allocations. This process ensures that fares are fair for both operators and passengers and reflects operational realities. Additionally, the government has subsidised student fares to align them with adult fares, demonstrating a commitment to maintaining affordability for vulnerable groups (Commission, Fijian Competition & Consumer Commission, 2024)

This structured and consultative approach not only enhances consumer confidence but also facilitates enforcement by regulatory authorities, creating a more formal and transparent public transport market compared to PNG.

Jamaica: Government-backed Urban Transit and Social Concessions

Jamaica's public transport system features a blend of private and public sector involvement. The Jamaica Urban Transit Company (JUTC), a state-owned entity, operates bus services in urban areas, complementing private minibuses operators. This dual approach ensures broader coverage and reliability. Additionally, the Jamaican government has implemented fare concessions for students and the elderly, making public transport more accessible to vulnerable groups. (The Star, 2023)

Contrasts with PNG's Public Transport System

In contrast, PNG's public transport sector faces challenges related to fare regulation and enforcement. The ICCC sets maximum fares for PMVs and taxis under the PR Act; however, enforcement is inconsistent, and fare schedules are not publicly accessible. This lack of transparency and regulatory oversight contributes to an informal and opaque market, undermining consumer trust and complicating enforcement efforts.

All three countries face common operational challenges, including poor road infrastructure, congestion, and limited enforcement capacity. However, Fiji and Jamaica have made strides in formalising their public transport sectors. Fiji's regulatory framework includes regular fare reviews and public consultations, fostering a more structured and transparent system. (FCCC, 2025) Jamaica's JUTC operates a fleet of modern buses with scheduled routes and established fare systems, contributing to a more organised urban transport network. (JUTC, 2025)

In contrast, PNG's public transport system remains largely informal, with a high prevalence of family-run businesses and a lack of standardised fare structures. This informality hampers efforts

to implement consistent service standards, safety regulations, and fare transparency.

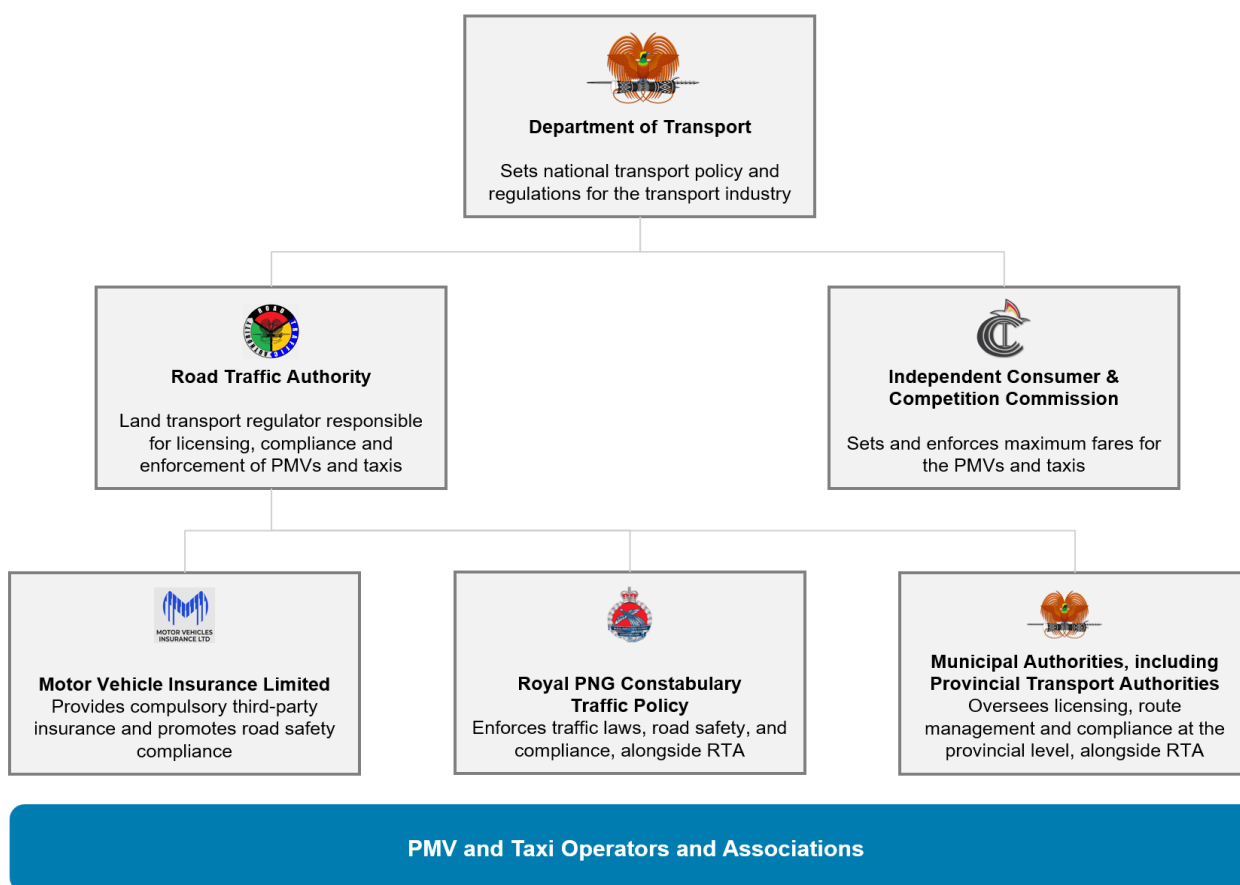
3.2 Key Stakeholders and Institutional Roles

The PMV and taxi industry is overseen by a number of government agencies and statutory bodies. These institutions play a crucial role in policy development, regulation, and enforcement, ensuring the sector functions effectively. Figure 1 provides an overview of the key agencies and their respective responsibilities.

3.2.1 Department of Transport

The Department of Transport (**DoT**) is the lead agency for transport policy and planning. It formulates policies, coordinates transport infrastructure projects, administers transport legislation, and ensures compliance with safety and environmental standards. Its core functions span all three modes of transport and include providing policy and strategic advice, coordinating the implementation of government strategies, administering relevant legislation, and monitoring delegated authorities.

Figure 1: Governance Structure for the PMV and Taxi Industry in PNG



3.2.2 Road Traffic Authority

Established under the Road Traffic Act 2014, Road Traffic Authority (**RTA**) is the statutory body responsible for managing and regulating land transport in PNG. Its core functions include vehicle registration, driver's licensing, issuance of number plates, and enforcement of road safety and compliance standards.

Box 2: Licensing and Permits for PMVs and Taxis in PNG

The *Road Traffic Rules – Vehicle Standards and Compliance Rule 2017* establishes safety standards and inspection requirements for motor vehicles used on public roads in PNG. These standards ensure that vehicles are safe in construction, imports, and ongoing operation. Although the Vehicle Standards and Compliance Rule does not single out PMVs or taxis, the provisions on vehicle roadworthiness, safety equipment, and import standards apply to them.

Licensing of PMV and taxis falls under the Passenger and Goods Transport Licensing Rule 2017, which came into effect on 1 June 2018.

To apply for or renew a license, applicants must submit:

1. A vehicle description and driver details (including crew members for PMVs)
2. A current certificate of vehicle registration
3. A certificate of roadworthiness issued within 7 days of application

Applicants must also be considered fit and proper persons under Section 64 of the Rule.

Licenses may include conditions such as operational area, route, pickup and drop-off points, passenger capacity and timetabling. Once approved, the licensee received the prescribed number plates and a license label.

Vehicle inspection requirements fall under the same Rule as follows:

- PMVs and taxis must be inspected every 6 months at an authorised inspection station
- Upon passing, vehicles must display a current safety sticker to indicate roadworthiness

These inspection and certification processes are linked to the Vehicle Standards and Compliance Rules and are mandatory for PMVs and taxis to operate legally.

If converting a privately registered vehicle to a PMV or taxi, the following documentation and steps are required at inspection:

1. Original Compulsory Third Party (CTP) insurance certificate and registration certificate
2. Statutory declaration from the registered owner, witnessed by a Commissioner of Oaths
3. Valid ID copy of the owner
4. A taxi meter approval letter
5. RTA inspection report

6. Acceptance letter and statutory declaration from the relevant transport company
7. Company extract and director's ID
8. A valid safety sticker (valid for six months)

3.2.3 Provincial and Local Governments

Under Section 14 of the Road Traffic Act 2014, the RTA may delegate and contract some of its statutory functions and powers to any person, entity, or organisation, including provinces or provincial administrations, through Memoranda of Understanding (MOUs). This enables the RTA to extend its regulatory and operational reach throughout the nation. To date, twelve provinces have signed MOUs with the RTA, authorising them to undertake specific regulatory functions on behalf of the RTA.

Provinces are also required to establish Land Transport Boards to oversee passenger and goods transport. While most boards were established under the repealed Motor Traffic Act 1950, only Eastern Highlands Province has submitted its Land Transport Licensing Committee to the RTA Board in line with the Road Traffic Act 2014.

3.2.4 National Capital District Commission

In partnership with the RTA and the Department of Transport, the National Capital District Commission (**NCDC**) is working to modernise and improve Port Moresby's transport system. Through its Sustainable Urban Mobility Program (**SUMP**), the NCDC is upgrading roads using alternative materials to asphalt and plans to introduce a Bus Rapid Transit (BRT) system featuring electric buses with 25+ seating capacity. This initiative will be supported by dedicated bus lanes and improved passenger pick-up points.

3.2.5 Motor Vehicle Insurance Limited

Motor Vehicle Insurance Limited (**MVIL**) provides Compulsory Third-party (CTP) motor vehicle insurance for all registered vehicles. Acting as an agent for the RTA, MVIL also delivers vehicle registration and driver licensing services through its nationwide network of 34 branches, three of which are in Port Moresby. While MVIL collects insurance premiums alongside registration fees and provides data to the ICCC, it does not play a role in setting premiums, determining PMV and taxi fares, or managing registration costs.

3.2.6 Traffic Police Division, Royal Papua New Guinea Constabulary

The Traffic Police Division within the Royal Papua New Guinea Constabulary (**RPNGC**) enforces road traffic laws under the RTA. The duties of the Traffic Police include roadside checks, charging motorists for offences, and supporting accident investigations. The Traffic Police also provides accident reports and related information to MVIL claims processing.

3.2.7 Independent Consumer and Competition Commission

The Independent Consumer and Competition Commission (**ICCC**), under Section 21 of the *Prices Regulation Act (PR Act)*, is responsible for determining and setting fares in the PMV and taxi industry. However, the ICCC does not enforce compliance or monitor adherence to approved fares by operators.

3.2.8 Industry Associations and Operators

Beyond formal agencies, operators and associations play an important role in the industry. While some urban taxi fleets are more organised, most PMV and taxi services are family-owned or individually run. In some provinces, such as Oro (Northern), associations have been established to liaise with government and regulators.

However, in provinces without such associations, operators often lack a unified platform to raise concerns or propose reforms.

4. COMPETITION ASSESSMENT

The PMV and taxi industry forms an essential part of PNG's transport system. However, as with many regulated sectors, competition in these markets is shaped by structural constraints and operational challenges that influence efficiency, service quality and consumer choice. This section provides an assessment of competition in the PMV and taxi industry, drawing on stakeholder consultations and industry observations.

4.1 Identification of Competition Issues

Stakeholder consultations highlighted several competition-related challenges, particularly in urban centres. A key concern raised in the industry sector is the apparent oversupply of vehicles on certain routes, reflecting the absence of clear regulatory entry controls. While some jurisdictions have applied quota systems, international experience shows that such instruments are blunt and often difficult to enforce. More targeted approaches, such as route-based permitting, intake reviews, or license conditions linked to compliance and service quality, are commonly cited in regulatory practice as more effective mechanisms for managing supply relative to demand.

In addition, some operators reported instances of unfair competitive behaviour, such as deliberate interference with rival vehicles to discourage customer use. These dynamics suggest that current market competition has not improved consumer outcomes. Instead, it has fostered inefficiencies, service disruptions, and a general decline in service quality standards.

4.2 Impact of Premium PMV Services

Premium PMV services remain a small but important segment of the market. While standard family-owned operators dominate, initiatives such as the Ginigoda Meri Seif buses (designed to improve safety for women) and the Eda City buses in Port Moresby have demonstrated the potential of targeted interventions to raise service standards and expand accessibility. Although the Meri Seif service is currently inactive, such models show how higher-quality, socially oriented services can complement existing PMVs and gradually influence consumer expectations. Over time, the presence of premium services could create a tiered market structure, offering choice to passengers and incentivising improvements among standard operators.

For regulators, the experience with premium PMV services highlights the importance of enabling innovation that raises safety and service standards, while ensuring such initiatives complement rather than distort competition in the broader market.

4.3 Market Failures and Information Asymmetry

The absence of reliable data and effective regulatory oversight on route allocation has resulted in persistent inefficiencies in the PMV market. Operators typically base their supply decisions on perception rather than actual passenger demand, which leads to overcrowding and underutilisation on some routes while undersupply on others. This imbalance not only reduces overall system efficiency but also diminishes service reliability and consumer confidence.

A further challenge is information asymmetry, both in understanding passenger demand and in anticipating future market changes. Consultations revealed that many operators were either unaware of or dismissive of the potential entry of ride-hailing and ride-sharing platforms such as Uber, Grab, or locally developed alternatives as discussed below. These digital models could offer safer, more reliable, and more convenient services, directly challenging traditional PMV and taxis. Without timely information and preparation, existing operators' risk being unprepared for sudden and transformative shifts in the market.

For regulators, addressing these failures will require stronger data collection and route planning by the RTA and other transport authorities, while the ICCC, as the economic regulator, should continue to monitor these issues and highlight their competitive implications to ensure fares and services remain efficient and sustainable.

4.4 Emerging Trends and Disruptive Forces

4.4.1 Digitisation and Ride-Hailing Platforms

Globally, ride-hailing platforms such as Uber, Grab, Gojek, Bolt and DiDi have transformed urban mobility by offering real-time booking, transparent fares, and more reliable service. These platforms have expanded rapidly across Asia and Africa, where relatively low rates of private vehicle ownership, combined with underdeveloped and often unreliable public transport networks, have created structural demand for alternative forms of urban mobility (al, 2022).

In the Asia-Pacific region, the ride-hailing market was valued at US\$87.04 billion in 2024, and is projected to reach US\$129.63 billion by 2030, growing 6.91% annually. In Africa, the sector is expected to expand from US\$2.53 billion in 2025 to US\$3.16 billion by 2030.

PNG shares some of these characteristics. Public transit is underdeveloped, and car ownership is limited, especially in urban centres. As mobile coverage and smartphone usage improve, digital platforms could provide safe, more convenient options and directly challenge traditional PMV and taxi services. While international platforms have not yet entered the Pacific, local initiatives are emerging.

For example, StarTrip, a newly launched ride-hailing app in Port Moresby, demonstrates how technology can improve convenience and flexibility for passengers and drivers, highlighting the potential for digital disruption in PNG's transport sector. Although still in its early stages, StarTrip's fares are currently lower than regulated taxis (which do not operate on meters), highlighting both its potential for digital disruption and the importance of monitoring how pricing and market dynamics evolve.

Stakeholder consultations revealed that many PMV and taxi operators are either unaware of or dismissive of the likelihood of such disruption, reflecting significant information gaps. Without better awareness and preparation, existing operators' risk being unprepared for sudden market changes. For regulators, the challenge will be to anticipate these developments and ensure that digital ride-hailing is introduced safely, fairly, and in ways that complement existing transport services.

The introduction of Uber and similar ride-sharing apps in other countries led to significant disruption in the taxi industry, causing a major decline in revenue and the closure of some traditional taxi businesses due to lower, more transparent fares and greater convenience for consumers. However, the shift also forced taxi services to innovate, improving technology and customer experience, with some even partnering with ride-sharing platforms to access new customer bases and drivers.

4.4.2 Technology

Beyond ride-hailing, the introduction of new technologies could significantly modernise PNG's PMV and taxi industry, strengthening safety, transparency, and service quality. In countries with similar transport structures, tools such as onboard CCTV, GPS tracking, and electronic ticketing have delivered tangible benefits. These technologies improve passenger security, act as a deterrent to crime, and provide regulators with accurate operational data for fare monitoring, route planning, and compliance enforcement.

Fiji's government-regulated e-ticketing system offers a relevant regional example. It uses prepaid cards, with subsidies for students, older persons, and people with disabilities, making services more affordable and accountable. Similarly, countries such as Australia, New Zealand, and Singapore have deployed CCTV on buses and taxis, enhancing passenger safety and documenting incidents.

The following technologies are currently being used by the taxi industry around the world, and could be introduced to PNG:

- AI-powered route optimisation: uses artificial intelligence, including machine learning and predictive analytics, to calculate the most efficient routes for transportation and delivery services by analysing vast datasets and real-time information like traffic, weather, and delivery constraints.

This dynamic approach allows for continuous route adjustments, leading to reduced travel time and costs, lower fuel consumption, faster deliveries, improved customer satisfaction through accurate ETAs, and a significant competitive advantage.

- In-car cameras: also known as dashcams, are small, mounted devices that record video footage of your car journeys and surroundings, acting as a digital witness in case of an accident or incident. They typically attach to your windshield or dashboard and feature loop recording, which continuously overwrites old footage to make space for new recordings. Key features can include parking mode for recording when the car is off, built-in GPS for location and speed data, and G-sensors to automatically save recordings during sudden impacts.
- Car panic button: is a safety feature, usually a button on the car key or a dedicated spot in the car, that allows you to quickly alert others in an emergency. When pressed, it can activate your car's horn and lights, send an alert to a control centre, or send a silent alarm with your GPS location to emergency services or designated contacts, providing a faster response than a manual phone call.
- GPS tracking: uses satellite technology to monitor a vehicle's real-time location, enabling enhanced safety and efficiency for both passengers and operators. This system allows for continuous location monitoring, route optimisation, real-time updates for customers, detailed reporting, fuel consumption control, and improved vehicle security against theft. These devices could also help the regulator in tracking distances travelled, routes followed and vehicle usage, therefore allowing for a better determination of the appropriate taxi and PMV fares, and the definition of better and more competitive regulation.

4.4.3 Electrification

Sustainability is another global trend influencing competition in the transport sector. Major ride-hailing companies, such as Uber, have committed to electrifying their fleets in key markets by 2030, highlighting the economic and environmental advantages of electric vehicles (EVs). These benefits include lower fuel and maintenance costs, reduced emissions, and greater alignment with climate commitments.

In PNG, the adoption of EVs will likely be gradual due to constraints in electricity supply, charging infrastructure and high upfront vehicle costs. However, government policies such as the National Transport Strategy (2014-2030), the Connect PNG Program (2020-2040), and climate-focused initiatives have established a framework for encouraging e-mobility.

Over time, gradual electrification of PMV and taxi fleets, particularly in urban centres such as Port Moresby and Lae, could reduce operating costs, which in turn may influence the ICCC's future assessment of efficient costs and fare-setting. Integration of EVs into emerging digital ride-hailing

platforms may help accelerate the adoption of electric vehicles, linking environmental goals with affordability and market efficiency.

Digitisation, new technologies, and electrification are set to reshape competition in PNG's PMV and taxi sector. While direct regulation of ride-hailing platforms falls outside the ICCC's jurisdiction, the ICCC has an important role in monitoring these developments, assessing their impact on declared services, and ensuring that fare determinations remain relevant and cost-reflective. Close coordination with the RTA, DoT and other authorities will be essential to support innovation in a way that protects consumers, improves service quality and maintains a fair and efficient market.

5. COST AND REVENUE ASSESSMENT

This chapter examines the structure and adequacy of PMV and taxi fares in PNG. It outlines the ICCC's approach to assessing operator costs and revenues and provides the analytical foundation for fare determination in Chapter 6. The assessment draws on operator and passenger surveys, stakeholder consultations, and the ICCC's independent analysis. The aim is to ensure that regulated fares reflect the efficient costs of service provision.

5.1 Overview of Methodology

The ICCC adopted a structured, evidence-based methodology for the 2025 review, drawing on both operator and passenger data to test whether current fares are adequate and sustainable. The approach builds on elements of the framework used in the 2019 review, including cost categorisation and systematic assessment of major inputs such as fuel, maintenance, labor, and financing.

However, the ICCC has also refined its approach in recognition of the distinctive features of the PMV and taxi industry. Unlike regulated utilities, the industry is dominated by small, privately owned operators and is not highly capital-intensive. This makes a strict application of the “building block” cost-of-service model less suitable, as it can overstate complexity and impose assumptions that do not reflect the realities of operators.

For this reason, the 2025 review adopts a benchmarking model, which still incorporates building block components (such as depreciation, financing, and operating costs) but applies them through a simplified, representative cost profile approach. This enables the ICCC to balance regulatory rigor with practical relevance, ensuring that fare determinations are transparent, evidence-based, and grounded in the operational realities.

Key enhancements in this review include the introduction of passenger surveys, providing direct evidence on affordability, accessibility, and willingness to pay. This demand-side perspective complements operator cost data and allows for a more balanced assessment of whether current fares are both sustainable for operators and affordable for passengers.

5.2 Analytical Approach

Given the limitations of self-reported survey data, the ICCC adopted a cautious, benchmarking-based analytical approach. The aim was not to determine fares to the exact kina, but to develop a set of credible cost benchmarks that reflect the financial realities of a typical operator in each region.

The main steps in the analysis were:

1. **Use of medians rather than averages:** For purchase prices, operating costs, and financing terms, medians were applied to minimise the influence of extreme values and ensure results better reflected the typical operator.
2. **Standardise assumptions:** For comparability across regions, a 6-day operating week (312 working days) was applied. Trips per day were adjusted to reflect the provincial survey median (e.g. 9 trips per day in NCD, 3 in Central, and 4 in Mt Hagen).
3. **Breakeven fare calculation:** Total annual costs were divided by passenger volumes (passengers x trips per day x working days) to estimate the fare required per passenger trip.
4. **Scenario testing:** To address outliers and inconsistent reporting, four scenarios were modelled for each province:
 - Raw average (all responses)
 - Raw median (all responses)
 - Cleaned average (excluding outliers)
 - Cleaned median (excluding outliers).

This approach provided a range of plausible breakeven fares, allowing the ICCC to test sensitivity and select benchmarks that most closely reflect efficient operator costs.

5. **Comparison with observed fares:** Benchmarked costs were compared with actual fares reported by operators and passengers, recognising that compliance gaps mean reported fares may not always reflect real-world practices.

This analytical framework strikes a balance between regulatory rigour and practical relevance. It enables the ICCC to assess whether current fares broadly cover efficient costs, while acknowledging limitations in the precision of the data.

5.2.1 Inputs to the WACC Model

To estimate a representative discount rate for PMV and taxi operations, the ICCC applied a weighted average cost of capital (WACC) framework. This approach balances the expected return on equity with the effective cost of debt, weighted by the capital structure of operators. The following assumptions were adopted:

- **Risk-free rate (Rfr):** In the absence of a reliable long-term government bond yield for PNG, the US 10-year Treasury yield (4.2%) was selected as the most transparent and liquid global benchmark. This choice reflected standard regulatory practice in markets without deep domestic debt markets. Data is drawn from Bloomberg, US 10-year Treasuries (September 2025).

