ROAD MANAGEMENT AND MAINTENANCE PLAN 2025 - 2040

In line with National Road Network Strategy 2018 - 2037 & Connect PNG Programme 2020 - 2040



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Figure 1: Map of Connect PNG Plan 2020 - 2040

MESSAGE FROM THE MINISTER FOR WORKS AND HIGHWAYS



As Minister for Works & Highways, I am honoured to endorse the Road Management and Maintenance Plan (RMMP) 2025–2040, a comprehensive and essential framework that underscores the Marape-Rosso government's commitment to a safe, serviceable, and sustainable road network. Infrastructure development remains a national priority and a key driver of economic growth, and this plan is our blueprint for achieving a resilient, well-maintained National Road Network (NRN) that will benefit every Papua New Guinean.

The RMMP represents a strategic shift toward preventive maintenance and asset management, a move away from the inefficient "build, neglect, and rebuild" cycle. By focusing on long-term sustainability, the RMMP maximizes the value of each kina spent on our infrastructure, extending road lifespans and ensuring the best return on investment. Aligned with the Connect PNG Programme 2020–2040, the National Road Network Strategy (NRNS) 2018–2038, the National Transport Strategy and MTDP IV 2023–2027, the RMMP directly supports our national development objectives and complements the investments under Connect PNG.

Guided by three core pillars namely **Safety, Serviceability,** and **Sustainability**, the RMMP provides a structured approach to managing our road network. These pillars emphasize the need to create a safe environment for all road users, ensure reliable access to facilitate economic activity, and reduce long-term maintenance costs while maximizing community benefits. With 89% of our national transport needs reliant on roads, this strategy is central to both economic development and social inclusion.

Since 2021, targeted government investments have already improved 3,523 km of roads to good and fair condition. However, sustaining these improvements and achieving the NRNS's goal of bringing 50% of the NRN to 'Good' and 50% to 'Fair' condition by 2038 will require consistent multiyear funding and the active engagement of government agencies, development partners, and the private sector. By integrating the RMMP's maintenance targets into the 2025 Department Budget, we have laid the groundwork for this transformative initiative. Furthermore, the RMMP is supported by the MEAL framework—Monitoring, Evaluation, Accountability, and Learning—to ensure continuous improvement, accountability, and adaptation to evolving needs.

The RMMP is a commitment to deliver a road network that not only meets current demands but is prepared for future growth. I encourage all stakeholders across government, the private sector, and our development partners to support this vision. Together, we can create a robust, inclusive infrastructure that connects communities, supports businesses, and fosters national prosperity.

Hon. Solan Mirisim, MP Minister for Works & Highways

MESSAGE FROM THE ACTING SECRETARY FOR WORKS AND HIGHWAYS



A well-developed and sustainably maintained road network is fundamental to Papua New Guinea's economic and social progress. Our National Road Network (NRN), which carries approximately 89% of passenger and freight traffic, connects vital economic hubs and population centres to markets, ports, and airports. As our economy and population grow, so does the demand for safe, serviceable, and sustainable roads.

Years of underfunding have created a significant maintenance backlog, jeopardizing parts of our network. The Road Management and Maintenance Plan (RMMP) 2025–2040 is our comprehensive response to address this challenge. Developed in alignment with the Connect PNG Programme 2020–2040, National Road Network Strategy (NRNS) 2018–2038, the National Transport Strategy and MTDP IV 2023–2027, the RMMP shifts us from a costly "build, neglect, and rebuild" cycle to a proactive, preventive maintenance approach. This strategy maximizes the impact of each kina spent, extending the service life of our roads and ensuring a better return on investment.

The RMMP is guided by three core pillars to complement the infrastructure investments under Connect PNG:

- 1. **Road Network Safety**: Providing a safe environment for all road users, meeting statutory obligations, and addressing community needs.
- 2. **Road Network Serviceability**: Ensuring continuous access and supporting economic activity by improving network reliability and condition.
- 3. **Road Network Sustainability**: Reducing long-term maintenance costs, maximizing community benefits, and mitigating environmental impacts.

Backed by data from the 2023 National Road Condition Survey and developed through consultations with key stakeholders, including ADB, DFAT/TSSP, World Bank, JICA, and the PNG Road Fund, the RMMP offers a coordinated approach that aligns donor and government investments with national priorities. Since 2021, government investments have improved 3,523 km of roads to good and fair condition. However, without sustained funding, these assets risk deterioration. Achieving the RMMP's targets will require consistent, multi-year funding to ensure that 50% of our network reaches 'Good' and 50% reaches 'Fair' condition over the next 20 years as outlined in the NRNS. With the RMMP's maintenance targets now embedded in the 2025 Department Budget, we are poised to advance toward a robust, well-maintained road network.

The RMMP is performance-driven, with a strong emphasis on continuous monitoring and evaluation through the MEAL framework—Monitoring, Evaluation, Accountability, and Learning. This approach ensures transparency, accountability, and adaptability, allowing us to refine our strategies in response to evolving infrastructure needs and enhance the long-term impact of our investments.

Good roads lower transportation costs, drive economic development, and promote social inclusion. The RMMP embodies a practical, long-term vision for road maintenance, but its success will depend on the continued collaboration and shared commitment of government, development partners, and the private sector. I am proud to endorse this plan and look forward to working together with all stakeholders to achieve our shared goals for a more connected, prosperous Papua New Guinea.

Gibson Holemba, FIEPNG, Reg. Eng. Acting Secretary, Department of Works & Highways

VISION, MISSION AND VALUES OF THE DEPARTMENT

Our Vision

 Resilient, sustainable, safe, reliable and integrated infrastructure system that enhances national connectivity, supports socio-economic growth and improves quality of life for all Papua New Guineans

Our Mission

 To plan, regulate, construct and maintain the infrastructure system with integrity and innovation by competent and professional staff ensuring alignment with National Development aspirations, Legislative mandates and International Standards

Our Core Values

 Integrity | Service Excellence | Accountability | Innovation | Commitment | Collaboration | Empowerment

Figure 2: Our Vision, Our Mission & Our Core Values

DEPARTMENT OF WORKS & HIGHWAYS SENIOR MANAGEMENT ORGANIZATIONAL STRUCTURE



Figure 3: DOWH Senior Management Organizational Structure

DEPARTMENT OF WORKS AND HIGHWAYS

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EXECUTIVE SUMMARY

The Road Management and Maintenance Plan (RMMP) 2025-2040 is a comprehensive framework that captures the dual objectives of delivering the **Connect PNG Program** and addressing the critical **maintenance needs** of Papua New Guinea's (PNG) **National Road Network (NRN)**. The RMMP integrates strategic planning, management, and maintenance efforts to ensure PNG's road infrastructure supports the nation's socio-economic development and remains safe, serviceable, and sustainable for the long term.

1. Purpose of the RMMP

The RMMP 2025-2040 is designed to manage the National Road Network in line with the goals of the Connect PNG Program 2020-2040, while ensuring that maintenance needs are met to keep the existing national road network operational and safe. The plan prioritizes maintenance-first interventions to address a K21 billion maintenance backlog for the NRN, which has been growing by K300 million annually due to limited funding.

2. Structure of the RMMP

The RMMP is structured to align with the following key sections, as outlined:

- Introduction: Explains the purpose of the RMMP and its role in ensuring a well-managed road network.
- **Policy Framework**: Outlines the policy objectives and coordination mechanisms to achieve the RMMP's goals.
- **Performance Evaluation**: Describes the mechanisms for continuous improvement and monitoring of road network performance using Monitoring, Evaluation, Accountability and Learning (MEAL) framework.
- **Strategy and Hierarchy**: Details the maintenance and management strategies, including road network hierarchy and classification.
- Inspection and Assessment: Covers the inspection regimes, assessment criteria, and risk management processes.
- Sustainability and Financial Management: Focuses on sustainable road management practices and the financial strategy for maintaining the network.

