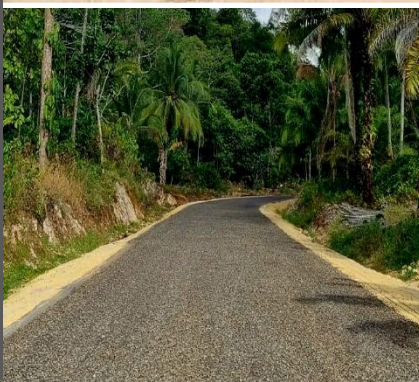




2023 ANNUAL PERFORMANCE REPORT:
*CONNECT PNG PROGRAM PERFORMANCE AND
ACHIEVEMENTS UPDATE*

28 MARCH 2024

DEPARTMENT OF WORKS AND HIGHWAYS



WE CONNECT PNG NOW TO BUILD OUR FUTURE



Photo 5: Highlands Highway, Markham Valley, Morobe Province

DEPARTMENT OF WORKS AND HIGHWAYS

“CONNECTING THE UNCONNECTED”



HON. SOLAN MIRISIM, MP
Minister for Works and Highways

‘Connect PNG Program Connecting PNG Into the Future’

Report prepared by



MR. DAVID RUMA WEREH, CMG, FIEPNG
Secretary

‘Connect PNG Program a Shining Light to the Marginalized Communities’

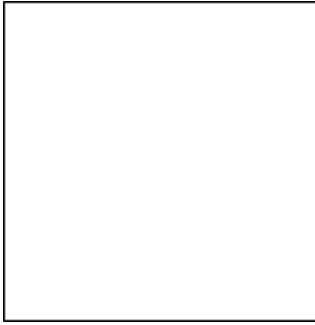
Main Cover Photo 1: Recently constructed Section of the Tabubil to Telefomin Missing Link Road and Jubilant people of Telefomin Celebrating when the road reached and connected the first Village in the Telefomin District.

Insert Photo 2 & 3, Left & Middle: West Coast Road, New Ireland Province

Insert Photo 4 Right: Sepik Coastal Highway



Photo 6: Highlands Highway, Markham Valley, Morobe Province, Momase Region, PNG



1: Foreword by Chairman of Connect PNG

The publication of the 2023 Annual Performance Report for the Department of Works and Highways (DoWH) marks the fulfilment of the statutory obligations mandated by various legislative frameworks. These include Sections 22 and 28 of the Prime Minister and National Executive Council Act 2013 (as amended), provisions within the Public Finances (Management) Act 1995 (as amended), the Public Services (Management) Act 2014 (as amended), the Papua New Guinea Planning and Monitoring Responsibility Act 2016, the Road (Management and Fund) Act 2020, and the Connect PNG (Implementation and Funding Arrangements) Act 2021.

This report serves to provide a comprehensive overview of the activities and progress made by the DoWH over the past year as part of the Connect PNG Programme. It details the government's efforts in advancing critical infrastructure projects, which are fundamental to national development and economic enhancement. The report outlines the progress made against set targets, highlights the challenges faced, and the strategies employed to navigate these obstacles. It also evaluates the financial aspects of the projects, including budget allocations and expenditures.

Included within are sections dedicated to the specific advancements in strategic road corridors, updates on the construction of missing link roads, and the development and maintenance of national bridges. Furthermore, the report addresses the socio-economic impacts of these infrastructure projects, demonstrating their role in improving connectivity, fostering economic opportunities, and enhancing the quality of life for the citizens of Papua New Guinea. This document describes achievements that reflect the ongoing commitments of the government, which are aligned with national goals and legislative mandates, providing a clear and accountable record of governmental efforts in the infrastructure development space.

In preparing this report, meticulous effort was made by DoWH to ensure the accuracy and timeliness of the data and information contained herein. It is with a commitment to transparency and accountability that this report has been compiled on behalf of the government.

Mr.KONEY SAMUEL
Secretary for National Planning and Monitoring
Chairman of Connect PNG



New Britain Province

II: Marape-Rosso Government Policy Platform



As Prime Minister of Papua New Guinea, it is with great pride and a profound sense of responsibility that I address the nation on the progress of our critical infrastructure projects through the Department of Works and Highways' 2023 Annual Report. The work documented here is a testament to our collective commitment to shaping a prosperous future for every citizen of our nation.

Our government's vision is clear and ambitious: to propel Papua New Guinea towards significant economic growth and development while ensuring that every community, from the highlands to the islands, is integrated into the national economy. This vision is grounded in our belief that robust infrastructure, particularly road networks, is the backbone of national development. It connects people, powers businesses, and enables access to essential services and opportunities.

The Connect PNG Programme is central to this vision. Initiated to address decades of underinvestment in our road infrastructure, this comprehensive initiative is designed to ensure 100% road connectivity and accessibility by 2040. As detailed in this report, Connect PNG is not merely an infrastructure development plan; it is a strategic framework that supports our broader development objectives. These include enhancing economic independence, reducing regional disparities, and improving the living standards of our people.

In 2023, significant strides were made in the Connect PNG Programme, which has begun to transform the landscape of our nation's transportation and set the stage for sustainable development. By improving and extending over 16,200 km of vital economic roads, we aim to unlock the economic potential of remote and rural areas, facilitating easier and more cost-effective transport of goods and services. This improved infrastructure is expected to reduce the cost of living, increase employment opportunities, and improve access to education and healthcare.

The impact of these developments on the standard of living for the ordinary Papua New Guinean cannot be overstated. Enhanced road transportation means safer, more reliable access to markets, increased tourism, and the stabilization of supply chains across sectors. Each kilometre of road paved under the Connect PNG Programme brings us closer to a future where economic opportunities are no longer limited by geographic isolation.

As your government, we expect these infrastructure improvements to catalyze further investments across various sectors, from agriculture to industry, thereby contributing to our goal of becoming a middle-income country by 2030. We are committed to ensuring that these investments are made transparently and efficiently, delivering the maximum possible benefit to our communities.

I extend my gratitude to the Department of Works and Highways, our development partners, and all stakeholders involved in driving the Connect PNG Programme forward. Your dedication and hard work are building the roads that will lead Papua New Guinea into a brighter, more connected future.

Let us continue to work together, with unwavering focus and determination, to turn our vision into reality—for the benefit of all Papua New Guineans today and generations to come.

Hon. James Marape, MP
Prime Minister of Papua New Guinea

Connect PNG Route 700

Good to be back in Country even if it is just one or two days out of home, it warms my heart arriving this morning to see Kikorians driving into SHP and Hagen and onwards to Lae for the National Basketball championships.

I see many negatives out in Social media from those who support opposition trying to hide and suppress our Government's effort to fix the country's mess and develop all parts of our country.

For those who questioned Connect PNG can also see PNGeans driving from Kikori to Lae through SHP, they can also use Menyama, Kaintiba and Kerema road being down under Connect PNG and many more across the country.

To see my Gulf children and Gulf Flag flying through Route 700 into Highlands Highway warms my heart.

My oppositions can say what you want but I will do what I know is best for my country until my time is up. And opening all parts of PNG is my calling. Last week NEC also approved Connect PNG equivalent for jetties and ships for all our islands and maritime areas .

PMJM 9/4/24



Photo 8: Having opened the Kagua-Erave Section of the Gulf-Southern Highlands Missing Link Highway, the opened Section is now being upgraded and sealed.

III: Minister's Statement on Connect PNG Program Performance



Let me state upfront in unequivocal terms that the Connect PNG Program as the Marape-Rosso Government's 'signature' and 'flagship' roads development programme is certain to turn the development trajectory of PNG so that the country will never be the same again. The Program has significant potential to totally change the development status of the country as a whole and elevate it into a middle-income country from its current low-income country status on global development scale.

The Connect PNG Program is not just about building roads and bridges. However, the Programme is about the economic development of PNG. We are building roads and bridges that connect real people to real development opportunities. The Program is directly facilitating the achievement of the economic development targets of the Medium-Term Development Plan IV 2023-2027. For example, the Plan has set a target to grow 100,000 new SMEs by 2030. The contribution of the Connect PNG Program for growing SMEs is through the engagement of SME contractors and continue to support them so that they grow into large-scale contractors, therefore creating jobs.

The Connect PNG (Implementation and Funding Arrangements) Act 2021 allows for a multi-year financing plan to fully fund the Program over the 20 years program timeframe. The legislation, for the first time in the history of PNG, provides for a minimum annual budgetary allocation of 5.6% of the total annual expenditure budgets subject to the Treasury Department's Five Year Economic and Budgetary forecasts.

To ensure the security of funding for the Programme, the Act requires that it be placed in the Connect PNG Development Trust Fund. It ensures a comprehensive oversight from the PNG Road Fund Board as it is the sole authorising body for the expenditure from the Trust Fund in accordance with provisions of the Connect PNG Legislation, Road (Management and Fund) Act 2020, and Public Finance (Management) Act 1995.

For accountability purposes, the Act requires myself as the Minister for Works and Highways to provide regular reports to the National Executive Council and Parliament on the status and funding and implementation. The Act provides for substantial penalties for misuse of funds, including up to two years imprisonment. Combined, these provisions will ensure that funds are expended strictly in line with approved budgets and workplans.

I, as the Minister, have consistently provided progressive updates on the floor of Parliament in 2023. I presented a Performance Report for 2022 financial year and I am presenting the 2023 Performance Report fulfilling the obligations of Section 11 of the Connect PNG legislation.

These roads being built are not just single roads. We are building road networks that connects communities, districts, provinces and regions to connect PNG. The Trans-National Highway that has commenced in earnest and all seriousness starts on the Wutung Border Post to traverse seven (7) provinces and two (2) regions is an ultimate road development undertaking any visionary government can embark on. For this major project, work is currently being progressed on several existing Highway Sections and constructing Missing Link Sections such as the Aseki to Epo

and Missing Link Section of the Magi Highway between Abau in Central Province and Gadaisu in Milne Bay Province.



As a direct consequence of the governance provisions within the above legislations and the prudent delivery of the projects under the Connect PNG Program, our Development Partners, both external and internal, are increasing their participation in the Programme. The ongoing work, once completed, will fully connect West Sepik and East Sepik Provinces through the Sepik Highway. The Madang-Ramu Highway is being rehabilitated, 9 Mile (Lae)-Aseki is being rehabilitated, Missing Road Section from Aseki to Epo (Gulf) is under construction. The other Road Network that has commenced is the Trans-Border Highway that commences in Daru and traverses through Tabubil through to Telefomin and connects Vanimo and connects to the Trans-National Highway.

PNG will never be the same again with 100% Road Connectivity and Accessibility.

Hon. Solan Mirisim, MP
Minister for Works & Highways

IV: Connect PNG 2020-2040 is Building Roads Now to Connect the Economic Future of PNG: Statement by the Secretary



Rule of Thumb: "For every K1 on deferred maintenance now, will cost K5 in premature renewal cost in the future!"

'The best way to Build the Economic Future of PNG is to Build Sustainable and Quality Roads Transport Infrastructure Now under the Connect PNG Programme: The work of building the economic roads has started Since 2020'.

As at 2012, PNG was at a crossroad, with the combined impact of wasted opportunities in the past 20 years to provide adequate funding and multiple legacy issues of run-down infrastructure stock of K45 billion maintenance backlog due to many years of underfunding that is now drastically affecting the economic and social development efforts of the successive governments.

In 2020, the Marape-Rosso Government made a deliberate intervention to develop the Connect PNG 2020-2040 Economic Road Transport Infrastructure Development Program with a vision to reverse the growing poor road network condition and increased road transport connectivity between the four main regions and improve transport efficiency, giving businesses time and cost savings, which will ultimately support improved productivity and competitiveness for industry and commerce and provide stimulus for investment towards making PNG become middle income country by 2030.

In complimentary act to deal with longstanding underfunding issues and its adverse impacts on the program targets and development goals, the government has secured a long term guaranteed funding under the Parliament Act 2021 to allocate a minimum of 5.6% of the annual budget, equivalent to K1.2Billion per year or K20billion to be allocated to accelerate the project implementation and related economic potential over the 20 years program period.

Connect PNG infrastructure development program is an economically viable project built on improved technical and environmental standards that will ensure longevity of the road assets with a high net present value. The projects can operate successfully to generate sufficient cash flow during the asset life of the road network to service project debts and costs.

Since 2020, the ongoing unprecedented levels of investment and construction works done on more than 400 segments of highways, 400 rural and sub-national roads and 10 major new missing link roads identified with high internal rate of return, is already contributing significant improvements to the country's road networks, as connect PNG progressively builds an environmentally resilient and improved high standard economic highways and missing link roads.

Against the overall medium target for 2020-2027 period, the program has recorded a capital expenditure of K4.5billion over the last 4 years with 40% of the expenditure from grants from Australian Aid, loans from ADB, World Bank, JICA, Exim Bank, EIB) and Tax Credit Scheme from Exxon Mobil and Ok Tedi and ongoing increased GoPNG funding of 60%. This level of expenditure has translated into improving and increasing road network condition by over 30% of the planned 50%.

- 2400km of national highways network improved -50% of the medium-term target.
- 5000km of provincial and district roads with improved accessibility -60% of the medium-term target to increase rural access.
- 700meters of national bridge structures replaced to 2lane climate reliant standard
- 2000 meters of rural bridges replaced to rural standard bridges .

While the socio-economic benefits of the investments can not be directly compared with the current investment costs of Connect PNG at this stage, there is already evidence that the sustained Connect PNG investment has accelerated major network improvements on the main highways and new missing links.

Our donor and development partner supported program analysis reveals that road improvements on all levels of roads across the country, including rural villages, had some growth in household incomes, increased crop production, increased usage of vehicles to access markets and social services, as well as reductions in road transport fees and charges. This is already leading to 15,000 employment opportunities in the regions from 300 contracts that is employing on average 150 people per contract.

In addition, the cumulative effect of 50% improvements on the national highways including the Highlands Highway, Ramu Madang, Hiritano, Bulominsky, Magi, Hiritano, Sepik Coastal Hwy and others lead to the drastic reduction of the K300 million of annual maintenance and road user costs to the economy that Cardno estimated in 2012 that road users and asset owner (the State) faced due to the previous deteriorated condition of the Highlands Highway. Rule of the Thumb: “For every K1 on deferred maintenance now, will cost K5 in premature renewal cost in the future.”

It’s been challenging four years, but this level of achievement gives us the encouragement to be steadfast in our pursuit and strive towards achieving the Connect PNG Program Vision of 100% Road Connectivity and Accessibility so that every community in the country is connected, reached and served by a reliable and servable road network.

To address recurring underfunding issues and ensure regular long-term financing, the government will need to spend beyond the current underfunding levels to be in par with legislated K1.3Billion/year, which accumulates to K7.4 billion over the next four (4) years 2024-2027. This will accelerate progress necessary to remain focused on achieving program targets in timely manner, including the related returns on the investment under Connect PNG and the socio-economic development goals specified in the MTDP4.

If nothing is done, the economic costs of bad roads such as vehicle maintenance and operating costs, deferred road maintenance stock, increased fuel consumption costs, travel time costs, safety costs, medical costs for road traffic accidents and injuries, and environmental costs (including climate change) will

continue to significantly increase and negatively impact individual and business development aspirations.

The Connect PNG Program represents a monumental step in the direction of addressing the long-standing challenges and deficiencies in the country's road infrastructure in particular and connectivity and accessibility in general.

Therefore, the strive and commitment to build the economy now by building the economic roads now must continue as it is already elevating PNG onto the trajectory to becoming a middle-income country by 2030 and onwards.

DAVID RUMA WEREH, CMG, FIEPNG
Secretary for Works and Highways



Before (2016)

Now (2023)

Photo 10: Menyama-Aseki Road condition in 2016 due to lack of maintenance. This situation has been improved under the Connect PNG Program.

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1.0 Introduction

This 2023 Annual Performance Report fulfils the mandatory performance accountability requirements of relevant legislations. The encapsulates a year of substantial efforts, achievements, and ongoing commitments to enhancing Papua New Guinea's road infrastructure. It represents our dedication to ensuring that the vast landscape of our nation is traversed by roads that are not only accessible but also safe, resilient, and sustainable.

The past year has been pivotal for the Connect PNG Programme, which seeks to revolutionize road connectivity across the country by 2040. The programme is an integral component of the government's broader strategy to stimulate economic growth, reduce regional disparities, and enhance the quality of life for all Papua New Guineans. This report offers a detailed account of our progress towards these lofty goals, highlighting both the strides we have made and the challenges we have encountered.

In 2023, the DOWH has navigated a complex array of activities ranging from major road construction and rehabilitation projects to critical maintenance and upgrade works. Each project is aligned with our strategic objectives to build a more connected Papua New Guinea. Our work this year has focused on extending road accessibility to underserved regions, enhancing the durability of existing infrastructure, and preparing our road network to meet future economic and environmental challenges.

Through the dedicated efforts of our team, supported by our partners and stakeholders, we have made significant progress. Notable achievements include advancing major strategic economic highway projects, addressing missing links in our national road network, rehabilitating and enhancing the subnational road network for improved rural connectivity and implementing crucial bridge constructions and rehabilitations. Each of these projects is detailed in this report, illustrating our commitment to transparency and accountability.

Moreover, the report discusses the socio-economic impacts of improved road infrastructure, such as increased employment, enhanced safety, reduced travel times, and better access to markets and services. These outcomes are vital for fostering sustainable development and improving the standard of living across the country.

We also reflect on the challenges faced during the year, including financial constraints, logistical hurdles, and the global economic context, all of which have tested our resilience and adaptability. Our response to these challenges, outlined in this report, demonstrates our proactive approach to managing and mitigating risks to ensure the continued success of our projects.

As we present the 2023 Annual Performance Report, we extend our sincere gratitude to everyone who has played a role in this year's achievements—government officials, international donors, private sector partners, and the hardworking staff of the DOWH. Your collective effort and dedication are driving the transformation of Papua New Guinea's infrastructure landscape.



Photo 11: Road Widening and Pavement works on West Coast Road, New Ireland Province



Photo 12: Guard Installation and Line Marking, Migende Section, Highlands Highway to improve safety standards

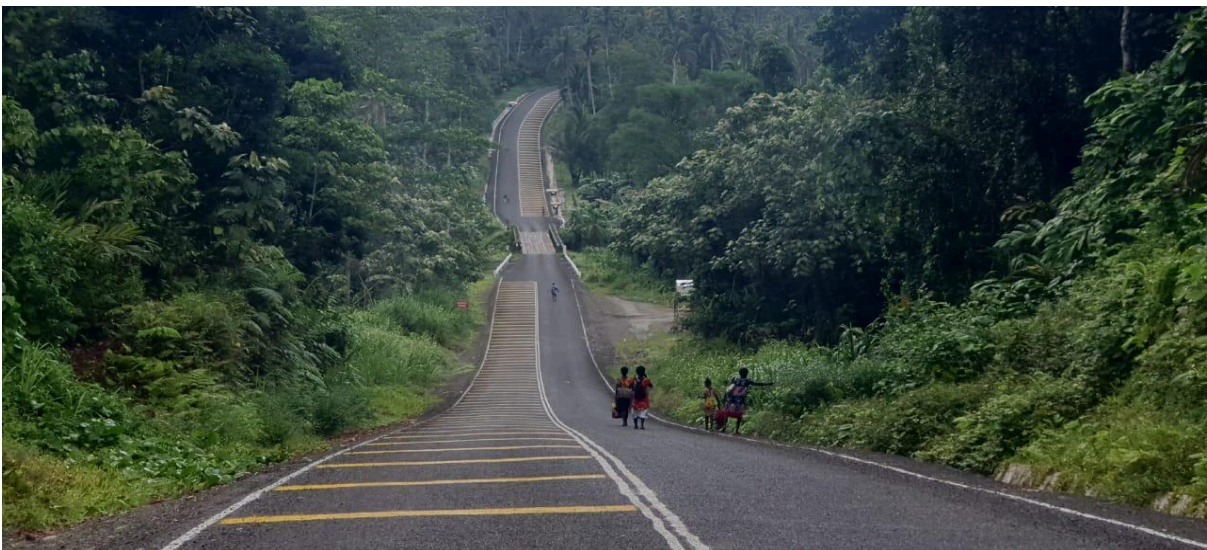


Photo 13: Recently Rehabilitated and Sealed Road, Autonomous Region of Bougainville

2.0 Connect PNG 2020-2040 Program is Aligned with National Development Strategies & Priorities

Papua New Guinea's development strategies from 2010 to 2030, emphasises the need for enhanced land transport and building management to support the nation's socio-economic growth. The Department of Works and Highways (DoWH) plays a crucial role in this strategic plan, and was tasked with the development and management of land transport infrastructure and building management to facilitate nationwide connectivity and economic activities.

Key Mandates for the Department of Works and Highways:

1. **Development and Management of PNG's Roads and Bridges:** The DoWH is responsible for improving the national road network, which includes maintenance, rehabilitation, and expansion efforts. It focuses on ensuring safe, efficient, reliable, and sustainable land transport systems that are critical for economic activities and accessibility.
2. **Building Management:** In addition to its responsibilities in transport infrastructure, the department also regulates the design and construction standards of buildings in the country, ensuring they meet safety and functional standards. The department is also mandated to directly manage the design and construction of public buildings, including hospitals, government offices, schools, embassies, etc.

Strategic Result Areas:

- **Infrastructure Development:** The DoWH is instrumental in executing major infrastructure projects that support the nation's strategic goals of enhancing connectivity and supporting economic growth.
- **Capacity Building:** The department is tasked with developing technical capabilities and ensuring that infrastructure development aligns with modern standards and technological advancements.
- **Policy and Planning:** It contributes to policy formulation and strategic planning to ensure that infrastructure development aligns with national priorities and sustainable development goals.

These mandates and strategic areas highlight the department's pivotal role in achieving Papua New Guinea's broader goals of socio-economic development through strategic infrastructure and efficient public service delivery.