- **Inflation benchmarks:** Headline consumer price indices were sourced from the US Bureau of Labour Statistics (2.9%) and the PNG National Statistics Office (5.3% YoY, Q1 2025). While inflation rates were used for cross-checking assumptions, the WACC model itself is expressed in nominal terms and avoids double-counting inflation.
- **Country Risk Premium (CRP):** A premium of 5.45% was added to account for the higher sovereign macroeconomic and institutional risks associated with PNG. This estimate is sourced from Damodaran, Country Risk Premiums (2025) and captures PNG's higher risk relative to advanced economies.
- **Equity Market Risk Premium (EMRP):** A global market risk premium of 11.7% was applied to capture the average additional return required by equity investors above the risk-free rate, consistent with Damodaran's 2025 estimates. While PNG-specific market data is limited, the global premium provides a conservative and broadly accepted benchmark.
- **Beta (β):** The 2025 Review applied the same beta adopted in the 2019 Review. To translate global equity risk into PNG's operating context, a beta in the range of 0.85 was adopted. This is informed by emerging market betas (2019) from Damodaran's dataset (average unlevered betas ~0.6), which were then delivered using the standard formula assuming a 62/38 debt-equity ratio consistent with operator survey evidence. A beta closer to 1 implies that operator returns are expected to move broadly in line with the overall market, which is reasonable for a sector exposed to demand, cost, and financing risks.
- **Cost of equity (K_e):** Combining these assumptions, the cost of equity is calculated as:

$$K_e = r_f + CRP + \beta \times EMRP$$

This yields a cost of equity in the range of 14.1%, reflecting both international return expectations and PNG-specific risk factors.
- **Cost of debt (K_d):** Operator survey responses on loan interest rates were limited and often inconsistent. Many operators did not provide information, while those who did reported a wide variation in financing terms. For example, some operators cited concessional rates as low as 5% under the BSP MSME scheme, while others reported rates of 20-50%, reflecting reliance on a range of financiers. This demonstrates that operators access credit through a diverse set of channels, with effective borrowing costs highly dependent on their financial circumstances. For modelling purposes, the ICCC adopted a representative cost of debt consistent with the mid-to-upper end of reported rates, recognising both the prevalence of high-cost financing and the structured challenges in accessing affordable credit in PNG.
- **Capital structure:** Financing weights were derived from operator survey responses. On average, PMV operators reported financing their vehicles with approximately 62% debt and 38% equity, although significant variation exists between provinces and operators. This structure was applied consistently across the WACC model.
- **Tax Treatment:** Given that a large share of the PMV and taxi industry operates informally or outside the formal corporate tax net, an effective tax rate of 0% was assumed.

Application to PMVs and taxis

Bringing together these inputs, the ICCC calculates a WACC of 21.4% for PMVs and 16.5% for taxis. This is high relative to most regulated industries internationally, where WACCs typically fall below 15%. However, it accurately reflects the financing environment and risk conditions faced by transport operators in PNG. The result highlights the structural challenges in the sector: operators not only face high operating costs but must also achieve unusually high returns to justify investment in vehicles.

The decision to apply different WACCs for PMVs and taxis reflects the distinct financing characteristics in the two markets:

- **Capital intensity and vehicle costs:** While both PMVs and taxis source vehicles from the second-hand market, this is far more prevalent among taxi operators. Even in the used market, the cost of a PMV is substantially higher than the purchase price of a common taxi vehicle, such as a Toyota Mark II sedan. This higher capital requirement makes PMV operations more debt-dependent and raises the effective cost of financing.
- **Financing mix:** Survey responses suggest that PMV operators more frequently used bank loans or third-party financing to purchase vehicles, while most taxi operators relied on cash or informal equity. Because the taxi sample size was small and most reported purchases were cash-financed, the ICCC adopted a conservative assumption of a 20:80 debt-equity split for taxis, compared with around 62:38 for PMVs.
- **Validity of borrowing terms:** Both PMV and taxi operators reported highly variable borrowing conditions, with interest rates ranging from concessional finance at around 5% to informal or commercial rates as high as 40-50%. This reflects the fragmented nature of PNG's credit market, where access to affordable loans depends heavily on the operator's circumstances and financial relationships. For PMVs, this variability is significant but moderated by a larger sample size and more consistent reliance on loans. For taxis, the effect is sharper: loan sizes are smaller and fewer operators reported borrowing at all. This reinforces the case for applying a lower, more equity-weighted WACC for taxis.
- **Resulting impact on WACC:** Because taxis face lower vehicle costs, carry smaller or no loans, and are predominantly equity-financed, their WACC is materially lower than that of PMVs. Applying a single blended WACC would overstate financing costs for taxis and understate them for PMVs, distorting the benchmark and misaligning fares with actual financing conditions.

The ICCC therefore adopted a more qualitative as well as quantitative approach, supplementing limited taxi survey evidence with observed market practices. This ensures that the WACC applied to

taxis remains evidence-based and proportionate, while maintaining consistency with regulatory best practice.

5.2.2 Limitations

The WACC estimates presented above should be interpreted as indicative rather than precise. They are based on a combination of international benchmarks and operator survey evidence, both of which are subject to limitations. Survey data on financing costs were incomplete and highly variable, with many operators not providing information and those that did reporting very different rates depending on their access to concessional, commercial, or informal finance. Similarly, the assumed capital structure reflects averages across diverse operators and may not represent individual circumstances. International parameters such as the risk-free rate, country risk premium, and equity market premium are also volatile and may change with global market conditions.

5.3 Insights from the 2025 Review

5.3.1 PMV Cost and Revenue Performance

The 2025 Review highlights significant variation in the financial performance of PMV operators across provinces. The table below presents reported annual costs and revenues for a typical operator in each city/town, based on the median survey results for a 25-seater PMV. This provides a representative benchmark rather than the experience of any single operator.

Table E: Median annual costs and revenues for a representative PMV operator

	Southern NCD	Southern Central	Momase Lae	Momase Wewak	New Guinea Islands Kokopo	Highlands Mt Hagen
Summary						
Overall Total Operating Costs	192,005	189,675	188,171	149,958	117,462	175,511
Overall Total Revenue	85,176	163,800	196,560	76,752	81,120	244,608
	-106,829	-25,875	8,389	-73,206	-36,342	69,097
	Deficit	Deficit	Surplus	Deficit	Deficit	Surplus

- NCD, Central, Wewak, and Kokopo, all record operating deficits, with revenues covering between 44% and 86% of costs. NCD is in the weakest position, with revenues meeting less than half of total costs.
- Lae and Mt Hagen record operating surpluses, with revenues exceeding costs by 4% and 39% respectively. These results reflect stronger demand and higher fare collections relative to operating expenses.

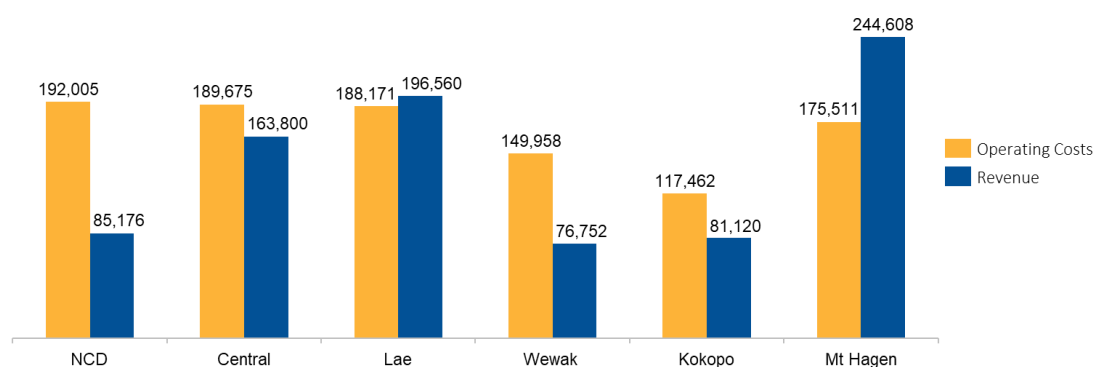
Overall, the data shows a sector under stress, with most urban and peri-urban routes failing to recover costs, while certain provinces with stronger demand patterns can operate above breakeven.

Provincial Cost Trends

Across all provinces, the increase in costs has far exceeded the modest fare increase of 10% allowed in 2019.

- **NCD:** Operating costs rose from K108,106 in 2019 to K192,005 in 2025, an increase of 56.3%.
- **Lae:** Costs rose from K121,670 to K188,171, an increase of 64.7%.
- **Wewak:** Among the steepest increases, from K124,910 to K149,58, or 83.3%.
- **Kokopo:** Costs rose from K78,671 to K117,462, an increase of 67%,
- **Mt Hagen:** Costs rose from K115,023 to K175,511, an increase of 65.5%.

Figure 2: Annual Typical Costs and Revenue of PMV Operators in 2025 (thousands, PGK)

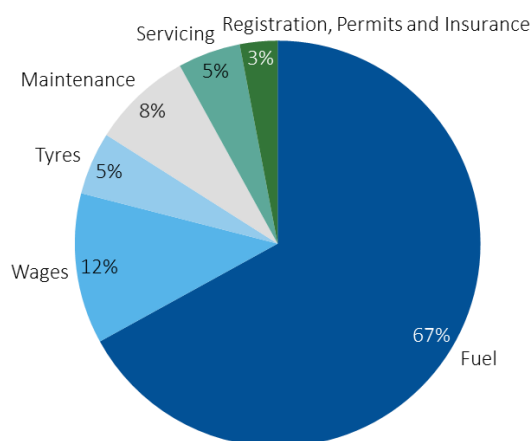


Note: Figure 2 illustrates the annual typical costs and revenue of PMV operators, based on actual fares charged by PMV operators, rather than ICCG gazette PMV fares.

Cost Composition

Survey results suggest that total operating costs have risen by 67.4% since the 2019 review. Based on the data, fuel dominates the cost structure, accounting for approximately 67% of total operating costs. The remaining structure is distributed across wages, maintenance, tyre, servicing and permits and insurance.

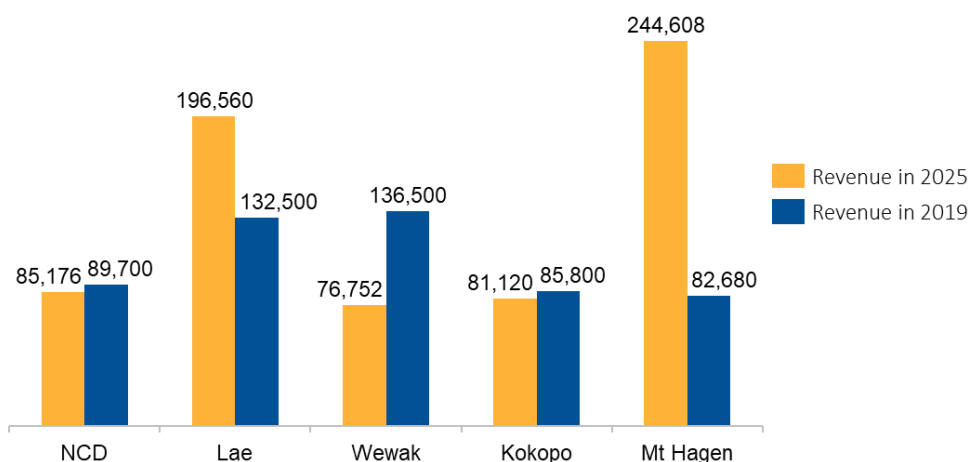
Figure 3: Breakdown of PMV Operators' Operating Costs by Category, 2025



Comparison with Revenues

While costs increased sharply, revenues have remained relatively flat or only moderately increased since 2019.

Figure 4: Revenue Comparison of PMV Operators, 2019 v 2025 (thousands, PGK)



Affordability

From a pricing regulation perspective, affordability is a key test of whether proposed fares are socially sustainable. If fares increase more rapidly compared to the capacity of low-income households to pay, public transport risks becoming exclusionary, undermining its role as an essential service for access to jobs, education, healthcare and markets.

The World Bank has developed an Affordability Index as an objective benchmark for this purpose, measuring the cost of 60 standard monthly trips as a share of per capita income for the poorest 20% of households (Carruthers, Dick, Saurkar, 2005). While the original research does not set a strict ceiling, subsequent World Bank guidance and international practice adopt a 10% benchmark: when

transport costs exceed 10% of household income, fares are considered unaffordable, often leading to suppression in public transport usage or forced substitution into walking.

Empirical evidence across some developing cities underscores the regressive impact of high fares:

- In Indian cities such as Mumbai and Delhi, the lowest-income quintile spends 15-18% of income on transport, well above the 10% benchmark
- In Pakistan, franchise reforms raised fares by 40-60%, driving transport spending above 20-40% of household incomes for the poorest, severely constraining mobility
- In African cities such as Lagos, transport burdens for the poor sometimes exceed 30-40%, forcing many to resort to walking long distances and limiting access to livelihoods

These findings demonstrate that fares often account for a significant share of income for lower-income groups, underscoring the importance of systematic affordability testing in PNG.

Applying Affordability Tests in PNG

In the PNG context, a large portion of urban households rely on PMVs and taxis for daily mobility. The Affordability Index provides an objective measure to test whether proposed fares remain within acceptable limits for lower-income households. However, PNG's economy is highly informal, with many household's dependent on subsistence activities and irregular cash incomes. This makes it essential to apply differentiated affordability tests that reflect the distinct realities of different user groups rather than relying on a single national benchmark.

Accordingly, this review applies a dual affordability framework:

- For urban and peri-urban PMV users, the minimum wage is used as a proxy for the lower bound of formal sector incomes and the daily reliance on cash fares for commuting.
- For rural households, affordability is tested against expenditure evidence from the 2023 PNG Rural Household Survey Report by the Institute of National Affairs and International Food Policy Research Institute, which found that rural households already spend around 14% of total household expenditure on transport, significantly above the World Bank's 10% benchmark

This dual approach ensures that affordability is assessed in a way that recognises PNG's informal economy and the different economic structures shaping transport demand across provinces.

Affordability also depends on expected changes in incomes. In September 2025, the Minimum Wages Board announced a phased increase in the minimum wage from K3.50 per hour to K5.00 per hour, effective January 2026, with further adjustments through 2028. This forthcoming

adjustment has been incorporated into the analysis to test affordability under both current and future wage scenarios.

The results indicate:

- At the current minimum wage, urban commuters spend 14.3% of their income on monthly transport and peri-urban commuters 21.4%, both exceeding the World Bank benchmark.
- Under the new minimum wage, urban commuters fall to the 10% threshold, making fares borderline affordable. However, peri-urban commuters remain at 15%, still above the threshold.
- Rural households remain at 15% transport expenditure, exceeding both the international benchmark and their current expenditure baseline.

Regulatory Implications

Results of the affordability test highlight several regulatory insights:

- Affordability pressures are most acute for peri-urban and rural users, where longer trip distances and irregular incomes compound fare burdens.
- Minimum wage benchmarks are useful for urban testing but insufficient for rural areas, where expenditure evidence proves a more realistic perspective.
- Comparing projected transport costs against both income and expenditure data provides a balanced view to identify fare levels that are financially sustainable versus those that risk financial exclusion.

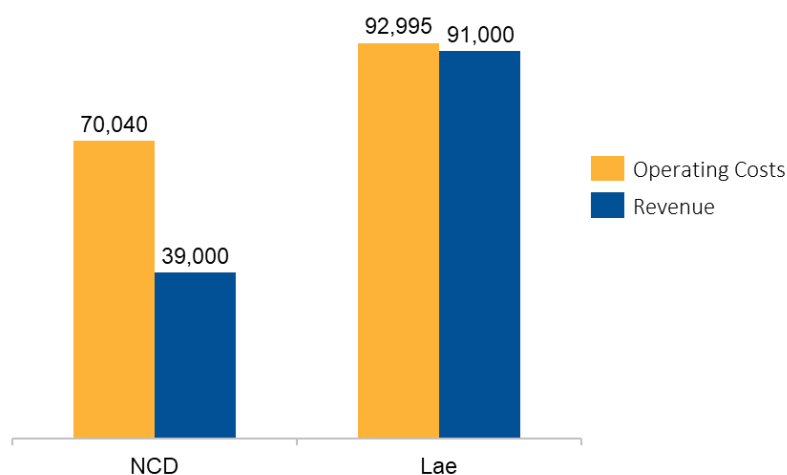
Table F: Affordability Testing of Transport Costs Relative to Household Income

Scenario	Monthly Transport Spend (K)	Affordability Ratio	Result
Current Minimum Wage - Urban	80	14.3%	Unaffordable
Current Minimum Wage – Peri-urban	120	21.4%	Unaffordable
Proposed Minimum Wage – Urban	80	10%	Affordable
Proposed Minimum Wage – Peri-urban	120	15%	Unaffordable
Rural Household	-	14%	Unaffordable

5.3.2 Taxi Cost and Revenue Performance

The 2025 Review assessed the financial sustainability of taxi operations by comparing operator-reported costs with estimated annual revenues. The results show significant variation between NCD and Lae, though data gaps limit wider regional comparison.

Figure 4: Annual Typical Costs and Revenue of Taxi Operators in 2025 (thousands, PGK)



NCD (Southern Region)

Annual operating costs for taxis in Port Moresby are estimated at approximately K70,040, while annual revenues are only K39,000. This results in a financing gap of K31,040 per vehicle per year, with operators recovering just 56% of efficient costs at prevailing fare levels. Under the current fare structure, taxi operations in NCD are therefore not financially sustainable.

Lae (Momase Region)

Taxi operations in Lae report annual costs of around K92,995 compared to revenues of K91,000, resulting in a small deficit of K1,995. While still marginally loss-making, this represents 98% cost recovery, indicating that Lae taxis are much closer to breakeven than those in NCD.

Other Provincial Centres

Survey coverage in Wewak, Kokopo, and Mt Hagen was very limited, with only one operator response received from each centre. These surveys also contained gaps and inconsistencies, making the data unreliable. As a result, the information was insufficient to develop a robust cost and revenue profile for these regions.

Implications for Fare Setting

The results suggest that both NCD and Lae taxi operations are currently loss-making, but the scale of under-recovery differs markedly. NCD taxis face large and unsustainable deficits, while Lae taxis operate close to breakeven. However, with limited and inconsistent survey data from other regions, there is insufficient evidence to justify a fully differentiated fare approach at this stage. Therefore, the ICCC has treated these results as indicative, while strengthening future data collection to enable more region-specific fare calibration.

6. FARE DETERMINATION

In Chapter 6, the ICCC has reviewed the base level of PMV and taxi fares and issued its final determinations for the next regulatory period and the adjustment mechanism to be applied.

6.1 PMV Fares

The results of the 2025 Review show that operating costs have risen by approximately 67.4% since 2019. On a strict cost-recovery basis, this would require a corresponding increase in fares of the same magnitude. Affordability testing suggests that increases of 62-63% would be required to restore balance; however, in recognition of broader economic pressures and household income constraints, the ICCC has determined a phased 60% increase over three years.

We have decided against applying a straight 60% increase to fares. While the 2025 Review demonstrates that operating costs have risen significantly, it is important to recognise the broader economic context in which fare adjustments will be implemented. With ongoing inflationary pressures and the rising cost of living in PNG, any fare increases are challenging for consumers to absorb. Many households already face constrained disposable incomes, and transport costs represent a substantial share of their daily expenditure. This underscores the need for a careful and calibrated approach to fare setting, which enables operators to recover efficient costs while avoiding undue financial hardship for passengers. It is not in the interest of PMV operators to price their customers of the market.

In determining the level of fare adjustment, the ICCC has considered several policy options:

- Raising fares by the full 67.4% implied by the increase in operating cost, while restoring financial balance for operators, would also risk be making fares unaffordable for many low-income households.
- Moderating a fare increase between urban and peri-urban routes, and non-urban routes, in line with affordability thresholds would allow operators to recover the bulk of rising costs while protecting consumers from the full impact of inflation.
- Implementing a smaller immediate fare adjustment with further increments over a two to three-year period. While this option would lessen the impact on consumers, it risks prolonging operator deficits.

While affordability is a central test of fare setting, it is equally important to recognise the risks of prolonged under-recovery of operator costs. When fares do not keep pace with efficient operating costs, operators face mounting financial strain. International experience shows that sustained under-recovery often leads to:

- Deferred vehicle maintenance, which in turn raises safety risks for passengers and road users
- Overloading and overcrowding, as operators seek to offset revenue gaps by carrying excess passengers
- Route and fare non-compliance
- Service providers leaving the market.

6.1.1 Phased Fare Increase Strategy

The ICCC recognises that implementing the full 60 percent fare adjustment in a single step would impose a significant burden on users, many of whom already face constrained disposable incomes. International experience consistently demonstrates that large, sudden fare increases risk undermining affordability, suppressing demand, and eroding public support for regulated service (World Bank, 2024); (International Transport Forum / OECD, 2018). To balance the objectives of cost recovery, affordability, and service sustainability, ICCC proposes a phased approach over a three-year horizon.

Two alternative phasing models were considered:

Option A: Equal Annual Increments with CPI and Fuel Triggers

Under this approach, the 60 percent adjustment is divided into three approximately equal steps. Each year's increment would be subject to review against movements in CPI and fuel costs, which together represent the bulk of PMV operator expenditure.

- **Trigger mechanism:** Where fuel prices or CPI deviate significantly from baseline forecasts (e.g. 10 percent), the fare increment would be adjusted by a small surcharge or moderation
- **Transparency:** The formula linking fares to CPI and fuel indices will be published, enhancing regulatory credibility and predictability for both passengers and operators
- **Predictability:** Moderate, annual increases allow households to plan and adjust, avoiding the "shock effect" of infrequent large hikes

This model would ensure a smooth transition, uphold affordability safeguards, and reduce political risks associated with sharp fare hikes, allowing operators to recover efficient costs.

Option B: Front-Loaded Hybrid Adjustment

Implement a larger share of the increase in the first year, followed by two smaller increments of around 15 percent each in subsequent years.

- **Immediate relief:** A larger initial adjustment would provide earlier financial relief for

operators, limiting cumulative deficits and safeguarding service continuity

- **Subsequent smooth:** Smaller increments in later years would ease the ongoing burden on passengers
- **Risk:** The initial impact on low-income passengers would be greater, requiring careful monitoring of affordability thresholds and possible complementary support measures.

Evidence from the OECD International Transport Forum indicates that where cost pressures are acute, front-loading can provide faster financial relief to operators. However, this approach carries significant social and political risks, as large initial increases are more likely to trigger public resistance, affordability concerns, and even policy reversals. While financially advantageous for operators in the short term, a front-loaded strategy risks undermining ridership stability and eroding public trust. In PNG, many households are highly fare-sensitive and alternative transport options are limited. This approach could intensify affordability pressures in the first year, making it less sustainable than a gradual, trigger-based phasing.

6.1.2 ICCC's Final Determination

Based on international best practice and PNG's socio-economic context, the ICCC considers **Option A (equal annual increments with CPI and fuel triggers)** to be the most appropriate baseline strategy. This model balances the needs of operators for predictable cost recovery with the capacity of passengers to absorb fare changes.

However, the ICCC acknowledges that acute cost pressures, particularly from global fuel price volatility, may necessitate a modified approach. In such cases, a hybrid model with front-loading may be justified, provided strong affordability safeguards are maintained.

The phased approach reflects the ICCC's mandate to set fares that are efficient, equitable, and sustainable, and is consistent with international evidence that fare policy should balance financial viability and the protection of low-income users.

The ICCC also recognises that fare adjustments must be accompanied by tangible improvements in service quality. International regulators routinely link fare increases to minimum service standards, thereby ensuring that passengers experience visible benefits alongside higher fares. In the PNG context, recurring complaints around overcrowding, vehicle condition, safety, and operator behavior highlight the importance of this linkage. Without credible improvements in quality, fare increases risk eroding public trust and compliance.