3. Key Components of the RMMP

A. Connect PNG Program Delivery

The **Connect PNG Program** is a flagship initiative of the Government of Papua New Guinea, aimed at expanding and upgrading the country's road network. The RMMP supports the program by ensuring that newly constructed roads are properly maintained and that **missing links** are connected. The Connect PNG Program targets the development of:

- Strategic Economic Roads (16,579 km),
- Priority National Roads (5,677 km),
- Missing Link Roads (1,900 km),
- Provincial and District Roads (9,000 km), and
- Bridges (3,000 meters).

The RMMP provides the maintenance framework for these existing and new roads and ensures their long-term sustainability through preventive measures.

B. Road Network Maintenance Needs

The maintenance component of the RMMP addresses the urgent needs of the existing road network, ensuring that roads are kept in Good and Fair condition, while improving roads in Poor condition over the 15-year rolling plan. The maintenance approach is based on a cost-effective strategy that focuses on routine and periodic maintenance, rehabilitation, and emergency repairs. The RMMP also emphasizes road safety and the need to address the growing maintenance backlog through consistent funding.

4. Road Condition Assessment

The **2023 National Road Network Survey** highlights the current condition of PNG's road infrastructure:

- 32% of the network is in Good condition,
- 8% is in Fair condition,
- 35% is in Poor condition, and
- 25% remains unsurveyed.

Additionally, the **Priority National Roads** survey revealed that:

Road Management & Maintenance Plan 2025 - 2040

- 48% of these roads are in Good condition,
- 12% are in Fair condition,
- 40% are in Poor condition.

These results indicate the urgent need for targeted interventions to prevent further deterioration and ensure the functionality of roads that are vital to PNG's economy.

5. Policy and Legal Framework

The Road Management and Maintenance Plan (RMMP) 2025-2040 is underpinned by a robust policy and legislative framework that ensures alignment with national development goals. Key policies guiding the RMMP include the Medium-Term Development Plan IV (MTDP IV), National Transport Strategy (NTS) and the National Road Network Strategy (NRNS) 2018-2037. The legislative foundations come from the Road (Management and Fund) Act 2020 and the Connect PNG (Implementation and Funding Arrangements) Act 2021, which provide funding mechanisms to ensure sustainable road infrastructure development and maintenance.

The MTDP IV (2023-2027) emphasizes the critical role of infrastructure development, particularly roads, in achieving Papua New Guinea's economic and social development objectives. The RMMP directly supports Strategic Priority Area 2 (SPA 02) - Infrastructure and Connectivity, specifically contributing to:

- KRA 2.1: Improved Road Connectivity By ensuring that the National Road Network is well-maintained and rehabilitated, the RMMP enhances connectivity across provinces and economic corridors.
- KRA 2.2: Sustainable Road Infrastructure The RMMP aligns with the sustainability objectives of MTDP IV by prioritizing long-term, climate-resilient road maintenance solutions, thereby promoting economic growth and social development.

The National Transport Strategy (2013-2030) outlines the government's vision for a safe, efficient, and sustainable transport system. The RMMP contributes to Strategic Priority Area 1 (SPA 01): Efficient, Safe, and Inclusive Transport Systems, through:

• KRA 1.1: Efficient Transport Infrastructure - Ensuring that the National Road Network is efficiently maintained to reduce travel time, minimize vehicle operating costs, and enhance road safety.

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 KRA 1.2: Inclusive and Integrated Transport Systems - By maintaining and upgrading roads in remote and underserved areas, the RMMP helps create a more inclusive and integrated road network that connects communities to key economic hubs.

The NTS also emphasizes the need for climate-resilient infrastructure, which the RMMP addresses by incorporating sustainable road management practices that minimize the environmental impact of road maintenance activities and enhance the resilience of PNG's road network.

The National Road Network Strategy (NRNS) 2018-2037 is the foundational document guiding the long-term management and development of Papua New Guinea's National Road Network (NRN). The NRNS emphasizes a "Maintenance First Policy", ensuring that the preservation and maintenance of existing roads take precedence over the construction of new roads. This strategy aims to eliminate the existing K21 billion maintenance backlog, which continues to grow annually by K300 million.

The NRNS aligns with the RMMP by setting a clear maintenance plan for PNG's road network for the next 15 years. It categorizes the road network into **Good**, **Fair**, and **Poor** conditions based on the **International Roughness Index (IRI)** and provides strategic guidance for rehabilitation, reconstruction, and maintenance. This approach is key to ensuring the sustainability and serviceability of the entire road network.

The Road (Management and Fund) Act 2020 and the Connect PNG (Implementation and Funding Arrangements) Act 2021 provide the legal mandate and financial mechanisms to support the RMMP. The Road (Management and Fund) Act establishes the PNG Road Fund, which oversees the collection and disbursement of funds for road maintenance. The Connect PNG (Implementation and Funding Arrangements) Act 2021 mandates the allocation of 5.6% of the national budget for road infrastructure development and maintenance.

However, budget shortfalls since 2022 have hindered the achievement of key RMMP goals and threaten the timely delivery of Connect PNG Phase 1 targets. Adequate and consistent funding is critical for ensuring that the RMMP can address the K21 billion maintenance backlog and support the development of new road infrastructure through the Connect PNG Program.

The RMMP 2025-2040 is firmly aligned with the MTDP IV, NTS, and NRNS, ensuring that road infrastructure development and maintenance efforts contribute to national growth and sustainability objectives. Legislative support through the Road (Management and Fund) Act and Connect PNG Act provides a vital funding framework, but budget shortfalls remain a key challenge. Meeting the RMMP's

goals requires full and consistent allocation of the 5.6% budget annually, as mandated to deliver the Connect PNG Program's long-term objectives and K300million annually to reduce the maintenance backlog over the next 15 years.

6. Financial and Maintenance Strategy

The RMMP includes a detailed financial strategy that balances the need for both **routine maintenance** and **capital investments** in road reconstruction. The **unit rates** used in the RMMP's financial calculations are extracted from the **National Road Network Strategy (NRNS) 2018-2037**, updated to 2023 prices using CPI **adjustments**. These rates are crucial for programming the delivery of the **Connect PNG Program** and the RMMP's maintenance activities over the next 15 years. The financial strategy also relies on sustainable funding sources such as the **PNG Road Fund**, which generates revenue through **fuel levies** and possibly **toll fees** in the near future. This funding is essential for covering the costs of ongoing maintenance and for reducing the maintenance backlog.

7. Sustainability and Climate Resilience

The RMMP incorporates **sustainability and climate resilience** measures to ensure that the road network can withstand the impacts of **extreme weather events**, such as floods, landslides, and rising sea levels. **Sustainable road management** practices, such as **verge maintenance**, **recycling of materials**, and **pollution control**, are embedded in the plan to minimize environmental damage and promote the long-term resilience of the road infrastructure. This demonstrates that this plan is not only an operational necessity but a driver for long-term national growth.

8. Performance Management and Continuous Improvement

The RMMP is performance-driven, with a strong focus on **continuous monitoring and evaluation** through the **MEAL framework**. This ensures that road maintenance activities are aligned with national goals and that adjustments are made to address evolving road conditions, funding constraints, and stakeholder needs.

9. Conclusion

The **Road Management and Maintenance Plan 2025-2040** is essential for maintaining a serviceable, safe and sustainable road network in PNG. The RMMP

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plays a critical role in delivering the **Connect PNG Program** while addressing the **maintenance needs** of the existing network. Securing the full **5.6% annual budget allocation** is vital for meeting the Connect PNG Program's targets and concurrently reducing the **K21 billion maintenance backlog** whilst also funding **K300 million annually** on operational maintenance. By implementing both **management** and **maintenance** strategies, the RMMP provides a clear path to building and maintaining a resilient, interconnected road network that supports the long-term socio-economic development of Papua New Guinea.

By 2040, PNG will have a fully connected, safe and climate-resilient road network that promotes economic growth, reduces poverty, and enhances mobility for all citizens.

This is a live document and as such will be reviewed every year as part of its monitoring and evaluation process using the **MEAL framework**.