Alignment with National Development Strategies & Priorities:

For the period 2023 to 2027, the Department of Works and Highways (DOWH) is strategically positioned to meet the national development goals outlined across the key strategic documents such as Vision 2050, the PNG Development Strategic Plan (2010-2030), the Medium-Term Development Plan IV, and specific mandates within the department's scope. The department's strategy, objectives, and targets are aligned with enhancing infrastructure, improving service delivery, and fostering socio-economic development. DOWH's strategy, objectives, and targets can be summarised as follows:

Strategy:

1. **Integrated Infrastructure Development:** Focus on a holistic approach to developing roads to seamlessly connect to air, sea and (future) rail transport facilities to enhance connectivity across provinces and enable economic growth.
2. **Climate Resilience and Sustainability:** Incorporate climate-resilient construction practices and sustainability into all projects to safeguard infrastructure investments against environmental risks.
3. **Strengthening Institutional Capacity:** Enhance the department's operational capabilities through technology adoption, process optimization, and skills development to efficiently manage projects and resources.

Objectives:

1. **Expand and Upgrade the Road Network:** Implement the Connect PNG Programme effectively to significantly improve national road connectivity, targeting key economic corridors and missing links.
2. **Enhance Transportation Safety and Reliability:** Improve safety standards and reliability across all modes of transportation through regular maintenance, upgrades, and adherence to international best practices.
3. **Develop Sustainable and Resilient Infrastructure:** Ensure all new and upgraded infrastructure is built to withstand climatic changes and environmental impacts, incorporating innovative and sustainable technologies.
4. **Increase Institutional and Human Capacity:** Build the capacity of the department's workforce through targeted training programs and recruitment to meet the growing demands of sophisticated infrastructure projects.

Phase 1 (2020 – 2027) Targets:

1. **Road Network Expansion:** Increase the total kilometres of paved roads by 30% by 2027, focusing on strategic economic highways and missing links (see **Table 1** below).
2. **Maintenance and Upgrades:** Achieve regular maintenance of at least 90% of the existing road network and complete scheduled upgrades on time and within budget.
3. **Climate-Resilient Projects:** Ensure that 100% of new projects starting from 2023 incorporate climate resilience and environmental sustainability criteria.
4. **Operational Efficiency:** Reduce project delivery times by 25% through improved procurement processes and project management practices.
5. **Capacity Building:** Train and upskill at least 70% of the department's workforce in modern engineering practices, project management, and climate resilience by 2027.

Table 1 below shows the MTDP-IV 'Key Performance Indicators.

Monitoring and Evaluation:

- Establish a robust monitoring and evaluation framework to track progress against these targets, with regular reporting mechanisms to ensure transparency and accountability.

By focusing on these strategic areas, objectives, and precise targets, DOWH can effectively contribute to Papua New Guinea's ambition of becoming a middle-income country by 2030 while ensuring sustainable and resilient infrastructure development that supports long-term socio-economic growth.

Table 1: MTDP-IV Key Performance Indicators.

No	Key Performance Indicator	2023	2024	2025	2026	2027	Total	Responsible Agency(ies)
1	Total length of Strategic Economic Highways (16 Priority Rds) rehabilitated and maintained (km)	840	840	840	840	840	4,200	DOWH
2	Total length of Provincial and District Rads Rehabilitated (Km)	4,000	4,000	4,000	4,000	4,000	20,000	DOWH / Provinces / Districts
2	Total length of Priority Missing Link Rds (10 Priority Links) constructed (km)	400	400	400	400	400	2,000	DOWH
3	Total length of national bridges upgraded or reconstructed (m)	93	93	93	93	93	467	DOWH
4	Total length of Provincial & District Commodity Roads (incl. 4 Regional City Roads & Provincial Town Roads) rehabilitated (Km)	450	450	450	450	450	2,250	DOWH / DDAs / Provinces
5	Total length of rural bridges on subnational roads constructed (Km)	70	70	70	70	70	350	DOWH / DDAs / Provinces
6	Total length of National Railway network established (Km)	-	-	40	50	70	160	DoT / DOWH / DNPM / Treasury



Photo No. 14: Highlands Hwy, Markham Valley, Morobe Province



Photo 15: An accident on Ramu Highway after climate induced heavy storm



Photo 16: Yakumbu Bridge Reconstruction, Priming and Sealing of a Section on Ramu Highway



Photo 17: Loading PTD Machines and a supervision truck on MV POMIO for Pomio Projects

3.0 Connect PNG Program - Improving Connectivity and Accessibility for Socio-Economic Development

Connect png: 2020 – 2040 strategic road investment plan



Hon. James Marape, MP
Prime Minister of Papua New Guinea

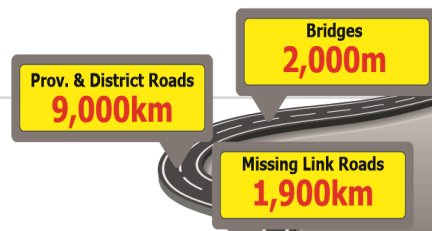
“Connecting PNG to empower Papua New Guineans for future prosperity”

The Connect PNG Programme stands as the premier policy initiative under the leadership of the Marape-Rosso government, epitomizing a visionary approach to national infrastructure development in Papua New Guinea. Conceived as a comprehensive 40-year strategic plan, this program is designed to dramatically enhance the nation's road network from

2020 to 2040, ushering in transformative changes that align with the country's long-term development objectives.

Connect PNG's core objectives are to upgrade and expand over 16,200 km of roads across the country (see **Figure 1** below), facilitating better connectivity between isolated regions and major economic centers. The program aims to construct strategic economic highways, complete critical missing link roads, and strengthen the resilience of existing infrastructure (see **Figure 2** below). These efforts are projected to stimulate economic activities, improve access to essential services, and boost regional development, thereby enhancing the overall quality of life for all Papua New Guineans.

The Connect PNG Programme is meticulously aligned with Papua New Guinea's Vision 2050, the Strategic Development Plan 2010-2030, and the Medium-Term Development Plan IV. These frameworks collectively aim to transform Papua New Guinea into a middle-income country by enhancing economic growth, sustainability, and social equity. Connect PNG is pivotal to realizing these goals, as it tackles one of the most critical barriers to development: the lack of robust, reliable transportation networks.



Spanning four decades, the scope of Connect PNG is unprecedented in its ambition. The program is divided into three strategic phases to manage the extensive scale of operations and financial outlay effectively. Each phase (see **Table 2** below) is designed to build on the successes of the previous one, ensuring that the infrastructure not only meets current needs but is also adaptable to future demands and challenges. By improving road accessibility, the program aims to unlock economic potential across various sectors, including agriculture, mining, and tourism, thereby fostering sustainable development and international competitiveness.

Figure 1: Connect PNG Scope

The Connect PNG Programme embodies the Marape-Rosso government's commitment to proactive, long-term planning. It serves as a cornerstone for national development, setting the stage for a connected, prosperous future for Papua New Guinea, in line with the aspirations and directives of its highest development planning documents. The map in **Figure 2** below, shows the extent of the government's development aspirations, in the road transportation space.

Table 2: Summary of the 3 Phases of Connect PNG Programme's Target Roads

Phase	Road Names	Cost Estimate
Phase 1 (2020-2027)	Trans-National Highway, Gulf-SH-Hela Highway, Momase Coastal Highway, Magi Highway, Hiritano Highway, New Britain Highway, Highlands Highway, Bougainville Roads, Madang-Baiyer, Tabubil-Telefomin, Manus Roads	K7.98 billion
Phase 2 (2028-2034)	Trans-National Highway, Gulf-SH-Hela Highway, Sepik Highway, Magi Highway, Hiritano Highway, New Britain Highway, Highlands Highway, Sandaun Highway, Madang-Baiyer, Tabbubil-Telefomin, Boluminsky Highway, West Coast Road (NIP)	K6.75 billion
Phase 3 (2035-2040)	Trans-National Highway, Northern Highway, Sandaun Highway, Middle Fly, Sepik Highway, New Britain Highway, Highlands Highway, Momase Coastal Highway, Magi Highway, Hiritano Highway, Tabubil Telefomin Highway, Gulf-Madang Highway	K5.26 billion
TOTAL		K20 billion



Photo 18: Above is Markham Valley, Highlands Highway, and New Britain Highway, WNBP whilst Below is Mendi-Nipa Section of Highlands Highway Upgraded and Sealed



Photo 19: This Photo was taken by the Project Manager for the Trans-National Highway Missing Link Construction Project. For the first time, in the history of this community, mother in labour complications was assisted by the Team on the ground and transported her to Aseki Health Centre. This is what Connect PNG Program is all about. Connecting the Unconnected, and Serving the Unserved.

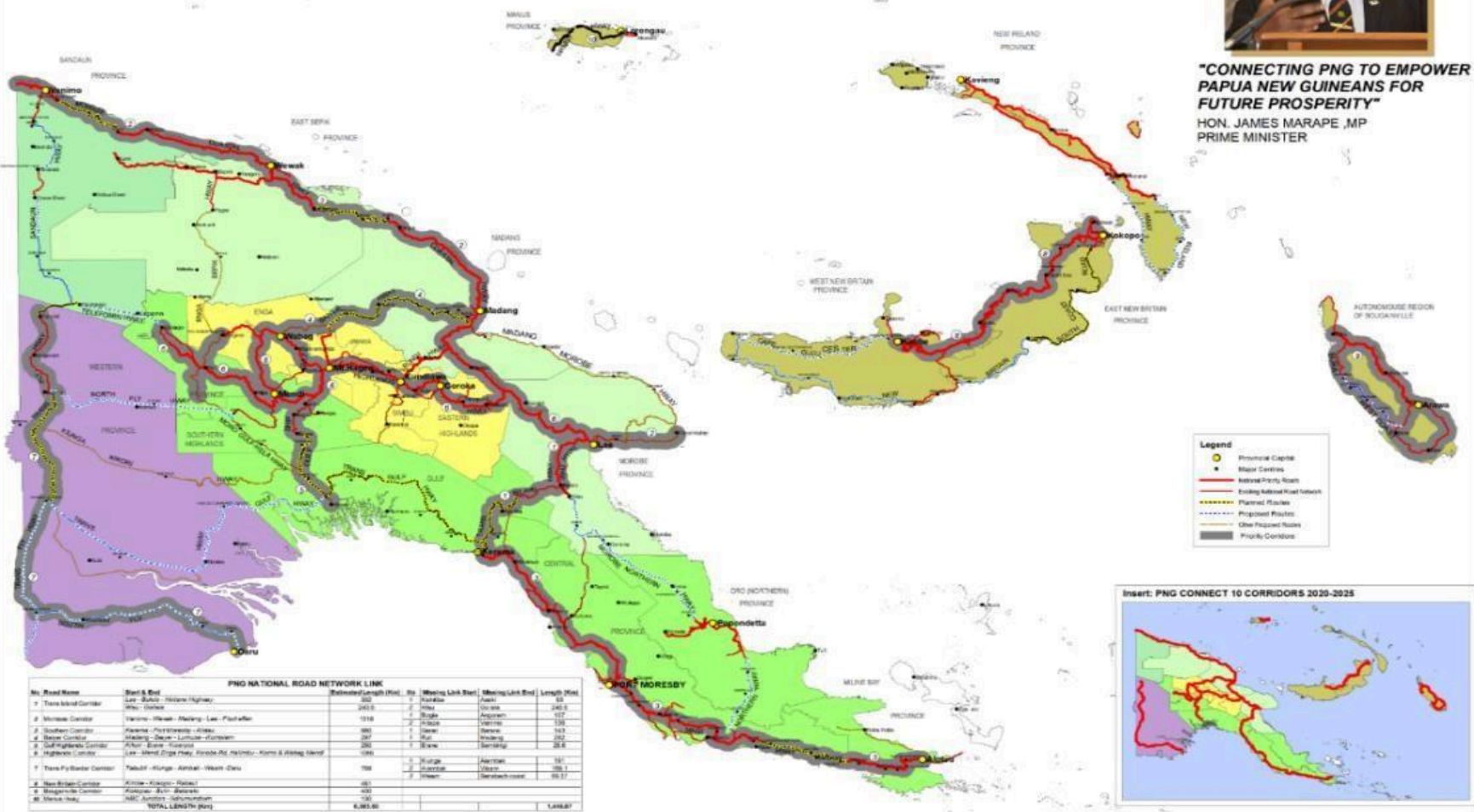
DEPARTMENT OF WORKS
Strategic Road Network Planning
Asset Management Branch

CONNECT PNG ROAD NETWORK
Scale 1:1,000,000

CONNECT PNG PLAN 2020-2040

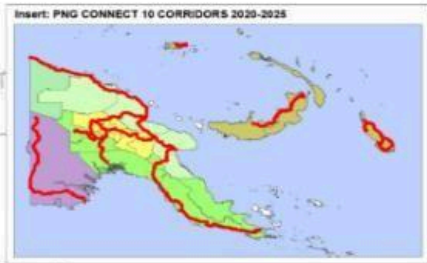


"CONNECTING PNG TO EMPOWER PAPUA NEW GUINEANS FOR FUTURE PROSPERITY"
HON. JAMES MARAPE, MP
PRIME MINISTER



Legend

- Provincial Capital
- Major Centres
- National Priority Roads
- Existing National Road Network
- Planned Routes
- Proposed Routes
- Other Planned Roads
- Priority Corridors



PNG NATIONAL ROAD NETWORK LINK

No.	Road Name	Start & End	Estimated Length (Kms)	No.	Missing Link Start	Missing Link End	Length (Kms)
1	Trans Island Corridor	Lae - Bulolo - Hekari Highway	200	7	Port Moresby	Port Moresby	0
2	Morobe Corridor	Wau - Bulolo - Madang - Lae - Port Moresby	240.8	8	Port Moresby	Port Moresby	240.8
3	Southern Corridor	Madang - Port Moresby - Goroka - Lae - Port Moresby	193.8	9	Port Moresby	Port Moresby	193.8
4	Western Corridor	Madang - Bulolo - Lomsvogel - Port Moresby	287	10	Port Moresby	Port Moresby	287
5	Central Highlands Corridor	Port Moresby - Goroka - Port Moresby	288	11	Port Moresby	Port Moresby	288
6	Highlands Corridor	Lae - Madang - Goroka - Port Moresby - Madang - Lae	588	12	Port Moresby	Port Moresby	588
7	Trans New Britain Corridor	Port Moresby - Goroka - Madang - Wau - Lae	708	13	Port Moresby	Port Moresby	708
8	New Britain Corridor	Port Moresby - Goroka - Madang - Wau - Lae	485	14	Port Moresby	Port Moresby	485
9	Highlands Corridor	Port Moresby - Goroka - Madang - Wau - Lae	485	15	Port Moresby	Port Moresby	485
10	Highlands Corridor	Port Moresby - Goroka - Madang - Wau - Lae	485	16	Port Moresby	Port Moresby	485
TOTAL LENGTH (Kms)			4,363.85			4,363.85	

***Figure 2:* Connect PNG Economic Road Transport Infrastructure Development Program 2020-2040**

4.0 **Connect PNG Program Governance and Policy Oversight - Promoting transparency and accountability through revised governance arrangements for Connect PNG**

The successful implementation Connect PNG depends ensuring on a whole-of-government approach, timely mobilisation of resources, and effective monitoring and reporting to ensure the highest levels of accountability. In this regard, currently Connect PNG is over sighted by the officer-level Connect PNG Steering Committee approved by the National Executive Council under Decision No. 113/2020 , chaired by the Department of National Planning and Monitoring.



Photo 20: Connect PNG Program Steering Committee Members conducting a meeting(L-R) Secretary Wereh, Secretary Koney Samuel (Chairman) and Secretary Mumu.

This committee plays a crucial role in guiding the program's policy direction, financing, and implementation, holding regular meetings to ensure vigilant policy oversight and resolve implementation challenges collaboratively.

The governance of the program is further supported by the Connect PNG (Implementation and Funding Arrangements) Act 2021, which enforces transparency and accountability. This act mandates an annual budget allocation of 5.6% from the state's total budget for the program and requires regular updates to Parliament through Ministerial Parliamentary Statements and detailed reporting to maintain a clear audit trail.

To address an underfunding issue of K2.4 billion, as recognized in NEC Decision 292/2023, governance and monitoring of the program have been intensified. This includes shifting away from a "business as usual" approach to avoid scope changes, cost variations, and funding wastages. A High-Level **Connect PNG Accelerated Projects Task Force**, co-chaired by the Secretaries for National Planning and Works and Highways and involving relevant agency representatives, has been purposed. This group is tasked with ensuring efficient delivery of the program's revised work plan, aiming to increase productivity and ensure value for money in the road sector investments made by the Marape/Rosso Government. The key functions of the **Connect PNG Accelerated Projects Task Force** are set out in **Table 3** below.

Table 3: Key functions of the Connect PNG Accelerated Projects Task Force headed by National Planning Department

Connect PNG Accelerated Projects Task Force key functions
1. Ensure effective oversight over Accelerated Projects:
This will add an additional layer of scrutiny over accelerated projects to ensure they are delivered, within the ambit of the Connect PNG Program, which will continue to be oversighted by the Connect PNG Steering Committee.
2. Ensure the highest level of technical and financial compliance:
This will be achieved by oversighting independent technical and financial audits through the engagement of independent project audit firms to thoroughly assess contractor performance and ensure the projects meet quality and quantity standards meets specified performance standards and targets.
3. Ensure that the minimum funding in line with Connect PNG Act is spend on the designated projects and programs:
The Connect PNG (Implementation and Funding Arrangements) Act 2021 was enacted to guarantee long-term funding availability throughout the 20-year program period. It is critical that funding received in line with the Act is not wasted by spending it on low-priority or unsolicited projects, but only on accelerated and high priority projects so that the Program is fully delivered.
4. Ensure the adoption of engineering best practices and design standards that delivers climate-resilient road infrastructure.
In line with the DoWH Climate Change Policy and Action Plan 2022 , the Department will prioritize design readiness and delivery of Connect PNG road projects to highest and most appropriate technical road standards, using innovate and modern road construction technologies and methods, to ensure the

Connect PNG Accelerated Projects Task Force key functions

development of climate-resilient road infrastructure, that has a significantly longer operational lifespan, with minimal ongoing maintenance costs.

5. Oversee Development of Implementation Programs and Action Plans

Supported by the DOWH Highways Management and Network Planning, Design, and Standards Wings, the **Task Force** will oversight the development of clear **Implementation Programs** and provide regular progress reports for each project. Where projects or initiatives are delayed or when difficulties arise, the **Task Force** will identify project impediments and establish action plans for addressing these.

6. Ensure National Road Contractor Capacity Development on Projects

A key component of Connect PNG is to facilitate the development of National Road Contractor Capacity Development, through Action Learning activities such as on-the-job training in plant operation and maintenance. In addition, learning opportunities will be provided in Occupational Health and Safety and environmental protection.



Photo 21: Pavement Maintenance on the New Britain Highway, East New Britain Province

5.0 Connect PNG Program Financing – Estimates and Actual Funding

5.1 Funding Projections for the Program

The total cost estimate for the Program over the 20 years is K20 billion. **Table 4** below shows the estimated program budget allocation for each priority road corridor and by Phase.

Table 4: Connect PNG Programme 2020-2040 Work Plan Budget Summary

Strategic Road Corridors	Length (km)	Phase 1 (2021-2027)	Phase 2 (2028-2034)	Phase 3 (2035-2040)	TOTAL
1. Trans- National Corridor	302	701,754,386	526,315,789	526,315,789	1,754,385,965
2. Momase Corridor	1,318	1,140,350,877	789,473,684	877,192,982	2,807,017,544
3. Southern Corridor	880	438,596,491	438,596,491	438,596,491	1,315,789,474
4. Gulf - Highlands Corridor	250	438,596,491	350,877,193		789,473,684

5. Gulf - Madang Corridor	368			438,596,491	438,596,491
6. New Britain Corridor	629	438,596,491	350,877,193	438,596,491	1,228,070,175
7. Highlands Corridor	1,086	1,754,385,965	1,578,947,368	438,596,491	3,771,929,825
8. Baiyer Corridor	297	350,877,193	263,157,895		614,035,088
9. Trans-Fly Border Corridor	1,200	438,596,491	263,157,895	350,877,193	1,052,631,579
10. Bougainville Corridor	250	263,157,895			263,157,895
11. Manus Corridor	150	175,438,596			175,438,596
12. Sandaun Border Corridor	449		263,157,895	438,596,491	701,754,386
13. New Ireland Corridor	400		87,719,298	263,157,895	350,877,193
14. Provincial Trunk Roads	9,000	1,842,105,263	1,842,105,263	1,052,631,579	4,736,842,105
TOTAL	16,579	7,982,456,140	6,754,385,965	5,263,157,895	20,000,000,000

Phase 1 of the program, spanning from 2021 to 2027, is projected to cost K7.98 billion. This expenditure is distributed over the seven-year period and is detailed in the bar graph presented in Figure 3 below. This financial planning aligns with the annual funding commitment of 5.6% as stipulated by the Connect PNG (Funding and Implementation Arrangements) Act 2021.