In addition to the phased fare increase strategy, the ICCC sets out the proposed determination for 2026. From 1 January 2026, regulated PMV and taxi fares will rise by 20%, representing the first step in the phased 60% adjustment.

Beyond this upfront increase, fares will be subject to annual adjustments linked to changes in fuel prices and the Underlying Consumer Price Index (**CPI**). This approach ensures that fares remain cost-reflective throughout the regulatory period and that operators are shielded from sustained cost shocks, while passengers benefit from a transparent and predictable adjustment formula.

The methodology is consistent with that applied during the 2019 regulatory period, but with updated weightings based on evidence from the 2025 Review:

- Fuel component: 60% reflecting its dominant share in operator costs, particularly PMVs
- CPI component: 40% capturing broader cost drivers

The ICCC will apply this adjustment mechanism annually over the 2026-2030 regulatory period, with results published in its annual Price Orders.

6.1.3 Annual Adjustment Mechanism for PMV Fares

The ICCC will use the following formulae set in 2019 to adjust the fares for both rural and urban PMV services over this regulatory period.

$$P_{t+1} = (CPI_t * 0.40) + (DFI * 0.60)$$

Where:

P_{t+1} = the percentage change in fares in the next year (t+1). This change will apply to the actual fares (not the rounded fare)

CPI_t = the movement in the CPI (excluding betelnut, alcoholic beverages and tobacco) measured by the NSO series, thus:

$$CPI_t = \left(\frac{Dec\ CPI\ t-1 + March\ CPI\ t + June\ CPI\ t + Sep\ CPI\ t}{Dec\ CPI\ t-2 + March\ CPI\ t-1 + June\ CPI\ t-1 + Sept\ CPI\ t-1} \right) - 1$$

Where:

Dec, March, June, Sept are the quarterly CPI index numbers

t, t-1, t-2 refer to the years such that t is the current year and t+1 is the next year which the fare increase is to apply.

DFI_t = the change in the retail price of diesel in each provincial town for PMVs as determined monthly by the ICCC, such that:

$$DFI_t = \left(\frac{12\text{-month average monthly diesel fuel price to September } t}{12\text{-month average monthly diesel fuel price to September } t-1} \right) - 1$$

The ICCC has updated the adjustment formula for the next five-year regulatory period to better reflect changes in operator cost structures. The weighting has been revised from an even 50:50 split between CPI and fuel inflation to 60% fuel and 40% CPI, recognising the higher cost share of fuel in total operating expenses. In parallel, the ICCC will implement a phased fare increase of 60% over the next three years to progressively align fares with efficient cost recovery while maintaining price stability and affordability for passengers, as shown in Table G.

Table G: Fare Adjustment Mechanism for PMVs – 2025 to 2030 Regulatory Period

Year	Annual Adjustment Formula
2026	$P_{t+1} + 20\%$ (Phased Increase)
2027	$P_{t+1} + 20\%$ (Phased Increase)
2028	$P_{t+1} + 20\%$ (Phased Increase)
2029	P_{t+1}
2030	P_{t+1}

6.2 Taxi Fares

The 2025 Review shows that taxi operations in PNG are generally loss-making, though the extent of under-recovery varies across regions. NCD taxis face large and unsustainable deficits, while Lae taxis operate close to breakeven. In other centres, limited survey coverage prevented a reliable assessment. Against this backdrop, the ICCC sets out its determination for taxi fares for the next regulatory period.

6.2.1 Policy Options Considered

In determining the appropriate adjustment, the ICCC considered three options:

- **Full cost recovery at one step:** Raising fares to immediately close the 44% gap in NCD. While this would restore financial balance for operators, it would impose a sharp affordability shock on passengers and risk widespread non-compliance.
- **Phased adjustment over several years:** Introducing a staged fare increase in NCD, beginning with a moderate uplift and smaller increments in subsequent years. This approach is consistent with international best practice, where regulators emphasize smoothing adjustments to balance cost recovery with affordability.

- **Indexation only:** Holding fares constant (aside from CPI and fuel indexation) in centres where recovery is already near breakeven (e.g. in Lae), or where data gaps prevent robust calibration (e.g. Wewak, Kokopo and Mt Hagen).

6.2.2 ICCC's Final Determination

The ICCC considers a phased adjustment in NCD to be the most appropriate approach. This strategy balances the urgent need to restore operator viability with the affordability constraints of households.

The ICCC, therefore, determines that fares in NCD will rise by a cumulative 40% over three years, as structured below:

1. Year 1: +16%
2. Year 2: + 14%
3. Year 3: +10%

A 40% cumulative increase was chosen because it closes most of the 44% cost gap identified in the review, while avoiding the affordability shock that would result from applying the full adjustment in one step. This approach ensures operators can move forward with financial sustainability, while passengers are shielded from an immediate and unsustainable rise in fares.

In Lae, fares will be held constant, with only indexation applied annually to reflect changes in fuel, maintenance, and other cost drivers. This is sufficient to close the small 2% shortfall while avoiding unnecessary fare hikes.

In other regions (Wewak, Kokopo and Mt Hagen), fares will also be maintained at current levels, with indexation applied until sufficient survey data is available to justify differentiated adjustments. Applying the same increase outside NCD would raise fares beyond what is needed in regions already near breakeven, reducing affordability and weakening confidence in the fare-setting process.

The ICCC recognises that the proposed cumulative adjustment for NCD taxis exceeds 25% compared to the last fare determination in 2019. This reflects the sharp escalation in operating costs over the period, with operators now covering barely half of their efficient costs. Without a sufficient adjustment, the market would remain in deficit, placing the availability and reliability of taxi services in persistent deficit, placing the availability and reliability of taxi services at risk.

6.2.3 Annual Adjustment Mechanism for Taxi Fares

Similar to PMV, the ICCC will use the adjustment formulae for taxi fares set in the 2019 Review for annual adjustments of the taxi fares over the next regulatory period. The formulae are as follows:

$$P_{t+1} = (CPI_t * 0.40) + (PFI_t * 0.60)$$

All definitions are the same as those for PMVs except that P_{t+1} is applied to flag fall and distance rates, and (PFI_t) is the change in petrol prices and is calculated as follows.

PFI_t = is the outcome of the sum of average change in retail prices of petrol determined monthly by the ICCC for all towns where taxi services are provided by 4 regions, which is such that:

$$PFI_t = \left(\frac{\text{12-month average monthly petrol fuel price to September } t}{\text{12-month average monthly petrol fuel price to September } t-1} \right) - 1$$

The ICCC has determined that fare adjustments will apply only within NCD, where operations are significantly under-recovering costs. Other centres did not have sufficient data to enable a reliable assessment or fare determination at this stage. The phased approach allows NCD operators to gradually move towards cost recovery while minimising affordability impacts and maintaining price stability within the regulated urban network. A total increase of 40% will be implemented over three years, as shown in Table H.

Table H: Fare Adjustment Mechanism for Taxis – 2025 to 2030 Regulatory Period

Year	Annual Adjustment Formula
2026	$P_{t+1} + 16\%$ (Phased Increase)
2027	$P_{t+1} + 14\%$ (Phased Increase)
2028	$P_{t+1} + 10\%$ (Phased Increase)
2029	P_{t+1}
2030	P_{t+1}

6.3 Rounding Rule

In applying these adjustments, the ICCC also follows its established rounding rule to ensure fares are set in simple denominations. PMV fares are rounded to the nearest 10 toea increment, while taxi flag-fall rates are rounded to the nearest 20 toea increment.

This approach reflects the practical realities of cash-based transactions in PNG and avoids the inefficiencies and confusion associated with fractional fare schedules.

7. REGULATORY AND ENFORCEMENT CONSIDERATIONS

This chapter examines the existing regulatory framework for PMV and taxi services in PNG, highlighting persistent gaps in fare enforcement, passenger safety, vehicle standards and service quality. It sets out where regulation exists in law but falls short in practice and considers the implications for consumer protection and sector credibility.

Strengthening enforcement is essential to restore public trust, improve safety, and create a fairer operating environment. International experience suggests that combining immediate enforcement measures with more long-term reforms can institutionalise quality and accountability.

For PNG, the next regulatory period presents an opportunity to implement these changes to benefit daily commuters and support the many operators who form the backbone of the sector. Ultimately, enforcing the rules is not about punishing operators or restricting services; it is about elevating industry standards for the benefit of all.

7.1 Enforcement of PMV and Taxi Fares

7.1.1 Challenges in Enforcement

Traffic enforcement in PNG lies primarily with the RTA, through the *Road Traffic Act*, while the RPNGC Traffic Police Division plays a supporting role that focuses mainly on accident response and public safety.

Although fare schedules are regulated under the *Prices Regulation Act*, enforcement is inconsistent and often absent in many locations. Information obtained in consultations suggests that most PMV operators charge fares above the approved maximum. For example, in Port Moresby, operators typically charge K2 rather than the approved K1.40, even higher in special circumstances such as wet weather or security concerns. Similarly, while RTA policy requires taxis to operate with workable licensed meters, these are rarely used, with fares instead negotiated informally between driver and passenger.

The disconnect between regulated fares and prevailing market practices undermines consumer confidence, creates inequity across routes, and weakens the credibility of regulation. Enforcement capacity is limited, roadside checks are infrequent, penalties are minimal, and high levels of informality further reduce the effectiveness of national standards at the local level.

7.1.2 Regulatory Strategies

Drawing on lessons from the Pacific, Southeast Asia and Sub-Saharan Africa, regulators can pursue a two-stream strategy: short-term enforcement measures to demonstrate credibility and longer-term reforms to embed discipline in the sector.

Short-term regulatory strategies:

- **Fare compliance and transparency:** Adopt a zero-tolerance approach to illegal fare practices. For taxis, non-use of meters or fare overcharging should trigger immediate penalties, including fines, license suspension, or vehicle impoundment. For PMVs, random spot checks and passenger complaint hotlines can deter overcharging and reinforce fare discipline. The PMV and taxi operators are also required under section 10(3) of the *Passenger and Goods Transport Licensing Regulation 2017* to display the PMV and Taxi fares on their vehicles, providing fare information to commuters. RTA to enforce this when issuing or renewing operators' licence or during roadside checks. The RTA, in its submission to the Draft Report, has requested the ICCC to provide the current fares to them so they can issue to PMV and taxi operators as part of their licensing process. RTA also mentioned that there are no penalties applied on fares for overcharging under the Offence and Penalties Regulation.
- **Traffic policing and safety checks:** Extend existing checks, such as registration and safety stickers, to cover overcrowding, speeding, and reckless driving. Deploy mobile enforcement teams at known hotspots such as bus stops and terminals.
- **Roadworthiness inspections:** Increase the frequency of vehicle fitness tests and conduct surprise audits. Unsafe vehicles should be issued defect notices or removed immediately from service. Escalating penalties for repeat offenders, from fines to suspension of permits, will create stronger incentives for compliance.

Long-term regulatory strategies:

- **Formalisation and licensing:** The PMV and taxi industry remains largely informal, though operators often demonstrate collective behaviour through strikes. This underlines the need to bring operators into a more structured framework. Over the long term, regulators should require operators to join registered associations or cooperatives as a condition of licensing. Importantly, as the regulator of competition, ICCC will review and approve such associations to ensure they are formally constituted, transparent, and compliant with competition laws. While associations can improve coordination and self-policing, they also carry risks that they might create unlawful collusion between competitors. ICCC oversight can strike the balance, ensuring associations improve enforcement and service quality while safeguarding competition and preventing collusion that disadvantages passengers. The associations can

promote safety and ease of tracking for accountability, through branding of their registered vehicles and better coordinated approach that can improve service reliability

- **Technology and data-driven enforcement:** Require installation of GPS trackers, speed limiters, and eventually encourage cashless payment systems. Develop an integrated database linking licensing, inspection results, and violation histories to enable intelligence-led enforcement.
- **Fleet modernisation:** Introduce phased programs to retire old and unsafe vehicles, backed by concessional financing to help operators upgrade. Tie route licenses to a minimum vehicle quality standard.
- **Stakeholder engagement:** Establish regular consultation forums between regulators, operators, and user representatives to build trust and encourage compliance. Supporting operators through training and structured associations can reduce resistance and strengthen cooperation.

7.1.3 Institutional Coordination

Effective enforcement requires stronger coordination between agencies. The ICCC, RTA and RPNGC should enter a formal MOU to clarify responsibilities, share information, and align enforcement actions. Partnerships with operator associations can further extend regulatory reach and build shared responsibility for compliance.

7.1.4 Possible Delegation of Regulatory Oversight to Provincial Administration

Given the need for intrusive regulation, close supervision, visibility and ongoing presence of the economic regulator in the PMV and Taxi services, the ICCC may consider delegating its regulatory oversight on PMV and Taxi services to the Provincial Administration.

It is possible to adopt and tweak some other forms of regulation applied in the public land transport systems in other jurisdictions to address our country's unique challenges in the PMV and Taxi services. As an alternative to full delegation, the ICCC may invite Provincial Administration to propose the maximum fares to the Commission to review, approve and have these maximum fares gazetted; while delegating the enforcement part back to the Provincial Administration, who have strong enforcement capacities and more intrusive/direct regulatory oversight on public land transport in their respective provinces.

The ICCC has consulted Provincial Administration, RTA and other relevant stakeholders who concurred with the proposed alternatives discussed in this report. The ICCC will collaborate with these important stakeholders to ensure compliance with ICCC's Final Determinations, during the next five (5) year regulatory period, commencing 1st January 2026.

7.1.5 Benefits of Effective Enforcement

Effective enforcement delivers benefits to both users and operators. Passengers benefit from safer, more predictable, and affordable services, while operators benefit from a level playing field that rewards compliance and quality service. A better-regulated sector will reduce accidents, improve service reliability, and enhance public trust in the transport system. Over time, this will also support broader economic outcomes by improving mobility, lowering household transport costs, and sustaining a vital service on which most of PNG households depend.

7.2 Concerns on Safety and Services Standards

7.2.1 Passenger safety risks

Passenger safety is among the most pressing issues in the PMV and taxi industry. Overloading, reckless driving and excessive speeding are common, increasing the likelihood of accident risks and eroding public trust in the sector. Women and school children are particularly vulnerable, with frequent reports of harassment and unsafe travel conditions.

Unsafe practices at bus stops exacerbate these risks. Some PMV drivers bypass designated bus stops, forcing passengers to board or disembark in unsafe locations, while others obstruct traffic at roundabouts, intersections, and along major roads while waiting to fill vehicles. Stakeholders also noted frequent non-compliance with designated routes, overcharging, and unauthorised roadside pick-ups, which worsen congestion and elevate accident risks. Drink driving was also identified as one of the top causes of PMV and taxi accidents.

7.2.2 Vehicle Condition

Many PMVs and taxis are poorly maintained, with weak enforcement of roadworthiness standards. The widespread reliance on low-cost spare parts, often purchased from informal suppliers, contributes to frequent breakdowns and shortens vehicle life spans. Operators indicated that access to high-quality parts is limited by cost and credit constraints, leaving them with few affordable alternatives. The resulting deterioration in vehicle quality reduces service reliability and increases safety risks for passengers.

7.2.3 Hygiene and Comfort

Overcrowding is widespread, particularly on busy urban routes. Poor ventilation and lack of basic cleanliness in vehicles create an unpleasant travel environment and discourage greater use of public transport. These conditions diminish passenger experience and reinforce negative perceptions of the sector.

While these shortcomings are widely acknowledged, it is important to recognise that PMVs and taxis remain the only affordable and accessible means of transport for the majority of the population. For most households, they provide the only practical means of reaching employment, education, health services, and markets. This reliance underscores the importance of strengthening enforcement of safety and service standards, not only to protect passengers but also to ensure that the system remains inclusive and sustainable.

8. CONCLUSION AND FINAL DETERMINATION

Based on its key findings, the ICCC concludes that PMV and Taxi services will continue to be regulated in the next regulatory period, from 1st January 2026 to 31st December 2030.

The ICCC adopts a benchmarking model, which still incorporates building block components (such as depreciation, financing, and operating costs) but applies them through a simplified, representative cost profile approach, ensuring that fare determinations are transparent, evidence-based, and grounded in the operational realities.

The ICCC has determined a WACC of 21.4% for PMVs and 16.5% for Taxis, to reflect the financing environment and risk conditions unique to public land transport operators in PNG.

Since the last review in 2019, operating costs have increased by 67.4%, brought about by global economic shocks in the last five (5) years. However, affordability testing suggests about 60% increase to restore balance. Therefore, the ICCC has determined to use a 60% phased increase over the first three (3) years for PMV and Taxi fares, in addition to the annual adjustment described under section 6.1.3 of this Report. There will also be a phased adjustment on taxi fares, in addition to the annual CPI adjustment, as described under Section 6.2.2. The new Price Order will be published in the National Gazette to take effect from 1st January 2026.

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APPENDICES

APPENDIX 1

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APPENDIX 2

Stakeholder Consultation Submissions and Responses

ID	Stakeholder Name	Date – Time	Status	Public Submission
1	Road Traffic Authority	No response	No consultation	Yes
2	Motor Vehicle Insurance Limited	19/08/25 – 11 am	Completed	Yes
3	Royal PNG Constabulary	No response	No consultation	Yes
4	Department of Transport	No response	No consultation	Yes
5	ENB Land Transport Board	No response	No consultation	No
6	NIP Land Transport Board	No response	No consultation	No
7	Morobe Land Transport Board	No response	No consultation	No
8	ESP Land Transport Board	No response	No consultation	No
9	Oro Land Transport Board	No response	No consultation	No
10	WHP Land Transport Board	No response	No consultation	No
11	Meri Seif Bus Service	No response	No consultation	No
12	NCDC – Eda City	1/09/25	Completed	No
13	Consultative Implementation & Monitoring Council	Not required	No consultation	Yes

APPENDIX 3

Data Tables and Survey Results

Participation of PMV and Taxi Operators in 2025

Major Town	Survey Statistics by Operator Type			
	No. of PMV operators Surveyed	# Valid Surveys	No. of Taxi operators Surveyed	# Valid Surveys
NCD	9	9	6	6
Central	7	7	-	-
Lae	18	15	4	4
Wewak	17	16	1	0
Mt Hagen	26	23	1	0
Kokopo	33	29	1	0

Data Quality and Response Limitations

Some challenges were encountered in the quality and completeness of survey responses from PMV and taxi operators. Several surveys were incomplete, with missing entries for key variables, including operating costs, passenger numbers, and revenue. Where data gaps existed, reasonable assumptions informed by the valid sample were applied to help estimate aggregate operating costs and revenues. However, where responses were the information provided was insufficient to support such assumptions, those surveys were omitted from the final analysis.

Misinterpretation of certain survey questions, particularly those relating to vehicle lifespan and financing details, also affected data quality. For example, many PMV operators misunderstood the question on vehicle lifespan. Instead of estimating how long a vehicle can remain in operation before requiring replacement, operators reported the number of years their current vehicles had been in use since purchase.

To maintain consistency and reliability, only valid and complete responses were retained for analysis, with adjustments made where assumptions could reasonably be applied. These response limitations nevertheless highlight the structural and informational challenges of collecting accurate data from a fragmented and largely informal operator base within the industry.

Operating Environment

Road Quality

Road quality directly affects vehicle lifespan and operating costs. In NCD, most routes are fully sealed, though some sealed roads contain potholes, and a smaller number are gravel or dirt roads. Poor road conditions accelerate wear and tear, shortening effective vehicle lifespan, while fully sealed routes support relatively longer serviceability. Road conditions vary significantly across provinces, suggesting that the five-year average lifespan observed in NCD may not be representative nationally.

Market Conditions

Operators reported rising vehicle costs since the last regulatory period, noting substantial price increases alongside a decline in vehicle and spare parts quality. A notable price differential exists between reputable

dealerships and low-cost suppliers. While spare parts from these suppliers are cheaper, they wear out quickly, requiring frequent replacement and raising long-term operating costs.

Despite a preference for higher-quality parts from reputable dealers, most operators rely on cheaper parts due to limited cash reserves and constrained access to affordable finance. This trade-off between cost and durability affects fleet reliability and long-term operational efficiency. Operators generally maintain a hybrid servicing model, using a regular mechanic for parts replacement and periodic maintenance to balance cost constraints with essential vehicle upkeep.

PMV Operator Feedback by Province

Operator consultations were conducted across six major towns: NCD, Central, Lae, Wewak, Mt Hagen, and Kokopo. While participation among PMV operators was generally strong, taxi operator participation was limited. However, the few taxi operators who participated raised similar concerns to PMV operators, highlighting common challenges such as rising fuel and spare parts costs, poor road conditions, and the need for fare adjustments and strong regulatory enforcement.

National Capital District (NCD)

During consultations, PMV operators in NCD highlighted several areas where ICCC or the Government of PNG could support the industry. The main suggestions focused on:

1. **Fare Adjustment:** Multiple operators recommended increasing PMV fares to offset rising operating costs, particularly fuel and spare parts.
2. **Fuel Costs:** Operators expressed concerns over high fuel prices and suggested measures to reduce fuel costs.
3. **Road Infrastructure:** Improving road conditions and traffic systems was raised as a means to reduce vehicle wear and improve operational efficiency
4. **Regulatory Costs:** A smaller number of operators suggested lowering PMV registration fees.

Overall, the responses indicate that operators are primarily concerned with controlling costs and ensuring that fares adequately cover operational expenses.

Central Province

Consultations with PMV operators in Central Province highlighted several areas for government or ICCC intervention:

1. **Fares and Fuel Costs:** Operators are suggesting increasing fares or reducing fuel costs to manage rising operating expenses.
2. **Road Infrastructure:** Improving road conditions was recommended to enhance vehicle longevity and operational efficiency.
3. **Regulatory Oversight and Enforcement:** Operators requested increased enforcement around unlicensed vehicles and proper oversight by authorities, such as the police and city wardens, to ensure smooth operations
4. **Transparency and Public Awareness:** Providing pricing awareness to the public and issuing receipts during roadblock checks were also noted to improve compliance and transparency
5. **Operational Monitoring:** A suggestion was made to have ICCC staff accompany PMV trips to monitor performance.

Overall, the responses emphasise the dual need to manage operating costs and strengthen enforcement and service oversight to support the PMV sector.

Lae, Morobe

Consultations with PMV operators in Central Province highlighted several areas for government or ICCC intervention:

1. **Fares and Cost Recovery:** Many operators requested increases in PMV fares to offset rising costs of fuel, vehicle parts, maintenance, and financing. Subsidies for long-distance routes were also suggested.
2. **Fuel and Spare Part Costs:** Maintaining current fuel prices or reducing fuel and spare part costs were recommended to improve operating viability.
3. **Route Management and Associations:** Operators emphasised the need for route scheduling, route associations, and support to ensure coordinated operations, fair fares, and effective representation of operators.
4. **Road Infrastructure and Bus Stops:** Improved road conditions and the establishment of proper bus stops were frequently cited to reduce operational inefficiencies and improve service delivery.
5. **Regulatory Oversight:** Operators highlighted challenges with enforcement, noting inconsistent fare regulation, unlicensed operators, and administrative fees (e.g. registration fees and police roadblocks). Stronger monitoring and support from authorities were recommended to address these issues.
6. **Other Operational Concerns:** Some operators raised issues regarding high insurance costs, police interference and challenges posed by fees imposed on bus crews.