Figure 4: Connect PNG Multimodal Transport Infrastructure

Road Management & Maintenance Plan 2025 - 2040

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ACRONYMS AND ABBREVIATIONS

AM	Asset Management
AMBP	Asset Management Business Plan
BAMS	Bridge Asset Management System
CEPA	Conservation and Environment Protection Authority
CPNG	Connect PNG Programme
DDA	District Development Authority
DOWH	Department of Works and Highways
ERW	Emergency Restoration Works
IEPNG	Institute of Engineers PNG
iRAP	International Road Assessment Program
IRI	International Roughness Index
ISO	International Organization for Standardization
MEAL	Monitoring, Evaluation, Accountability and Learning
MVIL	Motor Vehicle Insurance Limited
ND	National District
NEC	National Executive Council
NI	National Institutional
NISIT	PNG National Institute of Standards and Industrial Technology
NM	National Main
NM & F	Network Management & Funding
NR	National Route
NRN	National Road Network
NRNS	National Road Network Strategy
NTS	National Transport Strategy
PPE	Personnel Protective Equipment
PT	Provincial Trunk
PWM	Provincial Works Manager
RAC	Road Advisory Committee
RAMS	Road Asset Management System
RMMP	Road Management and Maintenance Plan
RMPA	Road Management and Performance Agreements
RTA	Road Transport Authority

SECTION 1: INTRODUCTION (PURPOSE OF PLAN)

1.1 Purpose of the Road Management and Maintenance Plan 2025 - 2040

The Road Management and Maintenance Plan (RMMP) 2025 - 2040 is developed to maintain the National Roads network in a safe, serviceable and sustainable condition for the efficient movement of people, goods, and services, both now and in the future.

1.2 Importance of Road Management and Maintenance

A safe, serviceable and sustainable road network is an essential requirement for the well-being of any community. The roads not only carry all people, vehicles, and goods, but also all the other service apparatus, such as water, sewerage, fiber, electricity, and telephones that are essential to maintain our present standard of living. In addition, the roads network is the first thing most tourists or other visitors to PNG will see and consequently will be the first impression that they receive of the country and of DOWH management.

It is therefore vital that there is a structured approach to roads management and maintenance that ensures the safety of the network whilst minimizing the need for reactive maintenance and ensures serviceability for road users by maximizing the long-term benefits of routine maintenance.

It is on this basis that the National Road Network Strategy 2018 - 2037 was developed, however over the years the funding envelop has been very limited and did not meet the network needs and as a result maintenance backlogs have accumulated to approximately K21 billion and is increasing every year by K300 million. If this dilemma is not addressed soon, our national road network will collapse which will be detrimental to the nation's economy and livelihood of people.

Road management and maintenance must also meet the challenge of sustainability, which requires that we achieve a balance of the social, economic, and environmental implications of both individual schemes and the service as a whole, that provides, as far as we are able, for both our present needs and for those of future generations.

1.3 Road Management and Maintenance Mission Statement

To manage and maintain the roads network to ensure the safe and efficient movement of people, goods, and services for the long-term social and economic benefit of the whole community.

1.4 Road Management and Maintenance Strategy

The strategy of the RMMP coincides with the National Road Network Strategy 2018 - 2037 and Connect PNG Program 2020 - 2040 which is delivering to PNG a sustainable and well managed National Road Network by putting the maintenance of the existing roads and bridges as first and top priority. The NRNS emphasizes the 'Maintenance First Policy' and this plan puts into action the policy by focusing on the rehabilitation, reconstruction and maintenance of existing network. This plan also compliments the Connect PNG Program which mostly focuses on developing and expanding new roads by providing for ongoing maintenance once the new constructions, reconstruction or rehabilitation is complete including emergency works and holding treatment. The Road Management and Maintenance Plan (RMMP) will deliver the following;

1. Road Network Safety

- Provide a safe environment for all road users
- Complying with statutory obligations
- Meeting user's needs

2. Road Network Serviceability

- Ensuring network availability
- Achieving network integrity
- Maintaining network reliability
- Enhancing network condition

3.Road Network Sustainability

- Minimizing cost over time
- Maximizing value to the community
- Minimizing environmental intrusion

Figure 5: Road Management and Maintenance Strategy

To ensure the RMMP strategy interventions are achieved, appropriate and consistent funding must be made available each year. On a positive note, the PNG Road Fund and CPNG will provide funding to maintaining the existing network, hence this plan outlines the implementation with respect to the cost of maintaining the national roads this financial year and for the next 15 years.

SECTION 2: POLICY FRAMEWORK

2.1 Objectives of the Road Management and Maintenance Plan (RMMP) 2025 - 2040

Network Safety, Serviceability and Sustainability remain the three core objectives of the Road Management and Maintenance Plan 2025 - 2040. However, the plan should also provide a framework for establishing outcomes against which service and asset performance can be measured and the development of local performance indicators for comparison and use in best value reviews.

2.2. Policy Co-ordination

The Road Management and Maintenance Plan (RMMP) 2025 - 2040 synergizes well with the National Road Network Strategy (NRNS) 2018 - 2037, DOWH Corporate Plan 2019 - 2024, PNG Road Fund and the National Government's flagship Connect PNG Program 2020 - 2040. It is envisaged under the RMMP that a safe and well-maintained national road network connects to the other two modes of transport in sea and air so that the people are well connected and access all three modes of transport at any one time. This is evidence of coordination with other transport sector agencies such as National Airports Corporation and National Maritime Safety Authority etc. Other key government services such as water, sewerage, fiber, electricity, and telephones will also follow on from this connectivity.

It is envisioned also that the RMMP will positively influence the objectives of the Provincial and District Governments in terms of allocation of resources to maintain their sub-national road network. This will be facilitated through the Road Management and Performance Agreements (RMPAs) which exist between DOWH and the Provincial Governments and District Development Authorities (DDAs). Under the Road (Management and Fund) Act 2020, demarcation of National Road Network to the Sub-National Road Network will be clearly spelled out so that there is understanding in terms of taking ownership and sharing or allocating resources to ensure a safe and well-maintained road network.

НМОД	National Road Network Strategy 	Road Management & Maintenance Plan (Department of Works and Highways)	Corporate Strategic Plan (Department of Works and Highways)	Budget Submissions (Department of Works and Highways)
SECTORAL	National Transport Strategy (Department of Transport)		Medium Term Transport Plan (Department of Transport)	Transport Sector Budget (Department of Transport)
NATIONAL	PNG Vision 2050 Development Strategic Plan (Department of National Planning and Monitoring)	National Strategy for Responsible Development for PNG (StaRS) (Department of National Planning and Monitoring)	Medium Term Development Plans (Department of National Planning and Monitoring)	Unified Budget (Department of National Planning and Monitoring)
INTERNATIONAL	Millennium Development Goals International Conventions, etc.			
	Long Term (20-40 Years)	Medium Term (5-10 years)	Annual	
		me Frame	іТ	

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Figure 6: The RMMP in PNG's Planning, Strategy and Budgeting Process

Road Management & Maintenance Plan 2025 - 2040

2.3 Road Asset Management

The management of road maintenance needs to be set within the context of the NRNS, the Asset Management Business Plan, and an overall asset management regime. The AM Business Plan will provide the strategic framework within which road services are delivered and will form the link between the wider corporate aims of DOWH, contained in the Corporate Plan 2020 - 2024 and government policies such as Connect PNG Program.

Road asset management has to be recognized for what it is - an essential part of effective business planning - particularly for the government whose social and economic services rely on road assets to support service delivery. It links together the government's objectives with the levels of service needed to deliver them, the work required on the road assets to sustain those levels of service, and the finances needed to support the work.

The Asset Management Business Plan (AMBP), which will include the roads and associated infrastructure replacement programme, will enable the valuation of assets, and identify the funding required to maintain the asset in its present condition. It will help identify the effects of budgetary constraints on the level of service provided and allow a considered assessment of the effects of the reduced level of service and ensure that they are mitigated through an efficient use of the available resources. Furthermore, the AMBP will ensure the maintenance program is implemented in accordance with Government Policy within the appropriation and programmed work plan.