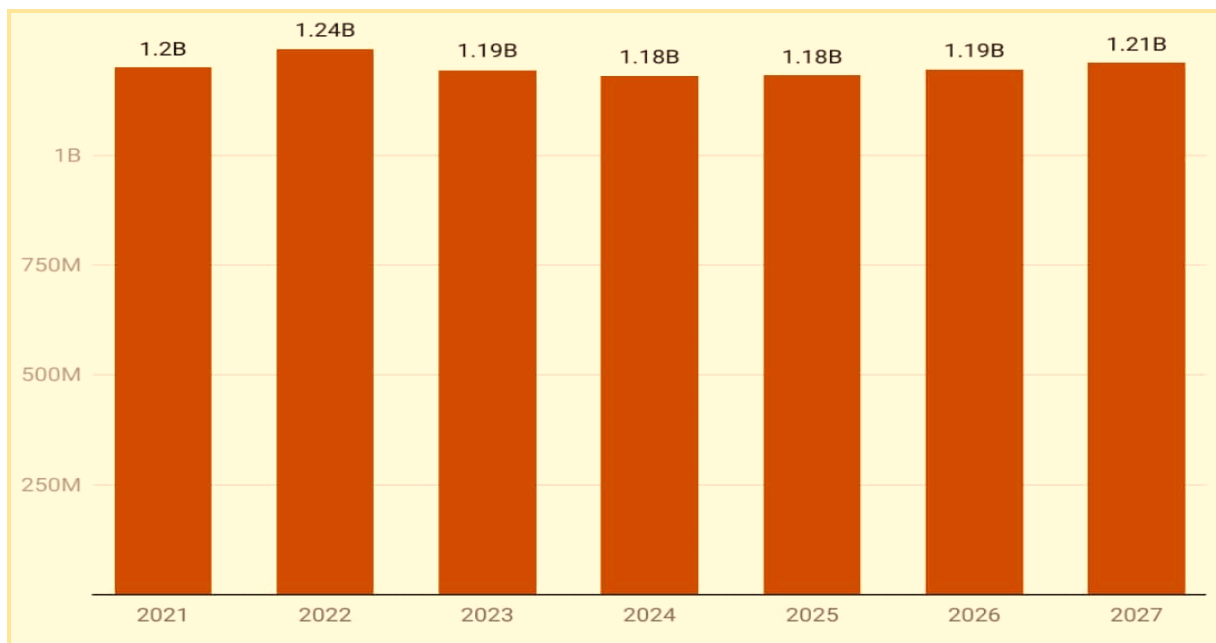


Figure 3: Phase 1 Projected Financing between 2021-2027 inline with the 5.6% Legislated Commitment under the Connect PNG Funding Act 2021.



Photo 22: Construction of Soalaba (Karu) Dual Lane Bridge, Boluminsky Highway

Timely and adequate funding is key to sustainable road condition



Photo 23: Upgrading and Sealing Works of the Kagua-Erave Section of the Gulf-Southern Highlands Highway CIVPAC, a local contractor. This Highway is expected to be completed by 2026.

Of the close to K4.0 billion in ongoing contracts, close to 60% of the funding commitments is from GoPNG, whilst approximately 30% is from IFI loans and bilateral grants and around 10% are commitments under the Infrastructure Tax Credit Scheme (ITCS), of which our resources development partners predominate. **Figure 4** below, shows the make-up of funding commitments for ongoing roads and bridges development and maintenance contracts.

Contract commitment value funding source a total of K3.8 billion ongoing contracts from periods of 2023 to 2025 progressively

Figure 4: Funding Commitments for Ongoing Roads & Bridges Development and Maintenance Contracts in 2023

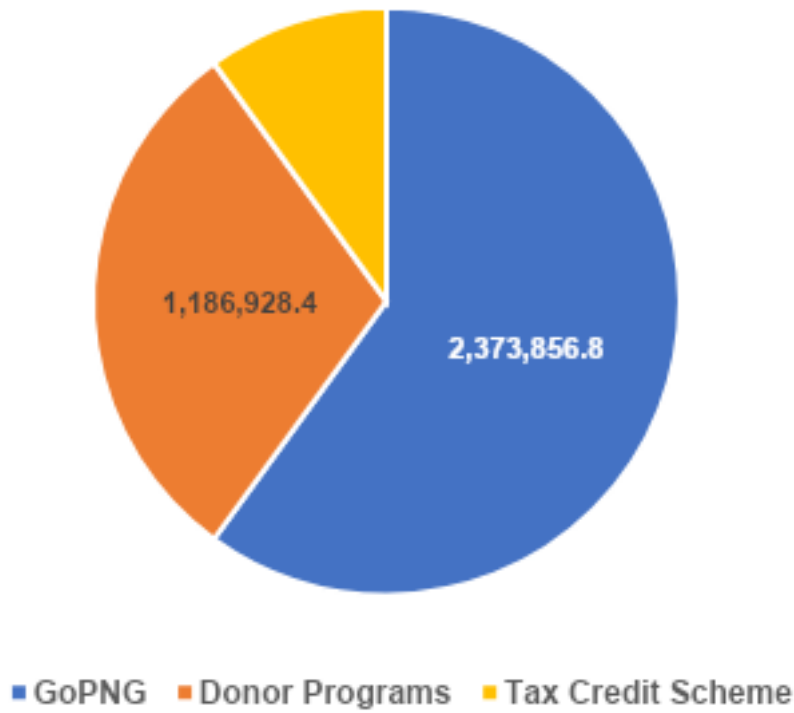


Figure 5 below, provides a funding trend analysis and indicates an increasing cumulative funding gap. It also indicates an increasing trend in funding of unsolicited projects. However, it is vital to note that total funding both from GoPNG and Donors is on an increasing trend.

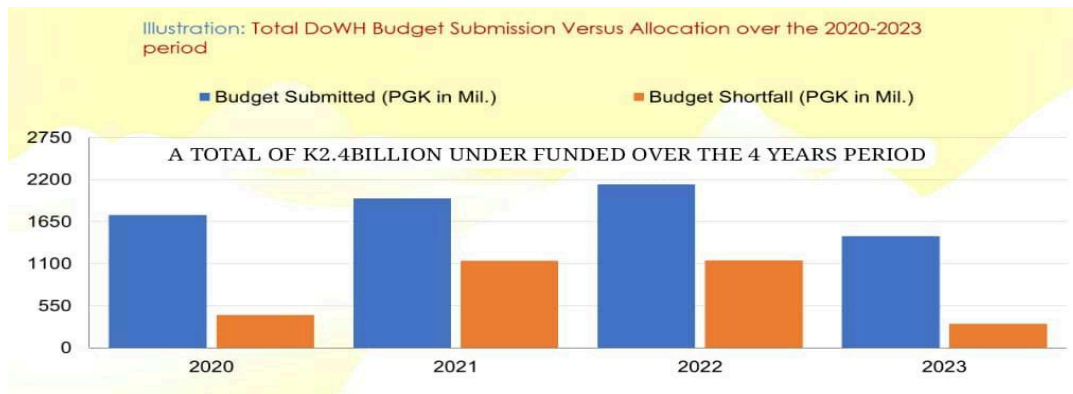


Figure 4: Budget Submission versus Budget Allocation between 2020-2033

Of the estimated K7.2 billion required between 2020 and 2023, only K4.8 billion was allocated, resulting in a shortfall of K2.4 billion. This allocation included K3 billion from the Government of Papua New Guinea (GoPNG) and K1.8 billion from donors. **For the first time in the last 30 years, GOPNG funding has increased to levels that exceeds the amounts past governments use to depend on the donor and loan funding.**

The National Government is committed to progressively addressing this shortfall through the annual budgets, in accordance with National Executive Council Decision No. 292/2023. Accordingly, in addition to the minimum amounts due for the subsequent years going forward, K600 million is scheduled to be funded from 2024 to 2027 to make up for the budget gaps. For the 2024 fiscal year, an additional K200 million has been earmarked in the Development Budget to help cover this deficit. **Table 5** below shows the gap between DOWH Budget submissions and actual appropriations.

Table 5: Total Budget Submission Versus Allocation over the 2020-2023 Period

Year	Budget Submission (K'm)	Appropriation (K'm)			Budget Shortfall (K'm) + or -
		Total	GoPNG	Donor	
2020	1,735.51	1,304.889	887.839	417.05	- 430.621
2021	1,954.84	816.364	398.034	418.33	-1,138.476
2022	2,137.30	1,172.803	880.253	292.55	-964.497
2023	1,460.51	1,580.15	835.78	744.37	119.64
TOTAL	7,288.16	4,874.21	3,001.91	1,872.30	2,413.954

5.2 Financing and Contract Payments Up To End of 2023

At the end of 2023, the Department was managing contracts worth approximately K4.5 billion, which included about K2 billion from GoPNG funds and K2.4 billion from Development Partners' funds. These contracts covered a total of 2,202.75 kilometres of roads. Out of K1.671 billion in certified Invoices for Payment, only K1.47 million was actually paid, leaving K201.286 million in outstanding payment arrears. There remains a contract balance of K2.444 billion for the remaining works scheduled for funding in 2024 and beyond.

Over the last four years (2020-2023), capital works expenditure amounted to K3.7 billion, averaging about K925 million per year, which is roughly 40% below the expenditure target for Phase 1 of the program. Of this expenditure, K700 million was allocated to clear many outstanding payment arrears from contracts issued by the previous government.

For 2023 as the first year in which the Connect PNG funding Act 2021 came into effect, the Capital Investment Program of the Department was allocated K1,580.37 million. This funding consisted of K835.78 million from GoPNG and K744.37 million from Development Partners through Grants, Concessional Loans, and Tax Credit Scheme Funds. The Connect PNG Program received K450 million, while the remaining K1,118.4 million was allocated to other Capital Investment projects. **Table 6** below provides a summary of contracts and finding status as of December 2023.

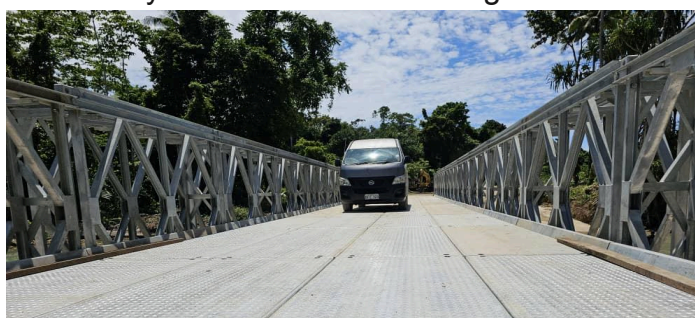


Photo 24: Ngelngel 30m Bailey Bridge Prime Minister recently commissioned in Pomio District.

Table 6: Summary of Contracts and Financing as end of December 2023

Corridor	Length (km)	Contract Value (K'm)	Certified for Payment (K'm)	Amount Paid (K'm)	Outstanding (K'm)	Contract Balance (K'm)
1. Momase	359.48	1,300.00	186.82	181.69	5.12	1,113.18
2. Highlands	153	1,779.73	1,019.40	947.14	70.25	760.33
3. Trans-National	663.74	164.23	36.53	25.13	11.39	127.70
4. Southern	66	515.72	211.48	184.45	27.02	290.40
5. New Britain	566.09	147.86	32.637	29.411	3.22	115.22
6. Bougainville	73	452.54	315.39	291.91	23.47	137.54
7. Manus	32.2	115.98	30.58	4.45	26.13	85.40
8. Northern	51.31	51.31	11.10	11.10	0.00	40.21
9. Boluminsky	265	50.94	8.02	7.37	0.64	42.92
Sub-Total	2,229.82	4,578.31	1,815.96	1,657.52	167.24	2,712.90
Completed or Terminated	451.18	422.87	334.01	323.45	10.55	88.85
TOTAL	1,778.64	4,156.44	1,481.89	1,334.08	156.72	2,624.05



Photo 25: Spreading 14mm chips and 2nd Coat 14mm at Kimbe Police Barracks



Photo 26: Hiritano Highway, Central Province, Southern Region



Photo 27: Before and After photos Reconstruction, Upgrading and Sealing from Buin Kangu Wharf to Toimonapu (60km) of the Aropa Coastal Road in the Autonomous Region of Bougainville

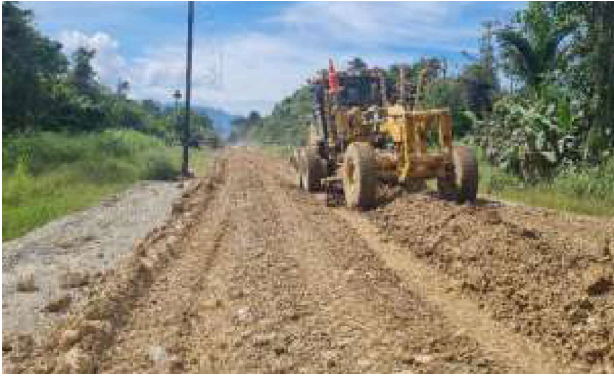


Photo 28: Pavement Construction, Yakura Bridge - Ono Mountain Section, Ramu Highway



Photo 29: Resealing Works on going along Boluminski Highway under Long Term Maintenance Contract.

6.0 Development Partners in Connect PNG Program Financing

By end of 2023, the Donors funds accounted for K2.787 billion covering 1,648.8 kilometres. By end of 2023, 234.9 kilometres had been completed whilst 1,413.9 kilometres need to be worked on in 2024. Already paid K1.251 billion with K1.273 billion remaining for the balance of works.

6.1 Asian Development Bank

The major work being funded by the ADB is the Sustainable Highlands Highway Investment Project in Tranches of Concessional Loan financing. The total funding for Tranche 1 for K938.557 million is funding road rehabilitation covering a total of 428 kilometres between Nadzab Turn-Off and Kagamuga Airport Section. The project is 90 percent completed and partially handed over to the employer. The completed sections are being procured under 7 smaller projects for Long-Term Maintenance Contracts valuing less than K10 million each. Furthermore, variations on two critical sections in Markham Valley and Daulo Pass for K70 million and K60 million respectively.



Photo 30: Recently improved Jiwaka Section of Highlands Highway under ADB

Civil works contracts under SHHIP Tranche 1 are 98% complete, covering 428 km in total, with 184 km already partially transferred to the employer. Specifically, CW1 handed over 121 km of its 210 km stretch on March 27, 2023, CW2 transferred 135 km out of 161 km on May 1, 2023, and CW3 handed over 28 km out of 57 km on February 28, 2023. Work on the remaining sections is actively progressing. The National Executive Council has approved variations for critical sections, including a K70 million allocation for the Markham Valley CW1 and a K60 million allocation for the Daulo to Simbu section. The Contractors have been instructed to adhere to the agreed scope, including these variations, and to fulfill all requirements specified in the Loan Covenant with the ADB to complete the works.

SHHIP Tranche 2 allocates financing for the improvement of 72 bridges between Nadzab and Kagamuga, totaling over K1.004 billion. This tranche involves three Engineering Procurement and Construction (EPC) contracts valued at K916.424 million, complemented by supervising consultancy services costing K87.869 million. The project encompasses the rehabilitation of 71 existing double-lane bridges and the upgrade of single-lane bridges to double-lanes. These enhancements are designed to facilitate more efficient traffic flow and reduce accidents previously common with single-lane bridges.



Photo 31: Detour Access Piling Work for Substructure on Bilu Bridge, Jiwaka Section



Australian Aid

Under Phase 2 of the Transport Sector Support Programme (TSSP), the Australian Government is investing K225.578 million in six Long-Term Maintenance Contracts. This new contracting approach ensures that contractors are on-site for a minimum of five years, proactively addressing

all



road maintenance requirements. Additionally, Phase 3 of the TSSP has recently been initiated.

Photo 33: Funded by TSSP, contractor laying culvert at Kerevat, ENBP



Photo 34: Various works on the Boluminsky Highway under TSSP.



Photo 35: Reconstruction of Dewala Bridge, Magi Highway, under TSSP

6.3 World Bank

The World Bank is currently investing K205.753 million across three projects in Papua New Guinea. This includes two projects on the Hiritano Highway and one on the Coastal Highway in Madang Province. Specifically, the Bogia-Awar Road is undergoing an upgrade and sealing at a cost of K42.3 million. On the Hiritano Highway, the Brown River to Bereina Junction section is being rehabilitated and maintained for K70.561 million, and the Epo to Kerema section is also being upgraded and sealed at a cost of K46.629 million.

6.4 European Investment Bank

The European Investment Bank (EIB) is committing K120.034 million to enhance infrastructure through nine bridge projects. This includes the construction of three bridges along the Sepik Highway for K31.9 million, and six additional bridges along the Ramu Highway, totalling K88.12 million in investment.



Photo 36: Bora Bridge on the Ramu Highway

6.5 Japanese Aid (JICA)

The Japanese Government, through the Japanese International Cooperation Agency (JICA), is providing technical support to Papua New Guinea in two primary initiatives aimed at enhancing road maintenance capabilities:

Project for Improvement of Road Maintenance Equipment: This initiative is supported by a grant of approximately K28 million, which has been used to procure and deliver 48 pieces of construction machinery to Morobe, Western Highlands, East Sepik, and West New Britain Provinces.

Technical Cooperation for Capacity Development on Road Maintenance: This component involves comprehensive training programs led by Japanese instructors. These programs are designed to enhance the skills of mechanics, operators, and civil works staff across the provinces that have received the new equipment.



Photo 37: One of the Machines supplied under Japanese Aid on Trans-National Highway

The impact of these initiatives is already evident in the beneficiary provinces, where the newly acquired machinery and the newly trained personnel are actively involved in constructing the Missing Link Sections along the Trans-National Highway. This technical support not only boosts local infrastructure projects but also builds long-term maintenance and operational capacity.



Photo 38: Sections of the Trans-National Highway that had been constructed.

6.6 Tax Credit Scheme

The Tax Credit Scheme is instrumental in addressing financial shortfalls for crucial road projects within affected areas. Managed by the Department of Works and Highways, this scheme funds projects both through the Infrastructure Tax Credit Funding Agreement (ITCFA) and those approved directly by the Department of National Planning and Monitoring.

There are two main approaches to managing these funds:

Direct Management by Companies: Companies typically manage the funds themselves, overseeing payments to contractors. This method is currently employed for four projects, with a total investment of K97.136 million. Of these, three projects are financed by Ok Tedi Mining Ltd: the Tabubil-Telefomin Missing Link Road for K72.32 million, and the Olsobib Missing Link Road for K24 million. The fourth project, funded by New Britain Palm Oil, involves constructing a bridge in Milne Bay Province for K816,000.

Structured Agreement with Exxon Mobil PNG Ltd: The second method is facilitated through a Transport Infrastructure Tax Credit Funding Agreement with Exxon Mobil PNG Ltd. This structured partnership operates according to the Tax Credit Scheme Guidelines, with Exxon Mobil allocating K270 million towards road and other infrastructure projects in Hela Province. Out of this, K216.924 million is earmarked specifically for road projects, which are nearing completion.

These funding strategies enhance the capacity to deliver vital infrastructure projects efficiently, ensuring progress in key development areas.



Photo 39: Construction of Pilot Track from Piribu to Angore, Hela Province, under Exxon Mobil



Photo 40: Rehabilitation, Upgrading and Sealing of Halimbu-Idauwi, Hela Province.

6.7 PNG Road Fund

A key goal of the PNG Road Fund is to ensure there are adequate funds available for the rehabilitation and maintenance of the national road network. In 2023, the Fund allocated K15 million for these essential activities. However, no road maintenance projects were initiated during the year. As a result, this allocation will roll over to the next fiscal year. For 2024, the Road Fund plans to use the carried-over funds in addition to an earmarked K25 million, enhancing the budget available for road maintenance projects in the upcoming year.



Main Photo 41: Recently upgraded Section of the Mt. Hagen City Road and Before and After Photos of an upgrade of roads across the country.



Photo 42: Recently constructed section of the Trans-National Highway



Photo 43: Upgrading road leading to Palmalmal Town-Pomi District



Photo 44: Fresh Cuts and first Vehicle at Bema Secondary School, Trans-National Highway



Photo 45: Yakumbu Bridge Reconstruction and Priming and Sealing of a Section on Ramu Highway

7.0 Connect PNG Program Achievements Up to End of FY2023

7.1 Performance Update on the Core Highways:

Despite facing significant cash flow challenges, the Department has achieved substantial progress towards the objectives of the Connect PNG Programme, thereby catalysing the anticipated socio-economic benefits. **Table 7** below provides a summary of on-going works. For a detailed breakdown of the projects, please refer to **Table 20**.

Table 7: Summary Data for National and Sub-National Road Networks

Programme Component	Total Projects	Total Length Contracted	Unit	Total Cost (K'm)	Achievement		Balance of Work		Payment Arrears
					km & /m	Cost (K'm)	km & m	Cost K'm)	
National Network									
Existing Roads	33	2,008.822	Km	3,642.0	885.36	1,781.81	1,442.54	2,181.06	208.28
Missing Links	6	221	Km	45.192	153.02	17.48	67.97	21.72	5.98
All Bridges	88	1,110.272	m	1,124.332	611.78	236.72	498.49	851.54	10.04
Sub-National Network									
Roads	212	2,765.46	Km	2,449.71	1,486.20	816.24	1,279.25	1,384.78	269.75
Consultancies	25	-		425.38		206.71		219.57	

Total	Roads	251	4,995.282	Km	5,136.90	2,162.71	3,285.49	2,789.76	3,587.56	484.01
	Bridges	88	1,110.272	m	1,124.332	611.78	236.72	498.49	851.54	10.04

Notes: (i) Lengths for the 71 Bridges on the Highlands Highway not included as yet to be designed. -Data not available
(ii) Bridges are combined both for National and Sub-National Networks

Under Phase 1 of the programme, an annual budget of K700 million to enhance 4,200km of key highways was anticipated. To date, K4.5 billion for contracts covering 2,653.94km was allocated. From 2019 to 2023, 2,800km was upgraded to 'good' condition, achieving 66.66% of the target for the National Roads Network. With K1.354 billion expended by 2022, the 4,200km target is on-track for completion by 2027. Notably, the Highlands Highway has seen remarkable improvements, with 85% now in 'good' condition. We are confident of reaching 100% by the end of 2024.