Overall, feedback from Lae operators indicates that rising operational costs, inadequate regulatory enforcement, and poor infrastructure are key constraints affecting the profitability and sustainability of PMV services.

Wewak, East Sepik Province

Consultations with PMV operators in Wewak highlighted several key areas where ICCC or the government could support the industry:

1. **Fares and Cost Recovery:** Operators frequently suggested increasing PMV fares to offset rising operational costs, with some recommending an additional K5 per trip to ensure profitability.
2. **Fuel and Financial Support:** Subsidies for fuel, vehicle registration, and loans were recommended to reduce operating costs and improve financial sustainability. Monitoring and controlling prices were also highlighted as necessary.
3. **Road Infrastructure:** Operators stressed the need to improve road conditions, particularly on key routes, such as the Sepik Highway and local routes, to reduce vehicle wear and maintenance costs.
4. **Regulatory Oversight:** Strengthening the regulation of unregistered or non-compliant PMVs was suggested, including the establishment of a provincial PMV board to monitor operations. Delays in services from MVIL and other authorities were noted as a concern.
5. **Operational and Governance Support:** Operators recommended better route management, standardisation of urban fares, and improved oversight to ensure fair competition and safe operations.
6. **Other Operational Concerns:** High costs of spare parts, black-market fuel prices, and issues with unroadworthy vehicles operating alongside licensed PMVs were raised as persistent challenges.

Overall, Wewak operators emphasised the combined need to manage costs, improve infrastructure, strengthen regulatory oversight, and support operators through targeted subsidies and governance mechanisms.

Mt Hagen, Western Highlands

Feedback from PMV operators in Mt Hagen underscored the significant impact of high operating costs and poor infrastructure on service delivery. The main themes emerging from consultations include:

1. **Fare Adjustments and Cost Recovery:** Operators overwhelmingly called for an increase in PMV fares to offset rising costs of fuel, spare parts, and vehicles. Several respondents recommended specific fare increases. For example, from K7.00 to K8.00 on shorter routes, and up to K100.00 on longer interprovincial routes to maintain operational viability.
2. **Fuel Costs and Subsidies:** High and volatile fuel prices were identified as a primary cost driver. Many operators suggested that the ICCC and the government either subsidise fuel or implement mechanisms to stabilise or reduce fuel prices.
3. **Road Infrastructure and Maintenance:** Poor road conditions, particularly along key routes such as Mendi-Hagen, Wabag-Kandep-Hagen, and Pangia-Hagen, were consistently cited as major operational challenges. Operators stressed the need for the national government to prioritise road rehabilitation and maintenance to reduce vehicle damage and associated costs.

4. **Vehicle and Spare Parts Costs:** The escalating prices of vehicle parts, especially from authorised dealers like Ela Motors, were a major concern. Operators suggested that ICCC review spare part pricing and consider regulating or monitoring costs to ensure affordability and quality.
5. **Regulatory Oversight and Competition:** Some respondents noted high competition from other PMVs, including unroadworthy or unlicensed vehicles, and called for greater enforcement through the RTA or ICCC to ensure a level playing field and safer operations.
6. **General Economic Pressures:** Broader inflationary pressures and rising costs of living were also acknowledged as factors worsening PMV profitability. Operators linked these to the need for a fare increase and targeted government interventions to sustain the industry.

Overall, Mt Hagen operators emphasised that addressing fuel and parts costs, fare adjustments, and road infrastructure improvements are critical to maintaining the viability of PMV operations in the Highlands region.

Kokopo, East New Britain

Consultations with PMV operators in Kokopo revealed that the industry continues to face significant financial and operational pressures primarily driven by high fuel costs, deteriorating road conditions, and expensive vehicle maintenance. The majority of respondents strongly supported a review and upward adjustment of PMV fares to better reflect current cost structures.

1. **Fare Adjustments:** The most consistent feedback from operators was the need to increase PMV fares to align with escalating costs of operation. Several operators recommended fare adjustments for urban routes, such as raising minimum fares to K2.00, to ensure that operators can maintain viable margins after covering fuel, maintenance, and loan repayments.
2. **Fuel Prices and Operating Costs:** Operators identified high fuel prices as the single most significant cost burden, suggesting that the government or ICCC should consider subsidising fuel or reviewing fuel price regulation mechanisms. Many respondents also noted that fare increases should be automatically reviewed when fuel prices rise.
3. **Road Conditions and Infrastructure:** Poor road conditions, particularly along the Kokopop-Rabaul route, were widely reported as a critical issue contributing to high maintenance costs and vehicle wear. Operators called for urgent road rehabilitation and routine maintenance to reduce operating expenses and improve service reliability.
4. **Vehicle Parts and Supply Chain Issues:** Respondents raised concerns about the limited availability and high prices of spare parts, citing long back orders from car dealers and the prevalence of counterfeit parts in the local market. Some suggested that ICCC and relevant authorities should monitor and regulate spare parts dealers to ensure affordability, quality and assurance.
5. **Regulatory and Enforcement Issues:** Operators also noted challenges related to frequent traffic infringements, excessive roadblock fines, and inconsistent enforcement, which add to operational uncertainty and costs. Several called for stricter controls on the number of PMVs per route and stronger enforcement against unlicensed or non-compliant operators.
6. **Safety and Security:** A few respondents highlighted the increased risk of criminal activity targeting PMVs, particularly along poorly maintained or isolated stretches of road, further compounding the challenges of operating in the province.

Overall, PMV operators in Kokopo emphasised that improving road conditions, reducing fuel and parts costs, and adjusting PMV fares are essential measures to stabilise the industry and ensure its long-term sustainability.

APPENDIX 4

Legislative Extract

Section 21 (2A) of the Prices Regulation Act

(2A) When making an order under Subsection (1), the Commission shall have regard to –

- (a) the need to protect consumers and users of the declared goods and services from misuse of market power in terms of prices, pricing policies (including policies relating to the level or structure of prices) and the standard of the declared goods or services; and
- (b) the cost of making, producing or supplying the declared goods or services; and
- (c) the desirability of encouraging greater efficiency in relation to making, producing or supplying the declared goods or services; and
- (d) the need to ensure an appropriate rate of return on any investment in relation to the declared goods or services; and
- (e) the borrowing, capital and cash flow requirements of persons making, producing or supplying the declared goods or services; and
- (f) considerations of demand management and least-cost planning; and
- (g) existing standards of quality, reliability and safety of the declared goods or services, and the desirability of encouraging improvements in those standards; and
- (h) the effect of any proposed order on general price inflation over the medium term; and
- (i) the economic and social impact of any proposed order; and
- (j) any other matters the Commission considers relevant.

APPENDIX 5

Price Schedule

Schedule A – Urban Routes

National Capital District			
Route Numbers	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, N1, N2, N3, N4, N5, N6, N7, N8	1.60	0.80	1.20

Milne Bay Province			
Route 300C From Alotau town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
KB Compound	1.50	0.80	1.10
Top Town	1.50	0.80	1.10
Goilani	1.50	0.80	1.10

Oro Province			
Urban – Route 1 From Popondetta Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Market	1.30	0.70	1.00
Kamsi	1.30	0.70	1.00
CIS Biru	1.30	0.70	1.00

East Sepik Province			
From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Moem Barracks	1.70	0.90	1.30
Boram/Brandi Junction	1.70	0.90	1.30
CIS/Perogo	1.70	0.90	1.30
Brandi High School	1.70	0.90	1.30
Boram Hospital	1.70	0.90	1.30
Kreer Heights	1.70	0.90	1.30

Kreer Compound/Caltex	1.70	0.90	1.30
Wirui/Nuigo	1.70	0.90	1.30
Council Chambers/Dagua Market	1.70	0.90	1.30
Town/Wewak Hill	1.70	0.90	1.30
Route 2/1 Wewak to Turubu From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Works	1.20	0.60	0.90
Sawarin	1.20	0.60	0.90
Brandi Secondary School	1.30	0.70	1.00

Madang Province			
Urban Route From Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
4 Mile	1.50	0.80	1.10
Balasiko	1.50	0.80	1.10
LBS	1.50	0.80	1.10
Miliok	1.50	0.80	1.10
Tarangau	1.50	0.80	1.10
Sisiak 2	2.20	1.10	1.70
Sisiak 3	2.20	1.10	1.70
Sagalau	2.20	1.10	1.70
Airport	2.20	1.10	1.70
Divine Word University	1.50	0.80	1.10

Morobe Province			
Within Lae Town - Route	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Route 11A: West Taraka - Town	1.50	0.80	1.10
Route 11B: Bumayong-Unitech-Town	1.50	0.80	1.10
Route 11C: PTC - Town	1.50	0.80	1.10
Route 11D: Igam Barracks-Town	1.50	0.80	1.10
Route 12A & 12B: Buimo/CIS-Town	1.50	0.80	1.10

Route 13A & 13B: Malahang-Lae Market	1.50	0.80	1.10
Route 14A & 14B:10 Mile - Town	1.50	0.80	1.10
Route 13E: Bumayong-Malahang-Lae Market	1.50	0.80	1.10
Route 15A: Main Wharf>Show Ground-Eriku-Town-Lae Market	1.50	0.80	1.10

Western Highlands Province

From Hagen Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Areas within town	1.30	0.70	1.00

Eastern Highlands Province

From Goroka town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Areas within town	1.30	0.70	1.00

East New Britain Province

Route 7 From Rabaul Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Areas within Rabaul town area	1.60	0.80	1.20
Route 8 From Kokopo Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Areas within Kokopo town area	1.60	0.80	1.20

New Ireland Province

Route One (1) From Kavieng Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Areas within Kavieng town area	1.20	0.60	0.90

Schedule B – Non-Urban Routes

Central Province

Magi Highway Route (including Route 200) From Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Taurama Dirt Rd Junction	1.80	0.90	1.40

Dogura Bridge	1.80	0.90	1.40
Gereka Village T/Off	2.60	1.30	2.00
Bautama Bridge	2.80	1.40	2.10
Mt. Diamond Secondary School	3.60	1.80	2.70
Tahira Boating T/Off	3.60	1.80	2.70
Mirigeda Youth Development	3.90	2.00	2.90
Jasen Farm	4.40	2.20	3.30
Kerekkadi Village T/Off	4.90	2.50	3.70
Tubuseria	5.70	2.90	4.30
Vaivai	6.00	3.00	4.50
Rabuka	6.80	3.40	5.10
Dabunari	8.10	4.10	6.10
Barakau Turn Off	8.30	4.20	6.20
Seme Turn Off	8.80	4.40	6.60
Gaire Turn Off	10.10	5.10	7.60
Sabuia	11.10	5.60	8.30
Manugoro	12.40	6.20	9.30
Deu	14.50	7.30	10.90
Tagana	16.90	8.50	12.70
Gabagaba	17.30	8.70	13.00
Gomore	17.90	9.00	13.40
Kwalimurubu	18.40	9.20	13.80
Saroa	18.70	9.40	14.00
Gidobada	20.30	10.20	15.20
Kwikila Village	20.50	10.30	15.40
Kwikila Station	20.70	10.40	15.50
Imuagoro	23.90	12.00	17.90
Saroakeina	22.60	11.30	17.00
Sivatana	24.10	12.10	18.10
Matairuka	26.00	13.00	19.50
Lebogoro	28.20	14.10	21.20

Magautou	29.60	14.80	22.20
Imairu Turn Off	30.30	15.20	22.70
Dikwarobu	31.40	15.70	23.60
Aleba Turn Off	32.00	16.00	24.00
Amago	32.40	16.20	24.30
Varo Koegeera	33.50	16.80	25.10
Dubanatebao	33.70	16.90	25.30
Matabo	36.10	18.10	27.10
Ginigolo	17.90	9.00	13.40
Gunugau	17.90	9.00	13.40
Gabone	20.30	10.20	15.20
Turuba	21.80	10.90	16.40
Kemabolo	22.80	11.40	17.10
Bonanamo	24.10	12.10	18.10
Riwali	24.60	12.30	18.50
Walai	24.60	12.30	18.50
Kaparoko	26.50	13.30	19.90
Gemo	26.90	13.50	20.20
Kalo	31.10	15.60	23.30
Hula	31.10	15.60	23.30
K.A.K.Turn Off	26.90	13.50	20.20
Niuruka	28.20	14.10	21.20
Goulupu	30.10	15.10	22.60
Kore	32.40	16.20	24.30
K.A.K.	33.70	16.90	25.30
Boregaina Turn Off	23.30	11.70	17.50
Boregaina	25.40	12.70	19.10
Karekodobu	26.90	13.50	20.20
Gaunomu	28.20	14.10	21.20
Kware	28.80	14.40	21.60
Karaifaiara	26.50	13.30	19.90

Boragoro	27.30	13.70	20.50
Seba	29.00	14.50	21.80
Kokorogoro	29.90	15.00	22.40
Debadogoro	30.30	15.20	22.70
Libunakomana	32.00	16.00	24.00
Boku Primary School	32.20	16.10	24.20
Gobugolo	32.40	16.20	24.30
Karaigolo	32.70	16.40	24.50
Binagoro	33.30	16.70	25.00
Matanatou	33.50	16.80	25.10
Kororogolo	35.00	17.50	26.30
Wiga	37.10	18.60	27.80
Drikomana	38.20	19.10	28.70
Ikega	40.20	20.10	30.20
Obaha	36.90	18.50	27.70
Bokuku Turn Off	37.40	18.70	28.10
Lako	36.90	18.50	27.70
Upulima	39.90	20.00	29.90
Imila	42.00	21.00	31.50
Kupiano Turn Off	47.20	23.60	35.40
Irupara	47.20	23.60	35.40
Kupiano Station	49.30	24.70	37.00
Gavuone	50.40	25.20	37.80
Maopa	41.80	20.90	31.40
Aroma Coast	42.00	21.00	31.50
Keagolo	42.00	21.00	31.50
Vuru	43.30	21.70	32.50
Wairavanua	43.30	21.70	32.50
Kelerakwa	47.20	23.60	35.40
Beita Settlement	48.00	24.00	36.00
Eikinone	48.80	24.40	36.60

Kapari	49.80	24.90	37.40
Pactim	50.80	25.40	38.10
Laba	51.90	26.00	38.90
Siboroba	52.10	26.10	39.10
Lalaura Turn Off	53.20	26.60	39.90
Old Mill	53.40	26.70	40.10
Baramata Turn Off	53.70	26.90	40.30
Lalaura	56.80	28.40	42.60
Cocoalands	53.70	26.90	40.30
Merani	54.50	27.30	40.90
Moreguina	55.30	27.70	41.50
Iano	57.60	28.80	43.20
Cape Rodney	59.70	29.90	44.80
Manabo	58.30	29.20	43.70
Domara	58.70	29.40	44.00
Abau	58.70	29.40	44.00
Amoamo	59.40	29.70	44.60
Gadoguina	61.20	30.60	45.90
Ganai	62.80	31.40	47.10
Baboguina	65.10	32.60	48.80
Ganimarupu	28.20	14.10	21.20
Mamalo	27.50	13.80	20.60
Mole	28.20	14.10	21.20
POREBADA – LEALEA ROUTE (ROUTE 300)			
From Port Moresby (Koki) to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Lealea Turn Off	4.70	2.40	3.50
Roku	6.40	3.20	4.80
Kouderika	7.00	3.50	5.30
Porebada	7.50	3.80	5.60
Boera	8.80	4.40	6.60
Papa	8.80	4.40	6.60

Lealea	9.40	4.70	7.10
HIRITANO HIGHWAY ROUTES (ROUTE 400) From Port Moresby (Waigani):	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Boteka Village Turn Off	1.90	1.00	1.40
Goldie Junction	2.00	1.00	1.50
Laloki Psychiatric Hospital	2.30	1.20	1.70
Aima Turn Off	2.80	1.40	2.10
Mountain View	3.20	1.60	2.40
Sabusa Sawmill	3.40	1.70	2.60
Dasima	4.40	2.20	3.30
Rubwoho	4.90	2.50	3.70
Vele	6.20	3.10	4.70
Baramata Settlement	6.40	3.20	4.80
Edevu	7.00	3.50	5.30
Brown River	7.30	3.70	5.50
Veikabu	9.10	4.60	6.80
Berevere	9.80	4.90	7.40
Kerea Turn Off	10.90	5.50	8.20
Vanapa	11.10	5.60	8.30
Doromoku Turn Off	11.70	5.90	8.80
Kuriva	12.80	6.40	9.60
Kerea Block	13.00	6.50	9.80
Govt. Block amaita store T/Off	13.20	6.60	9.90
Akuku Turn Off	13.70	6.90	10.30
Vaimauri Estate	14.50	7.30	10.90
Martin River	14.50	7.30	10.90
Mariboi	16.60	8.30	12.50
Malati	17.10	8.60	12.80
Vana Estate	17.70	8.90	13.30
Wama	18.40	9.20	13.80
Doa Estate	18.70	9.40	14.00

Kubuna Dadina	19.40	9.70	14.60
48 Camp	20.30	10.20	15.20
Kubuna Turn Off	21.00	10.50	15.80
Keveona Turn Off	21.30	10.70	16.00
Pinu/Manumanu Turn off	22.00	11.00	16.50
Ukaukana Turn Off	22.00	11.00	16.50
Agevairu Trade Store	22.80	11.40	17.10
Hisiu Turn Off	22.80	11.40	17.10
Tubu Turn Off	25.60	12.80	19.20
Siala Vanuamai	28.80	14.40	21.60
Yule Island Turn Off	31.10	15.60	23.30
Tapini Turn Off	32.00	16.00	24.00
Biotou Turn Off	32.90	16.50	24.70
Inauabui	34.00	17.00	25.50
Eboa	36.50	18.30	27.40
Inauabui/Yeku	36.90	18.50	27.70
Oriropetana Turn Off	36.90	18.50	27.70
Mau/Rapa Turn Off	37.60	18.80	28.20
Inaoae	37.60	18.80	28.20
Inawi Turn Off	38.60	19.30	29.00
Veifa's Turn Off	38.60	19.30	29.00
Waima Turn Off	38.90	19.50	29.20
Bereina Station	39.50	19.80	29.60
Mainohana Secondary School	40.20	20.10	30.20
Avaira Orere	41.50	20.80	31.10
Pagopago Turn Off	41.50	20.80	31.10
Veifa's/Aipeana	42.30	21.20	31.70
Amoamo	43.10	21.60	32.30
Rarai	44.10	22.10	33.10
Inawai	45.90	23.00	34.40
Kerea Turn Off	29.00	14.50	21.80

Keakuaku	29.60	14.80	22.20
Fodu	30.30	15.20	22.70
Kerea	30.60	15.30	23.00
Tubu Turn Off	14.10	7.10	10.60
Tubu	15.00	7.50	11.30
Kaiau	28.00	14.00	21.00
Duimana	28.80	14.40	21.60
Alaala	32.20	16.10	24.20
Kubuna	36.90	18.50	27.70
Adio	37.40	18.70	28.10
Kubuna Station	37.60	18.80	28.20
Eria/Ikekei	40.20	20.10	30.20
Sisiva	40.80	20.40	30.60
Bakoidu Station	41.00	20.50	30.80
Ifomo	42.50	21.30	31.90
Nomuna	42.90	21.50	32.20
Loroipa Bridge	44.10	22.10	33.10
Tapini Station	57.80	28.90	43.40
Mou/Rapa Turn Off	38.20	19.10	28.70
Bebeo	39.10	19.60	29.30
Babiko	39.50	19.80	29.60
Ipaipana	39.70	19.90	29.80
Mou/Rapa	39.90	20.00	29.90
Waima Turn Off	41.80	20.90	31.40
Kivori Poe	43.30	21.70	32.50
Kivori Kue	43.80	21.90	32.90
Rove	46.70	23.40	35.00
Sepoe	47.80	23.90	35.90
Sarota	48.80	24.40	36.60
Iokea	50.60	25.30	38.00
Apainaipi Turn Off	51.90	26.00	38.90

Lavare Pick Up	52.50	26.30	39.40
SOGERI HIGHWAY ROUTE (ROUTE 501) From Port Moresby (Gordons) to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Moitaka turn off	1.60	0.80	1.20
9 Mile Cemetery	1.90	1.00	1.40
Bomana Turn off	2.10	1.10	1.60
Tanubada	2.80	1.40	2.10
14 Mile	3.60	1.80	2.70
Hugo Sawmill	3.90	2.00	2.90
Variata Camp site	4.70	2.40	3.50
Rouna No.3	5.20	2.60	3.90
Rouna No.1	5.70	2.90	4.30
Rouna Hotel	6.20	3.10	4.70
Rouna No.2	6.80	3.40	5.10
Kokoda Trail turn off	7.30	3.70	5.50
Sogeri Station	7.70	3.90	5.80
Fakonumu Turn off	8.10	4.10	6.10
Sirinimu Dam	9.40	4.70	7.10
Mororo Plantation	9.60	4.80	7.20
Catalina	9.80	4.90	7.40
Ogatana Estate	10.10	5.10	7.60
Eligo Plantation	10.40	5.20	7.80
Ninga Plantation	10.70	5.40	8.00
Sogeri Store	8.30	4.20	6.20
Koitaki Plantation	8.80	4.40	6.60
Minataki	9.60	4.80	7.20
Ikiki Plantation	10.40	5.20	7.80
Iniki Estate No.3	11.10	5.60	8.30
Sabusa Plantation	11.40	5.70	8.60
Borogoro	12.20	6.10	9.20
Kawareba	14.10	7.10	10.60

Doe	14.50	7.30	10.90
Kokoda Trail	7.00	3.50	5.30
Hombru Bluff	7.30	3.70	5.50
Mageri DPI	7.50	3.80	5.60
Bisiatabu SDA	7.70	3.90	5.80
Bisiatabu	8.10	4.10	6.10
Holo Macdonalds	8.80	4.40	6.60
Vesulogo	9.60	4.80	7.20
Putuna S/Army	10.10	5.10	7.60
Sirinumu	10.40	5.20	7.80
Owens Corner	10.90	5.50	8.20
Brudabuna	13.00	6.50	9.80

Gulf Province			
Route 600 From Port Moresby to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Apainaipi	40.60	20.30	30.50
Alika Creek	43.00	21.50	32.30
Miaru	43.00	21.50	32.30
Lese Oalai	43.00	21.50	32.30
Kapuri (Popo Bridge)	45.20	22.60	33.90
Liavila	45.20	22.60	33.90
Lakekamu Bridge	47.60	23.80	35.70
Eopoe (Terapo)	50.00	25.00	37.50
Iosipi (Taura Bridge)	50.00	25.00	37.50
Uto Makara	52.40	26.20	39.30
Siapea haro	52.40	26.20	39.30
Tapala	52.40	26.20	39.30
Keke	52.40	26.20	39.30
Malalaua Station	52.40	26.20	39.30
Meporo Bridge	54.90	27.50	41.20

Anita	54.90	27.50	41.20
Ipakota	54.90	27.50	41.20
Ipihia	54.90	27.50	41.20
Kepamai	57.20	28.60	42.90
Mupa Junction	59.60	29.80	44.70
Karama (Laura) Bridge	59.60	29.80	44.70
Lakikip Settlement	59.60	29.80	44.70
Javora Settlement	59.60	29.80	44.70
Mora'a Market	61.90	31.00	46.40
Lavare (Market Junction)	61.90	31.00	46.40
Irope (Market Junction)	61.90	31.00	46.40
Silo	64.30	32.20	48.20
Epo Junction	64.30	32.20	48.20
Ovorio	64.30	32.20	48.20
Uriri	66.60	33.30	50.00
Cupla	66.60	33.30	50.00
Kerema Town	66.60	33.30	50.00