The main task is to plan, prepare and annual maintenance strategies, these strategies are translated to tactical work plan, cost of maintenance for the next five (5) years or more. Based on this, annual operational plans will be produced. These plans will be the basis for monitoring the projects through Monthly Schedule of Works and situational reports submitted by the Field Operations. The Road Network is monitored by Road Asset Management Systems (RAMS) and Bridge Asset Management Systems (BAMS) through annual inventory and data collections, this serves as auditing of network performance and project monitoring. RAMS and the BAMS are the foundations for systematic and sustainable management of the road network of Papua New Guinea and contain basic data on the physical characteristics of the assets, condition data, traffic data

and cost data. This data should be updated and verified annually through regular condition and traffic surveys.

Asset Management has the objective of providing the required level of service in the most cost-effective manner and the use of multi-discipline approach to management to develop and implement programs for asset creation, operation, maintenance, renewal and disposal, over the life cycle of the asset.

Performance monitoring is also needed to ensure that the desired levels of service and other operational objectives are achieved at optimum cost. The flow chart in Figure 6 shows the relationships between the various asset management process.





2.4 Risk Management

The Code of Practice recommends that road maintenance, including the establishment of inspection regimes, levels of service, determining priorities and programmes of work, and procuring the service, should all be undertaken against a clear understanding of the risks and consequences involved.

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Although the most commonly understood risks affecting the service relate to the safety of the network and liability for accidents or injury to users or employees, there are a wide range of other risks that should be considered. These include;

- Asset loss or damage.
- Service failure or reduction.
- Operational risks.
- Environmental risks.
- Financial risks.
- Contractual risks.

At present state, DOWH does not have a Risk Management Framework in place. Although the department is aware of the risks associated to managing the road asset, there is no proper coordinated approach to managing them, therefore, the Asset Management Branch with the help of Donor agencies is currently in the process of developing the framework. Once the framework is finalized, it will be incorporated in the RMMP.

2.5 Sustainable Road Management and Maintenance

Sustainability in relation to the RMMP means securing a balance of social, economic, and environmental wellbeing in the delivery of the service that does not compromise the ability of future generations to meet their own needs. However, it must also mean securing sufficient investment and operational resources to avoid a progressive deterioration of the asset.

It may also, in the current economic climate, mean maintaining, as far as possible, the current asset in a steady state condition with a shrinking budget or as an absolute minimum, ensuring that it is safe to use.

SECTION 3: PERFORMANCE EVALUATION AND CONTINUOUS IMPROVEMENT

3.1 Performance Evaluation and Management Reviews

Monitoring, Evaluation, Accountability and Learning (MEAL) framework will be used to ensure road maintenance investment decisions are evidence based, improve and adjust maintenance programs to meet DOWH and government targets, being accountable and identify opportunities for improvement and in the long term ensure sustainability. This performance evaluation and management reviews will be used as an aid to bench marking the policies, strategies, and practices of DOWH in road maintenance.

3.2 Principles of Service Delivery

Our policies, programmes and service delivery arrangements for road management and maintenance will provide for efficient, effective, and economic management of the network, giving priority to the needs of the user and support to the wider corporate objectives of the government. However, network safety and statutory duties are the prime considerations.

3.3 Consultation

The views of users, the wider community and their representatives will be sought in the development and regular review of road management and maintenance policies, programmes, and priorities. These views will be acknowledged when setting levels of service and developing operational procedures.

In addition, consultation will also take place with the Provincial Governments and District Development Authorities including other local authorities and organizations.

3.4 Information and Publicity

We will provide timely information and publicity about the nature and programming of road maintenance works to enable those affected, where necessary, to plan to mitigate such effects. This information will be updated if works are delayed or extended.

3.5 Public Transport Service Reliability

Attention will be paid to the quality and the timeliness of information to providers and users of public transport in view of the importance of maintaining confidence in the timetable of advertised services. Closures and diversions will be for the minimum period required for efficient completion of the works.

3.6 Community Relations and Contact

Arrangements will be put in place for receiving regular feedback from samples of users and others affected by works to monitor performance and review priorities.

Arrangements are also in place to receive, deal with and monitor compliments, service requests, complaints and other information from users and the community, including standards for response, arrangements for immediate or planned action and recording of all transactions.

The Provincial Works Managers (PWMs) will be responsible for dealing with user and community contacts to determine the relative urgency of response and to enable immediate action to be taken where necessary.

3.7 Customer Care Code

The views people have of the government and DOWH can be influenced by the reception they receive from the PWMs they contact.

In accordance with DOWH policies and standard of practice, we will carry out all our dealings with people, including other stakeholders, in the following manner;

- Responsive
- Effective
- Supportive
- Professional
- Efficient
- Caring
- Tolerant

3.8 Involvement of Employees, Contractors and Agents

Arrangements will be made to facilitate the involvement of all the elected members, employees, contractors and agents in building commitment and pride in the road management and maintenance service, and to maximize individual contributions to the process of continually improving Best Value Service Delivery.

3.9 Training and Development

In addition to the need for Health and Safety training, standards can be improved, and objectives achieved more easily if all those involved in the road maintenance functions receive training necessary to raise their level of competence in the field. This will be done through first identifying the Training needs by carrying out a Training Needs Assessment. Once the knowledge gaps are identified, specific trainings will be tailored through the Training Services Branch of the department.

We will endeavor to have all relevant personnel trained to required level in addition to professional qualifications for other relevant personnel involved in the delivery of the road maintenance service.

Training will be given for Inspections and Surveys where the quality and treatment of data could have significant legal and financial implications.

We will make sure that all those involved are aware of the extent and nature of the DOWH's legal obligations for road maintenance and how these relate to their responsibilities, including the important distinction between duties and powers.

3.10 Management of Claims

All claims against DOWH will be documented upon receipt and investigated timeously. Results of investigation will be confirmed to claimant within 28 days of initial receipt of claim. This will be undertaken in close consultation and coordination with the DOWH's Principal Legal Officer and other important stakeholders such as Department of Lands & Physical Planning and Conservation and Environment Protection Authority (CEPA).

SECTION 4: LEGAL & POLICY FRAMEWORK

4.1 Road Maintenance Legal & Policy Framework

Legislations developed for the purpose of guiding and directing road development or improvement and maintenance works in PNG and administered by the Department of Works and Highways are the Road (Management and Fund) Act 2020 and Connect PNG (Implementation and Funding Arrangements) Act 2021. Other supporting legislation is the Protection of Transport Infrastructure Act 2010 which stipulates the safeguarding of all transport infrastructures including roads and the penalties associated if these infrastructures are damaged through negligence or ignorance. DOWH has also adopted the Maintenance First Policy by delivering the National Road Network Strategy 2018 - 2037 that is now aligned with the Medium-Term Development Plan IV (MTDP IV) 2023 - 2027, which prioritizes strategic investments in infrastructure, road maintenance, and national development.

Road (Management and Fund) Act 2020

The primary objective of this act is to establish a coordinated management system that will promote a road network that operates as part of an integrated and sustainable land transport system and to ensure adequate funding for the purpose of maintaining and rehabilitating the national road network. *(Part I Preliminary, Section 1: Object and Purpose).*

Further on under this Act, the PNG Road Fund is established to oversee the collection, disbursement and monitoring of funds for the maintenance, road safety and rehabilitation of the National Road Network so that it is available for the passage of persons, vehicles and goods in a safe and efficient manner in order to optimize the contribution of road assets to the economic and social development of Papua New Guinea. (Part IV PNG Road Fund, Section 23: Establishment and Objective of the PNG Road Fund).