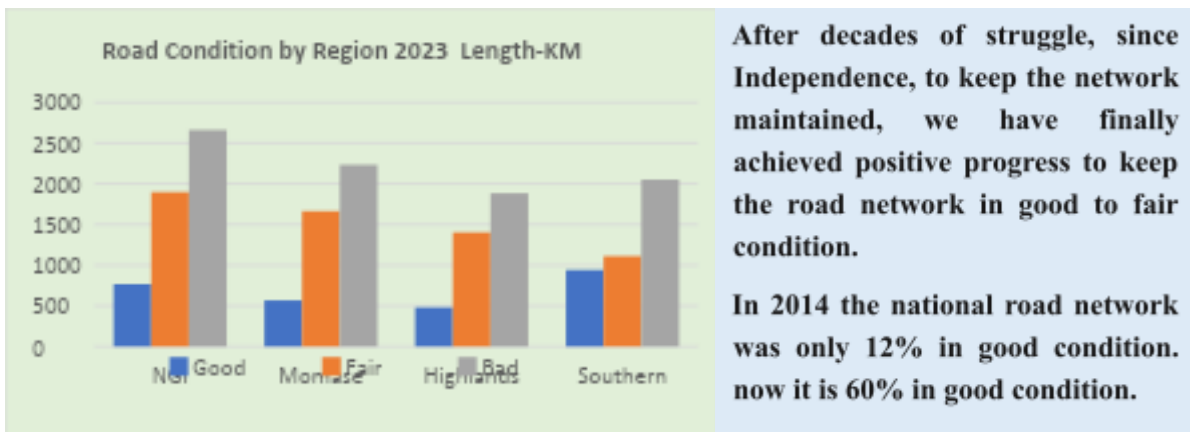


Figure 5: Road Conditions by Region as of 2023

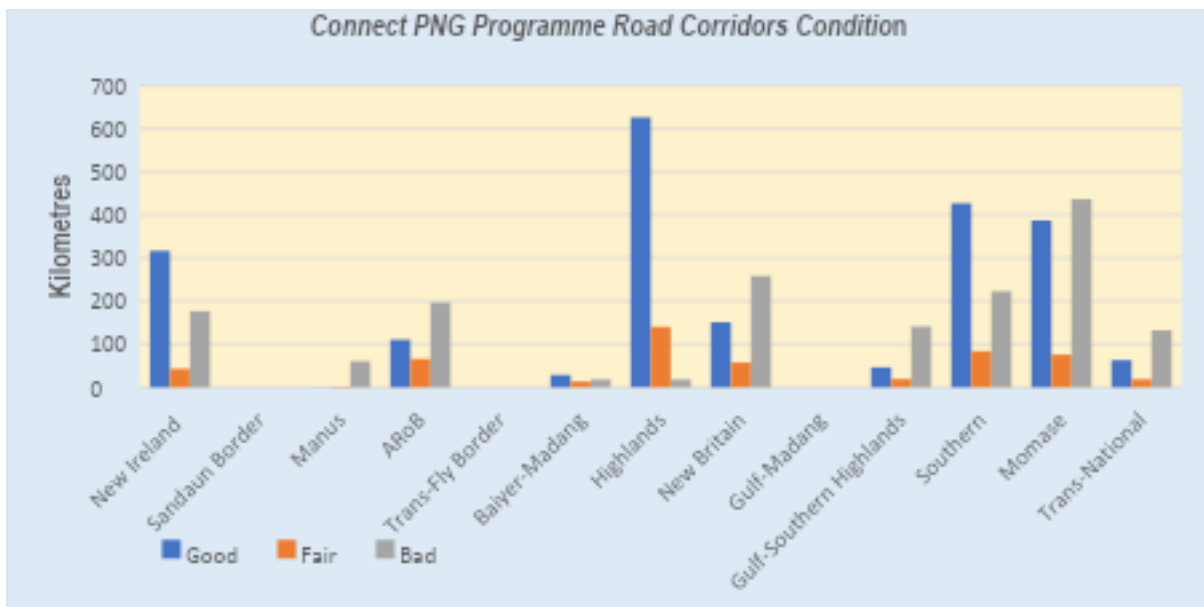


Figure 6: Road Conditions by some of the Road Corridors

Previously, the national road network was severely underfunded and less than 15% of the 9,000 kilometres was considered in 'good' condition. The investments made through the Connect PNG Programme have dramatically enhanced the infrastructure, improving over 66% of the targeted 4,200 km of 16 National Priority

Economic Highways to 'good' condition by December 2023. Specifically, on the Highlands Highway, out of 682.5km under contract, 359.1km (85%) has been upgraded to 'good' condition. This improvement signifies that more than 33% of the total national road network of 9,000 km has been brought up to 'good' condition between 2020 and 2023. **Table 8** below, provides the condition status of the core road network.



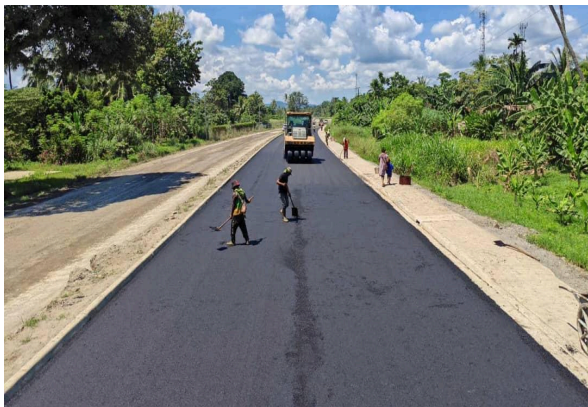
Photo 46: Recently upgraded Section of the Sepik Coastal Highway -Sandaun Province, that will support PNG-Indonesia Border Trade.

Table 8: Road Conditions in Length (km) by Core Highway as of December, 2023

Road/Highway	Good		Fair		Poor		Total
Hiritano Highway	230.10	78%	31.48	11%	34.17	12%	295.75
Magi Highway	209.70	55%	91.91	24%	80.31	21%	381.92
Highlands Highway	359.10	68%	69.42	13%	102.40	19%	530.92
Koroba Road	44.04	22%	19.61	10%	134.90	68%	198.55
Wau Highway	29.60	23%	33.60	26%	64.39	50%	127.59
Ramu Highway	140.10	77%	19.82	11%	20.96	12%	180.88
Coastal Highway	263.70	35%	88.84	12%	398.00	53%	750.54
Sepik Highway	42.51	16%	34.90	14%	180.40	70%	257.81
Enga Highway	57.26	93%	2.60	4%	1.58	3%	61.44
Porgera Road	26.76	47%	13.93	24%	16.84	29%	57.53
Wabag-Mendi Highway	35.29	34%	25.51	25%	42.06	41%	102.86

Boluminski Highway	310.70	92%	23.74	7%	3.42	1%	337.86
Kokoda Highway	34.30	45%	15.36	20%	26.80	35%	76.46
Northern Highway	49.21	64%	3.20	4%	24.91	32%	77.32
West Coast Road, NIP	24.22	12%	35.17	18%	138.80	70%	198.19
Buka Ring Road	59.14	78%	9.20	12%	7.27	10%	75.61
Bougainville East Coast Road	39.05	21%	11.59	6%	132.40	72%	183.04
New Britain Highway	212.40	49%	77.64	18%	146.90	34%	436.94
Hoskins Road	12.34	61%	5.61	28%	2.34	12%	20.29
Talasea Road	19.13	100%	0.00	0%	0.00	0%	19.13
TOTAL	2,198.65	50%	613.13	14%	1,558.85	36%	4,370.63

Despite the many challenges, 64% of the National Road Network is being maintained in 'Good' and 'Fair' condition.



***Photos 47:* Hotmix asphaltting works on the final 29km of Lae-Nadzab 4-lane Highway**



Photo 48: Upgrading, Stabilization and Asphaltting of the notorious unstable Daulo Pass Section of the Highlands Highway with the latest stabilization and asphaltting standards to achieve reliability and climate resilience surface.



Photo 49: Replacing Girity Log Bridge with Compact 200 Bailey -New Britain Highway

7.2 Construction of Missing Link Roads

With an annual budget of K200 million, we have allocated K150 million to construct 633 km of critical link roads out of a total of 1,900 km planned. So far, we've successfully constructed 400 km, achieving 60% of our target. We are on track to complete the full 633 km. Notable progress includes significant advancements on the Trans-National Highway, where over 50% of the work (more than 80 km out of 160 km) has been completed. For detailed information, refer to **Table 20**.

- **OPENING UP NEW LINKS AND CREATING NEW HORIZONS**
 - MARAMUNI ROAD COMMENCED (UNDER FORCE ACCOUNT)
 - ERAVE-SAMBERIGI (Gulf/SHP/Hela)
 - TRANS-ISLAND HIGHWAY
 - AITAPE –VANIMO- ANGORAM (FEASIBILITY STUDY STAGE)
 - FINSCHHAFEN - LAE
 - KARAMUI
 - KEREMA TO KIKORI




Figure 7: Connect PNG is about opening up new road links, opening up new horizons and providing every Papua New Guinean equal opportunity coherent with our Constitution.

A quote from the communities living along this Missing Link Road Section bordering Morobe and Gulf provinces.

“Mipla bin sindaun antap long leg blong ol tumbuna blong mipla na mipla bin harim olsem rot bai ikam. Dispela toktok bilong rot bai ikam stap longpla taim na ol bubu dai igo pinis. Ol ino lukim rot na idai igo pinis. Mipla lapun pinis na nau rot ikam.

Mipla amamas tru olsem rot nau em ikam tru. Tasol bai mipla bai dai igo na tru tru kaikai (benefits) bilong rot em ol pikinini na tumbuna bilong mipla bai kisim”.



Route for letter of Independence

Figure 8: A major Section of the Trans-National Highway Route from Wutung Border Post to Port Moresby which further extends to East Cape in Milne Bay to complete this major Highway: **The Dream of our Forefathers to Integrate the communities of the Mainland PNG that comprises the Regions of Momase, Highlands and Southern.**

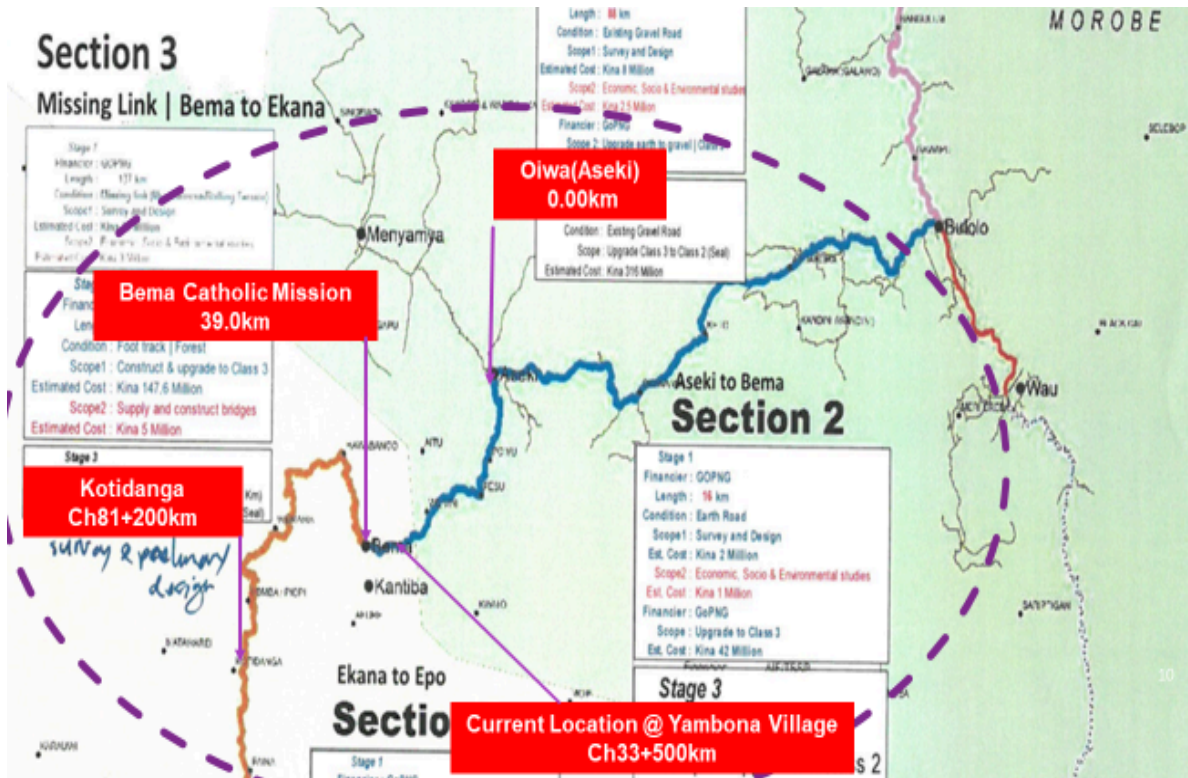


Figure 9: Morobe Section of the Trans-National Highway under construction



Photo 50: Oiwa (Aseki)-Kotidanga Section -Morobe Province, seeing vehicles in this area for the first time in 48 years of Independence. That is what Connect PNG is all about – connecting the unconnected and servicing the unserved.

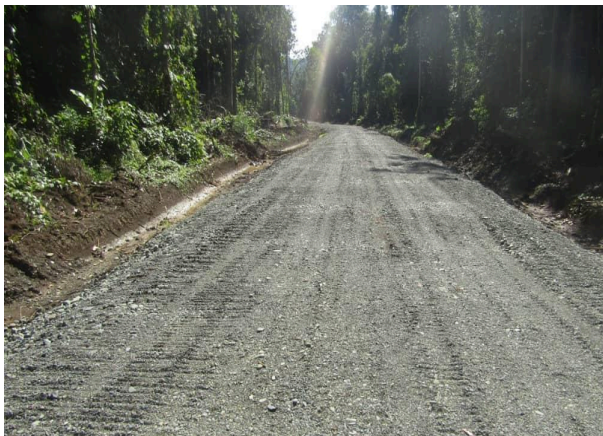


Photo 51: Recently constructed Sections of the Central-Milne Bay Missing Link Road.



Photo 52: Current work on the construction of the Lae-Finschaffien Missing Link Highway.

7.3 Provincial and District Economic Roads:

Targeting an annual investment of K300 million, a total of K1.296 billion has been spent from 2019 to 2022, resulting in the completion of 1,500 km of roads and achieving 'good' condition for half of the 2,650 km under contract towards the 3,000 km goal. Steady progress is being made toward elevating 3,000 km of Provincial and District Economic Roads to 'good' condition by 2027, as detailed in **Table 22**.

Several districts are experiencing transformative opportunities through improved road connectivity and accessibility. Notable among these are Pomio, Unggai-Bena, Nipa-Kutubu, Nebilyer, Finschaffien, Wau-Waria, Telefomin, and Wabag.

This initiative also includes the development of high-quality roads in business and commercial centres, starting with the four regional cities of Port Moresby, Lae, Mt. Hagen, and Kokopo. Currently, projects worth more than K700 million are underway in these cities. In Lae, road upgrades to concrete surfaces are being implemented to support the movement of heavy industrial vehicles, reflecting its status as the country's industrial hub. In Mt. Hagen, road improvements are underway to facilitate business activities in the country's agri-business hub. Additionally, the Kokopo to Tokua Road is being upgraded to a 4-lane highway to enhance traffic efficiency in and out of this tourism hub. These developments are being carried out in collaboration with the respective Provincial Governments.



Photo 53: This used to be the case of many Provincial and District Roads prior to the commencement of the Connect PNG Program that is changing much of the debilitated assets.



Photo 54: Some badly deteriorated roads of the recent past that are being attended to under the Connect PNG Program.



Photo 55: One of the least developed districts that is experiencing real development under the

Hon. Elias Kapavore, MP

Connect PNG Programme – A Promising Testimony to the Impact of the Programme.

7.4 Road Management and Performance Agreements with Provinces and Districts:

The Road (Management and Fund) Act 2020 has designated Provincial Governments and District Development Authorities as ‘Road Authorities’ with comprehensive legal powers to manage their respective road networks. The National Road Network remains under the management of the Department of Works and Highways, while Provincial and District Road Networks are managed by their respective governments. The Act not only outlines the responsibilities of these authorities but also ensures they have the legal powers needed while the Department retains ownership of the assets.

The primary responsibilities of these road authorities include maintaining a safe and efficient public road network as part of an integrated transport system, planning, constructing, and managing road infrastructure economically and safely, and handling financial administration related to road management.

The process of transferring these powers began in early 2022, starting with the Autonomous Region of Bougainville. Road Management Performance Agreements have been executed between the Department of Works and Highways and various Provincial Governments and District Development Authorities to decentralize legislative road management responsibilities. These agreements, which cover all 22 Provincial Governments and 89 District Development Authorities, involve the National Government providing funding and policy support, while the local authorities adhere to national road policies, development targets, technical standards, and reporting requirements.

These agreements are meant to empower local authorities to develop high-quality road networks that support socio-economic development without imposing undue burdens. They are seen as a partnership to foster the common good of PNG, with ongoing engagements to sign agreements with entities that have not yet done so.

The agreements have also facilitated collaborative projects like the Patala Bridge on the Kokopo-Pomio Missing Link Road Project in Pomio District, East New Britain Province, showcasing a successful partnership in road and bridge development at the sub-national level.



Photo 56: Rural Bailey Bridge Standard delivered on Tambul-Nebilyer District Rural Road under the Multi-Year Rural Bridging Program with United Pacific Bridges Ltd.

7.5 National Bridge Development and Upgrade:

With an annual target of K200 million, our current total investment has reached K976.678 million. Approximately 90% of this funding has been directed towards 71 bridges along the Highlands Highway, with the remainder allocated to other critical bridges nationwide, including rural areas. To date, over 79 bridges are under various stages of contract for capital works and another 3000 metres of rural bridges delivered to all districts and provincial roads throughout the country. Refer to *Table 21*.

Currently, eight (8) of the recently completed projects are under-going defects correction works for a total value of K195.825 million. These works involve fixing defects on the completed projects including both roads and bridges by the concerned contractors within a certain time period usually called Defects Liability Period agreed in the project contracts.



Photo 57: Culvert reinforcement works on the Yalu-Nadzab Section of the 4-Lane Project



Photo 58: Replacement works on the Bena Bridge, Highlands Highway under SHHIP Tranche 2 to 4-Lane Bridge.



Photo 59: Construction in Progress Sawmill-DPI Station, Sepik Coastal Highway-Phase 2



Photo 60: Before and After Photos of recently reconstructed and sealed Para Junction to Panameka Section of West Coast Road, Kavieng District.

8.0 Socioeconomic Impacts of Road Investments

The investment in roads and bridges is crucial for stimulating socio-economic growth, evident from the improved national socio-economic indicators. Such investments boost GDP, create jobs, increase household income, expand export volumes, and enhance health and education outcomes, leading to reduced poverty and improved living standards across Papua New Guinea.

8.1 Summary of Investments and Impacts:

- **Job Creation:** Road construction activities have created approximately 10,000 rural jobs across the country, enhancing rural incomes and supporting family livelihoods.
- **Support for Local Businesses:** The initiative has led to the creation of 20 new small to medium-sized local contracting firms with a combined contractual value of K1.2 billion, invigorating the local construction industry.
- **Economic Stimulus through Compensation:** A total of K600 million in royalties and land compensation has been disbursed at project sites, boosting local economies and increasing household incomes.
- **Efficiency Gains:** Upgrades to major National Highways have saved about 3 hours of travel time, reflecting a 60% improvement in road conditions. This efficiency is crucial for the general populace, saving time and enhancing productivity.

Farmers to benefit from K120m Projects
"Marape maintains that agriculture will be the key enabler to develop PNG"

- **Cost Savings:** Improved road conditions have resulted in K300 million in savings on vehicle operating costs due to reduced wear and tear, directly benefiting businesses and individuals who use these routes regularly.



Connect PNG Program directly supports Agriculture as it is the backbone of the economy and more importantly it directly supports the livelihood of more than 85% of the PNG population.

8.2 Significant Contributions to the Economy:

- **Investment Overview:** With K3 billion invested in capital works on the main national highways over the last four years, the Department estimates savings of K2.54 billion to the economy.
- **Infrastructure Improvements:** The Connect PNG Programme has upgraded 71% of the 4,200 kilometres of the National Highways, significantly reducing travel time and economic costs. For example, the Lae to Mt. Hagen section of the Highlands Highway has been upgraded to high standards, ensuring reliable and safe travel.
- **Local Industry Benefits:** The local road construction industry has greatly benefited, with more than 200 minor works contracts and 54 major contracts totaling K6 billion. Notably, the 9-Mile to 14-Mile Four Lane Highway, valued at K117 million, was completed by a local contractor, marking a significant achievement in a competitive industry.
- **Job Creation:** The Programme has created over 12,500 jobs, providing regular incomes for both skilled and unskilled workers, including a 30% female workforce. The Sustainable Highlands Highway Investment Programme employs nearly 3,000 Papua New Guineans across various capacities.
- **Wages and Local Employment:** Currently, the road construction industry employs an average of 124 locals per contract, with monthly wages amounting to approximately K300,000 for minor contracts and K1 million for major contracts. Annually, the Connect PNG Programme provides K684 million in wages and salaries to local employees.
- **Community Benefits:** Local communities benefit from royalty payments for quarry and water use, rental for project camp sites, compensation for crop and property damages, and purchases of local fresh produce.



Photos 61: The roads will facilitate development of various cash crops including coffee and oil palm industries in the many years to come.

8.3 Transformation of Economic Corridors:

These road improvements are transforming previously impoverished areas into thriving economic corridors. The enhanced connectivity is enabling increased use of private motor vehicles, trucks, and minibuses to transport agricultural products like coffee, copra, and cocoa to urban markets, thereby boosting rural incomes.

Skill transfer and training are ongoing, with local workers receiving training through workshops on HIV, Covid-19, environmental and social safety measures, waste disposal, landowner claims, and gender-based issues. This initiative is creating better-equipped communities for the long term.

Although it is still early to assess the full long-term economic impacts, the immediate positive effects of improved road conditions on key economic variables are evident and promising. The 430 km section of the Highlands Highway between Lae and Mt. Hagen, for example, has already shown significant benefits such as reduced travel times, lower fuel and vehicle operating costs, faster turnaround times for transport vehicles, and decreased maintenance costs for the State.



Photo 62: Left Photo show condition of the Wara Tamba Section (Simbu), Highlands Highway. The Photo below show it is after it has been upgraded and improved under SHHIP Tranche 1.



Photo 63: Site Works on the Construction of Yalo Bridge 150m span, Compact 200 Double Single Reinforced Bailey Bridge, Ialibu District.



Photo 64: Pavement Repair and Reseal with Associate Drainage Works On 17.18 Km Section of the 30km Seal Section between DoWH Junction and Bola Junction along Talasea Road.

9.0 Connect PNG Program On-Going Work to be Continued in 2024

Out of K4.5 billion worth of contracts, there is K2.624 billion worth of on-going works to be continued in 2024. This will cover cover 1,778.64km on the Strategic Economic Highways. For the Missing Link Roads, work will continue on the 271km of the 633km. **Table 9** below summarises the list of on-going projects.