Milne Bay Province			
Route 100 – Huhu Council Area From Alotau to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Wiole	1.80	0.90	1.40
Filita Compound	2.30	1.20	1.70
Haioma Ward	2.30	1.20	1.70
Butobuto	2.50	1.30	1.90
Goilana	2.50	1.30	1.90
Goilalimon	2.90	1.50	2.20
Lelehoa Primary School	2.90	1.50	2.20
Hehego	3.10	1.60	2.30
Basiawa	3.10	1.60	2.30
Kalei	3.60	1.80	2.70

Haioma Pouma	3.90	2.00	2.90
Gopae	4.10	2.10	3.10
Gogoana	4.40	2.20	3.30
Modewa	4.60	2.30	3.50
Kasikolo	5.10	2.60	3.80
Wasaloni	5.10	2.60	3.80
Hiligunai	5.70	2.90	4.30
Imomodanina	6.60	3.30	5.00
Watunou Market	6.40	3.20	4.80
Route 100A From Alotau to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Huhuna/East Cape Junction	7.60	3.80	5.70
Daduwe	8.20	4.10	6.20
Bubuleta Station	8.50	4.30	6.40
Dawalahouna	8.70	4.40	6.50
B' Daduwe	8.90	4.50	6.70
Tagolewa	9.20	4.60	6.90
Hiahiara	9.80	4.90	7.40
Dewagwae	9.90	5.00	7.40
Banobanoa	10.00	5.00	7.50
Deleama	10.30	5.20	7.70
Divinai Primary School	10.30	5.20	7.70
Goilana	10.30	5.20	7.70
Dabeu	10.50	5.30	7.90
Gadon	10.60	5.30	8.00
Abala	10.80	5.40	8.10
Herewariguna	11.00	5.50	8.30
Koiakeikei	11.20	5.60	8.40
Lelegwagwa	11.70	5.90	8.80
Lelehudi	12.00	6.00	9.00
Sugu	12.20	6.10	9.20

Lelehudi Primary School	12.80	6.40	9.60
Rikarirauna	13.10	6.60	9.80
Poawi	13.30	6.70	10.00
Gadudu	13.80	6.90	10.40
Route 100B From Alotau Market to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
KB Mission	1.60	0.80	1.20
Dulia	2.10	1.10	1.60
Abila	2.10	1.10	1.60
Nawae Camp (Rabe)	2.30	1.20	1.70
Rabe Primary School	2.50	1.30	1.90
Diwala SIL	2.90	1.50	2.20
Bitu Market	3.10	1.60	2.30
Kainako War Memorial	3.60	1.80	2.70
Kadigan Bridge	3.60	1.80	2.70
Guiviala	3.90	2.00	2.90
Waema Catholic Mission	4.10	2.10	3.10
Coecon Turn Off	4.10	2.10	3.10
Coecon Camp	4.40	2.20	3.30
Laviam	4.60	2.30	3.50
Ladava Catholic Station	5.10	2.60	3.80
Gurney Airport	5.30	2.70	4.00
Gabugabuna/Maiwara Junction	5.70	2.90	4.30
VOP	5.40	2.70	4.10
Giligili CIS	5.90	3.00	4.40
Dobudobu	6.20	3.10	4.70
Sineada Junction	6.60	3.30	5.00
Route 100C From Alotau to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Hagita Secondary School	6.90	3.50	5.20
Nawae Workshop	7.10	3.60	5.30
Hagita Estate	7.60	3.80	5.70

Waigani Estate	8.50	4.30	6.40
Naura	9.20	4.60	6.90
Route 100D From Alotau Market to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kapurika Junction	9.90	5.00	7.40
Sawmill	10.30	5.20	7.70
Dagama	10.50	5.30	7.90
Waluwalumo	10.80	5.40	8.10
Lumaloilo	11.20	5.60	8.40
Gumini	11.50	5.80	8.60
Gelenawalaia	11.70	5.90	8.80
Falifou	12.20	6.10	9.20
Ialebo	12.80	6.40	9.60
Ulobo/Saragai Junction	12.80	6.40	9.60
Falawatu	13.50	6.80	10.10
Bedibedi	13.50	6.80	10.10
Manago	13.80	6.90	10.40
Gelekkimini	14.70	7.40	11.00
Dibara	15.10	7.60	11.30
Bohibohi	15.10	7.60	11.30
Kilakilana	15.80	7.90	11.90
Gauba Primary School	16.10	8.10	12.10
Oinala	16.30	8.20	12.20
Ulabo Sawmill	16.60	8.30	12.50
Saiwara	16.80	8.40	12.60
Wagawaga	17.90	9.00	13.40
Huhula	18.10	9.10	13.60
Daio	18.40	9.20	13.80
Gwavili	18.40	9.20	13.80
Route 200 – Maramatan Council Area From Alotau Market to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Huhuna/East Cape Junction	7.60	3.80	5.70

Huhuna	10.30	5.20	7.70
Mohina	10.30	5.20	7.70
Lelewas	10.40	5.20	7.80
Karokarowa	10.40	5.20	7.80
Huhuna Primary School	10.50	5.30	7.90
Porotona	11.20	5.60	8.40
Wokana SDA Mission	11.70	5.90	8.80
Lelegwa	12.00	6.00	9.00
Iapoa No.2	12.20	6.10	9.20
Gailabawai	12.80	6.40	9.60
Wabali	14.30	7.20	10.70
Awaeama	14.70	7.40	11.00
Raugigiana	15.10	7.60	11.30
Garuahi LLG	15.40	7.70	11.60
Taupota Village	16.60	8.30	12.50
Taupota Market	17.30	8.70	13.00
Taupota Mission	17.90	9.00	13.40
Aimutuna	18.90	9.50	14.20
Wamawamana Village/Station	20.40	10.20	15.30
Wamawamana Road Ends	20.90	10.50	15.70
Route 200A			
From Alotau Market to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Walalaia	14.70	7.40	11.00
Walalaia Primary School	14.70	7.40	11.00
Ialoga	15.10	7.60	11.30
Begolele	15.40	7.70	11.60
Lekawa	15.80	7.90	11.90
Taugatabu	16.10	8.10	12.10
Biwa	16.30	8.20	12.20
Wame	16.30	8.20	12.20
Bibiali Market	16.60	8.30	12.50

Galelega SDA Mission	17.60	8.80	13.20
New Home	17.90	9.00	13.40
East Cape Market	18.90	9.50	14.20
Route 300 – Suau Council Area			
From Alotau to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Ata'ata/Iloilo Junction	14.50	7.30	10.90
Abeu	14.50	7.30	10.90
Ata'ata Village	15.40	7.70	11.60
Kaeadebadeba	15.60	7.80	11.70
Goripu	16.10	8.10	12.10
Wariabelo	17.30	8.70	13.00
Kabatoi	17.50	8.80	13.10
Wela	17.60	8.80	13.20
Silili	17.90	9.00	13.40
Lelebada Junction	18.10	9.10	13.60
Burauna Junction	18.90	9.50	14.20
Balaliliha	19.30	9.70	14.50
Mila	19.60	9.80	14.70
Daharoti	19.80	9.90	14.90
Degolele	26.50	13.30	19.90
Miaranahai Sulu	29.50	14.80	22.10
Maliboi	30.10	15.10	22.60
Soisoina	30.60	15.30	23.00
Iloilo Primary School	31.60	15.80	23.70
Route 300A			
From Alotau Market to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Sagarai/Magi Junction	14.70	7.40	11.00
Sagarai Bridge	15.40	7.70	11.60
Tunadaiadaia	15.50	7.80	11.60
Ho'owalai Junction	16.30	8.20	12.20
Sagarai CDC	17.60	8.80	13.20
Tamonau Village	17.90	9.00	13.40

Tamonau CDC	18.10	9.10	13.60
Tamonau Jetty	18.40	9.20	13.80
Ipouli	17.60	8.80	13.20
Deiadada	18.10	9.10	13.60
Siasiada Kwato Church	18.40	9.20	13.80
Daunala	18.40	9.20	13.80
Duhumwadawa	18.90	9.50	14.20
Route 300B From Alotau to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Ulabo/Magi Junction	12.80	6.40	9.60
Ata'ata/Iloilo Junction	14.50	7.30	10.90
Sagrai/Magi Junction	14.70	7.40	11.00
Dodoegu	15.10	7.60	11.30
Mesawa SDA Mission	15.40	7.70	11.60
Figo	15.40	7.70	11.60
Fadaura	18.10	9.10	13.60
Dulia	18.40	9.20	13.80
Galiteu	19.10	9.60	14.30
Leimalane	19.60	9.80	14.70
Sibalai	20.40	10.20	15.30
Borowai Junction	21.40	10.70	16.10
Borowai Village	22.50	11.30	16.90
Semoepe	23.00	11.50	17.30
Supuria	23.60	11.80	17.70
Borowai MBI Camp	23.90	12.00	17.90
Gaugai	25.50	12.80	19.10
Boilavi No.2	25.70	12.90	19.30
Boilavi No.1	27.30	13.70	20.50
Kaikaibaba	28.80	14.40	21.60
Opuopu	30.10	15.10	22.60
Nube	30.60	15.30	23.00

Laimodo	32.60	16.30	24.50
Mariawatte	32.90	16.50	24.70
Gadaisu	35.90	18.00	26.90
Gogosiba	40.30	20.20	30.20

Oro Province			
Route 1 – Oro Bay Sectors (Sub Route 1 – 01 – Girua Airport)	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
From Popondetta Town to:			
Kokoda Junction	2.40	1.20	1.80
Jegarata	2.60	1.30	2.00
Jonita	2.60	1.30	2.00
Newton College	2.60	1.30	2.00
Hohota Junction	2.80	1.40	2.10
Ijika Primary School	2.80	1.40	2.10
Girua Bridge	4.00	2.00	3.00
Inota Village	4.10	2.10	3.10
Girua Airport	5.30	2.70	4.00
Sub Route 1–02 (Bagou Primary School)			
From Popondetta Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Girua Airport	5.30	2.70	4.00
Dobuduru Junction	5.40	2.70	4.10
Parahe Block	8.70	4.40	6.50
Hamburata	11.10	5.60	8.30
Soputa	11.10	5.60	8.30
Gewoto	12.30	6.20	9.20
Bagou Primary School	13.60	6.80	10.20
Sub Route 1-03 (Siremi)			
	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Girua Airport	5.30	2.70	4.00
Dobuduru Primary School	5.40	2.70	4.10
MBS Base	8.80	4.40	6.60
Heropa Mini Estate	10.00	5.00	7.50

Siremi	10.10	5.10	7.60
Sub Route 1-04 (Hanau)	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Boro Corner	7.50	3.80	5.60
Hanau	11.10	5.60	8.30
Garuro	13.70	6.90	10.30
Sub Route 1-05 (Oro Bay)	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Girua Airport	5.30	2.70	4.00
Sambogo Bridge	5.30	2.70	4.00
4 Square Mission	6.00	3.00	4.50
Buna Junction	6.30	3.20	4.70
Urio Primary School	7.20	3.60	5.40
Kararata Embi	7.90	4.00	5.90
Hanakiro	10.10	5.10	7.60
New Warisota Chapel	10.30	5.20	7.70
Embogo High School	10.60	5.30	8.00
Embogo Village	11.30	5.70	8.50
Dombada Junction	11.80	5.90	8.90
Erero Ang. Station	12.00	6.00	9.00
Oro Bay Council Chamber	13.20	6.60	9.90
Katereda Hospital	13.20	6.60	9.90
Beama Village	13.50	6.80	10.10
Oro Bay	14.40	7.20	10.80
Sub Route 1-010 (Afore) From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Bareji Junction	29.70	14.90	22.30
Ondoro	31.40	15.70	23.60
Yoivi	32.60	16.30	24.50
Afore Station	48.30	24.20	36.20
Sub Route 2 Higaturu Sectors – Sub Route 2 - 07 (Awala Village) – From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Age Nahambo School	9.30	4.70	7.00

Barevoturu Junction	9.50	4.80	7.10
Uhita Village	10.30	5.20	7.70
Saiho Health Centre	11.20	5.60	8.40
Awala Village	11.20	5.60	8.40
Sub Route 2-08 (Waseta/Mumuni Junction) From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Suin Village	12.00	6.00	9.00
Waseta Primary School	12.40	6.20	9.30
Mumuni Junction	12.40	6.20	9.30
Sub Route 2-09 (Boroko/Huhuru) From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Sumbiripa Junction	5.10	2.60	3.80
Sumbiripa Compound	6.50	3.30	4.90
New Warisota Chappel	9.30	4.70	7.00
Ehu Corner	10.20	5.10	7.70
Ehu Huma Kiove Centre	10.30	5.20	7.70
Aoro Church	11.70	5.90	8.80
Huhuru School	11.70	5.90	8.80
Sub Route 2-10 (Asigi/Waru/Sehoru) From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Igora Junction	7.60	3.80	5.70
Road Junction	7.60	3.80	5.70
Road 11	8.80	4.40	6.60
Road 8	8.80	4.40	6.60
Washington Corner	10.00	5.00	7.50
Isivini Primary School	10.00	5.00	7.50
Waru	11.20	5.60	8.40
Dopo Base	11.20	5.60	8.40
Sub Route 2-11 (Kiorota) From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Koipa Junction	7.90	4.00	5.90
Kiorota Village	10.20	5.10	7.70
Sub Route 3 – Kokoda Sectors – Sub Route 3 - 01 (Sairope) From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession

Mumuni Junction	15.90	8.00	11.90
John's Corner	16.00	8.00	12.00
Ombisusu	16.00	8.00	12.00
Sairpoe Junction	16.10	8.10	12.10
Warina	16.20	8.10	12.20
Ambarakowari	17.10	8.60	12.80
Ferns Base	17.20	8.60	12.90
Sairpoe Village	18.30	9.20	13.70
Sub Route3-02 – (Sairope Junction / Gorari) From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Sairpoe Junction	16.00	8.00	12.00
Ajeka Junction	16.00	8.00	12.00
Airo	16.20	8.10	12.20
Hojavasusu	17.20	8.60	12.90
Illimo Primary School	18.30	9.20	13.70
Ambene Junction	18.50	9.30	13.90
Hanjiri Village	19.60	9.80	14.70
Afuru	20.90	10.50	15.70
Gorari Primary School	21.00	10.50	15.80
Sub Route 3-03 – (Gorari Primary School / Kokoda Station) From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Gorari Primary School	21.00	10.50	15.80
Handari	21.30	10.70	16.00
Sisireta	21.80	10.90	16.40
Oivi	23.10	11.60	17.30
Kamondo	24.40	12.20	18.30
Pirive	24.50	12.30	18.40
Kebara Junction	24.50	12.30	18.40
Kokoda Primary School	26.90	13.50	20.20
Kokoda Station	28.40	14.20	21.30
Sub Route 3-04 – (Kokoda Station /Ebei) From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession

Kokoda Station	28.40	14.20	21.30
Saga Parish	29.10	14.60	21.80
Amanda	29.20	14.60	21.90
Mamba Station	29.30	14.70	22.00
Koma	30.50	15.30	22.90
Ebei	30.80	15.40	23.10
Sub Route 4 – Holy Cross Plus Beach Sectors From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
East Ambogo Junction	3.10	1.60	2.30
Irigi Junction	4.10	2.10	3.10
Road 1	4.30	2.20	3.20
Road 3 (Epa)	4.80	2.40	3.60
Road 4	5.50	2.80	4.10
Road 5 (Last Block)	6.30	3.20	4.70
Ononda	8.20	4.10	6.20
Mumburada	9.40	4.70	7.10
Sebu Corner	9.60	4.80	7.20
Octpebejari	10.60	5.30	8.00
Konje	12.00	6.00	9.00
Holy Cross Plus Beach	13.20	6.60	9.90
Sub Route 4 –Popondetta to Kausada Sectors From Popondetta Town:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
CRC Centre	1.90	1.00	1.40
East Ambogo Road	3.10	1.60	2.30
Rubbish Dump Junction	4.30	2.20	3.20
Houpari	5.50	2.80	4.10
Seiha	7.00	3.50	5.30
Ahora	7.20	3.60	5.40
Sivorata	8.20	4.10	6.20
Anjo Junction	9.40	4.70	7.10
Beuru	9.60	4.80	7.20
Hosata	11.30	5.70	8.50

Garepaikha Bridge	14.40	7.20	10.80
Kausada	16.50	8.30	12.40

East Sepik Province

Route 2/1 Wewak to Turubu From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Works	1.20	0.60	0.90
Sawarin	1.20	0.60	0.90
Brandi Secondary School	1.60	0.80	1.20
Maur	2.60	1.30	2.00
Mandi	2.60	1.30	2.00
Foroko1	5.00	2.50	3.80
Foroko 2	5.00	2.50	3.80
Wamabai	7.50	3.80	5.60
Musaugun	10.10	5.10	7.60
Balif	10.10	5.10	7.60
Turubu	12.60	6.30	9.50
Taul	12.60	6.30	9.50
Munjun	12.60	6.30	9.50
Route 1/2 Wewak to Mangarara From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Wariman	1.80	0.90	1.40
Yawasoro	1.80	0.90	1.40
Wom turn off	2.60	1.30	2.00
Yarapos High School	2.60	1.30	2.00
Yarapi	3.20	1.60	2.40
Mangarara	4.00	2.00	3.00
Route 1/3 Wewak - Banak From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kringien	7.40	3.70	5.60
Rambumba	7.40	3.70	5.60
Hawain Vocational Centre	8.80	4.40	6.60

Hawain Bridge	10.10	5.10	7.60
Gromo Camp	11.40	5.70	8.60
Parom Village	11.40	5.70	8.60
Ngringring	12.50	6.30	9.40
Khwapun Village	12.50	6.30	9.40
Krupie Village	12.50	6.30	9.40
Boiken Catholic Mission	12.50	6.30	9.40
Karuwap	13.90	7.00	10.40
Hogi	13.90	7.00	10.40
Banak	15.90	8.00	11.90
Route 1/4 Wewak - Sowom From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Urip	17.60	8.80	13.20
Makopin	17.60	8.80	13.20
Smain	20.20	10.10	15.20
But	22.90	11.50	17.20
Kuminim	25.20	12.60	18.90
Lowan	25.20	12.60	18.90
Woginara	30.30	15.20	22.70
Sowom	32.80	16.40	24.60
Salamin	37.90	19.00	28.40
Route 2/4 Wewak - Angoram From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Passam National High School	7.40	3.70	5.60
Kombakora	12.60	6.30	9.50
Tumerau C/School	15.10	7.60	11.30
Mamabe turn off	17.80	8.90	13.40
Wawat 1	17.80	8.90	13.40
Wawat 2	17.80	8.90	13.40
Namarep	20.20	10.10	15.20
Sunamplai	20.20	10.10	15.20
Bajiman	22.90	11.50	17.20

Yaugiba	22.90	11.50	17.20
Kamasau	22.90	11.50	17.20
Tring	25.20	12.60	18.90
Ibab	35.30	17.70	26.50
Wandimi	37.80	18.90	28.40
Uluran	40.40	20.20	30.30
F.Martin Camp	45.40	22.70	34.10
Gavien turn off	47.90	24.00	35.90
Kasmin	50.50	25.30	37.90
Digi Camp	50.50	25.30	37.90
Angoram Station	50.50	25.30	37.90
Mansep	55.50	27.80	41.60
Tawai	63.00	31.50	47.30
Marienberg	75.60	37.80	56.70
Route 3/6 Wewak - Warasikau From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Passam National High School	7.40	3.70	5.60
Japaraka	12.60	6.30	9.50
Urimo turn off	12.60	6.30	9.50
Marinumbo	12.60	6.30	9.50
Urikembi	15.10	7.60	11.30
Paparom	15.10	7.60	11.30
Sasoya turn off	17.80	8.90	13.40
Tangori Police Station	17.80	8.90	13.40
Warasawa	20.20	10.10	15.20
Nangumarom	20.20	10.10	15.20
Haniak	20.20	10.10	15.20
Tuonumbo	20.20	10.10	15.20
Munji	22.90	11.50	17.20
Kusambuk	25.20	12.60	18.90
Route 3/7 Wewak - Winge From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession

Hagama	27.70	13.90	20.80
Baimuru	30.30	15.20	22.70
Kwagie	32.70	16.40	24.50
Holik	35.30	17.70	26.50
Boim	36.60	18.30	27.50
Warabung	36.60	18.30	27.50
Winge C/S	37.80	18.90	28.40
Route 3/10 Wewak - Maprik From Wewak Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Sakisi turn off	37.80	18.90	28.40
Kombikum	40.40	20.20	30.30
Yeniko	40.40	20.20	30.30
Patchi Primary School	40.40	20.20	30.30
Waikakum	45.40	22.70	34.10
Waimba Primary School	45.40	22.70	34.10
Hayfield	45.40	22.70	34.10
Maprik	50.50	25.30	37.90
Bambra turn off	50.50	25.30	37.90
Apangai	50.50	25.30	37.90
Brigiti Primary School	55.50	27.80	41.60
Aupik turn off	55.50	27.80	41.60
Ami turn off	55.50	27.80	41.60
Amahup	55.50	27.80	41.60
Supari turn off	55.50	27.80	41.60
Amuk	58.00	29.00	43.50
Balif	60.60	30.30	45.50
Areseli turn off	60.60	30.30	45.50
Waragom	63.00	31.50	47.30
Bonohoi	63.00	31.50	47.30
Luwaite	63.00	31.50	47.30
Emul	68.10	34.10	51.10

Misim turn off	68.10	34.10	51.10
Palendu	68.10	34.10	51.10
Drekikier	75.60	37.80	56.70
Musenblem	75.60	37.80	56.70
Nanaha	75.60	37.80	56.70
Yasip turn off	75.60	37.80	56.70
Yuatong	80.60	40.30	60.50
Paneng	80.60	40.30	60.50
Warasikau	88.30	44.20	66.20
Lumi/Nuki	100.80	50.40	75.60
Route 3/8 Hayfield - Pagwi			
From Hayfield to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Maprik Secondary School	2.40	1.20	1.80
Kunjigini	5.10	2.60	3.80
Patigo	7.40	3.70	5.60
Yambi	12.60	6.30	9.50
Jama	17.80	8.90	13.40
Burui Health Centre	20.20	10.10	15.20
Maiwa	22.90	11.50	17.20
Pagwi	25.20	12.60	18.90

Madang Province			
Route 11 A/B			
From Madang Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Furan	2.90	1.50	2.20
Beon	3.80	1.90	2.90
Yahil	4.40	2.20	3.30
Paninm	5.90	3.00	4.40

Mirkuk	6.60	3.30	5.00
Brahim	8.80	4.40	6.60
Silibob	5.90	3.00	4.40
Kauris	8.80	4.40	6.60
Kamba	7.30	3.70	5.50
Route 13			
From Madang to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Hundi/Yelso 1,2,3	3.50	1.80	2.60
Yagaum/Ohuro	5.20	2.60	3.90
10 Mile	4.40	2.20	3.30
Apabehir/Ohu	7.30	3.70	5.50
Efu	5.90	3.00	4.40
Omuru/Suiaiu	5.00	2.50	3.80
Dalam	7.30	3.70	5.50
Bau	7.30	3.70	5.50
Baimak Turn Off	10.30	5.20	7.70
Mawan/Fulumu	10.30	5.20	7.70
Nunam/Utu	22.00	11.00	16.50
Oronga/Wama Aimamon	29.40	14.70	22.10
Bigawa/Karing	29.40	14.70	22.10
Epanan/Nawanding River	32.30	16.20	24.20
Aimon	32.30	16.20	24.20
Route 14			
From Madang to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Odd	2.90	1.50	2.20
Bilbil/Bahor	3.70	1.90	2.80
Umuim/Mambu Market	4.40	2.20	3.30
Sein	5.20	2.60	3.90
Asuor/Gogol Bridge	5.90	3.00	4.40
Gonoa Junction	5.90	3.00	4.40
Gonoa	6.60	3.30	5.00
Goro/Kuyombun Junction	6.60	3.30	5.00