Connect PNG (Implementation and Funding Arrangements) Act 2021

The purpose of this Act is to commit the State through a multi-year financing plan to fund the Connect PNG Program to connect PNG by a national road network

and its related facilities to materially improve national productivity or economic, environmental or social sustainability. *(Section 1: Purpose of the Act).*

The Act further stipules in Section 3 that subject to Department of Treasury's economic and budgetary forecasts, the State shall commit a minimum funding level of five and six tenths percent (5.6%) of the annual national budget for each year to the Connect PNG Programme, but the total aggregate amount shall not exceed K20 billion for the life of the Connect PNG Programme. *(Section 3: Connect PNG Minimum Funding by the State).*

National Road Network Strategy 2018 - 2037 (Maintenance First Policy)

The vision of the National Road Network Strategy 2018 - 2037 is delivering to Papua New Guinea a sustainable and well managed National Road Network by putting the maintenance of our existing roads and bridges as a first priority since 2018 over the next 20 years.

Medium-Term Development Plan IV (MTDP IV) 2023 - 2027

The MTDP IV (2023-2027) serves as PNG's overarching policy document for development, aligning with the government's long-term development strategy under Vision 2050. MTDP IV places strategic focus on sustainable infrastructure development, which is seen as a key driver of economic growth. One of its key priorities is Strategic Priority Area (SPA) 2: Economic Growth through Infrastructure Investment, which includes significant provisions for road maintenance and construction to improve the national road network.

Key Result Areas (KRAs) within MTDP IV related to the RMMP and road infrastructure include:

- KRA 2: Infrastructure Expansion and Maintenance: Ensures adequate funding for road maintenance and strategic expansion through both national and sub-national infrastructure projects.
- KRA 3: Transport Connectivity: Promotes enhanced connectivity between provinces, districts, and rural areas, emphasizing maintenance and upgrades to support economic activity.

By embedding the RMMP within the MTDP IV framework, the plan aligns national road network maintenance goals with PNG's broader development agenda, ensuring that road infrastructure investment supports economic resilience, national productivity, and inclusive growth.

4.2 Health and Safety

The principle items of Health and Safety legislation affecting this plan are as follows;

- Industrial Safety, Health and Welfare Act 1961
- DOWH's Employee Health & Medical Emergency Policy
- Public Services Management Act 1995

The above Acts and policy make it a requirement for the department to establish suitable arrangements for the management of all construction works to ensure that all works are carried out in a safe manner.

In addition, there are other regulations and Codes of Practice that relate to the management of Health and Safety on site which include but are not limited to;

• Safe Traffic Control at Road Works FIELD GUIDE

All those involved in the planning, management and delivery of the Road Maintenance will receive appropriate training to ensure that all activities are carried out in accordance with relevant Health and Safety legislations and policies.

SECTION 5: STRATEGY AND HIERARCHY

5.1 Department of Works and Highways

Maintenance and upkeep of the 16 key highways/roads accounting to 8,830km of national road network is the sole responsibility of the Department of Works and Highways. In addition to NR network, DOWH is also responsible for ensuring 9,000km of sub-national road network are maintained and accessible. However, due to funding constraints over the years, the department has always prioritized the national road network.

DOWH also looks after an ever-expanding road network as our community continues to grow. The network is a very valuable asset with the estimated maintenance cost of K300 million per year based on Road Condition Survey. Over the years, due to constraint maintenance budget appropriation, the backlog has risen to approximately K21 billion. If not addressed, the network is in danger of collapsing, therefore maintaining the asset is of paramount importance to properly serve the present generation of road users who rely upon the network daily.

5.2 Road Management and Maintenance Strategy

Our road management and maintenance strategy will be based upon;

- A robust framework of policies and objectives for Road Maintenance
- A detailed inventory of all relevant components of the asset (RAMS)
- A defined hierarchy of all elements of the network
- A comprehensive management system of inspecting, recording data, analyzing, prioritizing, and programming works (RAMS)
- Arrangements to monitor, review and update as necessary, each component of the strategy and the performance of the strategy in delivering the core maintenance objectives using MEAL
- All in accordance with sustainability and best value and practice

The strategy will be subject to alterations as required by changing circumstances, changes to the network or other relevant matters.

5.3 Designing to Minimize Maintenance

The design of new roads or alterations to existing roads will take account of the need to consider the future maintenance implications of the new construction.

5.4 Maintenance Management System using RAMS

The Road Maintenance Management System will be aided by DOWH's Road Asset Management System (RAMS) which comprises various components and they are;

- 1. The network classification. Based on traffic volume and the socio-economic value of the network, classification of road type will be done through a public Gazette. This process will be facilitated by the Road Advisory Committee legislated under the Road (Management and Fund) Act 2020.
- 2. The Asset Database. DOWH will use its Road Asset Management System (RAMS) to collect and store important road data. This will record information on the type, condition, traffic, design, road safety, environmental impact and location of all assets in a GPS map format. The system will enable maintenance calculations to be done to determine the cost of maintenance on the network and develop realistic maintenance work plans annually.
- 3. Specialist Applications. Road Condition Survey measuring surface roughness (IRI) IRI data from the annual survey will be used as a basis for planning future road maintenance works and will provide an objective assessment of the condition of the road network. This information is stored and utilized through RAMS. Bridge inspections will be done also and stored in BAMS. The range of pre-defined condition ratings in terms of IRI are used to categorize the condition rating and calculation of the maintenance cost done based on unit rates. The condition rating parameters are as follow;
 - ➢ 0-4 Good
 - ➢ 4.1 6 Fair
 - >= 6.1 Poor
 - Accident Management System At present, this function is with the Road Transport Authority (RTA) in conjunction with Motor Vehicle

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Insurance Limited (MVIL). Traffic accidents data are provided by the Traffic Office of the PNG Royal Constabulary though inconsistent. While RAMS has the capacity to store accidents data, there is no integration with RTA and MVIL to share data. This will be pursued in the future.

 Routine Management System - This system is used for the management and administration of safety inspections, defects, and programmed work. Trained Road and Bridge Inspectors will undertake this important role to understand the condition status. Based on the initial assessments, the different level of inspections will be determined and undertaken and from it, maintenance and replacement or new constructions will be determined.

5.5 Network Inventory

The Road (Management and Fund) Act 2020 defines a 'Road' as a public road or part of a public road and includes;

- a) the airspace above the surface of the road, and the material beneath the surface of the road; and
- b) a bridge, tunnel, culvert, ford, causeway and waterway crossing structure on a road or other work or structure forming part of the road; and
- c) any adjacent weighbridge for the purposes of weighing any vehicle travelling on the road; and
- d) any adjacent pathway or footpath; and
- e) a vehicular ferry used as a link between two roads;

The Act further explains a 'Road Infrastructure' to be;

- a) infrastructure forming part of a roadway, pathway or shoulder, including structures forming part of the roadway, pathway or shoulder and materials from which a roadway, pathway or shoulder is made; and
- b) infrastructure which is installed or constructed by the relevant road authority for road related purposes to facilitate the safe operation or use of the roadway or pathway or support or protect the roadway or pathway and includes, without limitation, vehicle weighbridges, streetlights, traffic control devices, guard railings and crash barriers;
For the purpose of the Act, 'Roadway' has the same meaning as carriageway. In this plan, the road type in focus is the National Road Network. The Act defines a National Road to mean a road that is classified as a national route road, national main road, national district road or national institutional road and further explains a National Road Network to be the classes of roads that make up the national road network as determined by the National Executive Council through a public Gazette.

As noted above, DOWH, as a Road Authority, has a duty to prepare and keep a list known as the 'Register of Public Roads' and has a statutory duty to manage and maintain all roads that are entered on to that list. A public road is defined as a road that is declared to be a public road under Section 7 of the Road Management and Fund Act 2020 and that is maintained by the local Road Authority. This is distinct from a private road which is a road over which the public has a right of access, but which is maintained by the landowner. The public or private status of a road is a matter of maintenance liability only.