Table 9: On-going Projects for Strategic Economic Highways and Missing Link Roads

No.	Road Corridor	Project (Contract) Name	Length (km)	Contract Value (K'm)	Contract Balance (K'm)	Scope of Capital Works
1	Trans-National (Morobe-Bulolo/Aseki-Gulf-Central via Hiritano Highway)	1. 9 Mile-Pine Top Bridge (Bulolo)	111.28	64.99	43.844	Long Term Maint. Contract
		2. Hidden Valley-Kol Mountain	44.9	8.91	6.347	Early works on existing road
		3. Kol Mountain-Aseki/Oiwa	35.1	9.60	8.632	Early works on existing road
		4. Oiwa-Poiyu	16.5	8.82	7.942	Early works on exiting track
		5. Aseki (Oiwa)-Poiyu-Kotidanga	81.2	21.35	10.005	Construction of Missing Link
		6. Kotidanga-Silaura	40.5	15.85	11.719	Missing Link Construction
		7. Mt. Hauamanga-Epo	30.0	9.98	8.195	Early works on existing track
Sub-Total		7	359.48	139.5	96.684	
2	Momase ((Vanimo-Wewak-Madang-Lae)	1. Hareich Bridge-Aitape	40	145.24	135.583	Upgrading & Sealing
		2. Yakura Bridge-Ono Mt -Ramu	40	139.85	125.671	EPC
		3. Bogia-Awar	26	42.3	2.771	Light installation on-going
Sub-Total		3	106	327.39	264.02	
3	Southern (Gulf-Central-Milne Bay-Oro)	1. Bautama-Imila Bridge	148.2	73.595	59.272	Long Term Maint. Contract
		2. Imila Bridge-Moreguina	54.6	164.428	143.391	Upgrading & Sealing
		3. Moreguina-Gadoguina Bridge	20.48	7.657	5.505	Rehab. & Re-gravelling
		4. Gadoguina-Cloudy Bay	21.46	6.752	4.362	Emergency Maintenance
		5. Cloudy Bay Camp-Liba River	30	6.686	3.39	Emergency Maintenance
		6. Liba River-Bonua River	26.8	9.995	3.511	Construction of Missing Link
		7. Epo-Kerema	9.5	46.629	5.744	Upgrading & Sealing
		8. Brown River-Bereina Junction	126.4	103.922	22.836	Rehab. & Maintenance
		9. Goilanai Bridge-Gadaisu	127	38.47	26.987	Long-Term Maint. Contract
Sub-Total		9	564.44	458.134	274.998	
4	New Britain Highway	1. Bamus Bridge-Novau Primary Sch	40	138.495	114.495	Upgrading & Reconstruction
Sub-Total		1	66	147.86	114.495	
5	Highlands Highway (Morobe -EHP-Simbu-WHP-S HP-Hela-Enga)	1. 9 Mile-Yalu Bridge 4-Lane 2A	7	140.263	4.186	Upgrade & Reconstruct
		2 ¹ . Yalu Bridge-Nadzab 4 Lane	18.8	379.911	226.531	Upgrade to 4-Lane Highway

¹ The Contract Amount includes the cost of Upgrading Yalu Bridge to 4-Lane Bridge

No.	Road Corridor	Project (Contract) Name	Length (km)	Contract Value (K'm)	Contract Balance (K'm)	Scope of Capital Works
		3. Nadzab-Henganofi Section	210	324.055	9.648	Repair, Rehab., Upgrading
		4. Henganofi-Mangiro/Miunde -Kagamuga	161	273.264	9.264	Rehab, Upgrade & Maint
		5. Mangiro Bridge-Miunde Bridge	57	341.298	3.578	Rehab. & Improvement
		6. Nipa Secondary-Ambua Gap	53.4	244.386	164.795	Upgrading & Sealing
		7. Mendi -Nipa Secondary School	58.89	221.851	185.753	Upgrading & Sealing
Sub-Total		7	566.09	1,925.028	603.755	
6	Bougainville	1. Kieta-Toimonapu Section	30.5	163.263	45.712	Upgrade & Seal
		2. Toimonapu-Buin Kangu Beach	22,5	221.888	91.437	Upgrade & Seal
		3. Hagus-Pitino (Buka)	20	67.392	0,00	Completed
Sub-Total		3	73	452.543	137.149	
7	Manus	1. NBC Junction-Kawa Primary Sch.	32.2	115.988	97.489	Upgrading & Resealing
Sub-Total		1	32.2	115.988	97.489	
8	Northern	1. Oro Bay-Airport-Kokoda 163	51.312	51.312	40.213	Long Term Maint. Contract
Sub-Total		1	51.312	51.312	40.213	-
9	Boluminsky Highway	1. Kavieng-Namatanai	265	50.948	42.927	Long Term Maint. Contract
Sub-Total		1	265	50.948	42.927	
Grand Total		33	2,083.52	3,668.7	1,671.73	

For the Provincial and District Economic Roads, K1.38 billion worth of works to be continued in 2024 on 1,279km. **Table 10** below summarises the subnational projects.

Table 10: On-going Provincial and District Economic Roads Projects

Region/Province	Number of Projects	Length (km)	Contract Value (K'm)	Contract Balance (K'm)
Highlands Total	84	1,213.57	810.51	407.75
WHP	10	84.18	45.94	28.5
SHP	41	691.73	344.66	145.02
Enga	16	210.56	72.63	39.32
Hela	4	95.75	237.85	169.22
Jiwaka	3	54.8	10.11	1.35
Simbu	10	76.55	99.29	24.32
Southern Region	71	632.45	428.03	303.50
Central	33	307.69	58.06	24.28
Milne Bay	10	127.96	24.28	5.37
Gulf	3	18.5	17.29	6.18
Oro	3	56	8.92	0.5
Western	22	122.3	319.45	267.17
Northern Region	24	308.88	460.27	244.48
Morobe	6	134.45	359.98	198.28
West Sepk	5	42.43	43.05	22.72
EHP	13	132	57.23	23.47
New Guinea Is.	32	706.31	750.90	429.04
ENBP	5	68.8	34.11	109.46
WNBP	8	134.11	43.97	19.17
NIP	13	132.61	162.13	134.19
ARoB	6	370.79	510.67	166.21
Grand Total	211	2,765.46	2,449.71	1,384.78

The work on bridges will continue including the 72 bridges on the Highlands Highway, 71 bridges funded under the SHHIP Tranche 2 whilst the Yalu Bridge is funded by the GoPNG as part of the Lae-Nadzab 4-Lane Upgrading Project. **Tables 11** below, summarises the on-going bridge projects.

Table 11: On-Going Bridge Projects

Road Corridor	Project (Contract) Name	Length Metres	Contract Value (K'm)	Contract Balance (K'm)	Scope of Capital Works
Momase	1. Hawaiiin Bridge	120	20.81	15.97	Design & Construction
Sub-Total	1	120	20.81	15.97	
2. Southern	1. Wiole River Bridge, East Cape	-	0.96	0.38	Construct Compact 200 Bailey Bridge
	2. Sogeri Road (Yanabevai Bridge)	0.01	0.96	0.00	Emergency Repairs Phase 1
	3. Sogeri Road	0.01	0.99	0.00	Emergency Repairs Phase 2
	4. Sogeri Road	0.01	0.883	0.00	Emergency Repairs Phase 3
Sub-Total	4	0.03	3.80	0.38	
3. Highlands	1. Upgrade Yalu Bridge to 4-Lane 2B	90	29.00		Construct 4-Lane Yalu Bridge
	2. Bridges (x35) Nadzab-Henganofi	-	315.35	283.65	Design & Construct 35 Bridges
	3. Bridges (x19) Henganofi-Mangiro & Miunde-Kagamuga	-	243.35	206.85	Design & Construct 19 Bridges
	4. Bridges (x17) Mangiro-Miunde	-	357.70	305.0	Design & Construct 17 Bridges
	5. Kami & Hagero Bridges (Okapa Hway)	-	0.98	0.98	Maintenance
	6. Selected Bridges (Lufa-Okapa Hway)	139.152	0.97	0.97	Maintenance
	7. Yalo Bridge	150	15.96	3.96	Construction of Compact 200 Reinforced Bailey Bridge
	8. Wasa Bridge	0.09	11.13	9.69	Construction
	9. Kenando Lai Bridge	-	0.42	0.42	Emergency Maintenance -supply missing bridge parts
	10. Lagaip Bridge	-	0.98	0.98	Emergency Abutment Construction
	11. Howabia -Hulia LLG	-	0.78	0.00	Emergency River Training & Culvert Installation
Sub-Total	79	379.242	976.67	812.55	
New Britain Highway	1. Girty Bridge (1)	24	0.99	0.00	Log Bridge replacement with Compact 200 Bailey
	2. Girty Bridge (2)		0.99	0.00	Log Bridge replacement with Compact 200 Bailey
Sub-Total	2	24	1.99	0.00	
New Ireland	1. Soalaba (Karu) Bridge	33	0.99	0.00	Construction of Dual Lane Bailey Bridge
Sub-Total	1	33	0.99	0.00	
Grand Total	87	532.27	1,002.3	828.90	

As of 31 December 2023, there were 8 contracts in the 'Defects Notification' stage, with total value fo K195.83 million. Two of these were major projects valued above

K10.0 million and 6 were valued below K10.00 million. **Tables 12** below summarises the projects in the 'Defects Notification' stage.

Table 12: Projects at Defects Notification Stage

Contract Category	Total Number of Contracts	Total Value of Contracts (Kina)
1. Proforma Contracts (Values >K1m)	Nil	0.00
2. Minor Works Contracts (Values<K1m>K5m)	5	20,739,042
3. Major Works Contracts (Values>K5m <K10m)	1	9,008,175
4. Major Works Contracts (Values>K10m)	2	166,077,988
TOTAL	8	195,825,205

The Department's total budget allocation is K1,633.639 million comprising of K126 million as Operational Budget and K1,506.63 million for the Capital Investment Programme for the Department. The Department's Capital Investment Program allocation is 5.54% of the total annual budget of K27.4 billion. It is 14.2% of the total Development Budget of K10,699.8 million. **Table 13** below summarises the main capital investment programme components funded in 2024.

Table 13: Main Capital Investment Program Components Funded in 2024

	Program Components	Budget Allocation
1	Connect PNG Development Programme	K800,000,000
2	Other Connect PNG Program related Projects	K200,900,000
3	National Road Network Strategy	K358,030,000
4	Missing Link Roads	K 55,000,000
5	Bridges	K67,000,000
6	Capacity Development for Road Maintenance	K5,000,000
7	Feasibility Studies and Project Readiness	K 21,700,000
	Total	K1,507,630,000

The 2024 Budget will commence implementing the Revised Work Plan and Financing Plan approved by the National Executive Council in its Decision No. 134/2023. **Table 22** summarises the Revised Work Plan and Financing Plan which is consistent with the MTDPIV targets for the Department under the Connect PNG Programme for the medium-term (2023-2027). **Table 14** below, summarises the balance of work remaining in Phase 1.

Table 14: Balance of Phase 1 Program Activities and Financing Estimates

Program Components for Phase 1	2024-2027 Cashflow Projections (K'm)				
	2024	2025	2026	2027	Total
7 Reconstruct, rehabilitate & upgrade 1,500km of main highways for K2.8 billion.	700	700	700	700	2,800
8 Construct 633 km of Missing Link Roads for K800 million.	200	200	200	200	800
9 Rehabilitate 3,000km of sub-national roads K1.2 billion.	300	300	300	300	1,200
10 Replace 2,000 meters of overdue bridge structures with composite double lane standard bridges for K800 million.	200	200	200	200	800
	1,400	1,400	1,400	1,400	5,600

10.0 Connect PNG Program Planned Work and Procurement

At the end of 2023, thirty-one (31) projects for a total estimated value of K3.322 billion had their Bidding Documents completed and awaiting tender by the National Procurement Commission. **Table 15** below, shows the distribution of projects that will be advertised for Tender in 2024.

Table 15: Bid Documents Completed and Awaiting Tender

Contract Category	Number of Bid Documents (Number of Projects)	Total Estimated Cost (Kina)
1. Proforma Contracts (Values >K1m)	9	12,000,000
2. Minor Works Contracts (Values<K1m>K5m)	0	0
3. Major Works Contracts (Values>K5m <K10m)	5	49,911,000
4. Major Works Contracts (Values>K10m)	17	3,160,478,000
TOTAL	31	3,322,389,000

There are 30 projects both at the tendering and contract execution stage for a total value of K4.386 billion. The entities involved at this stage include, apart from the Department of Works and Highways, the National Procurement Commission, the National Procurement Commission Board, and the National Executive Council. **Table 16**, below shows the breakdown of projects at the Tender and Implementation stages.

Table 16: Projects at Tender and Contract Execution Stage

Contract Category	Number of Bids (or Projects)	Total Value of Contract Estimates (Kina)
1. Proforma Contracts (Values >K1m)	6	5,954,563
2. Minor Works Contracts (Values<K1m>K5m)	3	14,999,896
3. Major Works Contracts (Values>K5m <K10m)	6	59,854,000
4. Major Works Contracts (Values>K10m)	15	4,305,199,084
TOTAL	30	4,386,007,543

The Department has a Procurement Plan that is revised and updated annually so that projects already procured are eliminated and new projects designed and approved are included. The major Projects in **Table 17** are currently in the planning or tender stages.



Photo 65: Construction of Pilot Track from Piribu to Angore, Hela Province, under Exxon Mobil

Table 17: Projects at Procurement Stage

Project Name
1. 4-Lane Highway from Laloki to Edebu Junction as part of the Port Moresby City expansion plan.
2. Maprik- Lumi-Aitape Missing Link:Sepik Highway – Coastal Highway
3. Kimbe - Kandrian -Gasmata Road
4. New Britain South Coast Road: Kokopo-Pomio-Kandrain
5. New Britain Highway Missing Link Section: Milo Bridge-Pandi River
6. Kundiawa-Gumine-Karimui-Gulf
7. Lossuk Junction-Bo junction-Matakan: West Coast Road,
8. Lufa-Okapa-Kainantu Road
9. Magi Highway Missing Link: Moreguina (Central) – Gadaisu (Milne Bay).
10. Enga-Sepik Economic Corridor Road Program
11. Rai Coast Highway: Ramu Highway Junction, Ato – Kelenoa, Tewai Siassi District - Finschaffien.
12.Passam - Angoram on the Sepik Highway
13. Madang Baiyer Corridor: Mt. Hagen – Baiyer River – Simbai – Madang under Indian Exim Bank.
14. Vanimo-Bewani-Green River Highway Upgrade to Seal
15. Ketarabo-Kabiufa 4-Lane Highway (Highlands Highway Section)
16. Coffee and Tea Plantation Roads in Waghi Valley
17. Vanimo-Aitape Road Upgrading to Seal
18. Hoskins-Kimbe 4-Lane Highway-Indian Exim Bank
19. MadangTtown 4-Lane Road
20. Wewak Town 4-Lane Road Upgrade
21. Vanimo Town Roads Upgrade to support Border Trade
22. Baiyer-Madang Missing Link
23. Kiunga--Nomad-Bosavi Link
24. Kikori to Kerema to support the Ihu SEZ
25. Oromo to Wipim to the Indonesian Border
26.Tugu to Kopiago to Oksamin

27. Buin to Panguna in ABG

28. Siara to Korepovi in ABG



Photo 66: Rehabilitation, Upgrading and Sealing of Halimbu-Idauwi, Hela Province.

11.0 Connect PNG Program Implementation Challenges

The Connect PNG Programme's progression is beset by a series of escalating challenges, precipitating a 30% deviation from its planned timeline. These complications are primarily driven by increased project expenditures due to exchange rate instability and hyperinflation. Further complicating factors include:

- (a) **Coordination Issues:** A noticeable disconnect between the Government and Donor Partners is impeding the synchronization of financial allocations with Program objectives. Although the ADB has optimized its operational frameworks, disparate systems utilized by other donors have led to significant delays in fund disbursement, critically undermining project momentum.
- (b) **Procurement Delays:** The efficiency of the National Procurement Commission (NPC) has significantly waned, marking a stark decline from its precursor's performance. Protracted delays, extending beyond a year for a wide array of tenders, including those pivotal to loan-financed projects, have introduced a layer of financial uncertainty and excess costs, disproportionately affecting loan-dependent initiatives.
- (c) **Underfunding:** Persistently, the Programme has grappled with receiving funds below the anticipated threshold as delineated in the Phase 1 financial blueprint of K7.982 billion, including the statutory obligation of a 5.6% annual budget allocation since 2022. This has resulted in cumulative shortfall of K2.4 billion from 2020-2023, adversely affected the liquidity for existing contracts and the commencement of new projects, instigating considerable delays and a build-up of payment arrears, inclusive of accruing interest on deferred payments.
- (d) **Budget Risks:** Recurrent recalibrations of project objectives and priorities to incorporate minor, unforeseen projects have redirected scarce financial resources, engendering cumulative resource deficits. Such reallocations have resulted in significant fiscal constraints, payment lags on active contracts, and a total underfunding scenario of K2.4 billion since 2020, further exacerbating project postponements.

The net effect on the Phase 1 Programme will be that only 30-40% achievement is likely whilst the deferred maintenance backlog cost will surely increase therefore seriously affecting the ability of the Government to achieve its socio-economic development aspirations.

- (e) **Law and Order Challenges:** Security and governance issues in specific locales have profoundly impacted the execution of contracts worth in excess of K1 billion. Provisions in contracts that attribute the responsibility for social safeguard and unrest to the employer have occasioned substantial cost overruns and extensions in project timelines, consequently increasing the state's liabilities.
- (f) **Climate Change Challenges - A Growing Threat to Socio-Economic Development:** The Connect PNG Programme stands at the forefront of addressing not just the nation's connectivity needs but also the escalating challenge posed by climate change. The rising incidents of climate-related damages to the road network - marked by severe floods, landslides, and unstable terrain - underscore the urgent need for resilient infrastructure capable of withstanding these adverse effects.

In April 2024, the country experienced significant damage to the road network from prolonged heavy rainfall, needing about K222.2 million in unplanned repair works. The prioritization of critical road projects such as the Coastal, Ramu, Highlands, Wau, Aseki (Trans-Island), Hiritano, Magi, New Britain, and Boluminsky Highways is part of the strategic response to these challenges. **Table 18** below, provides the cost estimates for the restoration work.

Table 18: Estimated Cost to Restore the Road Infrastructure By Region

Region	Emergency (Kina)	Restoration (Kina)	Preventive (Kina)	Totals (Kina)
Highlands	102,749,951	13,343,233	5,650,676	121,743,860
Southern	5,500,000	26,327,562	6,339,399	38,166,961
Northern	11,342,543	13,208,545	2,799,279	27,350,366
Islands	17,532,638	15,089,613	2,311,419	34,933,670
Totals (in Kina)	137,125,132	67,968,951	17,100,773	222,194,857

The Marape/Rosso Government has approved K500million funding envelope in *NEC Decision No: 54/2024* to address the immediate needs of restoration and preventive works on all road network all around the country. This focus aims to enhance regional connectivity and fortify key economic corridors against climate change threats, which pose a growing risk to socio-economic development and service delivery nationwide.

- (g) **Rugged and Unstable Terrain:** Papua New Guinea's young geological makeup, situated in a highly active seismic area, poses substantial challenges for road and bridge infrastructure management. The country's predominantly mountainous terrain, where roads often traverse steep slopes, is particularly susceptible to earthquakes and increased rainfall.



Photo 67: Partnering with the PNG Defence Force through its Civic Programme presents a valuable opportunity to utilize the capabilities of other state institutions in implementing critical government development initiatives, such as the Connect PNG Programme.

12.0 Revitalizing the Building Industry

A review of the building (Construction) Industry in the country was initiated in 2020, by the then Minister for Works and Highways, the Hon. Michael Nali. This review and Amendment to the Building Act 1971 and Building Regulation 1994 is currently underway. This is part of the Department of Works and Highways reforms in the way it approaches infrastructure development across Papua New Guinea. These changes are driven by the need for connectivity and accessibility, which are fundamental to stimulating economic growth and development.

The road transport sector has been the main focus of these reforms. But increasingly, the Department intends to give equal attention to the building infrastructure industry in terms of establishing standards and regulations, which form a significant part of the entire construction industry in the country. The Department realizes that the building infrastructure industry is in disarray and needs to be properly guided by a cohesive policy framework that seeks to develop, promote and sustain the industry. Part of this realization is also the need to review the governing legislation for the building industry.

The amended Act and Regulation aims to set new benchmarks for building standards and codes, material standards including prefabricated materials, health and safety standards, climate change and environment requirements, pricing, and import verification requirements. The framework will bring effective government oversight and regulation of the industry and eliminate those builders who think they can put up buildings according to their own standards.

The *Building Act 1971* that regulates and controls the construction of buildings is a carry forward of pre-independence legislation whilst the *Regulation*, which was adopted from the Australian Building Standards and enacted in 1994, is very detailed in the permit approval process, standards and specifications of building codes. The purpose of the review is to update and modernize both the *Act* and the *Regulation* based on recurring challenges affecting both the public and private sectors in the building industry.



Photo 68: Hela Provincial Government Headquarter Building (Hulukumaiya Haus) managed and supervised by the Department of Works and Highways.



Photo 69: Pavement stabilization, bituminous surfacing and associated works of Meraimanda-Birip (16.5km) on Wabag-Kompiam Road



Clearing of New Cut Road



Excavation for Drainage Works



Photo 70: Construction of the 8km Section of Mantopai to Edwaki Road in West Sepik Province

13.0 Recurrent Operations

In 2023, the Department of Works and Highways revised its allocation for Recurrent Operations from K126 million to K122 million under the National Annual Budget. This funding was earmarked for Personnel Emoluments totalling K91.7 million, which covered salaries, allowances, overtime, leave fares, retirement benefits, pensions, gratuities, and educational benefits for contract officers. Additionally, K34.28 million was allocated for Goods and Services to support the operations of the Department. The actual expenditure was K133.567 million with a further commitment of K2.871 million, exceeding the budgeted K126 million.

The Department's 5-year Corporate Plan has facilitated enhanced collaboration and coordination among the four functional areas, improving efficiency and performance. This strategic approach has led to significant achievements aligned with the plan's strategic outcomes and operational strategies, focusing on establishing clear financial and road network management responsibilities.