Goro/Kuyombun Village	6.60	3.30	5.00
Tadup/Barum Turn Off	7.30	3.70	5.50
Barum	7.30	3.70	5.50
Yal/Kokim Primary School	11.80	5.90	8.90
Sihan/Olohug Junction	10.30	5.20	7.70
Mawan/Bemal/Jobto	11.80	5.90	8.90
Wagusarik	22.00	11.00	16.50
Ziba/Aufan Junction	13.20	6.60	9.90
Musak Turn Off	36.70	18.40	27.50
Sogeram River	44.10	22.10	33.10
Route 15			
From Madang to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Umuim/Mambu Market	4.40	2.20	3.30
Sein	5.20	2.60	3.90
Ausor/Gogol Bridge	5.90	3.00	4.40
Dogia/Balama Junction	5.90	3.00	4.40
Garim/Dogia Village	5.90	3.00	4.40
Erima/Uiya Turn Off	5.30	2.70	4.00
Balama Village	6.60	3.30	5.00
Erima P/School/Tiring	7.30	3.70	5.50
Uiya	7.30	3.70	5.50
Polpol Junction	9.60	4.80	7.20
Bugadjim	10.30	5.20	7.70
Lalok	11.80	5.90	8.90
Male	14.70	7.40	11.00
Ileg/Bongu/Malamu	14.70	7.40	11.00
Malamu/Newtown	17.60	8.80	13.20
Route 16			
	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Balasiko	1.40	0.70	1.10
4 Mile	2.20	1.10	1.70
Bahor Junction	2.90	1.50	2.20

Mambu Market	4.40	2.20	3.30
Gogol Bridge	4.40	2.20	3.30
Dogia	5.20	2.60	3.90
Balama	5.90	3.00	4.40
Alemo	6.60	3.30	5.00
Uyia	7.30	3.70	5.50
Tapo Creek	9.20	4.60	6.90
Baure	10.30	5.20	7.70
Naru	11.80	5.90	8.90
Negeri	13.20	6.60	9.90
Ono/Somai	16.20	8.10	12.20
Tapopo	17.60	8.80	13.20
Iguruwe	19.10	9.60	14.30
Usino Junction	20.50	10.30	15.40
Waput	20.50	10.30	15.40
Walium Station	22.00	11.00	16.50
Yakumbu	25.00	12.50	18.80
Sausi	25.00	12.50	18.80
Asas	29.40	14.70	22.10
Kesawai	36.70	18.40	27.50
Dumpu	44.10	22.10	33.10
Ranara Turn Off	44.10	22.10	33.10
Ramu Sugar	52.50	26.30	39.40
Gusap	52.50	26.30	39.40
Watarais Junction	58.70	29.40	44.00
Route 17			
From Madang to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Sagalau	2.20	1.10	1.70
Matupi/Siar	2.60	1.30	2.00
Nagada/Nobnob	4.40	2.20	3.30
Baitabag/Riwo	5.90	3.00	4.40

Amron/Mamal	5.90	3.00	4.40
Milinat/Kananam	5.90	3.00	4.40
Sek/Danip	7.30	3.70	5.50
Maiwara/Danip	7.30	3.70	5.50
Ululan	7.90	4.00	5.90
Murunas/Talidig/Matugar	10.60	5.30	8.00
Bunu/Mugil	11.80	5.90	8.90
Kubugam/Dylup	13.20	6.60	9.90
Dylup/Sarang/Mirap	13.20	6.60	9.90
Guagu/Dibor	17.60	8.80	13.20
Murukanam/Tavuile/Kumil River	22.00	11.00	16.50
Kurak/Ulingan	25.00	12.50	18.80
Toto/Malala	26.40	13.20	19.80
Hatzfeldhaven	29.40	14.70	22.10
Banara/Patulu	30.90	15.50	23.20
Bogia Station	34.10	17.10	25.60
Nubia/Awar	36.70	18.40	27.50
Boroi/Kayan	44.10	22.10	33.10
Base Camp/Bosmun	58.70	29.40	44.00
Mikarup	51.40	25.70	38.60
Giri	73.50	36.80	55.10

Morobe Province			
Lae-Mumeng Route From Lae to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Paraklis	19.90	10.00	14.90
Zenag Farm	20.50	10.30	15.40
Zenag Rot	20.70	10.40	15.50
Zenag Bridge	21.00	10.50	15.80

Mumeng Station	21.00	10.50	15.80
Tom Banis	21.50	10.80	16.10
Bangulung Bridge	24.50	12.30	18.40
Sambio	25.60	12.80	19.20
Lae-Wantoat Route From Lae to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Leron Bridge	26.30	13.20	19.70
Sirasira	29.50	14.80	22.10
Yanguru	30.50	15.30	22.90
Tamanian	34.60	17.30	26.00
Bundum	37.20	18.60	27.90
Wantoat	42.30	21.20	31.70
Lae-Ramu Route From Lae to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
10 Mile	3.70	1.90	2.80
Yalu Village	5.80	2.90	4.40
Muya Primary School	6.20	3.10	4.70
Nazab Junction	10.40	5.20	7.80
Nazab Airport	10.70	5.40	8.00
Erap Junction	13.30	6.70	10.00
40 Mile	16.20	8.10	12.20
Leron Bridge	26.30	13.20	19.70
Mutzing Station	32.70	16.40	24.50
Waterias Junction	41.80	20.90	31.40
Ramu Sugar	48.10	24.10	36.10
Boana (F/R)	31.80	15.90	23.90
Tinipisy (F/R)	31.80	15.90	23.90
Kasuku Junction	16.20	8.10	12.20
Route 4: Lae-Bukawa From Lae to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Pattom	0.90	0.50	0.70
Situm	1.40	0.70	1.10

Telelong	1.50	0.80	1.10
Tale	2.20	1.10	1.70
Singava	3.00	1.50	2.30
Apo	3.20	1.60	2.40
Aluki	3.20	1.60	2.40
Wagang	3.40	1.70	2.60
Buso	3.60	1.80	2.70
Buhalu	4.50	2.30	3.40
Bukawa	5.70	2.90	4.30
From Lae-Bukawa via Pose to Hobu	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Pose	2.40	1.20	1.80
Gobari Block	3.20	1.60	2.40
Gobari Plantation	3.20	1.60	2.40
Gobadik	3.90	2.00	2.90
Buko	3.90	2.00	2.90
Hobu	3.90	2.00	2.90
Gawam	5.00	2.50	3.80
Lae-Bulolo-Wau Town Route From Lae to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kamox	22.10	11.10	16.60
Tom Banis/DM Corner	23.60	11.80	17.70
Banglum Bridge	23.60	11.80	17.70
Sambio	25.10	12.60	18.80
Pelengkwa	26.50	13.30	19.90
Bayune	26.50	13.30	19.90
Samsam	26.50	13.30	19.90
Vitipos	27.90	14.00	20.90
Benin Rot	27.90	14.00	20.90
GoldenPine Bridge	29.50	14.80	22.10
Gawapu	29.50	14.80	22.10
Anamapi	29.50	14.80	22.10

Erima Market/No.8(2)	30.90	15.50	23.20
Bailis	30.90	15.50	23.20
New Camp	32.40	16.20	24.30
Bulolo Town	32.40	16.20	24.30
Aitape/Buang Camp	33.90	17.00	25.40
Pinetop Bridge	36.80	18.40	27.60
4 Rot Maus Kaindi/Wire Bridge	34.80	17.40	26.10
Kaindi Peles	34.60	17.30	26.00
Lain Muli	37.20	18.60	27.90
Cow Gate	37.30	18.70	28.00
Welkam Wau	38.20	19.10	28.70
Wau Town	38.80	19.40	29.10
Lae-Mumeng Route From Lae to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Markaham Bridge	4.10	2.10	3.10
Markaham Camp	5.30	2.70	4.00
Potaput	5.60	2.80	4.20
Sepik Camp	6.20	3.10	4.70
Omissis	6.40	3.20	4.80
NGTB Farm	7.70	3.90	5.80
Rari Camp	7.80	3.90	5.90
SDA Camp	8.30	4.20	6.20
Omissis Forestry	8.50	4.30	6.40
Gabensis Village	9.50	4.80	7.10
Babesis Card	10.40	5.20	7.80
Wampit	13.30	6.70	10.00
Mare Market	14.00	7.00	10.50
Wara Bung	14.70	7.40	11.00
Apele Rot	14.90	7.50	11.20
Timini	16.00	8.00	12.00
Gurakor	17.30	8.70	13.00

Bundung	17.80	8.90	13.40
Patep Stone	18.80	9.40	14.10
Patep Bridge	19.40	9.70	14.60
Zenag Farm	20.50	10.30	15.40
Mumeng Station	21.00	10.50	15.80
Lae-Bulolo-Menyama Route From Lae to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Menyamy	60.90	30.50	45.70
Aseki	52.10	26.10	39.10
Lae-Bulolo-Menyama Route From Lae to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Yawahawa	3.70	1.90	2.80
Sai Watut	4.30	2.20	3.20
Napini Wara	5.40	2.70	4.10
Wie	5.40	2.70	4.10
Andarora	6.50	3.30	4.90
Kamga Hawa	7.60	3.80	5.70
Pararoa	8.10	4.10	6.10
NiyaPitola Hawa	9.10	4.60	6.80
Hawata	10.40	5.20	7.80
Hikia Hawa	10.70	5.40	8.00
Taya Hawa	11.50	5.80	8.60
Nima Kinata	12.50	6.30	9.40
Meni	12.50	6.30	9.40
Keto	13.00	6.50	9.80
Matamai rot	16.50	8.30	12.40
Hokanaiwa	20.60	10.30	15.50
Kanagaimanga	22.10	11.10	16.60
Warabung	23.00	11.50	17.30
Wara Toki	23.70	11.90	17.80
Hiakwata Rot	24.50	12.30	18.40
Heepaka	24.70	12.40	18.50

Angawanga	27.60	13.80	20.70
Parawa	28.60	14.30	21.50
Angapena	29.40	14.70	22.10
Hauwamga Rot	31.00	15.50	23.30
Oiwa	32.00	16.00	24.00
Aseki Station	32.60	16.30	24.50
Weningi	32.60	16.30	24.50
Sikong	35.90	18.00	26.90
Simen Bridge	38.50	19.30	28.90
Menyamyamya	40.60	20.30	30.50
Sialum-Buki Route From Sialum to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kwambu	1.30	0.70	1.00
Nunzain	2.60	1.30	2.00
Kanome	5.20	2.60	3.90
Kanzarua	7.80	3.90	5.90
Walingai	10.40	5.20	7.80
Ago	11.70	5.90	8.80
Wandokai	14.30	7.20	10.70
Hubegong	16.90	8.50	12.70
Rakona	20.80	10.40	15.60
Keregia	22.10	11.10	16.60
Bonga	23.40	11.70	17.60
Kure	26.00	13.00	19.50
Gou Gou	26.00	13.00	19.50
Siki Primary School	26.00	13.00	19.50
Akua (Goeng)	28.60	14.30	21.50
Sattleburg Junction	28.60	14.30	21.50
Busong	30.00	15.00	22.50
Quya	30.00	15.00	22.50
Buangi	30.00	15.00	22.50

Kamlawa	31.30	15.70	23.50
Maneba	32.60	16.30	24.50
Kolem	32.60	16.30	24.50
Simbang	33.90	17.00	25.40
Siuko Junction	35.20	17.60	26.40
Suquang Junction	35.20	17.60	26.40
Braun Memorial Hospital	35.20	17.60	26.40
Timbulim	36.50	18.30	27.40
Buki	39.10	19.60	29.30
Gitua/Sialum/Buki/Gitu Route From Sialum to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Nama	2.60	1.30	2.00
Giuta	5.20	2.60	3.90
Buki/Dreggerhafen to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Gagidu Station	2.10	1.10	1.60
Timbulim	2.60	1.30	2.00
Braun Memorial Hospital	2.60	1.30	2.00
Suquang Junction	3.90	2.00	2.90
Siuko Junction	3.90	2.00	2.90
Simbang	5.20	2.60	3.90
Kolem	5.20	2.60	3.90
Maneba	6.50	3.30	4.90
Kamlawa	6.50	3.30	4.90
Buangi	7.80	3.90	5.90
Quya	7.80	3.90	5.90
Busong	7.80	3.90	5.90
Heldsbach Junction	9.10	4.60	6.80
Sattleburg Junct.	9.10	4.60	6.80
Akua (Goeng)	10.40	5.20	7.80
Siki Primary School	10.40	5.20	7.80
Gou Gou	10.40	5.20	7.80

Kure	13.00	6.50	9.80
Bonga	14.60	7.30	11.00
Keregia	15.60	7.80	11.70
Lakona	18.20	9.10	13.70
Hubegong	20.80	10.40	15.60
Wandokai	23.40	11.70	17.60
Ago	26.00	13.00	19.50
Walingai	28.60	14.30	21.50
Kanzarua	31.30	15.70	23.50
Kanome	33.90	17.00	25.40
Nunzain	35.20	17.60	26.40
Kwambu	36.50	18.30	27.40
Sialum	39.10	19.60	29.30
Nama	41.70	20.90	31.30
Gitua	44.30	22.20	33.20
From Gagidu to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Braun Memorial Hospital	1.90	1.00	1.40
Suquang	2.20	1.10	1.70
Masacmuki	2.80	1.40	2.10
Kolem	3.80	1.90	2.90
Maneba Junction	4.40	2.20	3.30
Kamlawa	5.10	2.60	3.80
Buangi	5.70	2.90	4.30
Qoya	6.30	3.20	4.70
Busong	6.60	3.30	5.00
Heldsbach School	7.20	3.60	5.40
Stattleberg/Pindiu	7.60	3.80	5.70
Toreko	8.20	4.10	6.20
Wengune	8.50	4.30	6.40
Jiiwewaneng	9.50	4.80	7.10
Gurunkor	10.10	5.10	7.60

Sisi	10.40	5.20	7.80
Sattleberg	11.40	5.70	8.60
Moruruo	12.00	6.00	9.00
Sililio Junction	12.70	6.40	9.50
Boringbongeng	13.90	7.00	10.40
Nanduo School	14.60	7.30	11.00
Samantiki Junction	15.20	7.60	11.40
Yunzain	19.30	9.70	14.50
Gunubosing	19.90	10.00	14.90
Faseu/Morogo	20.20	10.10	15.20
Silemana	22.70	11.40	17.00
Afong	23.30	11.70	17.50
Mongi River	26.00	13.00	19.50
Pindiu	31.30	15.70	23.50
Wagezaring Health Centre	36.50	18.30	27.40
Kabwum-Wasu Route From Wasu to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kimbongna	2.60	1.30	2.00
Etep Health Centre	3.40	1.70	2.60
Kalalo Primary School	3.90	2.00	2.90
Neng (Pilambing)	4.70	2.40	3.50
Pendeng	5.20	2.60	3.90
Satop	7.80	3.90	5.90
Kabwum Station	10.40	5.20	7.80
Tipsit	13.00	6.50	9.80
Derim	18.20	9.10	13.70

West Sepik Province

Route 21: Vanimo East Coast From Vanimo Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Passi	3.00	1.50	2.30

Route 22: Vanimo inland From Vanimo Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Krisa	15.00	7.50	11.30
Wingra	26.40	13.20	19.80
Imbinis	22.50	11.30	16.90
Imbio	15.00	7.50	11.30
Rawo	15.00	7.50	11.30
Poko	15.00	7.50	11.30
Samararua	15.00	7.50	11.30
Leitre Catholic Mission	89.90	45.00	67.40
Puare	97.40	48.70	73.10
Onei/Morri	105.00	52.50	78.80
Route 23: Vanimo West Coast From Vanimo Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Lido	3.00	1.50	2.30
Waramo	4.50	2.30	3.40
Yako	4.00	2.00	3.00
Mushu	15.00	7.50	11.30
Wutung	21.00	10.50	15.80
Batas (Light House)	21.00	10.50	15.80
Route 24: Vanimo inland From Vanimo Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Sossi	15.00	7.50	11.30
Kiliwes	26.40	13.20	19.80
Ossol	29.90	15.00	22.40
Assima Catholic Mission	26.40	13.20	19.80
Kilipau	29.90	15.00	22.40
Ilup	29.90	15.00	22.40
Issi	26.40	13.20	19.80
Bewani (Gov't station)	45.00	22.50	33.80
Schottiau	60.00	30.00	45.00
Niaukono (Gov't B'Camp)	26.40	13.20	19.80

AITAPE ROUTES			
Aitape Inland From Aitape town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Raihu District Hospital	2.40	1.20	1.80
Aitape East Coast Route From Aitape town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Aitape High School	2.70	1.40	2.00
Lemieng	13.10	6.60	9.80
Paup	13.10	6.60	9.80
Yakamul	18.50	9.30	13.90
Ulau	18.50	9.30	13.90
Swain	18.50	9.30	13.90
Matapau	26.40	13.20	19.80
Aitape West Coast Route From Aitape town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Yakoi	2.70	1.40	2.00
Tales Lampu	13.10	6.60	9.80
Yalingi	26.40	13.20	19.80
Aitape Inland Route From Aitape town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Maitazi / Gitavali	4.90	2.50	3.70
Kriel	58.50	29.30	43.90

Eastern Highlands Province

Daulo District Routes From Goroka Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kenagi	12.30	6.20	9.20
Warabung	12.30	6.20	9.20
Daulo	12.90	6.50	9.70
Mando	7.10	3.60	5.30
Asaro Station	7.10	3.60	5.30
Kofena	9.50	4.80	7.10
Nomba	9.20	4.60	6.90
Namta	11.60	5.80	8.70
Kongi Station	12.90	6.50	9.70
Anegu	9.60	4.80	7.20
Kasena	5.80	2.90	4.40
Wantrifu	9.50	4.80	7.10
Keremu	9.50	4.80	7.10
Asaro High School	5.90	3.00	4.40
GOROKA DISTRICT ROUTES From Goroka Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Ifiufa	3.70	1.90	2.80
Kabiufa	2.60	1.30	2.00
Notofona	1.80	0.90	1.40
Six/Five Mile	1.20	0.60	0.90
Okiufa	1.20	0.60	0.90
Akameku	5.20	2.60	3.90
Alenupa	2.50	1.30	1.90
Rothmans Factory	3.90	2.00	2.90
Sapsap	2.50	1.30	1.90
Hegu	3.70	1.90	2.80
Kafuku	5.00	2.50	3.80
Gorohanota	7.30	3.70	5.50

Kotuni	2.60	1.30	2.00
Lapegu Station	5.00	2.50	3.80
Kaveve	5.20	2.60	3.90
Nupaha	3.70	1.90	2.80
Watarais	1.80	0.90	1.40
Watarais Bridge	2.50	1.30	1.90
Arasama Junction	2.50	1.30	1.90
Busu Kofi	1.20	0.60	0.90
Kamaliki	1.80	0.90	1.40
Bihute	2.50	1.30	1.90
Asaroka	5.20	2.60	3.90
Massy	1.30	0.70	1.00
UNGGAI/BENA DISTRICT ROUTES From Goroka Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Keta (Wando)	25.90	13.00	19.40
Wara Rum	24.60	12.30	18.50
Ipaku	26.10	13.10	19.60
Atirigu	18.10	9.10	13.60
Lutawe	12.90	6.50	9.70
Yabiufa	9.80	4.90	7.40
Arikeyufa	5.00	2.50	3.80
Masumave	2.50	1.30	1.90
Fimito	4.50	2.30	3.40
Orobaro	14.80	7.40	11.10
Nivi	24.60	12.30	18.50
Inderekaku	12.90	6.50	9.70
Koko	9.80	4.90	7.40
Ouewa	14.80	7.40	11.10
Orubafoe	24.60	12.30	18.50
Lamoka	7.30	3.70	5.50
Basis	5.00	2.50	3.80

Matega	8.70	4.40	6.50
Marasin Bris	1.80	0.90	1.40
Iporo	14.80	7.40	11.10
Keiya	2.50	1.30	1.90
Lapilo	2.60	1.30	2.00
Megavo	15.50	7.80	11.60
Rintebe High School	10.40	5.20	7.80
Rintebe Junction, Goropa	7.30	3.70	5.50
Sigere Yogi Junction	9.80	4.90	7.40
Sagifa	5.20	2.60	3.90
Megunagu	12.30	6.20	9.20
Siokei Junction	1.20	0.60	0.90
Siokei	2.60	1.30	2.00
Sogopegu	5.00	2.50	3.80
Magitu High School	7.30	3.70	5.50
Bena Bris	2.60	1.30	2.00
Korofeigu	3.90	2.00	2.90
Bena Secondary School	6.50	3.30	4.90
Bena Station	10.40	5.20	7.80
Ungai	11.70	5.90	8.80
Kintunu	6.10	3.10	4.60
Dorty Wara	7.30	3.70	5.50
Napamogona	1.20	0.60	0.90
Makia Bris	2.00	1.00	1.50
Lahame	3.70	1.90	2.80
Mohuveto	7.80	3.90	5.90
Samogo	5.20	2.60	3.90
Keiyafu	10.40	5.20	7.80
LUFA DISTRICT ROUTES			
From Goroka Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Gouno	25.90	13.00	19.40

Lufa Station	18.10	9.10	13.60
Hairo	15.50	7.80	11.60
Hata	12.90	6.50	9.70
Oliguti	10.40	5.20	7.80
Fore	13.10	6.60	9.80
Forapi	5.00	2.50	3.80
Kami	7.30	3.70	5.50
Okunupi	10.40	5.20	7.80
Nupuru	10.40	5.20	7.80
Kisivero	9.80	4.90	7.40
Korofeigu	5.00	2.50	3.80
OKAPA DISTRICT ROUTES From Goroka Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Ivingoi	51.60	25.80	38.70
Okapa High School	36.90	18.50	27.70
Okapa Station	38.70	19.40	29.00
Henagaru	36.90	18.50	27.70
Anande	24.60	12.30	18.50
Tarobo	19.60	9.80	14.70
Kripaga	24.60	12.30	18.50
Kefu	17.10	8.60	12.80
Kuru	14.80	7.40	11.10
Gimi	51.60	25.80	38.70
HENGANOFI DISTRICT ROUTES From Goroka Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Fayantina	19.60	9.80	14.70
Imara	24.60	12.30	18.50
Hogeteru	24.60	12.30	18.50
Hegere Station	12.30	6.20	9.20
Kuyahapa	19.60	9.80	14.70
Hankromepi	17.10	8.60	12.80
Kivri	14.80	7.40	11.10