The register of public roads, and all other assets maintained by DOWH being a Road Authority is kept in the Asset Management data base. It is the vision of the department that these roads will be published online and on print media for the public's viewing after being gazetted. The list of assets included are listed below;

- Carriageway
- Causeways
- Fords
- Footpaths
- Cycleways
- Street Lighting
- Illuminated Signs and Bollards
- Non-Illuminated Signs and Bollards
- Vehicle weigh bridges
- Traffic control devices
- Bridges and Structures
- Sea Walls and Retaining Walls
- Drainage
- Road Markings

- Safety Barriers and Railings
- Car Parks
- Bus bays
- Other Assets

This inventory is the basis of quantifying and establishing the annual maintenance programme to be carried out within the constraints of each year's budget. Any shortfall in available budget compared to the desirable works programme will be reported to the Road Fund Board and the National Government.

5.6 The Road Network Hierarchy

The National Transport Strategy (NTS) functional hierarchy for the transport network classified each link (road, air route, sea route) and terminal (cities, towns, airports, seaports) according to its importance as a connecting link in the NRN. Of the 30,000km of both National and Sub-National Road network, 8,830km are classified as National Roads. The NR network is then broken to 4,523km of priority and 4,295km as non-priority based on its socio-economic value and the adjacent population covered. The NRN is the priority of DOWH. At present, as a result of the Connect PNG Program, significant lengths of roads are being constructed which in the past were missing links. It is the vision of the government to develop an uninterrupted road network that runs from Wutung, Vanimo to East Cape in Alotau. With this expansion coupled with increasing traffic flow and economic activities, it has become necessary to re-classify the road hierarchy, hence roads have been identified and are being discussed at the Road Advisory Committee level before it goes though NEC for Gazettal. After this process is complete, the RAMS data base will be updated in terms of location reference points, that is starting points and ending points of roads, assets inventory, etc. At present, PNG does not have expressways and motorways, therefore the Road Hierarchy is only limited to National and Sub-national roads which are mostly dual lanes and four lanes especially in major cities such as Port Moresby, Lae and Mt. Hagen and Kokopo.

The Road Network Hierarchy is classified in the following main categories;

i. *National Route (NR)* - Main roads that link population centers in two or more provinces and/or main road traversing the entire length of an island

province that acts as a collector road. Road in this category are of major economic and strategic importance and link multiple provinces like the Highlands Highway.

- ii. *National Main (NM)* Roads that link major population centers and districts to national routes, and/or strategically important centers (main towns, harbors and airports).
- iii. *National District (ND)* Roads within a single district that link population centers (villages) to areas of importance (large town centers, harbors, airports, markets and hospitals) within the district.
- iv. *National Institutional (NI)* Roads within national institutions (army barracks road or university compound roads, etc). These roads can include roads required for reasons of national defense and/or security reasons.

The priority standing of primarily national roads are assessed using a set of quantified criteria such as value of export flows supported by the infrastructure asset; traffic level, strategic role, population and income potential indices, road condition and works in progress. The leading contender roads are then assigned a qualitative priority on a scale from 1 to 5 where 1 indicates priority.

For the purpose of this Plan the road network hierarchy, which is the responsibility of DOWH is provided only for the 16 key priority roads. Subject to the new Gazettal, the road hierarchy will be updated. Find below the PNG Road Hierarchy Framework. Footpath Hierarchy and Cycle Route for cyclists Hierarchy will also be developed in the future and updated on the RMMP.



Figure 8: Wutung Bridge, Coastal Highway, Vanimo, West Sepik Province

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PNG ROAD HIERARCHY FRAMEWORK

		R	URAL				
				1. PL	JRPOSE		
		- CARRY THROUGH TRA	FFIC ACROSS THE COUNTRY			Ì	- COLLECT PROVIN
	- PR	OVIDE ACCESS TO NATIONALLY SI	GNIFICANT REGIONS, AREAS & LO	CATIONS			- PROVIDE AC
				2. ROAD HIE	RARCHY CLASS		
MOTORWAY	PRIMARY HIGHWAY	SECONDARY HIGHWAY	TERTIARY ROAD	LOCAL ROAD	INSTITUTIONAL/RURAL ROAD	EXPRESSWAY / FREEWAY	URBAN ARTERIAL
8				3. CHARA	CTERISTICS		
- HIGH TRAFFIC CAPACITY CONTROLLED-ACCESS ROADS. - LIMITED ENTRY AND EXIT POINTS. - DUAL CARRIAGEWAY WITH MULTIPLE LANES - GRADE SEPARATED INTERCHANGES AT MAJOR JUNCTIONS - HIGH SPEED LIMITS. - MAY BE TOLLED.	HIGH TO MEDIUM CAPACITY ROADS WITH TWO OR MULTIPLE LANES SIGNALISED INTERSECTIONS AT MAJOR JUNCTIONS DUAL CARRIAGEWAY AND CONTROLLED ACCESS IN SOME SECTIONS. MAY BE TOLLED IN SOME SECTIONS.	SINGLE CARRIAGEWAY TWO-LANE OR MULTI-LANE ROAD SIGNALISED INTERSECTION AT MAJOR JUNCTIONS MORE DIRECT ACCESS TO ADJACENT PROPERTIES THAN PRIMARY HIGHWAYS.	GENERALLY TWO-LANE ROAD OCCASSIONAL PASSING LANES MAY HAVE UNSURFACED SECTIONS IN REMOTE AREAS	GENERALLY NARROWER ROAD. LOWER SPEED AND LOWER TRAFFIC VOLUME. LOCAL TRAFFIC ONLY. MAY BE PARTIALLY OR WHOLEY UNSURFACED.	- GENERALLY NARROW, UNSURFACED OR UNPAVED ROAD, - VERY LOW TRAFFIC VOLUMES	VERY HIGH-CAPACITY CONTROLLED-ACCESS ROAD LIMITED ENTRY AND EXIT POINTS. DUAL CARRIAGEWAY GRADE SEPARATED INTERCHANGES HIGH SPEED LIMITS. MAY BE PARTIALLY OR WHOLEY TOLLED	GENERALLY MULTIP LANED ROAD ROUNDABOUT OR TI SIGNALS AT INTERSE PEDESTRIAN FACILIT DUAL CARRIAGEWA MAY INCLUDE MEDIAN DIVIDERS IN SOME SEC LIMITED ENTRY AND POINTS IN SOME SEC
	*			4. FUI	NCTIONS	\$ 3	
CONNECT MAJOR CITIES AND REGIONS ACROSS THE COUNTRY, FACILITATING FAST AND EFFICIENT LONG- DISTANCE TRAVEL FOR BOTH PASSENGER AND FREIGHT TRANSPORTATION.	LINK MAJOR CITIES, REGIONAL CENTRES AND SIGNIFICANT ECONOMIC ZONES, ACTING AS THE PRIMARY BACKBONE OF THE NATIONAL ROAD NETWORK.	CONNECT SMALLER TOWNS, DISTRICTS CENTRES, INDUSTRIAL AREAS, AND OTHER IMPORTANT LOCATIONS, FEEDING TRAFFIC TO THE PRIMARY HIGHWAYS.	SERVE AS CONNECTORS WITHIN RURAL AREAS, LINKING VILLAGES, SMALL TOWNS, AGRICULTURAL REGIONS AND LOCAL FACILITIES TO THE HIGHER- ORDER ROADS.	- SERVE NEIGHBOURHOODS, TOWNS AND VILLAGES, PROVIDING ACCESS TO RESIDENCES, LOCAL BUISNESSES AND COMMINITY SERVICES.	- PROVIDE ACCESS TO AGRICULTURAL LANDS, FORESTS, SCENIC AREAS AND OTHER RURAL DESTINATIONS, SUPPORTING LOCAL ECONOMIC ACTIVITIES AND TOURISM	- SERVES AS HIGH-CAPACITY, HIGH-SPEED, EFFICIENT LINK FOR PASSENGER AND FREIGHT TRANSPORTATION BETWEEN MAJOR BUSINESS DISTRICTS, MAJOR AIRPORTS AND SEAPORTS, SUBURBS AND INDUSTRIAL AREAS, WITHIN A METROPOLITON REGION.	HANDLE SIGNIFICAN TRAFFIC VOLUMES W URBAN AREAS, CONN MAJOR CENTERS, NEIGHBOURHOODS, COMMERCIAL AREAS PROVIDING ACCESS T PUBLIC FACILITIES.
			-	5 PNG ROAD HIER	ARCHY DESIGNATIONS		-
			1				
	NATIONAL ROADS			2	12 C	SUB-NATIONAL ROADS	
MOTORWAY (MW)	NATIONAL ROUTE (NR)	NATIONAL MAIN (NM)	PROVINCIAL TRUNK (PT)	DISTRICT FEEDER (DF)	LOCAL ACCESS (LA)	EXPRESSWAY/FREEWAY (EX)	HIGHWAY/WAY/AVEN
				6. MAN	AGEMENT		
DEPARTMENT OF WO	RKS AND HIGHWAYS / DESIGN	ATED ROAD AUTHORITY	PROVINCIAL GOVERNMENT	DISTRICT AUTHORITY	DISTRICT AUTHORITY LOCAL-LEVEL GOVERNMENT DEPARTMENT OF FORESTRY DEPARTMENT OF AGRICULTURE & LIVESTOCK DEPARTMENT OF DEFENCE OTHER DESIGNATED INSTITUTION		CITY AUTHORI
			•	7.0	ESIGN		
		DEPARTMENT OF WOR	KS ROAD DESIGN MANUA			T	AUSTROADS U
				0.001	TRUCTION	4	
				8. CONS	INUCTION		
		DEPARTMENT OF W	ORKS SPECIFICATION FO	R ROAD AND BRIDGE WOR	RKS / DEPARTMENT OF WOR	RKS HIGHWAY MAINTENAM	NCE SPECIFICATION