13.1 Policy and Organizational Developments

The Department has initiated several operational policies to streamline processes and enhance governance, including Fraud and Corruption, Workforce Planning and Development, Gender Equity and Social Inclusion, Health and Safety, and Social Safeguard Policies. Further, it is developing a Financial Management and Procurement Policy in consultation with the Department of Finance and the National Procurement Commission to align with the Public Finance Management Act (Amended) 1995.

13.2 Human Resources and Legal Services

Under the new organizational structure approved in December 2021, the Department is progressing with recruitment efforts, having filled 60% of the approved 1,477 positions. Recruitment is expected to be completed by June 2024. The Department has also processed 71 employment contracts for senior officers, with 14 already signed. In 2023, staff turnover included 8 departures due to resignations, dismissals, and deaths, creating vacancies that are being addressed through standard recruitment processes.

The Department has emphasized career development through various training initiatives, including a Graduate Development Program which recently saw 14 graduate engineers, including two females, complete their training in August 2023.

Legally, the Department's Legal Services Division has been active in managing litigation, handling claims, and responding to inquiries from the Ombudsman Commission. Notably, a K700 million claim against the Department was successfully defended, with the court dismissing the case. Other legal challenges include defending against alleged human rights infringements related to road maintenance in Madang Town and managing several eviction matters nationwide.

13.3 Partnerships and Training

The Department benefits from partnerships that support not only infrastructure development but also human resource development. For instance, the Transport Sector Support Program sponsored 40 management staff, including 19 females, for a Leadership and Management Training Program. Following the success of this initiative, the Department plans to extend the training program to all staff.

Overall, the Department of Works and Highways continues to adapt and evolve in its role, enhancing road management and legal governance while fostering professional development and accountability across its operations.



Photo 71: Graduates with their Certificates and Executive Management at August 2023 Graduation Ceremony for the Department’s Graduate Development Program.



Photo 72: Leadership Training for Senior Officers funded by Transport Sector Support Program.

14.0 Conclusions

Economic growth and improved social service delivery in Papua New Guinea hinge critically on the development of better roads. The full implementation of the Connect PNG Programme is projected to generate almost 2 million job opportunities for nationals over its lifespan. It is expected to enhance access to land transport at significantly reduced costs, thereby catalysing increased investment and commercialization across economic sectors, potentially increasing annual GDP output to over K30 billion. The success of this ambitious program depends on strong government commitment, substantial long-term capital works, and robust, whole-of-government support.

Connect PNG is a significant advancement in addressing the persistent challenges and shortcomings of the country's road infrastructure. Confronting climatic volatility and historical underinvestment, this initiative underscores the nation's determination to build a resilient, inclusive, and economically prosperous future. Strategic planning, significant financial investment, and the adoption of climate-resilient construction practices are poised to dramatically transform the nation's socio-economic landscape.

The program adopts a phased approach with careful budgeting and a focus on critical infrastructure projects, emphasizing the commitment to enhancing national connectivity, economic opportunities, and community resilience. The Department of Works and Highways, guided by the Climate Change Policy and Action Plan 2022, is redefining road infrastructure as vital lifelines that will propel PNG towards its goal of becoming a middle-income country by 2030.

Despite facing coordination and procurement challenges and funding shortfalls, these obstacles are viewed as surmountable. The program's comprehensive strategy to address these challenges includes improving cooperation with donor partners, streamlining procurement processes, and implementing rigorous financial planning to ensure that these ambitious projects not only begin but also reach completion.

Although Phase 1 of the program experienced a funding shortfall of K2.4 billion from 2020 to 2023, the government has committed to fully funding the program through the annual budget process, in addition to the legislated 5.6%. However, if the underfunding is not adequately addressed, with plans to fully fund the K2.4 billion at K600 million annually from 2024 to 2027, the program is likely to achieve only 30% of its goals. The remaining 70% shortfall would exacerbate the deferred maintenance backlog, diminishing the impact of the investment and the envisioned benefits.

The ongoing success of the Connect PNG Programme will depend on sustained collaboration among the government, local communities, donor agencies, and contractors. Through unified efforts, PNG aims to secure a future marked by enhanced road safety, economic growth, and resilience against climate change. Ultimately, the programme represents more than just an infrastructure initiative; it is a fundamental pillar for sustainable development, promising a better and more connected Papua New Guinea for future generations.

Department of Works and Highways (DOWH) has made commendable progress in 2023, navigating through various challenges and achieving significant milestones across multiple domains of its operations. The revised budget allocation for Recurrent Operations has ensured that personnel and operational needs are adequately met, facilitating not only day-to-day functions but also strategic initiatives outlined in the Department's 5-year Corporate Plan.

The introduction and implementation of several operational policies have strengthened the governance framework within the Department, enhancing efficiency and setting high standards for integrity and inclusivity. These policies, alongside the ongoing development of a Financial Management and Procurement Policy, underscore the Department's commitment to transparency and accountability.

Human resources development has been a key focus, with substantial efforts directed towards recruitment and training to fortify the workforce. The successful processing of senior officer contracts and the proactive approach to filling vacancies demonstrate the Department's resolve in building a competent and reliable team. Additionally, the Graduate Development Program highlights the Department's investment in nurturing new talent, essential for sustained growth and innovation.

The Department's Legal Services Division has effectively managed significant legal challenges, protecting the Department's interests and ensuring compliance with national standards. The successful defence against substantial claims and the handling of complex legal issues reflect the robustness of the Department's legal strategies and practices.

Partnerships and external collaborations have played a pivotal role in both infrastructure development and capacity building within the Department. These partnerships have not only enhanced the physical road network but also contributed to the professional development of the staff, thereby improving leadership and management capabilities across the Department.

Overall, the Department of Works and Highways has demonstrated resilience and adaptability in fulfilling its mandate. By continuing to focus on strategic planning, policy development, and human resource enhancement, the Department is well-positioned to meet future challenges and contribute significantly to Papua New Guinea's goal of becoming a middle-income country by 2030. The efforts and achievements of 2023 lay a strong foundation for continued success in enhancing the nation's road network and supporting socio-economic development.



Photo 73: Upgrading road leading to Palmalmal Town - Pomio District

15.0 Important Recommendations For Action to Remain Focus to Program Targets

To effectively address the identified challenges impacting the Department of Works and Highways, the following recommendations are proposed:

1. Improving Cash Flow Management and Warrant Release:

- **Establish a Cash Flow Monitoring System:** Develop and implement a real-time monitoring system for cash flows and warrant releases that aligns with the Work Plan's projections. This system should provide early alerts for potential delays.
- **Regular Financial Coordination Meetings:** Hold regular meetings between the Department of Works and Highways, the Department of

Finance, and other relevant stakeholders to review fund releases against the Work Plan and adjust as necessary to avoid project delays.

- **Legislative Adjustments:** Seek legislative changes to streamline and possibly automate the process of fund disbursement to ensure timely availability of funds as per approved budgets.

2. **Addressing Inadequacy of Counterpart Funding for Donor-Funded Projects:**

- **Establish a Dedicated Fund for Counterpart Obligations:** Create a ring-fenced fund specifically for meeting counterpart funding obligations to ensure that donor-funded projects are not delayed due to funding shortages.
- **Enhanced Planning and Budgeting:** Improve the initial project planning and budgeting processes to more accurately reflect the true costs of project commitments, including those related to security, land, and crop compensation.
- **Regular Review of Funding Commitments:** Implement a system for regular reviews of funding commitments against actual expenditures to promptly address any discrepancies or underfunding issues.

3. **Reforming the National Procurement Process:**

- **Streamlining Administrative Procedures:** Simplify and streamline administrative processes within the National Procurement Commission to reduce delays in document preparation and decision-making. Consider adopting the use of single-source and selective tendering approaches to address road network issues that are urgent for the safety of traffic and or protection of the road asset but are not national emergencies. Consider establishing clear timelines for each stage of the procurement process.
- **Training and Capacity Building:** Enhance the skills and capabilities of the National Procurement Commission staff through targeted training programs focused on efficiency and compliance with the National Procurement Act.
- **Adopting Technology Solutions:** Implement technology solutions such as electronic document management systems and e-procurement platforms to reduce paperwork and speed up the procurement cycle.
- **Periodic Review and Feedback Mechanism:** Introduce a regular feedback mechanism to gather insights from users of the procurement system and make adjustments based on practical challenges and bottlenecks experienced by the Department and other stakeholders.

4. **Enhanced Government Commitment and Funding Assurance:**

Ensure full and consistent funding for the Connect PNG Programme through the annual budget process, including the necessary allocation to address the K2.4 billion shortfall from 2020 to 2023. This is critical to prevent the further accumulation of deferred maintenance and to keep the program on track to meet its objectives.

5. **Strengthened Collaboration and Partnerships:**

Foster stronger collaboration between the Department of Works and Highways, local governments, donor agencies, and contractors. This collaboration should

aim to streamline procurement processes and enhance project coordination to overcome challenges more effectively and efficiently.

6. Climate Resilience and Sustainability:

Prioritize the integration of climate-resilient construction practices across all road projects as guided by the Climate Change Policy and Action Plan 2022. This approach ensures that all new constructions adhere to the highest standards of environmental sustainability, making infrastructure investments robust against the impacts of climate change and enhancing the nation's resilience.

7. Improve Financial Management and Transparency:

Prioritize the completion of the Financial Management and Procurement Policy. Ensure rigorous financial planning and budget management to maintain transparency and accountability in the utilization of funds.

8. Infrastructure Project Management Improvements:

Streamline procurement processes to expedite project execution and reduce delays. Implement rigorous project management practices that emphasize timely and on-budget project completion, enhancing the efficiency and effectiveness of infrastructure development.

9. Human Resources Development:

Continue to invest in human capital by completing recruitment for the new Organizational Structure by mid-year and expanding the Graduate Development Program to include a broader range of disciplines and a larger intake of graduates. This will build a robust pipeline of skilled professionals. Additionally, enhance training initiatives to develop not only technical skills but also leadership and management capabilities, creating a well-rounded workforce capable of meeting future challenges.

10. Policy and Governance Enhancement:

Develop and implement robust operational policies within the Department to ensure transparency and accountability, focusing on the finalization and enforcement of the Financial Management and Procurement Policy to align financial practices with national laws and standards. Ensure the effective implementation of recently developed operational policies by regularly reviewing and updating them to meet evolving standards and requirements. These policies should cover key areas such as fraud prevention, workforce planning, gender equity, social inclusion, and health and safety.

11. Legal and Regulatory Framework Strengthening:

Enhance the capabilities of the Legal Services Division to effectively handle legal matters, defend against substantial claims, and manage complex legal challenges. Ensure compliance with national standards and expedite the resolution of existing legal cases to protect the Department's interests. Continued efforts should focus on strengthening the legal framework to ensure all legal issues are handled efficiently and in alignment with the Department's objectives.

12. Regular Monitoring and Evaluation:

Establish and implement a robust monitoring and evaluation framework for the Connect PNG Programme to systematically assess the progress and effectiveness of road projects. This framework should include regular reviews, audits, and clear performance indicators, along with mechanisms for regular reporting to ensure that goals are being met and to allow for timely strategic adjustments as needed.

13. Public Awareness and Community Engagement:

Increase efforts to raise public awareness about the benefits and progress of the Connect PNG Programme. Engage local communities in the planning and implementation phases to foster a sense of ownership and to gather valuable local insights that can enhance project outcomes.

14. Continued Policy and Strategic Planning:

Update the 5-year Corporate Plan to incorporate new insights and adapt to changing circumstances, outlining strategic initiatives that focus on enhancing the nation's road network and supporting socio-economic development. This updated plan should maintain a focus on critical infrastructure projects that boost national connectivity and economic opportunities, crucial for achieving Papua New Guinea's goal of becoming a middle-income country by 2030. Careful planning and execution of these projects will ensure alignment with national development objectives.

Implementing these recommendations will enable the Department of Works and Highways to address key issues such as cash flow management, counterpart funding, and procurement inefficiencies effectively. This proactive approach will facilitate the smooth execution of current projects and lay a solid foundation for the successful rollout of future initiatives under the Connect PNG Programme. By streamlining financial management and procurement processes, the Department will avoid delays and meet its strategic objectives more efficiently. Adhering to these strategies will not only build upon the Department's existing achievements and prepare it for future challenges but also enhance the sustainability of the program. Ultimately, this comprehensive strategy will contribute significantly to creating a more connected, resilient, and economically vibrant Papua New Guinea, fostering national socio-economic development and resilience.



Photo 74: Before (1973) and After (current) Photos of Kundiawa-Gembogl Highway.



Photo 75: Vehicles hauling passengers on the Togoba-Kaugul Section of Highlands Highway currently in 1984. This Section is currently under Maintenance.



Photo 76: Pangu Save Long Rot: A new road opened in Tambul-Nebilyer District giving hope to the people who had been neglected for a long time.

16.0 List of Source Documents

1. 2023 Annual Divisional Performance Reports from the Department's Divisions
2. 2023 Annual Regional Work Managers' Performance Reports for the four Regions.
3. 2023 Annual Report on the Infrastructure Tax Credit Funding Agreement Report.
4. 2023 Project Implementation Progress Update Reports from the Project Managers.
5. 2023 Progress Update Reports for the Donor-funded Projects.
6. 2024 Annual Development Budget Volume 3A Public Investment Program for National Government Departments 2024-2028.
7. Department of National Planning and Monitoring: January 2023: *Medium Term Development Plan IV 2023-2027: National Prosperity Through Growing the Economy*. Port Moresby.
8. Department of Works and Highways Annual Performance Report, 2023.
9. International Monetary Fund: September 2022: PNG Article and Review of the Staff Monitored Program – Press Release, Staff Report and Statement by the Executive Director for PNG. IMF Country Report No. 22/203
10. Department of Works and Highways: 2020: *Connect PNG Programme 2020-2040: Economic Road Transport Infrastructure Programme 2020-2040*. Port Moresby.
11. Department of Works and Highways: 2020: *Corporate Plan 2020-2024: 'Connecting To Empower Papua New Guineans For Prosperity'*. Port Moresby.



Photo 77: Recently constructed Kemase-Krips Road, Lufa District, EHP



Photo 78: Emergency pavement restoration and drainage works from Agomanda to Kungilyam (10km) along the Baiyer Lumusa Wapenmanda Road, WHP



Photos 79: Pictures of recent damages to Road Transport Infrastructure by adverse climate induced heavy rains with total cost of more than K250 million.

17.0 Appendix 1: Table 19 to Table 22

Table 19: Completed Projects as at December, 2023

Corridor	Hwy/Rd	Length	Description	Contractor	Start	Comple't'n	Time	Work	Contract Value	Certified to date	Paid	Outstanding	Contract Balance	Comments & Issues	
		Km					%	%							
MOMASE	Coastal	26	Bogia Awar	Dele nai Const. Ltd	11/10/2021	28/04/2023	100.00	93.45	42,300,776.82	39,529,590.46	39,529,590.46	0.00	2,771,186.36	Completed: retention	
	Coastal		Const. of 3 Bridges, Sepik	Covec (PNG) Ltd	24/04/2019	31/12/2021	100.00	94.03	31,909,251.16	30,003,405.40	30,003,405.40	0.00	1,905,845.76	100% GoPNG	
	Ramu		Const. of 6 Bridges	Covec (PNG) Ltd	24/04/2019	27/08/2022	100.00	76.48	88,124,944.41	67,395,485.34	67,395,485.34	0.00	20,729,459.07	Completed & Balance Outstanding	
	CSC		Consultancy BRRIAP 3&4	Chodai	24/04/2019	30/07/2022	100.00	70.42	13,389,212.17	9,428,811.69	9,428,811.69	0.00	3,960,400.48	Completed: GoPNG	
	Coastal	47	Wutung to samuil (Vanimo Town) fix term	Global Construction Limited	25/10/2021	01/08/2022	100.00	100.00	10,479,700.00	8,725,288.37	8,725,288.37	0.00	1,754,411.63	100% Completed. GoPNG	
		73	SUB-TOTAL MOMASE CORRIDOR							186,203,884.56	155,082,581.26	155,082,581.26	0.00	31,121,303.30	
HIGHLANDS	Highlands	7	Upgrade to 4 lane 9 mile to Yalu Bridge	China Railway Int'l	10/04/2019	31/05/2022	100.00	100.00							Close Out??
		7	SUB-TOTAL HIGHLANDS CORRIDOR							0.00	0.00	0.00	0.00	0.00	
Trans National	Trans National	44.9	Upgrade to C3 Hidden Valley to Kol Mt	Pele	19/09/2021	19/09/2023	100.00	28.76	8,909,086.77	2,562,150.76		0.00	2,562,150.76	Terminated	
	Trans National	35.1	Upgrade to C3 Kol Mt to Giwa	Treaty PNG	19/09/2021	19/09/2023	100.00	10.13	9,604,572.65	972,495.26		0.00	972,495.26	Terminated	
	Trans National	16.5	Giwa to Poiyu	Adept	19/09/2021	19/09/2023	100.00	10.00	8,824,074.30	882,407.43		0.00	882,407.43	Terminated	
	Trans National		Epo to Murua, Gulf Prov.	Infrastructure Eng. Conslts.	0	0	0	100					0.00	Completed, operation have records	
		86.5	SUB-TOTAL TRANS NATIONAL							27,337,733.72	4,417,053.45	0.00	4,417,053.45	0.00	
SOUTHERN	Magi	23	E-Works - Bonua River to Tavanaei	Yumi Yet	14/04/2023	13/07/2023	166.67	100.00	1,997,809.00	1,997,809.00		0.00	1,997,809.00	0.00	Work Complete & Waiting for
	Magi	34.2	E-Works - Tavanaei River to Tanobada River	Yumi Yet	20/12/2022	20/03/2023	300.00	100.00	1,998,975.00	1,998,975.00	1,998,975.00	0.00	0.00	Completed Paid	
	Magi	22	E-Works - Tanobada to Oriuina River	Steg Ltd	14/04/2023	13/07/2023	166.70	72.00	1,993,155.00	1,993,155.00		0.00	1,993,155.00	0.00	Work Complete & Waiting for
	Magi	19.7	E-Works - Oriuina River to Gadasiu Junction	Mickeys Carrier	14/04/2023	13/07/2023	300.00	28.10	7,657,148.95	2,151,400.18		0.00	2,151,400.18	5,505,748.77	Work Complete & Waiting for
	Hiritano	9.5	Epo - Kere ma Road Upgrade	Dele nai Const. Ltd	11/10/2021	10/01/2023	100.00	87.68	46,629,269.50	40,884,797.64	40,884,797.64	0.00	5,744,471.86	Take over cert. issued. 100% Final Closing	
	Hiritano		Consulting Services EPM2	Renardet S.A Consulting Engineers			100.00	100.00	35,764,544.00	35,764,544.00	35,764,544.00	0.00	0.00	Renardet approved very late loan	
	Hiritano	126.4	OPBC- Rehabilitation and Maintenance	Dele nai Const. Ltd	05/12/2017	28/04/2023	108.00	78.03	103,922,751.72	81,086,577.95	81,086,577.95	0.00	22,836,173.77		
		234.8	SUB-TOTAL SOUTHERN CORRIDOR							199,963,653.17	165,877,258.77	159,734,894.59	6,142,364.18	34,086,394.40	
NEW BRITAIN	New Britain	26	NB Highway- Kokopo Sec. to Bitagunan. Resealing Contract	G-Man Construction Limited	04/01/2021	27/09/2021	100.00	100.00	8,636,265.80	8,636,971.96	8,636,971.96	0.00	0.00	100% complete: Balance 28,293.84 written off	
		26	SUB-TOTAL NEW BRITAIN CORRIDOR							8,636,265.80	8,636,971.96	8,636,971.96	0.00	0.00	
		437.30	TOTAL							422,870,537.25	334,013,865.44	323,454,447.81	10,559,417.63	88,856,671.81	



Photo 80: Road Management Performance Agreement signed on 23rd February 2024 between the Department of Works and Highways and Eastern Highlands Provincial Government. *Right-Left:* Secretary Wereh, Hon. Kinoka Feo, MP, Member for Unggai-Bena and Vice Minister Assisting the Prime Minister on Strategic Planning, Hon. Solan Mirisim, MP, Minister for Works and Highways, Hon. Simon Sia, MP, Governor for Eastern Highlands Province, Hon. Simo Kilepa, MP, Member for Lufa and Minister for Environment, Conservation & Climate Change, and Mr. Allan Los, Provincial Administrator for EHP.