Yanofi	14.80	7.40	11.10
Kenemote	9.80	4.90	7.40
Sky Pudaon	9.80	4.90	7.40
H/Kafenofi	12.30	6.20	9.20
N/Kafenofi	14.80	7.40	11.10
Krebabi	17.10	8.60	12.80
Tigunta	19.60	9.80	14.70
Mesima	19.60	9.80	14.70
Kaona	24.60	12.30	18.50
Mehanave	17.10	8.60	12.80
Fore Primary School	19.60	9.80	14.70
Henganofi Station	12.90	6.50	9.70
KAINANTU DISTRICT ROUTES			
From Kainantu to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Yonki	5.80	2.90	4.40
Aiyura	2.50	1.30	1.90
Norikori	7.30	3.70	5.50
Obura	38.70	19.40	29.00
Abiara	73.60	36.80	55.20
Bilimoiya	24.60	12.30	18.50
Tuta	24.60	12.30	18.50
Raipinka	2.50	1.30	1.90
Onerunka High School	5.00	2.50	3.80
Sonofi	12.30	6.20	9.20
Onamuga	13.10	6.60	9.80
Irafo	13.80	6.90	10.40
Hofafina	17.50	8.80	13.10
Okapa	23.30	11.70	17.50
Lufa	36.40	18.20	27.30
From Goroka town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kainantu	20.70	10.40	15.50

Yonki	25.90	13.00	19.40
Orumba 5	38.70	19.40	29.00
Henganofi	10.40	5.20	7.80
Kevamo	1.20	0.60	0.90
Lopi Street	1.70	0.90	1.30
Boarder to Simbu	14.20	7.10	10.70
Tanabo	23.50	11.80	17.60
Koru	14.20	7.10	10.70
Yagusa	47.00	23.50	35.30
OKUK HIGHLANDS HIGHWAY From Lae to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Watarais	41.90	21.00	31.40
Ramu/Usino Junction	49.00	24.50	36.80
Madang	89.00	44.50	66.80
Yonki	48.40	24.20	36.30
Kainantu	55.50	27.80	41.60
Henganofi	65.90	33.00	49.40
Bena/Lufa Junction	72.60	36.30	54.50
Goroka	76.50	38.30	57.40
Chuave	92.20	46.10	69.20
Kundiawa	119.70	59.90	89.80
Minj	120.90	60.50	90.70
Kudjip	122.30	61.20	91.70
Mt. Hagen	143.00	71.50	107.30
Wapenamanda	160.40	80.20	120.30
Wabag	168.50	84.30	126.40
Ialibu	197.80	98.90	148.40
Laiagam	179.20	89.60	134.40
Porgera	192.70	96.40	144.50

Western Highlands Province			
From Mt. Hagen Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Tambul	12.90	6.50	9.70
Last Paraka	14.10	7.10	10.60
Baiyer	10.90	5.50	8.20
Minj	14.90	7.50	11.20
Banz	12.30	6.20	9.20
Jimi	22.80	11.40	17.10
ROUTE 1: HAGEN – TAMBUL STARTING POINT			
CHINA - SECTORS			
From Mt. Hagen Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Togoba	3.10	1.60	2.30
Tiria	3.20	1.60	2.40
Gihamu	3.40	1.70	2.60
Balk	3.60	1.80	2.70
Tapulga	3.80	1.90	2.90
Pava Koria	3.90	2.00	2.90
Pinja	4.30	2.20	3.20
Kamaga	4.40	2.20	3.30
Turn off: Pogerapuk	4.60	2.30	3.50
Tinsibal	4.90	2.50	3.70
Tomba	5.90	3.00	4.40
Palmonda	7.10	3.60	5.30
Tambul	7.60	3.80	5.70
Yawer	8.30	4.20	6.20
Turn Off : Kiripis	9.50	4.80	7.10
Glas	11.90	6.00	8.90
S.H.Boarder	13.00	6.50	9.80
Turn Off: Alkena	9.50	4.80	7.10
Bonga	11.90	6.00	8.90
Enga and Hagen Border	10.70	5.40	8.00

ROUTE 2: MIDWAGI WAY STARTING POINT H/TOWN SECTORS From Mt. Hagen Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Balinga	1.40	0.70	1.10
Dobel	1.40	0.70	1.10
Tega	1.40	0.70	1.10
Turn Off: Airport	1.80	0.90	1.40
Konfarm	1.80	0.90	1.40
Waghi Bridge	1.90	1.00	1.40
Komon Bridge	2.10	1.10	1.60
Avi Market	2.80	1.40	2.10
Anglimb	7.20	3.60	5.40
Kindeng	7.90	4.00	5.90
Aviamp Tea	8.30	4.20	6.20
Aviamp Secondary School	5.10	2.60	3.80
Kawi	5.20	2.60	3.90
Lidkol	5.30	2.70	4.00
Kurumul	6.50	3.30	4.90
Minj Turn Off	6.60	3.30	5.00
Turn Off: Minj Town	6.80	3.40	5.10
Waghi Bridge	7.00	3.50	5.30
Mushroom Farm	7.10	3.60	5.30
Ganige Market	8.30	4.20	6.20
Turn Off: Hill Junction	6.60	3.30	5.00
Nondugl	10.10	5.10	7.60
Turn to Old Highway Kerewil C/S	10.40	5.20	7.80
Turn from Banz Junction	9.40	4.70	7.10
Kaul	10.70	5.40	8.00
Karap	13.00	6.50	9.80
Olha	15.30	7.70	11.50
Bim	18.80	9.40	14.10
Jimi Road continue: Tabibuga	18.80	9.40	14.10

Wara Manz	18.80	9.40	14.10
Kol	21.20	10.60	15.90
Kuima	21.20	10.60	15.90
Koinambe	26.00	13.00	19.50
ROUTE 3: DEI COUNCIL TURN OFF: S/POINT – HAGEN TOWN - SECTORS			
From Mt. Hagen Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Konfarm	1.40	0.70	1.10
Baisu Junction	1.70	0.90	1.30
Kalga	1.90	1.00	1.40
Baisu CIS SIN	2.40	1.20	1.80
Avi	2.80	1.40	2.10
Kuk Junction	1.70	0.90	1.30
Ambra	2.40	1.20	1.80
Maglamp Junction	2.50	1.30	1.90
Mun Catholic Mission	2.60	1.30	2.00
Gumanch	2.70	1.40	2.00
Deti Wara	2.80	1.40	2.10
Waimkona	3.10	1.60	2.30
Kendagl B/S	3.60	1.80	2.70
Kotua Station	5.20	2.60	3.90
Turn Off: Tomoga	5.70	2.90	4.30
Murmur	5.80	2.90	4.40
Nuga Plantation	5.90	3.00	4.40
Penda Primary School	6.00	3.00	4.50
Kinjibi Plantation	6.20	3.10	4.70
Kindeng Junction	6.60	3.30	5.00
Kimil Plantation	6.80	3.40	5.10
Koben Plantation	7.10	3.60	5.30
Bunoa Plantation	7.20	3.60	5.40
CLTC Junction	7.30	3.70	5.50
Turn Off: to Banz Station: Fatima High School	8.10	4.10	6.10

Sigiri Plantation	5.80	2.90	4.40
ROUTE 4: NEBILYER STARTING POINT H/TOWN - SECTORS From Mt. Hagen Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Keltika No.1	1.40	0.70	1.10
Keltika No.2	1.50	0.80	1.10
Togoba Catholic Mission	1.80	0.90	1.40
Togoba Hospital	1.90	1.00	1.40
Waipip	2.60	1.30	2.00
Telga	3.10	1.60	2.30
Turn Off: Yabika	4.40	2.20	3.30
Kailke Primary School	4.50	2.30	3.40
Turn Off: Kuga Primary School	3.10	1.60	2.30
Malada Plantation	4.00	2.00	3.00
Tabuga Primary	4.40	2.20	3.30
Pipekona	4.70	2.40	3.50
Wara Kauul (Border) WHP	5.70	2.90	4.30
Turn Off: Pararabuk	5.80	2.90	4.40
Turn Off: Dumakona	6.50	3.30	4.90
Kimil	7.20	3.60	5.40
Numul	5.80	2.90	4.40
Alimb	10.10	5.10	7.60
Last Paraka	11.30	5.70	8.50
West Kambia			
ROUTE 5: M/COUNCIL - SECTORS From Mt. Hagen Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Balk	2.80	1.40	2.10
Minimb	3.30	1.70	2.50
Tondmong	3.60	1.80	2.70
Bukapena	3.30	1.70	2.50
Wara	3.60	1.80	2.70
Kuip	4.30	2.20	3.20

ROUTE 6: BAIYER STARTING POINT			
H/TOWN:- SECTORS	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
From Mt. Hagen Town to:			
Kerabug	1.20	0.60	0.90
Ogobeng	1.70	0.90	1.30
Kilua	1.90	1.00	1.40
Turn Off: Port Junction	2.60	1.30	2.00
Murip	3.30	1.70	2.50
Kumindi High School	3.60	1.80	2.70
Rugli	4.30	2.20	3.20
Nengli	4.70	2.40	3.50
Kombolopa	6.00	3.00	4.50
Turn Off: Tiki Baiyer Station	6.80	3.40	5.10
Turn Off: Baiyer Zoo	8.40	4.20	6.30
Turn Off: Tinsit Y H/C	8.50	4.30	6.40
Winya	8.70	4.40	6.50
Lumusa	16.50	8.30	12.40
ROUTE 100: HAGEN			
From Mt. Hagen Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Mendi	32.60	16.30	24.50
Wabag	25.30	12.70	19.00
Porgera	48.80	24.40	36.60
Kundiawa	57.90	29.00	43.40
Lae	140.20	70.10	105.20
Goroka	66.50	33.30	49.90
Madang	184.30	92.20	138.20

Southern Highlands Province			
Mendi Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Ialibu (via Walum Junction)	17.80	8.90	13.40
Walum	13.00	6.50	9.80
Kagua	29.70	14.90	22.30
Magarima	35.80	17.90	26.90
Tari	85.10	42.60	63.80
Kutubu	59.10	29.60	44.30
Nipa	17.80	8.90	13.40
Pangia	23.80	11.90	17.90

Simbu Province			
Kundiawa Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Chuave	6.60	3.30	5.00
Gumine	11.10	5.60	8.30
Karamui	26.30	13.20	19.70
Kerowagi	6.20	3.10	4.70
Gembogl	9.40	4.70	7.10

Enga Province			
From Wabag Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Lenki	2.40	1.20	1.80
Rakamanda	3.10	1.60	2.30
Lai River Bridge	3.50	1.80	2.60
Imi	3.80	1.90	2.90
Birip	4.70	2.40	3.50
Akom	5.90	3.00	4.40
Yaibos	7.00	3.50	5.30
Kanamanda	8.20	4.10	6.20

Pobapausa	9.30	4.70	7.00
Wapenamanda	11.70	5.90	8.80
Pausa	14.10	7.10	10.60
Unda	15.10	7.60	11.30
Walya	16.30	8.20	12.20
Boom Gate	22.20	11.10	16.70
Togoba	29.20	14.60	21.90
Mt. Hagen	32.70	16.40	24.50
WABAG TO KOMPIAM			
From Wabag Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Merimanda	7.70	3.90	5.80
Selim	12.50	6.30	9.40
Birip	15.40	7.70	11.60
Sauwanda	18.30	9.20	13.70
Alutesa	21.20	10.60	15.90
Kumurres	23.20	11.60	17.40
Kompam Station	25.10	12.60	18.80
WABAG TO LAIAGAM AND PORGERA			
Wabag Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Sari	1.40	0.70	1.10
Kamas	2.00	1.00	1.50
Kiwi	2.40	1.20	1.80
Sakarip	3.10	1.60	2.30
Lai River Bridge	3.90	2.00	2.90
Lakolam	6.60	3.30	5.00
Apanda	7.90	4.00	5.90
Sirunki	9.30	4.70	7.00
Talum	10.50	5.30	7.90
Laiagam	14.10	7.10	10.60
Aiyaka	16.30	8.20	12.20
Yagenda	17.50	8.80	13.10
Mulitaka	21.10	10.60	15.80

Tumundan	23.30	11.70	17.50
Kairik	30.40	15.20	22.80
Paiam	32.70	16.40	24.50
Porgera	35.80	17.90	26.90
WAPENAMANDA TO SAK-LAIGAM From Wapenamanda to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Mukulamanda	1.70	0.90	1.30
Kanamanda	3.10	1.60	2.30
Kuwia	4.70	2.40	3.50
Londol	7.00	3.50	5.30
Tsak Station	9.30	4.70	7.00
WABAG TO KANDEP From Wabag Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Laigam	14.10	7.10	10.60
Papayuku	15.90	8.00	11.90
Yango	17.50	8.80	13.10
Mapumanda	18.70	9.40	14.00
Pangu	19.90	10.00	14.90
Laowee	23.30	11.70	17.50
Map Bridge	24.50	12.30	18.40
Yapum	26.10	13.10	19.60
Lakis	29.20	14.60	21.90
Kiripiso	30.40	15.20	22.80
Kandep High School	31.50	15.80	23.60
Kandep Station	32.70	16.40	24.50
WABAG TO LONDOL (AMBUM VALLEY) From Wabag Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Wabag Secondary School	1.70	0.90	1.30
Par	2.80	1.40	2.10
Yambu	4.00	2.00	3.00
Kundis	5.90	3.00	4.40
Kasi	7.00	3.50	5.30

Tsikiro	8.20	4.10	6.20
Anditale	9.30	4.70	7.00
Homan	11.70	5.90	8.80
Monokam	14.10	7.10	10.60
Kanomares	16.30	8.20	12.20
Londol	18.70	9.40	14.00
WAPENAMANDA TO LOWER LAI			
From Wapenamanda to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Mabisanda	1.70	0.90	1.30
Elai	5.90	3.00	4.40
Takanda	8.30	4.20	6.20
Tupokores	11.40	5.70	8.60
WABAG TO KEPELAM			
From Wabag Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Laigam	14.10	7.10	10.60
Tumbop	17.70	8.90	13.30
Porgera	23.70	11.90	17.80
Kaialam	25.00	12.50	18.80
Kepelam	14.30	7.20	10.70
WABAG TO PUMAS			
From Wabag Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Tukusanda	9.30	4.70	7.00
Kinapulam	11.70	5.90	8.80
Mulisos	12.90	6.50	9.70
Yogonda	14.10	7.10	10.60
Pumas	16.30	8.20	12.20
PORGERA TOWN TO PAIELA			
From Porgera to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Su Yan	1.90	1.00	1.40
Lukale	2.10	1.10	1.60
Kulapi	2.40	1.20	1.80
Paiam	2.40	1.20	1.80

Palaepaka	2.80	1.40	2.10
Panakaka	3.10	1.60	2.30
Aiuribi	3.30	1.70	2.50
Alipis	3.50	1.80	2.60
Mungulep	3.50	1.80	2.60
Yarik	4.30	2.20	3.20
Apalaka	4.70	2.40	3.50
Karik	4.70	2.40	3.50
Tapinini	5.90	3.00	4.40
Maip	7.00	3.50	5.30
Yuyan	7.00	3.50	5.30
Politika	11.70	5.90	8.80
Yaparep	21.50	10.80	16.10
Paiela	22.20	11.10	16.70
MT. HAGEN TO ENGA PROVINCE From Mt. Hagen Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Wapenamanda	17.20	8.60	12.90
Kompam	33.30	16.70	25.00
Wabag	25.10	12.60	18.80
Laiagam	35.70	17.90	26.80
Kandep	45.30	22.70	34.00
Porgera	48.80	24.40	36.60

Manus Province			
Route 1 From Lorengau Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Laundret/Karun	8.20	4.10	6.20
Bowat	10.90	5.50	8.20
Ndranou	13.50	6.80	10.10
Tingou	16.30	8.20	12.20
Kawa	19.00	9.50	14.30

Route 2	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Loni Bridge	5.50	2.80	4.10
Loni Village	5.50	2.80	4.10
Naringel	8.20	4.10	6.20
Mokareng	10.90	5.50	8.20
Momote Airport	10.90	5.50	8.20
Salamei	13.50	6.80	10.10
Route 3	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Lombrum	8.20	4.10	6.20
Route 4	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Lugos	2.70	1.40	2.00

East New Britain Province			
Route 1 From Rabaul Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Burmah Junction	1.10	0.60	0.80
Tavana/Valaur	2.60	1.30	2.00
Karavia	2.60	1.30	2.00
Raburua Village	3.40	1.70	2.60
Davaon Village	3.70	1.90	2.80
Nguvalian Village	3.90	2.00	2.90
Baravon	4.40	2.20	3.30
Ialakua	4.70	2.40	3.50
Raluana	5.00	2.50	3.80
Kuradui Village	5.00	2.50	3.80
Malapau Junction	5.40	2.70	4.10
Karavi Village	5.80	2.90	4.40
Butuwin Health Centre	5.80	2.90	4.40
Kokopo Secondary School	6.00	3.00	4.50
Kokopo Town	6.50	3.30	4.90

Tinganavudu	8.40	4.20	6.30
Gunanaba	8.40	4.20	6.30
Baliora Junction	9.10	4.60	6.80
Vunatagia Village	5.40	2.70	4.10
Bitabaur Village	5.80	2.90	4.40
Vunamurmur Village	6.00	3.00	4.50
Tatavana Village	6.30	3.20	4.70
Nangananaga Village	6.50	3.30	4.90
Kunakunai/Turagunan	7.10	3.60	5.30
Livuan Village	6.70	3.40	5.00
Ralalar Village	6.70	3.40	5.00
Talakua Village	7.10	3.60	5.30
Malmaluan Village	7.30	3.70	5.50
Navunaram Junction	7.80	3.90	5.90
Balanataman Village	6.50	3.30	4.90
Nanuk Village	7.10	3.60	5.30
Tinganalom Village	7.30	3.70	5.50
Ngatur Village	7.60	3.80	5.70
Ravat Village	8.00	4.00	6.00
Tanaka Village	8.60	4.30	6.50
Vunabal	8.40	4.20	6.30
Tamavatur Village	8.80	4.40	6.60
From Kokopo Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Karadui Junction	1.90	1.00	1.40
Raluana Village	2.00	1.00	1.50
Ialakua Village	2.10	1.10	1.60
Barovon Village	2.60	1.30	2.00
Nguvalian Village	3.20	1.60	2.40
Bitatita Village	3.20	1.60	2.40
Raburua Village	3.40	1.70	2.60
Karavia Village	3.90	2.00	2.90

Bitavavar Village	1.50	0.80	1.10
Tinganavudu	1.80	0.90	1.40
Gunanaba	2.10	1.10	1.60
Karavi Village	0.80	0.40	0.60
Malapau Junction	1.10	0.60	0.80
Balanataman Village	1.50	0.80	1.10
Nanuk Village	2.10	1.10	1.60
Tinganalom Village	2.40	1.20	1.80
Ngatur Village	2.60	1.30	2.00
Ravat Village	3.10	1.60	2.30
Tanaka Village	3.40	1.70	2.60
Tamavatur Village	4.40	2.20	3.30
Tapipipi Health Centre	4.40	2.20	3.30
Ranguna Village	1.30	0.70	1.00
Kuradui Junction	1.50	0.80	1.10
Vunatagia Village	1.80	0.90	1.40
Bitabaur Village	2.10	1.10	1.60
Vunamurmur Village	2.40	1.20	1.80
Tatavana	2.60	1.30	2.00
Nangananga Village	2.80	1.40	2.10
Kunakunai/Turagunan	3.40	1.70	2.60
Ralalar Village	3.10	1.60	2.30
Talakua Village	4.10	2.10	3.10
Malmaluan Village	4.40	2.20	3.30
Navunaram Village	4.70	2.40	3.50
Raluana Village	1.50	0.80	1.10
Ialakua Village	1.80	0.90	1.40
Barovon Village	2.10	1.10	1.60
Nguvalain Village	2.80	1.40	2.10
Davaon	3.10	1.60	2.30
Raburua Village	3.40	1.70	2.60

Karavia Village	3.90	2.00	2.90
Tavana/Valaur	4.70	2.40	3.50
Burmah Junction	5.40	2.70	4.10
Malaguna NO.2	5.60	2.80	4.20
Rabaul Town	6.50	3.30	4.90
Route 2 From Kokopo Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Vunabosco	1.10	0.60	0.80
Gunanur Village	1.50	0.80	1.10
Gunanur Plantation (1)	2.10	1.10	1.60
Gunanur Plantation (2)	2.60	1.30	2.00
Tobera Plantation	2.80	1.40	2.10
Gelagela Plantation	3.10	1.60	2.30
Gelagela Settlement	3.40	1.70	2.60
Gelegela Baai	3.60	1.80	2.70
SPS Corner	3.90	2.00	2.90
Makaluna No.4	4.40	2.20	3.30
Sonoma College	4.40	2.20	3.30
Clifton	4.90	2.50	3.70
Wairiki No.3	4.90	2.50	3.70
Oisca Training Centre	5.20	2.60	3.90
Meraï	27.90	14.00	20.90
Warangoi Township	7.60	3.80	5.70
Warangoi Sawmill	5.50	2.80	4.10
Kambubu Adventist	18.10	9.10	13.60
Matupit Primary School	7.30	3.70	5.50
Matupit Settlement	8.20	4.10	6.20
Evon Settlement	8.00	4.00	6.00
Talvat Settlement (Sikut)	9.10	4.60	6.80
Gore Settlement	7.50	3.80	5.60
Nukumal Plantation	6.00	3.00	4.50

Laup Plantation	6.20	3.10	4.70
Kadaulung Settlement	11.60	5.80	8.70
Nengmutka	12.10	6.10	9.10
Sunam	6.50	3.30	4.90
Elcom Junction (Intake)	10.10	5.10	7.60
Warick	10.10	5.10	7.60
Punapuna	10.30	5.20	7.70
Illugi Junction	10.60	5.30	8.00
Dadul	11.60	5.80	8.70
Arabam	13.40	6.70	10.10
Rieit	11.90	6.00	8.90
Wunga Health Centre	10.30	5.20	7.70
Wild Dog Gate	13.60	6.80	10.20
Rieti Block (Sepik Wara)	14.00	7.00	10.50
Sanbam (Sikut)	11.60	5.80	8.70
Route 3	2026 Maximum Fare	50%	25%
From Kokopo Town to:	Adjusted Fares (Kina)	Concession	Concession
Gunanaba Village	1.80	0.90	1.40
Baliora Junction	2.60	1.30	2.00
Varzin Plantation	3.00	1.50	2.30
Toma Junction	3.40	1.70	2.60
Bitakapuk Village	4.30	2.20	3.20
Viviran Village	4.70	2.40	3.50
Vunakaur Village	5.60	2.80	4.20
Takubar Village	6.40	3.20	4.80
Rabata Village	10.80	5.40	8.10
Tagitagi No.1	3.90	2.00	2.90
Wairiki No.1	4.10	2.10	3.10
Wairiki No.2	4.70	2.40	3.50
Wairiki No.4	8.40	4.20	6.30
Wairiki No.3 Village	8.00	4.00	6.00

Tamanairik Village	4.20	2.10	3.20
Rabagi Junction	4.30	2.20	3.20
Rabagi No.1 Village	4.70	2.40	3.50
Rabagi No.2 Village	4.90	2.50	3.70
Tomatavur Junction	4.60	2.30	3.50
Vunadidir Admin. Centre	5.00	2.50	3.80
Vunadidir Junction	5.20	2.60	3.90
Rapitok United Church	6.00	3.00	4.50
Rapitok No.4 Village	6.20	3.10	4.70
labele	6.40	3.20	4.80
Malabunga Secondary School	6.90	3.50	5.20
Taulil United Church	7.50	3.80	5.60
Gaulim Teachers College	9.30	4.70	7.00
Rabata Village	10.50	5.30	7.90
From Rabaul Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Burmah Junction	1.10	0.60	0.80
Navunaram Junction	3.10	1.60	2.30
Tomaringa	3.90	2.00	2.90
Vunadidir Junction	5.00	2.50	3.80
Rapitok United Church	6.00	3.00	4.50
Rapitok No.4 Village	6.30	3.20	4.70
labele	6.50	3.30	4.90
Malabunga Secondary School	7.10	3.60	5.30
Taulil United Church	7.60	3.80	5.70
Malabunga Village	8.60	4.30	6.50
Gaulim Teachers College	9.30	4.70	7.00
Rabata Village	10.60	5.30	8.00
Tomavatur Junction	5.40	2.70	4.10
Tidi Trade Store	6.30	3.20	4.70
Toma Junction	6.70	3.40	5.00
Bitakapuk Village	5.40	2.70	4.10