Figure 9: PNG Road Hierarchy Framework

URBAN

CIAL, DISTRICT AND LOCAL TRAFFIC CCESS TO LOCAL PROPERTIES

ROAD COLLECTOR ROAD URBAN LOCAL ROAD

.E	- GENERALLY TWO-LANE	- GENERALLY NARROW
RAFFIC	TURNING LANES	- PEDESTRIAN FACILITIES
TIONS	- ROUNDABOUT OR TRAFFIC SIGNALS AT MAJOR	TRAFFIC ONLY
OR	INTERSECTIONS • PEDESTRIAN FACILITIES	
CTIONS	- DESIGNATED FOR	
TIONS	VOLUMES	

THIN LOCAL STRE ECTING RESIDENTIAL COMMERCIA	ETS WITHIN	WITHIN SUBURBS, COMMERCIAL AND
ECTING RESIDENTIAL COMMERCIA	LAND	COMMERCIAL AND
COMMERCIA	L ADCAO	
	L AREAD	INDUSTRIAL AREAS.
FUNNELING	IT TO ARTERIAL	PROVIDING ACCESS TO
AND ROADS AND	IMPROVING	RESIDENCES, LOCAL
O LOCAL TRAF	FIC FLOW	BUSINESSES AND
		COMMUNITY SERVICES.

UE (UA) WAY/BOULEVARD/ROAD (CR) STREET/PLACE/COURT (UL)

TY / TOWN OR URBAN COUNCIL

RBAN ROAD DESIGN MANUAL

S

5.7 Maintenance Types and Categories

The typical types of maintenance functions specified in the NRNS which should be considered in terms of the output contribution to the core maintenance objectives of safety, serviceability and sustainability are:

1. Routine Maintenance

Routine maintenance activities are carried out throughout the year on a cyclical basis and includes the following activities;

- i. Vegetation clearing
- ii. Crack Sealing
- iii. Pothole Repairs in sealed roadways/carriageways
- iv. Edge Repair
- v. Filling of potholes on unsealed roadways/carriageways
- vi. Drain cleaning
- vii. Culvert cleaning
- viii. Bridge cleaning
- ix. Culvert and headwall maintenance
- x. Maintenance of road furniture

2. Periodic Maintenance/Programmed

Periodic maintenance includes the following activities;

- i. Shoulder grading
- ii. Patrol grading
- iii. Team grading
- iv. Pavement repairs on sealed roadways/carriageways
- v. Pavement repairs on unsealed roadways/carriageways
- vi. Re-sealing of road surface
- vii. Line Markings
- viii. Re-gravelling on unsealed roadways/carriageways
- ix. ¹Culvert headwall replacement
- x. Culvert Repairs
- xi. Bridge Repairs
- xii. Drainage Repairs

3. Urgent/Emergency Maintenance

DEPARTMENT OF WORKS AND HIGHWAYS

Urgent maintenance includes responses to flooding, spillage, land slips, willful damage and any other occurrences that closes the road to vehicular traffic. Works undertaken are of a temporary nature. Emergency maintenance includes responses to major events such as cyclones and generally cover a wider area than the roadways or carriageways. As previously practiced in PNG, budget allocation for emergency works is 10% or less of the routine maintenance budget. The Emergency Restoration Works Policy (ERW) will guide any emergency repair works.



Figure 10: Magi Road (Goilanai to Gadaisu), Milne Bay Province



Figure 11: East West Highway, Manus Province

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SECTION 6: INSPECTION, ASSESSMENT AND RECORDING REGIME

6.1 Inspection

The effective regime of inspection, assessment and recording is the most crucial component of road management and maintenance. The characteristics of the regime, including frequency of inspection, items to be recorded and nature of response, has been defined following an assessment of the relative risks.

The inspection, assessment and recording regime provides the basic information for addressing the core objectives of network safety, serviceability, and sustainability.

All elements of the inspection and assessment regime will be applied systematically and consistently in accordance with the principles of Quality Management Systems such as ISO 9000:2015. It is important to recognize that all information recorded may have consequential implications for safety and may therefore be relevant to legal proceedings.

The risk assessment process for safety inspections is based on ISO 31000 covering the processes of Identification, Analysis and Evaluation. At present state, DOWH does not have a Risk Management Framework in place. Although the department is aware of the risks associated to managing the road asset, there is no proper coordinated approach to managing them, therefore, the department with the help of Donor agencies is currently in the process of developing the framework. Once the framework is finalized, it will be incorporated in the RMMP.

6.2 Categories of Inspection

Inspections and surveys will be carried out as follows;

A) **Safety Inspections -** These comprise frequent inspections of all road elements to identify any defects likely to create danger or serious inconvenience to users of the road or the wider community. They include scouting for road failures such as potholes and failure of road lighting and illuminated signs and less frequent specialized inspections for electrical safety. The inspections can also look at design issues of the roads. For

example, on bends or corners the inspection will identify if there is sufficient super-elevation. Also, the inspections will determine if pedestrian walkways or footpaths are provided and at a safe distance from the road shoulder or if the vegetation overgrowth does not block the visibility of drivers. DOWH will be using the International Road Assessment Program (iRAP) which is designed to eliminate high risk roads by doing the following;

- Inspect high-risk roads and develop Star Ratings, Risk Maps and Safer Road Investment Plans
- Provide training, technology and support that will build and sustain national, regional and local capability
- Track road safety performance so that funding agencies can assess the benefits of their investments.
- B) Service Inspections These are more detailed than safety inspections and relate to the requirements for serviceability. These inspections may be restricted should resources be limited. They may be either;
 - Coarse Visual Inspection
 - Detailed Visual Inspection
 - Inspection for regulatory purposes
- C) Road Condition Surveys These are primarily intended to identify deficiencies in the road fabric which, if untreated, are likely to adversely affect the networks long term performance and serviceability. The survey will include both an annual machine-driven survey of large sections of the network and an annual coarse visual inspection of the entire road network. TotalPave technology is currently used by DOWH to measure the riding quality and surface roughness amongst other technologies such as RoadRoid, Roughometer, Light/Heavy Weight Deflectometer, etc.... Thorough pavement investigations will be undertaken after firstly identifying the distress sections on the pavement.