Table 20: National Highways Rehabilitation & Upgrading of Existing Roads & Missing Link Roads

No.	Road Corridor	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
1	Trans-National (Morobe-Bulolo/Aseki-Gulf-Central via Hiritano Highway)	1. 9 Mile-Pine Top Bridge (Bulolo)	111.28	64.996	15.579	5.572	43.844	Long Term Maint. Contract	31.1	Aust/TSSP
		2. Hidden Valley-Kol Mountain	44.9	8.909	0.00	2.562	6.347	Early works on existing road	Terminated	GoPNG
		3. Kol Mountain-Aseki/Oiwa	35.1	9.604	0.00	0.972	8.632	Early works on existing road	Terminated	GoPNG
		4. Oiwa-Poiyu	16.5	8.824	0.00	0.882	7.942	Early works on exiting track	Terminated	GoPNG
		5. Aseki (Oiwa)-Poiyu-Kotidanga	81.2	21.354	11.349	0.00	10.005	Construction of Missing Link	53.15	GoPNG
		6. Kotidanga-Silaura	40.5	15.855	4.136	0.00	11.719	PTD Missing Link Construction	26.09	GoPNG
		7. Mt. Hauamanga-Epo	30.0	9.982	1.00	0.787	8.195	Early works on existing track	17.19	GoPNG
Sub-Total	7	359.48	139.524	32.064	10.775	96.684				
2	Momase ((Vanimo-Wewak-Madang-Lae))	1. Hareich Bridge-Aitape	40	145.243	5.315	4.344	135.583	Upgrading & Sealing	7.85	GoPNG
		2. Yakura Bridge-Ono Mountain -Ramu-Madang Highway	40	139.85	11.022	3.156	125.671	Engineering Procurement & Construction	15.11	GoPNG
		3. Bogia-Awar	26	42.3	39.529	0.00	2.771	Light installation on-going	100	World Bank
		4. Sawmill Junction-Wutung Border Post End of Seal	47	10.484	8.725	0.00	1.754	10% GoPNG component outstanding	100	Aust/TSSP
Sub-Total	4	153	337.877	64.591	7.5	265.779				
3	Southern (Gulf-Central-Milne Bay-Oro)	1. Bautama-Imila Bridge	148.2	73.595	9.563	4.759	59.272	Long Term Maint. Contract	19.46	Aust/TSSP
		2. Imila Bridge-Moreguina	54.6	164.428	10.171	10.865	143.391	Upgrading & Sealing	17.27	GoPNG
		3. Moreguina-Gadoguina Bridge	20.48	7.657	0.00	2.151	5.505	Rehabilitation & Re-gravelling	10	GoPNG
		4. Gadoguina-Cloudy Bay	21.46	6.752	0.00	2.39	4.362	Emergency Maintenance	35.4	GoPNG
		5. Cloudy Bay Camp-Liba River	30	6.686	0.00	3.295	3.39	Emergency Maintenance	49,29	GoPNG
		6. Liba River-Bonua River	26.8	9.995	5.511	0.972	3.511	Construction of Missing Link		GoPNG
		7. Bonua River-Tavanei	23.4	1.997	0.00	1.997	0.00	Missing Link Construction	100	GoPNG
		8. Tavanei River-Tanobada River	34.2	1.998	1.998	0.00	0.00	Missing Link Construction	100	GoPNG
		9. Tanobada-Origuina River	22	1.993	0.00	1.993	0.00	Missing Link Construction	100	GoPNG
		10. Origuina River- Gadaisu Junction	19.7	1.994	0.00	1.994	0.00	Construction of Missing Link	100	GoPNG
		11. Epo-Kerema	9.5	46.629	40.884	0.00	5.744	Upgrading & Sealing	100	World Bank
		12. Brown River-Bereina Junction	126.4	103.922	81.086	0.00	22.836	Rehabilitation & Maintenance	78.03	World Bank
		13. Goilanai Bridge-Gadaisu	127	38.47	11.483	0.00	26.987	Long-Term Maint. Contract	20.46	Aust/TSSP
Sub-Total	13	663.74	466.116	160.696	30.416	274.998				

No.	Road Corridor	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
4	New Britain (East New Britain-West New Britain)	1. Bamus Bridge-Novau Primary School -New Britain Highway	40	138.495	20.774	3.226	114.495	Upgrading & Reconstruction	20.54	GoPNG
		2. Kokopo Sec. School-Bitagunan Elementary Sch.	26	9.365	8.636	0.00	0.00	Completed but unpaid balance written-off	100	Aust/TSSP
Sub-Total		2	66	147.86	29.41	3.226	114.495			
5	Highlands Highway (Morobe -EHP-Simbu-WHP-SH P-Hela-Enga)	1. 9 Mile-Yalu Bridge 4-Lane 2A	7	140.263	120.758	15.278	4.186	Upgrade & Reconstruct to 4-Lane	100	GoPNG GoPNG
		2 ² . Yalu Bridge-Nadzab 4 Lane	18.8	379.911	52.708	100.671	226.531	Upgrade to 4-Lane Highway	41.99	
		3. Nadzab-Henganofi Section	210	324.055	314.407	0.00	9.648	Repair, Rehabilitation, Upgrading	95	ADB
		4. Henganofi-Mangiro Bridge & Miunde Bridge-Kagamuga	161	273.264	264.0	0.00	9.264	Repair, Rehabilitation, Upgrading & Maintenance	95	ADB
		5. Mangiro Bridge-Miunde Bridge	57	341.298	337.72	0.00	3.578	Rehabilitation & Improvement	97	ADB
		6. Nipa Secondary-Ambua Gap	53.4	244.386	64.484	15.106	164.795	Upgrading & Sealing	28.2	GoPNG
		7. Mendi -Nipa Secondary School	58.89	221.851	30.027	6.070	185.753	Upgrading & Sealing	48.1	GoPNG
Sub-Total		7	566.09	1,925.028	1,184.104	137.125	603.755			
6	Bougainville	1. Kieta-Toimonapu Section	30.5	163.263	122.936	-5.385	45.712	Upgrade & Seal-Suppl Contract	72	GoPNG
		2. Toimonapu-Buin Kangu Beach	22,5	221.888	103.639	26.812	91.437	Upgrade & Seal-Suppl Contract	58.79	GoPNG
		3. Hagus-Pitino (Buka)	20	67.392	65.341	2.051	0,00	Completed	100	GoPNG
Sub-Total		3	73	452.543	291.916	23.478	137.149			
7	Manus	1. NBC Junction-Kawa Primary School Turn-Off	32.2	115.988	17.398	1.101	97.489	Upgrading & Resealing	25	GoPNG
Sub-Total		1	32.2	115.988	17.398	1.101	97.489			
8	Northern	1. Oro Bay-Airport-Kokoda 163	51.312	51.312	11.099	0.00	40.213	Long Term Maint. Contract	23	Aust/TSSP
Sub-Total		1	51.312	51.312	11.099	0.00	40.213	-	-	
9	Boluminsky Highway	1. Kavieng-Namatanai	265	50.948	8.021	0.646	42.927	Long Term Maint. Contract	14.55	Aust/TSSP
Sub-Total		1	265	50.948	8.021	0.646	42.927			
Grand Total		39	2,229.822	3,687.196	1,799.299	214.267	1,673.49			

² The Contract Amount includes the cost of Upgrading Yalu Bridge to 4-Lane Bridge

Table 21: Bridge Projects on the Road Corridors

Road Corridor	Project (Contract) Name	Length Metres	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
1. Momase	1. Bridges (x6) on Ramu Highway (Constructed Mea, Dry Wara, Bora, Gusap, Wasigo & Tapo)	474	88.124	67.395	0.00	20.729	Outstanding payment	100	EIB
	2 Bridges (x3) on Sepik Highway (Constructed of Potohu, Ogama, & Pasik)	80	31.909	30.003	0.00	1.905	10% GoPNG component delayed	100	EIB
	3. Hawaiiin Bridge	120	20.818	3.465	1.375	15.978	Design & Construction	28	GoPNG
Sub-Total	3	674	140.851	100.851	1.375	38.612			
2. Southern	1. Wiole River Bridge, East Cape	-	0.961	0.00	0.577	0.384	Construct Compact 200 Bailey Bridge	60	GoPNG
	2. Sogeri Road (Yanabevai Bridge)	0.01	0.969	0.969	0.00	0.00	Emergency Repairs Phase 1	-	GoPNG
	3. Sogeri Road	0.01	0.995	0.00	0.995	0.00	Emergency Repairs Phase 2	-	GoPNG
	4. Sogeri Road	0.01	0.883	0.00	0.883	0.00	Emergency Repairs Phase 3	-	GoPNG
Sub-Total	4	0.03	3.808	0.969	2.455	0.384			
3. Highlands	1. Upgrade Yalu Bridge to 4-Lane 2B	90	29.00				Construct 4-Lane Yalu Bridge		GoPNG
	2. Bridges (x35) Nadzab-Henganofi	-	315.359	31.74	0.00	283.655	Design & Construct 35 Bridges	0	ADB
	3. Bridges (x19) Henganofi-Mangiro & Miunde-Kagamuga	-	243.358	36.503	0.00	206.854	Design & Construct 19 Bridges	0	ADB
	4. Bridges (x17) Mangiro-Miunde	-	357.707	52.7	0.00	305.007	Design & Construct 17 Bridges	0	ADB
	5. Kami & Hagero Bridges (Okapa Hway)	-	0.986	0.00	0.00	0.986	Maintenance	0	GoPNG
	6. Selected Bridges (Lufa-Okapa Hway)	139.152	0.972	0.00	0.00	0.972	Maintenance	0	GoPNG
	7. Yalo Bridge	150	15.966	10.00	2.00	3.966	Construction of Compact 200 Reinforced Bailey Bridge	40	GoPNG
	8. Wasa Bridge	0.09	11.136	3.965	1.439	9.697	Construction	29	GoPNG
	9. Kenando Lai Bridge	-	0.424	0.00	0.00	0.424	Emergency Maintenance -supply missing bridge parts	10	GoPNG
	10. Lagaip Bridge	-	0.989	0.00	0.00	0.989	Emergency Abutment Construction	10	GoPNG
	11. Howabia -Hulia LLG	-	0.781	0.00	0.781	0.00	Emergency River Training & Culvert Installation	100	GoPNG
Sub-Total	78	379.242	976.678	134.908	4.22	812.55		-	

Road Corridor	Project (Contract) Name	Length Metres	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
New Britain Highway	1. Girty Bridge (1)	24	0.999	0.00	0.999	0.00	Log Bridge replacement with Compact 200 Bailey	100	GoPNG
	2. Girty Bridge (2)		0.997	0.00	0.997	0.00	Log Bridge replacement with Compact 200 Bailey	100	GoPNG
Sub-Total	2	24	1.996	0.00	1.996	0.00			
New Ireland	1. Soalaba (Karu) Bridge	33	0.999	0.00	0.999	0.00	Construction of Dual Lane Bailey Bridge	100	GoPNG
Sub-Total	1	33	0.999	0.00	0.999	0.00			
Grand Total	88	1,110.272	1,124.332	236.728	10.045	851.546			



Photo 81: Lae city upgraded to Concrete and Climate Resilience surfaces.

Table 22: Provincial and District Economic Roads Projects in 2023.

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
Highlands Total	84	1,213.57	810.51	279.21	59.6	407.75			
1.WHP	1. Agomanda-Kungilyam	10	4.977	1.671	0	3.306	Pavement Restoration	70	GoPNG
	2. Agomanda-Kungilyam	16	9.996	1.577	0	8.419	Pavement Restoration	20	GoPNG
	3. Kagamuga Airport Ring Road	6.5	5	1.8	0	3.2	Rehabilitation & Sealing	30	GoPNG
	4. Kugakul-Pabrapuk	5.2	5	2	0	3	Emergency Maintenance	30	GoPNG
	5. Rondon Road	6.7	9.993	4	1	4.993	Rehabilitation & Sealing	80	GoPNG
	6. Oglebeng Junction-Ambra Junct	8.75	0.802	0.401	0	0.401	Maintenance & Rehabilitation	50	GoPNG
	7. Ambra Junction-Gumanch Bridge	3.25	0.599	0.297	0	0.302	Maintenance & Restoration	50	GoPNG
	8. Kotna Market-Kimi Market	19	0.593	0.411	0	0.182	Emergency Maintenance	69	GoPNG
	9. Togoba Junction	0.78	3.989	0.951	0	3.038	Improvement works	-	GoPNG
	10. Konfarm-Baisu CIS Gate	8	4.999	3.34	0	1.659	Upgrading & sealing	20	GoPNG
Sub-Total	10	84.18	45.948	16.448	1	28.5	Averages: 35.27km (41.9%) Completion		
2.SHP	1. Kagua-Porako (Kagua-Erave)	5	4.998	0.703	0	4.295	Upgrading & Sealing	1	GoPNG
	2. Erave-Samberigi	40	99.438	41.592	20	37.846	Design & Construction	24	GoPNG
	3. Hiri Lai Road	26.4	66.639	50.375	0	16.264	Construction & Sealing	15.84	GoPNG
	4. Mukiri-Sgu (Kagua-Erave)	3	9.999	6.099	0	3.9	Upgrading & sealing	1.8	
	5. Kaiam-Muvi Bridge	55	8.348	1.269	5.143	1.936	Rehabilitation & maintenance	27.5	GoPNG
	6. Mubi Bridge-Mano	75	9.999	1.338	5.12	3.541	Rehabilitation & maintenance	37.5	GoPNG
	7. Sisike-Wapi (Erave-Samberigi)	4	4.999	2.298	0	2.701	Construction	2.4	GoPNG
	8. Sisike-Wapi (Erave-Samberigi)	4	4.994	1.695	0	3.304	Construction	3.6	GoPNG
	9. Mendi Town Roads	3.03	23.06	10.247	0	12.813	Rehabilitation & Upgrading	0.606	GoPNG
	10. Walume-Angula Bridge	33	9.904	3.826	3.771	2.307	Maintenance & Sealing	23.1	GoPNG

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
	11. Walopape-Rombolo	1.5	0.498	0.498	0	0	Upgrading & drainage works	1.5	GoPNG
	12. Walopape-Rombolo	2	0.999	0.999	0	0	Upgrading & drainage works	2	GoPNG
	13. Kana-Kunkulu (Nipa)	2	0.999	0.82	0.179	0	Construction & rehabilitation	2	GoPNG
	14. Mendi Road	10	4.99	2.101	0	2.889	Maintenance & restoration	8	GoPNG
	15. Mapuanda Road	7	3.905	0	1.655	2.25	Maintenance & restoration	5.6	GoPNG
	16. Kagua-Porako	5	4.762	0.703	0	4.059	Upgrade & Seal	1	GoPNG
	17. Walume Road	8.7	0.998	0	0.998	0	Kerbs, Guardrails & markings	100	GoPNG
	18. Mukiri (Erave)-Sugu (Erave)	3	9.999	6.099	0	3.9	Rehab. Upgrade & Seal	63	GoPNG
	19. Kaim-Muvi Bridge	55	8.348	1.269	0	7.079	Major Rehab	50	GoPNG
	20. Kana-Kunkulu	2	0.999	0.819	0.18	0	Rehabilitation	100	GoPNG
	21. Mendi-Tari (Kirine Section)	0.3	0.995	0	0.995	0	Emergency Restoration	100	GoPNG
	22. Mapuanda Section	7	3.905	0	1.655	2.25	Maintenance & Restoration	80	GoPNG
	23. Sisike-Wapi-Samberigi	4	4.999	2.299	0	2.7	Construction	80	GoPNG
	24. Walopape-Rombolo (Pangia)	1.5	0.497	0	0.497	0	Upgrading	100	GoPNG
	25. Walopape-Rombolo	1.5	0.998	0.998	0	0	Upgrading & Drainage	100	GoPNG
	26. Walume-Angula	33	9.904	0	3.826	6.078	Routine Maintenance	70	GoPNG
	27. Walume-Angula	4	4.994	1.695	0	3.299	Construction	100	GoPNG
	28. Himilhoma-Biako	18.2	4.999	2	0	2.999	Regravelling & Drainage	15	GoPNG
	29. Undiri-Wataboom	8	10.009	1.994	0	8.015	Widening & Sealing	20	GoPNG
	30. Mendi-Tambul	54.8	0.999	0	0	0.999	Pavement repairs	10	GoPNG
	31. Kuare Road	54.8	0.999	0	0	0.999	Construction	0	GoPNG
	32. Togoba-Mendi-Tari	6.8	0.996	0	0.411	0.585	Kerbs, Guardrails, & Markings	70	GoPNG
	33. Togoba-Mendi-Tari	6.8	0.988	0	0.395	0.593	Kerbs, Guardrails, & Markings	70	GoPNG
	34. Kaim-Gobe-Kutubu	75	9.999	1.338	5.12	3.541	Road Maint. & Rehabilitation	50	GoPNG

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
	35. Nipa-Kutubu	2	0.999	0.818	0.181	0	Rehabilitation	100	GoPNG
	36. Nipa Kutubu	2	0.999	0.663	0.336	0	Rehabilitation	100	GoPNG
	37. Nipa Kutubu	2	0.999	0.436	0.563	0	Rehabilitation	100	GoPNG
	38. Togoba-Tari	0.3	0.999	0	0.999	0	Emergency Restoration	90	GoPNG
	39. Togoba-Tari	0.3	0.525	0	0.525	0	Emergency Restoration	90	GoPNG
	40. Mendo Road-Kagua	10	4.99	0	2.101	2.889	Emergency Restoration	80	GoPNG
	41. Mendi-Kandep	54.8	0.998	0	0	0.998	Routine Maintenance	55	GoPNG
Sub-Total		41	691.73	344.665	144.991	54.65	145.029	Averages: 329.05km (47.57%) completion	
3.Enga	1. Meraimanda-Birip	16.5	16.137	8.068	0	8.069	Construct & Stabilize Pavement & Bituminous surfacing	2.97	GoPNG
	2. Tumdan-Kairik (Porgera Road)	35	4.989	0	1.496	3.493	Maintain Pavement, Resealing & associated drainage works	90	GoPNG
	3. Wabag-Lai Bridge	38.5	9.841	4.92	0	4.921	Long-Term Performance Based Maintenance Contract	31	GoPNG
	4. Niuk Junction-Lian Border	17.21	9.516	2.854	0	6.662	Emergency Upgrade and Seal	37	GoPNG
	5. Laigam-Mendi Hway	17.21	2.656	0.796	0	1.86	Emergency Gabion Retention	35	GoPNG
	6. Nandi Lai Bridge (Wabga/Mendi)	4.12	4.99	4.5	0	0.49	Pavement Recycling, Stabilization & Sealing	90	GoPNG
	7. Wabag-Mendi Hway	4.12	4.997	4.5	0	0.497	Pavement Recycling, Stabilization & Sealing	2.348	GoPNG
	8. Tsak Bypass	11	4.997	1.497	0	3.5	Construction	0	GoPNG
	9. Yapai Road -Laiagam	2	0.485	0.485	0	0	Pavement maint.& associated works	2	GoPNG
	10. Tsak-Las Werl	5	0.458	0.137	0	0.321	Construction & Graveling	0	GoPNG
	11. Tsak-Las Werl	5	0.491	0.147	0	0.344	Drainage Works	0	GoPNG
	12. Enga Highway	-	0.499	0.322	0	0.277	Culvert Replacement	25	GoPNG
	13. Wabag-Mandi Hway	18.3	0.999	0.763	0	0.236	Emergency Maintenance	96	GoPNG
	14. Wabag-Mendi Hway	18.3	0.999	0.5	0	0.499	Emergency Maintenance	95	GoPNG
	15. Wabag-Mendi Hway	18.3	0.986	0.507	0	0.479	Emergency Maintenance	95	GoPNG

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
	16. Lower Lai	-	9.596	1.919	0	7.677	Pavement Rehabilitation	43	GoPNG
Sub-Total	16	210.56	72.636	31.915	1.496	39.325	Averages: 84.79km (40.27%) completion		
4. Hela	1. Hiri Lai	26.4	66.639	50.375	0	16.263	Pavement construction	60	GoPNG
	2. Halimbu-Koroba	28	88.894	6	0	82.894	Upgrade & Sealing	6.74	GoPNG
	3. Lake Kopiago	30	30.245	2.505	0	27.74	Rehabilitation & Resealing	19	GoPNG
	4. Halimbu Junction-Idauwi	11.35	52.076	9.751	0	42.325	Rehabilitate, upgrade & Seal	0.794	GoPNG
Sub-Total	4	95.75	237.854	68.631	0	169.222	Averages: 40.5km (42.3%) completion		
5. Jiwaka	1. Kendeng Banz Dona	46	0.981	0.598	0	0.383	Routine Maintenance	40	GoPNG
	2. Dona-Nondugul	4.8	4.929	3.953	0	0.976	Upgrade & Seal	4	GoPNG
	3. Kudjib-Banz	4	4.201	4.201	0	0	Pavement & Bituminous Repair	4	GoPNG
Sub-Total	3	54.8	10.111	8.752	0	1.359	Averages: 20.71km (21.63%) completion		
6. Simbu	1. Warabango-Dulai Junction	19.4	9.961	9.067	0	0.893	Road Construction	-	GoPNG
	2. Kerowagi Road	0.6	2.278	1.115	1.163	0	Emergency Restoration	95	GoPNG
	3. Elimbari Ring Road	7.25	4.954	4.206	0.748	0	Emergency Upgrading & Pavement Restoration	100	GoPNG
	4. Karamui Road	8	4.987	4.932	0.55	0	Upgrading & improvement	60	GoPNG
	5. Karamui Road	8	9.931	2.979	0	6.952	New Construction	0	GoPNG
	6. Karamui Road	8	9.995	2.998	0	6.996	Maintenance & Major Rehab.	0	GoPNG
	7. Gumine Road	0.8	0.499	0.249	0	0.25	Rehab. & Seal	0	GoPNG
	8. Yongomulg Road	4	0.465	0.465	0	0	Restoration	100	GoPNG
	9. Yongomulg Road	8	47	0.47	0	0	Restoration	100	GPNG
	10. Chuave-Unggai Road	12.5	9.229	0	0	9.229	Pavement Rehab. & Upgrade	0	GoPNG
Sub-Total	10	76.55	99.299	26.481	2.461	24.32	Averages: 69.66km (91%) completion		
Southern Region	71	632.45	428.03	77.396	48.984	303.502			