Tagitagi No.2	9.30	4.70	7.00
Wairiki No.1	11.00	5.50	8.30
Wairiki No.2	11.40	5.70	8.60
Waikiri No.4	15.30	7.70	11.50
Viviran Village	9.90	5.00	7.40
Takubar Village	11.00	5.50	8.30
Tamanairik Village	9.10	4.60	6.80
Rabagi Junction	5.80	2.90	4.40
Rabagi No.1 Village	6.50	3.30	4.90
Rabagi No.2 Village	7.30	3.70	5.50
Route 4	2026 Maximum Fare	50%	25%
From Kokopo Town to:	Adjusted Fares (Kina)	Concession	Concession
Gunanba	1.80	0.90	1.40
Baliora Junction	2.60	1.30	2.00
Varzin Plantation	3.10	1.60	2.30
Toma Junction	3.40	1.70	2.60
Tagitagi Village	3.90	2.00	2.90
Tidi Trade Store	4.10	2.10	3.10
Tamavatur Junction	4.60	2.30	3.50
Vunadidir Admin. Centre	5.10	2.60	3.80
Vunadidir Junction	5.10	2.60	3.80
Napapar No.1	5.40	2.70	4.10
Napapar No.2	5.60	2.80	4.20
Napapar No.3	6.00	3.00	4.50
Napapar No.4	6.90	3.50	5.20
Napapar No.5	7.80	3.90	5.90
Kerevat Junction	8.20	4.10	6.20
Kerevat Town	8.50	4.30	6.40
CIS Junction	8.80	4.40	6.60
Kereba Settlement	9.10	4.60	6.80
UNRE	9.50	4.80	7.10

Vunapalaiding DPI Station	10.80	5.40	8.10
Inland Baining LLG	11.60	5.80	8.70
Burit Settlement	14.00	7.00	10.50
Vunapalaiding No.2 (Garom Base)	13.20	6.60	9.90
Palamuga Settlement	15.30	7.70	11.50
Mandress Settlement	15.30	7.70	11.50
New Masava	22.20	11.10	16.70
Vunamarita Village	23.00	11.50	17.30
Lassul Government Station	26.60	13.30	20.00
L.A.E.S-NARI	8.50	4.30	6.40
Kerevat Country Club	9.10	4.60	6.80
Tavilo Sawmill	9.50	4.80	7.10
CCI-Tavilo	10.10	5.10	7.60
Raulavat/ Vunakabi Plantation	10.60	5.30	8.00
George Brown Secondary School	10.80	5.40	8.10
Karadui Junction	1.30	0.70	1.00
Vunatagia	1.80	0.90	1.40
Bitabaur	2.10	1.10	1.60
Vunamurmur	2.40	1.20	1.80
Tatavana	2.60	1.30	2.00
Nangananga	2.60	1.30	2.00
Kunakunai/Turagunan	3.40	1.70	2.60
Ralalar	3.10	1.60	2.30
Talakua	4.10	2.10	3.10
Karaviliu Village	4.10	2.10	3.10
Malamaluan	4.40	2.20	3.30
Tavuiliu Village	4.70	2.40	3.50
Navunaram Junction	4.80	2.40	3.60
Navunaram Village	4.90	2.50	3.70
Rakunai Junction	5.30	2.70	4.00
Kavavar Junction	5.90	3.00	4.40

Tinganagalip	5.20	2.60	3.90
Tomaringa	5.40	2.70	4.10
Takekel	5.60	2.80	4.20
Sunny Bird	6.20	3.10	4.70
Vunadidir Junction	6.50	3.30	4.90
From Rabaul Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Burmah Junction	1.10	0.60	0.80
Raluan Village	2.10	1.10	1.60
Rakunai Junction	2.90	1.50	2.20
Navunaram Junction	3.50	1.80	2.60
Tinganagalip	3.80	1.90	2.90
Tomaringa Police Station	4.00	2.00	3.00
Sunny Bird	4.60	2.30	3.50
Vunadidir Junction	5.10	2.60	3.80
Napapar No.1	5.40	2.70	4.10
Napapar No.2	5.70	2.90	4.30
Napapar No.3	5.90	3.00	4.40
Napapar No.4	7.30	3.70	5.50
Napapar No.5	7.80	3.90	5.90
Kerevat Junction	8.40	4.20	6.30
Kerevat Town	8.60	4.30	6.50
CIS Junction	8.80	4.40	6.60
Kereba Settlement	9.20	4.60	6.90
UNRE	10.00	5.00	7.50
Vunapalaiding (DPI)	11.10	5.60	8.30
Inland Baining LLG	11.90	6.00	8.90
Burit Settlement	14.90	7.50	11.20
Vunapalaiding No.2	12.60	6.30	9.50
Garom Base Camp	13.50	6.80	10.10
CIS Kerevat	9.70	4.90	7.30
Palamuga Settlement	15.70	7.90	11.80

Mandress Settlement	16.80	8.40	12.60
New Masava	23.10	11.60	17.30
Vunamarita	24.00	12.00	18.00
Lassul Government Station	27.70	13.90	20.80
L.A.E.S-NARI	8.60	4.30	6.50
Kerevat Country Club	9.20	4.60	6.90
Tavilo Sawmill	9.70	4.90	7.30
CCI-Tavilo	10.30	5.20	7.70
Raulavat Plantation	10.50	5.30	7.90
Vunakabi Plantation	10.70	5.40	8.00
George Brown Secondary School	11.10	5.60	8.30
From Kerevat Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kerevat Junction	0.70	0.40	0.50
Napapar No.5	1.30	0.70	1.00
Napapar No.4	1.90	1.00	1.40
Napapar No.3	2.40	1.20	1.80
Napapar No.2	2.90	1.50	2.20
Napapar No.1	3.20	1.60	2.40
Vunadidir Junction	3.50	1.80	2.60
Vunadidir Admin College	3.70	1.90	2.80
Tomavatur Junction	4.20	2.10	3.20
Rabagi Junction	4.50	2.30	3.40
Tidi Trade Store	4.80	2.40	3.60
Tagitagi Village	5.00	2.50	3.80
Toma Junction	5.20	2.60	3.90
Varzin Plantation	5.50	2.80	4.10
Baliora Junction	6.10	3.10	4.60
Kokopo Town	8.60	4.30	6.50
CIS Junction	0.70	0.40	0.50
Kereba Settlement	1.20	0.60	0.90
Vudal University	1.50	0.80	1.10

Vunapalading DPI Station	2.80	1.40	2.10
Inland Baining LLG	3.40	1.70	2.60
Burit Settlement	4.70	2.40	3.50
Vunapalading No.2 (Garom)	5.20	2.60	3.90
Garom Base Camp	5.50	2.80	4.10
CIS Kerevat	2.70	1.40	2.00
Palamuga Settlement	6.00	3.00	4.50
Mandress Settlement	6.40	3.20	4.80
New Massava	13.20	6.60	9.90
Vunamarita Village	13.20	6.60	9.90
Lassul Govt Station	16.20	8.10	12.20
LAES Kerevat	1.20	0.60	0.90
Kerevat Country Club	1.50	0.80	1.10
Tavilo Sawmill	3.50	1.80	2.60
Tavilo Research Station	3.70	1.90	2.80
Raulavat Plantation	3.80	1.90	2.90
Vunakabi Plantation	4.10	2.10	3.10
George Brown Secondary School	4.60	2.30	3.50
Route 5	2026 Maximum Fare	50%	25%
From Rabaul Town to:	Adjusted Fares (Kina)	Concession	Concession
Toleap Junction	1.90	1.00	1.40
Pilapila Village	2.20	1.10	1.70
Ratung	2.40	1.20	1.80
Ivakaka	2.60	1.30	2.00
Kurakakaul	2.60	1.30	2.00
Toboina Junction	3.70	1.90	2.80
Taranga	3.10	1.60	2.30
Ramamal Junction	1.70	0.90	1.30
Ramamal Village	2.60	1.30	2.00
Vunavutung	3.20	1.60	2.40
Ralimut Village	3.40	1.70	2.60
Ramale Village	3.90	2.00	2.90

Kikitabu No. 1	4.50	2.30	3.40
Kabakada Village	2.80	1.40	2.10
Vunairoto Village	3.10	1.60	2.30
Raval Junction	3.50	1.80	2.60
Putanagororoi	3.50	1.80	2.60
Raluana/Vunalir Junction	3.80	1.90	2.90
Raluana Village	4.10	2.10	3.10
Vunalir Village	4.40	2.20	3.30
Vunamarita Village	4.00	2.00	3.00
Ratongor	4.10	2.10	3.10
Vunagamata Village	4.40	2.20	3.30
Rababat Village	4.60	2.30	3.50
Livuan/Reimber LLG	4.60	2.30	3.50
Vunavulila Village	4.80	2.40	3.60
Vunadavai Village	5.10	2.60	3.80
Police Station	5.30	2.70	4.00
Natava Plantation	5.90	3.00	4.40
Rarokos	5.90	3.00	4.40
Lungalunga Village	6.50	3.30	4.90
Boava Village	6.30	3.20	4.70
Mailivuan	6.30	3.20	4.70
Kaibara Village	7.10	3.60	5.30
Pakanairir Village	7.20	3.60	5.40
Rasimen Village	7.30	3.70	5.50
Kabaira Plantation	8.10	4.10	6.10
Rarongo/Vunairima	7.80	3.90	5.90
Goerge Brown Secondary School	8.60	4.30	6.50
Vunakabi	7.00	3.50	5.30
Raulavat	7.20	3.60	5.40
Tavilo Plantation	9.40	4.70	7.10
Garom Junction	9.40	4.70	7.10

Kerevat Country Club	9.90	5.00	7.40
L.A.E.S Station	10.70	5.40	8.00
Kerevat/LAES Junction	10.40	5.20	7.80
Kerevat Town	11.20	5.60	8.40
Kuriap Junction	2.60	1.30	2.00
Kuriap Village	3.40	1.70	2.60
Vunalaka/Rakunai Juntion	3.70	1.90	2.80
Vunakalkalulu Junction	2.60	1.30	2.00
Floodway	2.90	1.50	2.20
Rakuraga	2.90	1.50	2.20
Vunakalkalulu Village	3.20	1.60	2.40
Raburbur Village	3.70	1.90	2.80
Kavavar Village	3.90	2.00	2.90
Vunakainalama	2.90	1.50	2.20
Vunaulaiting Village	3.40	1.70	2.60
Vunavatikai Village	3.70	1.90	2.80
Route 6			
From Rabaul Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Toleap Junction	1.70	0.90	1.30
Pilapila Village	1.80	0.90	1.40
Volavolo Village	1.90	1.00	1.40
Nonga Village	2.20	1.10	1.70
Nonga Base Hospital	2.20	1.10	1.70
Tavui Junction	2.70	1.40	2.00
Sub Base	3.70	1.90	2.80
Tavui No.2 Village	4.10	2.10	3.10
Tavui No.3 Village	4.60	2.30	3.50
Route 7			
From Rabaul Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Matupit Island	2.40	1.20	1.80
Matalau Village	2.70	1.40	2.00
Rabuana Village	2.90	1.50	2.20

Rakunat Village	2.70	1.40	2.00
Korere Village	2.90	1.50	2.20
Nodup Village	2.90	1.50	2.20
Baai	2.90	1.50	2.20
Route 9 From Kokopo Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Rapopo Plantation	1.80	0.90	1.40
Kakabaul	2.60	1.30	2.00
Ulaveo Plantation	2.60	1.30	2.00
Tokua Plantation	3.10	1.60	2.30
Tokua Airport	3.10	1.60	2.30
Rainau Plantation	3.10	1.60	2.30
Rainua Village	3.10	1.60	2.30
Makurapau Junction	3.30	1.70	2.50
Malakuna Village	3.90	2.00	2.90
Kulaun Village	4.40	2.20	3.30
Birar Village	3.90	2.00	2.90
Menabonbon	4.40	2.20	3.30
Bilur Village	4.60	2.30	3.50
Marmar Village	5.90	3.00	4.40
Taui Village	2.60	1.30	2.00
Tapo Village	2.60	1.30	2.00
Bitapak War Cementry	3.30	1.70	2.50
Kalubang Village	3.60	1.80	2.70
Tobera Primary School	4.90	2.50	3.70
Mope	6.20	3.10	4.70
Longdip Plantation	6.70	3.40	5.00
Swinging Bridge	7.40	3.70	5.60
Palnakaur Village	1.80	0.90	1.40
Vimmy Plantation	3.60	1.80	2.70

West New Britain Province			
Route 1A (Kimbe – Talasea) From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kulingi Village	1.30	0.70	1.00
Wandoro	2.60	1.30	2.00
Numondo Plantation	5.10	2.60	3.80
Hella Plantation	7.70	3.90	5.80
Garu Station/Plantation	10.30	5.20	7.70
Tamara Village	6.40	3.20	4.80
Walindi Resort	6.70	3.40	5.00
Walindi Bridge	6.90	3.50	5.20
Kilu Village	7.20	3.60	5.40
Patanga Village	8.00	4.00	6.00
Garile Village	8.80	4.40	6.60
Navuru Plantation	10.30	5.20	7.70
Bola Village/Kavugara Junction	11.60	5.80	8.70
Route 1D (Kimbe – Buluwada) From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Bamba Village	16.10	8.10	12.10
Valupai	16.90	8.50	12.70
Waganakai	19.00	9.50	14.30
Pangalu	18.50	9.30	13.90
Route 2 (Within Kimbe Town – Morobe Camp) From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kulingi Village	2.10	1.10	1.60
Ela Motors	2.10	1.10	1.60
Kimbe General Hospital	2.10	1.10	1.60
Morokea/Ruango Junction	2.10	1.10	1.60
Dagi Settlement	2.60	1.30	2.00
Kumbango	3.90	2.00	2.90
Nahavio	4.60	2.30	3.50

Poinini Agriculture College	5.10	2.60	3.80
Route 3C (Kimbe – Koimumu) From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kasia Village	14.10	7.10	10.60
Galeoale Village	14.70	7.40	11.00
Porapora Village	15.00	7.50	11.30
Vovosi Village	15.20	7.60	11.40
Gavaiva Village	15.40	7.70	11.60
Valoka Village	15.70	7.90	11.80
Kololo Village	16.20	8.10	12.20
Kavutu Village	16.70	8.40	12.50
Moramora	17.30	8.70	13.00
Malalia Aid Post	18.00	9.00	13.50
Gavuvu Village	18.00	9.00	13.50
Karapi Village	18.70	9.40	14.00
Makasili Village	19.10	9.60	14.30
Galilo Village	19.30	9.70	14.50
Vavua Village	19.60	9.80	14.70
Rapuri Village	19.80	9.90	14.90
Rikau	18.00	9.00	13.50
Gule	18.00	9.00	13.50
Route 3 From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Hoskins Station	10.80	5.40	8.10
Hoskins Village	13.50	6.80	10.10
Route 4A (Kimbe – Tambia) From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Dagi/Tioni Junction	2.60	1.30	2.00
Kumbango	3.90	2.00	2.90
Kumbango Division 1	4.10	2.10	3.10
Kumbango Division 2	4.40	2.20	3.30
Kumbango Division 3	4.40	2.20	3.30

Nahavio	4.60	2.30	3.50
Poinini	5.10	2.60	3.80
Mosa Village Junction	5.70	2.90	4.30
Mosa Village Division 1	6.40	3.20	4.80
Tamba Section 1,5,6,7,9	6.70	3.40	5.00
Tamba Section 2,3,4,8,9,10	6.90	3.50	5.20
Route 4B (Kimbe – Lakiamata) From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Dagi	2.60	1.30	2.00
Kumbango	3.90	2.00	2.90
Kumbango Division 1	4.10	2.10	3.10
Kumbango Division 2	4.40	2.20	3.30
Kumbango Division 3	4.40	2.20	3.30
Nahavio	4.60	2.30	3.50
Mosa	6.40	3.20	4.80
Sarakolok 1-7	7.70	3.90	5.80
Sarakolok 8	8.80	4.40	6.60
Sarakolok Community Centre	8.80	4.40	6.60
Lakiamata CIS	9.00	4.50	6.80
Route 5 (Kimbe – Lavege) From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Buvussi Hill	10.80	5.40	8.10
Buvussi Community Centre	11.60	5.80	8.70
Galai 2 Community Centre	12.90	6.50	9.70
Aum Bridge (Malilimi)	14.70	7.40	11.00
Kapiura Bridge	15.20	7.60	11.40
Galoku Bridge	17.60	8.80	13.20
Route 100A (Kimbe – Yamule Bridge (Mid Snake Road)) From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Kavui Oil Palm Settlement	9.00	4.50	6.80
Buvussi Hill	10.30	5.20	7.70

Buvussi Community Centre	10.30	5.20	7.70
Galai 2 Community Centre	12.90	6.50	9.70
Aum Bridge (Malilimi)	14.70	7.40	11.00
Kapiura Bridge	15.20	7.60	11.40
Pisi Bridge	16.70	8.40	12.50
Galoku Bridge (Lavege)	16.70	8.40	12.50
Ubae Primary School	17.50	8.80	13.10
Giriti Bridge	18.00	9.00	13.50
Bilomi Bridge	19.30	9.70	14.50
Marapu Primary School	20.50	10.30	15.40
Gavuvu Bridge	20.50	10.30	15.40
Kae Village	23.10	11.60	17.30
Silanga Village	28.30	14.20	21.20
Salelubu Village (Ala Bridge)	30.90	15.50	23.20
Sege Dow (Dow Camp)	33.40	16.70	25.10
Yamule Bridge (Mid Snake Road)	36.00	18.00	27.00
Route 100B (Kimbe – Sovula)			
From Kimbe Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Ivule Bridge	41.10	20.60	30.80
Aliai	43.80	21.90	32.90
Silali	46.30	23.20	34.70
Kiava	46.30	23.20	34.70
Tiauru	48.90	24.50	36.70
Bialla Junction (Town)	51.40	25.70	38.60
Area 8 Box Culvert	54.00	27.00	40.50
Vilelo Oil Palm Settlement (Amah)	59.10	29.60	44.30
Lobu Bridge Dow Transport	61.80	30.90	46.40

New Ireland Province

Route Two (2) Kavieng Town to Livitua Village

From Kavieng Town to:

2026 Maximum Fare
Adjusted Fares (Kina)

50%
Concession

25% Concession

Utu	2.30	1.20	1.70
Panapai	1.90	1.00	1.40
Kaplaman	2.80	1.40	2.10
Kaselok	3.60	1.80	2.70
Putput	4.90	2.50	3.70
Kaut Junction	6.40	3.20	4.80
Ulul Bridge	7.50	3.80	5.60
Ulul Pltn	7.70	3.90	5.80
Ngavalus	8.80	4.40	6.60
Kapso	9.60	4.80	7.20
Lossuk	10.50	5.30	7.90
Katu	11.20	5.60	8.40
Manggai H/S	12.00	6.00	9.00
Manggai Vill	12.40	6.20	9.30
Livitua	12.60	6.30	9.50

Route Three (3) Livitua Village to Panamana Village

From Kavieng Town to:

2026 Maximum Fare
Adjusted Fares (Kina)

50%
Concession

25% Concession

Lowon	13.10	6.60	9.80
Paruai	13.40	6.70	10.10
Sali	14.00	7.00	10.50
Nonopai	14.80	7.40	11.10
Baia Plantation	15.50	7.80	11.60
Lemakot Health Centre	16.10	8.10	12.10
Lemakot Vill	16.40	8.20	12.30
Fangalawa	17.00	8.50	12.80
Lakarol	17.20	8.60	12.90
Luburua	18.10	9.10	13.60
Luburua Plantation	18.30	9.20	13.70

Lakurumau	19.10	9.60	14.30
Poliamba CDC Station	20.00	10.00	15.00
Panamana	20.50	10.30	15.40
Route Four (4) Panamana Village to Bol Village			
From Kavieng Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Maramakas	21.10	10.60	15.80
Munawai	21.90	11.00	16.40
Mongop H/Sch	22.80	11.40	17.10
Madina	23.80	11.90	17.90
Madina Pltn	24.30	12.20	18.20
Luapul	24.70	12.40	18.50
Fissoa	25.80	12.90	19.40
Bura	27.10	13.60	20.30
Bura Pltn	27.30	13.70	20.50
Kafkaf	28.20	14.10	21.20
Fatmilak	29.60	14.80	22.20
Bol	30.70	15.40	23.00
Route Five (5) Bol Village to Kimadan Health Centre			
From Kavieng Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Bolegila Plantation	30.90	15.50	23.20
Tandis	31.50	15.80	23.60
Liba	31.80	15.90	23.90
Langenia	32.90	16.50	24.70
Lassu No.2	33.70	16.90	25.30
Lassu No.1	34.00	17.00	25.50
Amba	35.00	17.50	26.30
Kabil	36.10	18.10	27.10
Lamasong	37.40	18.70	28.10
Konos	38.00	19.00	28.50
Konos Pltn	38.30	19.20	28.70
Somanim	39.10	19.60	29.30

Pinikidu	39.70	19.90	29.80
Lavatbura	40.50	20.30	30.40
Katedan	41.90	21.00	31.40
Lambuso	42.70	21.40	32.00
Kimadan	43.80	21.90	32.90
Route Six (6) Kimadan Health Centre to Karu No. 2 Village From Kavieng Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Malom	44.30	22.20	33.20
Kamaraba Plantation	44.70	22.40	33.50
Lasigi	45.40	22.70	34.10
Lelet Junction	46.20	23.10	34.70
Kadan	47.10	23.60	35.30
Dalom	47.30	23.70	35.50
Palm Creek	48.20	24.10	36.20
Lemeris	49.20	24.60	36.90
Kanabu	50.30	25.20	37.70
Katangan	51.20	25.60	38.40
Silom	52.90	26.50	39.70
Bulu Plantation	54.80	27.40	41.10
Lokon	55.90	28.00	41.90
Kanam	56.90	28.50	42.70
Karu Junction	59.10	29.60	44.30
Karu No.1	59.10	29.60	44.30
Karu No.2	59.80	29.90	44.90
Route Seven (7) Karu No. 2 Village to Namatanai Town From Kavieng Town to:	2026 Maximum Fare Adjusted Fares (Kina)	50% Concession	25% Concession
Karu No.2	59.80	29.90	44.90
Biliwo	60.40	30.20	45.30
Belik Station	61.50	30.80	46.10
Kolonoboi	62.80	31.40	47.10
Kanapit	63.90	32.00	47.90

Bakan	64.20	32.10	48.20
Ramat	65.40	32.70	49.10
Pire	66.90	33.50	50.20
Pire Plantation	67.20	33.60	50.40
Bo Junction	68.40	34.20	51.30
Namatanai	69.20	34.60	51.90

Schedule C – Taxi Services – Maximum Charges

NCD	
Flag Fall Charge	Distance Charge
K4.40	K5.90