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
7. Central	1. Sogeri Road (Kinakon)	20.42	0.896	0.611	0	0.285	Vegetation Control	100	GoPNG
	2. Sogeri Road (Kinakon)	20.42	0.993	0.559	0	0.434	Pavement Repairs	100	GoPNG
	3. Sogeri Road (Kinakon)	20.42	0.943	0.61	0	0.333	Minor Drainage Repairs	80	GoPNG
	4. Sogeri Road (Kinakon)	20.42	0.896	0.769	0	0.126	Minor Drainage Repairs	100	GoPNG
	5. Sogeri Road Variarata)	4.22	0.999	0	0.999	0	Repairs	100	GoPNG
	6. Sogeri Road (Scout Camp)	4	0.999	0	0.999	0	Road Furniture Rehab.	100	GoPNG
	7. Sogeri Road	7.5	0.789	0	0.789	0	Emergency Landslip Removal	-	GoPNG
	8. Veifa Road	12	0.94	0	0.94	0	Emergency Maintenance	100	GoPNG
	9. Hula Road	-	0.499	0	0	0.499	Line Marking	0	GoPNG
	10. Hula Road	-	0.499	0	0	0.499	Line Marking	0	GoPNG
	11. Hula Road	16	0.579	0	0	0.579	Maint. & Vegetation Control	0	GoPNG
	12. Hula Road	16	0.531	0	0	0.531	Maint. & Vegetation Control	0	GoPNG
	13. Hula Road	16	0.553	0	0	0.553	Maint.& Vegetation Control	0	GoPNG
	14. Launakalana Road	16	0.567	0	0.567	0	Patrol Grade & Spot Gravelling	100	GoPNG
	15. Kelerakwa Road	16	0.565	0	0.565	0	Patrol Grade & Spot Gravelling	100	GoPNG
	16. Kelerakwa Road	16	0.592	0	0.592	0	Patrol Grade & Spot Gravelling	100	GoPNG
	17. Kelerakwa Road	12	0.552	0	0.552	0	Patrol Grade & Spot Gravelling	100	GoPNG
	18. Kelerakwa Road	12	0.573	0	0.573	0	Patrol Grade & Spot Gravelling	100	GoPNG
	19. Kelerakwa Road	12	0.883	0	0	0.883	Emergency Culvert Protection	0	GoPNG
	20. Kelerakwa Road	12	0.815	0	0	0.815	Emergency Works	0	GoPNG
	21. Kelerakwa Road	12	0.797	0	0	0.797	Emergency Works	0	GoPNG
	22. Alepana Road	-	4.999	0	4.999	0	-	0	GoPNG
	23. Napanapa Road	-	9.999	6.835	0	3.164	Road Maintenance Phase 1	100	GoPNG
	24. Napanapa Road	-	9.999	2.309	2.309	7.69	Road Maintenance Phase 2	23	GoPNG

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
	25. Goldie Road	7	9.998	6.19	0	3.808	Earth Works -Pavement Protection Phase 1	78	GoPNG
	26. Lealea Road	7.49	0.996	0.398	0	0.598	Heavy Emergency Restoration & Maintenance	78	TCS
	27. Lealea Road	6.8	0.998	0.399	0	0.599	Heavy Emergency Restoration & Maintenance	78	TCS
	28. Lealea Road	-	0.997	0.398	0	0.599	Heavy Emergency Restoration & Maintenance	78	TCS
	29. Lealea Road	-	0.998	0.399	0	0.599	Heavy Emergency Restoration & Maintenance	78	TCS
	30. Edevu Road	-	0.965	0.965	0	0	Maintenance	78	GoPNG
	31. Edevu Road	7	0.931	0.931	0	0	Maintenance	78	GoPNG
	32. Edevu Road	7	0.838	0.383	0	0	Maintenance	78	GoPNG
	33. Edevu Road	7	0.889	0	0	0.889	Maintenance	78	GoPNG
Sub-Total	33	307.69	58.067	21.756	13.884	24.28	Averages: 186.94km (60.75%) completion		
8. Milne Bay	1. Gadaisu-Gogosiba	20	0.994	0	0.994	0	Clearing and Grubbing	100	GoPNG
	2. Gadaisu-Gogosiba	20	0.999	0	0.999	0	Earthworks Construction	50	GoPNG
	3. Origuina River-Tanubada	22.8	0.996	0	0.996	0	Earthworks construction	100	GoPNG
	4. Gadaisu-Gogosiba	22.8	0.996	0	0.522	0.474	Earthworks Construction	52	GoPNG
	5. Esa'ala-Salibolia	-	4.798	4.654	0	0.143	Rehabilitation	-	GoPNG
	6. Esa'ala-Salibolia	-	3	0	0	3	Rehabilitation	-	GoPNG
	7. Kiriwina North Coast	6.19	2.998	2.998	0	0	Upgrade & Seal	-	GoPNG
	8. Kiriwina North Coast	6.19	1.753	0	0	1.753	Upgrade & Seal		GoPNG
	9. North Coast -Alotau	8.18	4.759	4.759	0	0	Maintenance	100	GoPNG
	10. Misima Ring Road	21.8	2.995	2.995	0	0	Rehab, Gravel, Patrol Grading & Drainage works	80	GoPNG
Sub-Total	10	127.96	24.288	15.406	3.511	5.37	Averages: 61.67km (48.2%) completion		
9. Gulf	1. Gulf-Morobe	10.5	4.63	1.416	3.214	0	Upgrading	72	GoPNG

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
	2. Ihu Petoe	8	4.994	0	4.994	0	Construction	91	GoPNG
	3. Gulf-Morobe	-	7.674	0	1.494	6.18	Emergency Construction	32.26	GoPNG
Sub-Total	3	18.5	17.298	1.416	9.702	6.18	Averages: 12.04km (65.08%) completion		
10. Oro	1. Kausada Road	8	3.921	0	3.921	0	Upgrading & Maintenance	75	GoPNG
	2. Afore Town Road	2	0.499	0	0.499	0	Upgrade & Regravel	56	GoPNG
	3. Itukama Road	46	4.5	3.5	0.5	0.5	Upgrade & Maintenance	70	GoPNG
Sub-Total	3	56	8.92	3.5	4.92	0.5	Averages: 37.52km (67%) completion		
11. Western	1. Tabubil-Telefomin	20	2.32	2.32	0	0	Team Grade & Install Culverts	90	GoPNG
	2. Tabubil-Telefomin	1.7	5	5	0	0	Pavement Reconstruct & Seal	-	GoPNG
	3. Tabubil-Telefomin	1.7	5.999	5.999	0	0	Reconstruct and seal	-	GoPNG
	4. Tabubil-Telefomin	20	74.561	0	0	74.561	Team Grade & Install Culverts	25	TCS/OTML
	5. Olsobib Road	14	36.52	0	0	36.52	Missing Link Construction	7.2	TCS-OTML
	6. Tabubil-Telefomin Road	30	99.336	0	0	99.336	Upgrade and Seal	7.2	TCS/OTML
	7. Tabubil-Telefomin	5	10	0	3.988	6.012	Feasibility Study, Survey, Design	10	GoPNG
	8. Tabubil-Telefomin Road	1.7	10	0	3.982	6.018	Pavement Reconstruct & Seal	10	GoPNG
	9. Tabubil-Telefomin	-	10	0	3.997	6.003	Feasibility Study	10	GoPNG
	10. Daru-Weam	5	4.943	2	0	2.943	Rehab. & Regravel	100	GoPNG
	11. Daru-Weam	2.5	4.943	2	0	2.943	Rehab. & Regravel	100	GoPNG
	12. Daru-Weam	2.5	4.918	2	0	2.918	Shipment of material 1	100	GoPNG
	13. Daru-Weam	-	4.918	2	0	2.918	Shipment of material 2	100	GoPNG
	14. Daru-Weam	2.5	5	5	0	0	Subgrade shipment	-	GoPNG
	15. Daru-Weam	2.5	2	0	0	2	Subgrade formation & Gravel	-	GoPNG
	16. Daru-Weam	-	5	0	0	5	Shipment	-	GoPNG

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
	17. Daru-Weam	-	5	0	0	5	Shipment	-	GoPNG
	18. Kiunga-Aimbak	5	3.999	3.999	0	0	Subgrade prepare & gravelling	-	GoPNG
	19. Kiunga-Aimbak	-	5	0	0	5	Road formation & Sub-base	-	GoPNG
	20. Daru Town Roads	0.6	5	0	5	0	Upgrade & Seal 1	20	GoPNG
	21. Daru Town Roads	0.6	5	0	0	5	Upgrade & Seal 2	20	GoPNG
	22. Kiunga-Tabubil	2	5	5	0	0	Rehab & Resheet	100	GoPNG
	23. Kiunga-Tabubil	5	5	0	0	5	Rehab & Resheet	1	GoPNG
Sub-Total	22	122.3	319.457	35.318	16.967	267.172	Averages: 38.935km (31.83%) completion		
Northern Region	24	308.88	460.271	105.094	110.696	244.481			
15. Morobe	1. Mangola Street, Lae City	0.55	9.999	9.999	0	0	Pavement Stabilization & Concreting	100	GoPNG
	2. Timini Bridge-Patep Bridge (Wau Highway)	13.95	9.893	2	0	7.893	4 Proforma Contracts for Emergency Upgrade/Seal	12	GoPNG
	3. Timini Bridge-Patep Bridge (Wau Highway)	13.95	40	0	0	40	4 Col Contracts for Emergency Upgrade/Seal	12	GoPNG
	4. Finschaffan Highway	100	286.994	64.8	81.104	141.09	Engineering, Procurement Construction Contract	26	GoPNG
	5. Bulolo Junction-Hidden Valley	4	9.3	0	0	9.3	Upgrade & Seal	0	GoPNG
	6. Buang Road	2	3.8	3.8	0	0	Upgrade & Seal	100	GoPNG
Sub-Total	6	134.45	359.986	80.599	81.104	198.283	Averages: 56.02km (41.66%) completion		
16. Madang	Projects on National Highways								
17. East Sepik	Projects on National Highways								
18. West Sepik	1. Vanimo-Aitape -Coastal Highway	17	3.961	-	2.668	1.293	Regravel & Drainage Works	85	GoPNG
	2. Sawmill Junction-DPI Station – Coastal Highway	4.5	9.738	4	2.125	3.613	Upgrade, Seal, Drainage Works	65	GoPNG
	3. Sawmill Junction-DPI Station – Coastal Highway	4.5	9.359	2	2.009	5.35	Upgrade, Seal, Drainage Works	43	GoPNG

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
	4. Lumi-Edwaki	8	9.998	3	2.526	4.472	Construction	65	GoPNG
	5. Kilipau Junct.-Ilup – Bewani	8.43	9.994	2	0	7.994	Upgrade,Seal,Drainage Works	3	GoPNG
Sub-Total	5	42.43	43.05	11	9.328	22.722	Averages: 22.14km (52.2%) completion		
19. EHP	1. Goroka Town Roads	6	3.685	1.277	2.408	0	Upgrade Maint & Street Lights	100	GoPNG
	2. Airport Junction-Faniufa -Town	10	9.998	0	7.07	2.928	Upgrading & Rehabilitation	36.55	GoPNG
	3. Lopi-Fimito -Goroka Town	10	9.998	0	4.1	5.898	Upgrade, Seal & Stabilize	30	GoPNG
	4. Bihute CIS Road	-	2.574	2.574	0	0	Maintenance & Drainage Works	70	GoPNG
	5. Kainantu Town Roads	-	9.999	4.3	0.7	4.999	Upgrade & Seal	10	GoPNG
	6. Okapa Station-Kripaga-Kimi	25	3	2.819	0.181	0	Rehabilitation/Upgrade	100	GoPNG
	7. Rintebe-Hegere (Bena)	3.2	3	2.525	0.475	0	Rehabilitation/Upgrade	100	GoPNG
	8. Goroka Town (Lopi-Fimito)	10	10	0	4	6	Upgrading and Sealing	30	GoPNG
	9. Lufa Secondary	8.7	1	0	1	0	Rehab/Upgrade	100	GoPNG
	10. Ukunupi-Yagusa	29.1	1	0	0.33	0.67	Rehab/Upgrade	33	GoPNG
	11. Lufa-Okapa Highway	15	0.998	0	0	0.998	Maintenance	0	GoPNG
	12. Lufa-Okapa Highway	15	0.998	0	0	0.998	Maintenance	0	GoPNG
	13. Lufa-Okapa Highway	-	0.985	0	0	0.985	Maintenance	0	GoPNG
Sub-Total	13	132	57.235	13.495	20.264	23.476	Averages: 61.89km (46.89%) completion		
New Guinea Is.	32	706.317	750.904	354.548	50.474	429.047			
20. East New Britain	1. Vudal University-Kasaska	11.5	30.125	20.753	0	9.462	Pavement Recycling, Stabilization & Sealing	80	GoPNG
	2. Airima Bridge to Ch 83+994	10.8	0.999	0	0.999	0	Pavement Maint., Grading & Road Shoulder Formation	90	GoPNG
	3.Ch 83+994 to Point Mambu	10.8	0.999	0	0.999	0	Pavement Maint., Grading & Road Shoulder Formation	97	GoPNG
	4. Pale River-Kaulong Junction	25.7	0.998	0	0.998	100	Pavement Maint., Grading & Road Shoulder Formation	100	GoPNG

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
	5.Kaulong Junction-Pandi River	10	0.996	0	0.996	0	Pavement Maint., Grading & Road Shoulder Formation	100	GoPNG
Sub-Total	5	68.8	34.117	20.753	3.992	109.462	Averages: 64.25km (93.4%) completion		
21. West New Britain	1. Talasea Ring Road (DoW Junction-Bola Junction)	17.18	9.824	5.435	2.636	1.753	Upgrade/Seal & Drainage Works	77	GoPNG
	2. Kimbe Town Roads Stage 3	6.28	6.995	0	4.5	2.495	Pavement Repair & Resealing	83	GoPNG
	3. Hoskins Road	5	9.988	0	6.746	2.252	Upgrade, Seal, Drainage Works	397	GoPNG
	3. Hoskins Road	15	9.869	0	5.921	5.374	Upgrading & Sealing	95	GoPNG
	4. Hoskins Koimumu Road	13.1	4.499	0	0	4.499	Patching & Resealing	60	DDA
	5. Pandi River-Madidua Junction	12.1	0.888	0	0	0.888	Vegetation Control, Drainage Maintenance & Regravelling	33	Aust/TSSP
	6. Bamus Bridge-Tiuru Bridge	41.9	0.981	0	0	0.981	Pavement & 1 st Coat Seal	15	Aust/TSSP
	7. Hargy-Ewase	1.47	0.722	0	0	0.722	Drainage Construction	60	Aust/TSSP
	8. Mai Junction-DoWH Junction	22.08	0.211	0	0	0.211	Pavement Marking	60	Aust/TSSP
Sub-Total	8	134.11	43.977	5.435	19.803	19.175	Averages: 131.13km (97.77%) completion		
22. New Ireland	1. Kavieng Town Roads	4.81	4.999	2.27	2.728	0	Reconstruction	100	GoPNG
	2. Kavieng Town Roads	3.087	4.482	0	4.482	0	Reconstruction Stage 4	100	GoPNG
	3. Rawai Suburb Roads (Kavieng)	4.7	3.503	0	3.503	0	Reconstruction & Upgrading	100	GoPNG
	4. West Coast Road Phase 1	4	4.993	1.5	0	3.493	Upgrade & Reconstruction	30	GoPNG
	5. West Coast Road Phase 2	5	4.991	1.5	0	3.491	Upgrade & Reconstruction	30	GoPNG
	6. West Coast Road Phase 3	5	4.935	2.961	1.974	0	Reconstruction & Sealing	100	GoPNG
	7. Bagateria Road -Kavieng District	20.4	3.556	0.5	0	3.056	Regravelling & Drainage Works	31.43	NIPG
	8. Lambu-Kaluan-West Coast Road	10.2	5	0	0	5	Clearance, Pothole Patching	0	GoPNG
	9. Malendo Island	19.22	2.409	1.927	0.482	0	Gravelling, Widening & Associated Drainage	100	GoPNG

Region/Province	Project (Contract) Name	Length (km)	Contract Value (K'm)	Amount Paid (K'm)	Unpaid Claim (K'm)	Contract Balance (K'm)	Scope of Capital Works	Physical Progress (%)	Financier
	10. Boeng Island	24.3	2.769	1.107	0	1.662	Gravelling, Widening & Associated Drainage	40	GoPNG
	11. Munuai Oli Palm Roads	2.2	0.999	0.999	0	0	Upgrade & Regravel	97	GoPNG
	12. Panamana Oil Palm Roads	2.7	0.999	0.999	0	0	Upgrade & Regravel	87	GoPNG
	13. Palie-Zuen (Lihir Island)	27	118.496	1	0	117.496	Upgrading	0	TCS
Sub-Total	13	132.617	162.131	14.763	13.169	134.198	Averages: 83.17km (62.72%) completion		
23. Manus	One National Highway Project								
24. AROB	1. Kieta Rigu-Toimonapu	45	145.947	122.936	0	0	Reconstruct, Upgrade & Seal	42	GoPNG
	2. Buin Kangu-Toimonapu	60	208.516	103.756	13	91.76	Reconstruct, Upgrade & Seal	39	GoPNG
	3. Hagus-Pitono, Buka Island	30	67.392	67.392	0	0	Upgrade & Seal	100	GoPNG
	4. Pitono-Kesa, (Buka Island)	15	59.769	4.338	0.51	55.431	Urgent Maintenance & Upgrade	5.85	ABG
	5. Kukul Junct-Kohiso Junct (Buka	15	9.698	4.086	0	5.612	Upgrade & Maintain	29.9	ABG
	6. 21 Minor Pro-Forma Contracts	205.79	19.357	11.089	0	13.409	Various works	26.82	ABG
Sub-Total	6	370.79	510.679	313.597	13.51	166.212	Averages: 150.52km (40.59%) completion		
Grand Total	211	2,765.46	2,449.71	816.24	269.75	1,384.78			

“The key lies in empowering the millions of smallholder producers and landless workers in most developing countries to grow their incomes and improve their livelihoods by raising agricultural productivity and engaging in markets.”

JAMES DARGIE, FORMER DIRECTOR
JOINT FAO/IAEA DIVISION OF NUCLEAR TECHNIQUES IN FOOD AND AGRICULTURE



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Connect PNG Program directly supports Agriculture as it is the backbone of the economy and more importantly it directly supports the livelihood of more than 85% of the PNG population.



Photo 83: Upgrading and Sealing-Bulolo Junction-Hidden Valley Junction, Bulolo District

Photo 82: Connecting one of the most disadvantaged Districts in Central Province-Goilala District



Photo 84: Design and Construction of Erave-Semberigi Section of Gulf-SH Highway

18.0 Appendix 2: Road Network Condition



Photo 85: Rural Bailey Bridge Standard delivered on Tambul-Nebilyer District Rural Road under the Multi-Year Rural Bridging Program with United Pacific Bridges Ltd.



Photo 86: Matale Bridge, Central Pomio LLG, East New Britain Province.

19.0 Appendix 3: Road Network Photograph Gallery



Photo 87: Pavement Rehabilitation and Associated Drainage Works, Wapenamanda District



Photo 88: Mrs. Ati Kule (Contracts Manager) and Mrs. Judith Seta (Senior Accountant) doing group presentation at a Leadership Training Session.



Photos 89: Road connectivity is critical for market access for commodities such as coffee from Wau-Waria District, Morobe Province. They need not carry them on their backs anymore.



Photo 90: Upgrading and Sealing-Bulolo Junction-Hidden Valley Junction, Bulolo District.

Figure 11: Launching of the Mt. Hagen City Roads redevelopment project to ensure that the city roads are upgraded to City Road Standard to facilitate commerce and business in the city and support the Province in general as the agricultural hub of the Highlands Region.

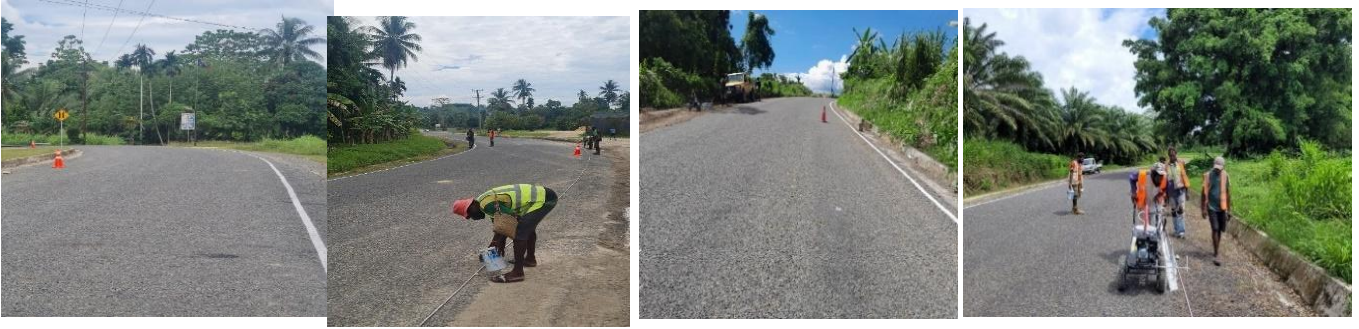


Photo 91: Pavement Recycling, Stabilisation and Sealing of the New Britain Highway from Kokopo Secondary and Napapar Health Centre, East New Britain Province



Photo 92: Recently Rehabilitated and Sealed Road, Autonomous Region of Bougainville



Photo 93: Before and After Photos of Mando Fatao Road Upgrading Works, Daulo District, EHP



Photo 94: Construction of Wasa Bridge (PanelBridge), Kandep District.



Figure 95: Central-Milne Bay Missing Link Section of the Magir Highway



Photo 96: Pavement Rehabilitation and Associated Drainage Works, Wapenamanda District



Photos 97: Traffic on Improved Highlands Highway Sections with additional K400m support by Marape-Rosso Government.



Photo 98: Construction in Progress Sawmill-DPI Station, Sepik Coastal Highway-Phase 2



Photo 99: Vegetation Control and Line Marking Works-Kotna-Banz Road, Dei District, WHP



Photo 100: Daru Town Roads Upgrading and Sealing Works with challenges of lack of readily available building materials that has to be shipped from Port Moresby.



Photo 101: Recently improved Section of Kassam Pass, Highlands Highway



Photo 102: Replacing Girity Log Bridge with Compact 200 Bailey -New Britain Highway



Photos 103: Another example of a Road Section collapsing under the weight of climate Change related natural disaster.



Photo 104: Emergency Road Maintenance Works on Kugakul to Pabrapuk Mission Station Road in Lower Nebilyer, Tambul-Nebilyer District.



Photo 105: Finschaffen Highway Road Construction – Engineering, Procurement and Construction (EPC) of Bukawa Village to Pindiu Station.



Photo 106: Road works in Nipa-Kutubu District to ensure th District is fully connected by roads so that everyone in the District has equal access to life changing and life sustaining opportunities.



Photo 107: Hiritano Highway, Central Province, Southern Region



Photo 108: Site Works on the Construction of Yalo Bridge 150m span, Compact 200 Double Single Reinforced Bailey Bridge, Ialibu District.



***Photo 109:* Pavement Repair and Reseal with Associate Drainage Works On 17.18 Km Section of the 30km Seal Section between DoWH Junction and Bola Junction along Talasea Road.**