6.3 Safety Inspections

Roads, Footways and Cycleways

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Safety inspections are specifically to identify defects which present a risk of immediate or imminent danger to users, or a risk of serious short-term structural deterioration and which require urgent attention. Other less serious defects found may also be noted and programmed for repair with no timescales.

Safety inspections of carriageways will generally be undertaken in a slow-moving vehicle. All safety inspections of footways, footpaths and Cycleways will be undertaken on foot.

Additional safety inspections may also be necessary in response to customer requests or complaints, or to user or community concern, as a result of incidents, extreme weather events, or in the light of monitoring information.

The safety inspection regime will take account of potential risks to all road users, in particular the most vulnerable, and are designed to identify any defects likely to create an immediate or imminent danger to the network users.

The frequency with which these safety inspections are undertaken on any part of the network is determined by its position within the hierarchy shown in the list of roads. A list of frequency of safety inspections is set out in Table 1 below.

Feature	Description	Frequency	Method
Road	National Route (NR)	3 Monthly	Drive/Walk
	National Main (NM)	6 Monthly	Drive/Walk
	National District/District Feeder	Annually	Drive/Walk
	National Institutional (NI)	6 Monthly	Walk
	Provincial Trunk (PT)	Annually	Drive/Walk
	Local Access	Annually	Drive/Walk
Footway	All road type	Annually	Walk
Cycleway	Cycle Lane	Annually	Drive/Walk
	Cycle Track	Annually	Drive/Walk

Table 1:. Frequency of Safety Inspections

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The basis of establishing the frequency of safety inspections is the balance between the rate of deterioration of the road and the degree of risk any defect has on road users.

Electrical Installations, Lighting, Illuminated Signs and Bollards

Electrical equipment relating to road lighting, illuminated traffic signs, bollards and road crossings requires particular attention to ensure the safety of users and the community. In addition, failure of any part of the system will have implications for the safety of users. An Inspection and monitoring system is in place which ensures that all electrical equipment is inspected annually upon satisfactory inspection results. Where an unsatisfactory inspection is produced the system must be inspected again in 6 months or as soon as repair works are undertaken. Once a system is repaired back to a satisfactory level it will revert to the annual inspection cycle.

Immediate attention will be paid to any damage or defect that could result in structural failure of a lighting column or exposure to live cables.

Note that Electrical installations, Lighting, Illuminated Signs and Bollards are mostly common in roads within the cities or towns which will fall under the jurisdiction of the City/Town Authorities. The National Road which DOWH oversees do not possess these features, however will monitor stud markers which are mostly solar powered or alternate current (AC) and easy to inspect. Training will be provided for road inspectors who do not possess the knowledge.

Sea Walls and Retaining Walls

All Sea Walls and Retaining Walls such as on slopes or embankment protection will be inspected annually. Known high risk sea walls will be inspected twice a year with additional inspections taking place when deemed appropriate such as after storms or prevailing strong tides. Any repairs identified during these inspections will be added to a works programme or escalated to an emergency repair if the structural integrity of the asset is deemed at risk. The ERW Policy will guide any emergency repair works.

Schedule of Defects to be Included in Safety Inspections



The following is a schedule of defects that may be identified during Safety Inspections. The list is not exhaustive and can be modified to suit local circumstances however it will form the basis for a check list to be used during inspections.

Note - the term 'pavement surface' applies to the roadway/carriageway, footway, or cycle route;

- Debris, spillage, or contamination on the pavement surface
- Displaced road studs on pavement surface
- Overhead wires damaged or unstable
- Damaged or exposed electrical wiring
- Unstable embankments or cuttings
- Trees and bushes with loose branches, unstable or obscuring visibility
- Signs or light columns damaged defective or unstable
- Road markings or studs damaged, missing, or badly worn
- Signs, signals or lighting dirty or obscured
- Sight-lines obscured by trees, bushes, unauthorized signs, or other obstructions
- Safety fencing, parapets, handrails, guardrails or other barriers missing or defective
- Abrupt level differences in the pavement surface
- Potholes, cracks, or gaps in the pavement surface
- Crowning, depression or rutting of the pavement surface
- Edge deterioration of the pavement surface
- Kerbing, edging or channel defects
- Rocking or otherwise unstable pavement surface
- Apparently slippery pavement surface
- Ironwork broken or missing
- Gullies, drains, offlets or ditches blocked or defective
- Standing water, water discharging onto or overflowing across the pavement surface
- Unstable or damaged slope retaining walls
- Cattle grid damaged

Deficiency and Risk

Whether these defects should be treated, how they will be categorized in particular circumstances and the speed and nature of the response will depend, amongst other things, upon the assessed risk posed by it.

This will depend upon;

- The depth, surface area or other degree of deficiency of the defect
- The volume, speed, and other characteristics of traffic
- The location of the defect
- The number of defects and their interaction
- Forecast weather conditions
- Pedestrian usage, volume, and type e.g., children, elderly, disabled etc.

Defects investigatory levels for safety inspections

Defect investigatory levels for safety inspections and specific criteria specified for minimum investigatory levels will be developed for Safety Inspections with all response times being determined by the Inspector dependent on the deficiency and risk characteristics stated above.

Inspection Tolerances

All inspections shall be carried out within 10 working days before or after the due date. A schedule for inspections will be developed.

In the event of being aware that the due date for a programmed inspection cannot be met, the inspector must, without delay, inform the Asset Manager who is the Assistant Secretary for Asset Management and provide reason(s) for this. The Assistant Secretary must document all instances of missed or late inspections. In the case of absence of an inspector due to, for example, annual leave or ill health, the Asset Manager will ensure that a suitably trained substitute Inspector undertakes any inspection due within the time frames set down in the schedule.

During periods of extreme weather, the Asset Manager will decide on the viability of a safety survey being undertaken, considering the availability and safety of staff

and the ability to identify defects. For example, when carriageway is covered in debris from slips, visibility of defects is severely hindered therefore consideration should be made for delaying inspection in these conditions.

6.4 Service Inspections

Service inspections will be carried out primarily to identify deficiencies that compromise the reliability, quality, comfort, and ease of use of the network. Although not intended for identifying defects that could compromise user safety, any such defects observed during service inspections will be recorded and dealt with in the same way as safety inspections. Categories of Service Inspections available for use are detailed in Table 2 below.

Table 2: Service Inspections

Type	Description	Frequency
Coarse Visual Inspection	Normally carried out from a slow- moving vehicle. Rather than recording detailed measurements of individual defects, the survey identifies and categorizes lengths of features having generally consistent defects.	Whole carriageway network is driven annually.
	This survey would include all aspects of the network including drainage, embankments, trees and scrub, fences, traffic signs and road markings.	
Detailed Visual Inspection	Records measured areas or lengths of more closely defined defects, aggregated within short sub-sections, 10m in length.	Will generally only be undertaken if required to determine finite details of programmed maintenance projects.
Inspection for regulatory purposes	The most significant of which involves responsibilities under the Road Management Fund Act 2020	Road Advisory Committee (RAC) to preside over regulatory matters
	Management of register of public roads. Dealing with illegal and unauthorized signs, skip permits,	RAC to determine

temporary closures, and other authorized occupation of the road. Adoption of new roads.

6.5 Road Condition Surveys

TotalPave technology is currently used by DOWH to measure the riding quality and surface roughness amongst other technologies such as RoadRoid, Roughometer, Light/Heavy Weight Deflectometer, etc.... Thorough pavement investigations will be undertaken after firstly identifying the distress sections on the pavement.

The results of the survey are automatically mapped, color-coded, and synced to DOWH's custom TotalPave Web Portal and will form a basis on which to consider our roads network for future surface treatment along with Course Visual Inspections and Safety Inspections.

6.6 Defects and Response Times

Five categories of defects will be used for the safety inspections. They will be determined by using the below risk matrix.

Likelihood

Very high - Will undoubtedly happen - Daily occurrence High - Will probably happen, but not a persistent issue - Weekly occurrence Medium - May happen occasionally - Monthly occurrence Low - Not expected to happen, but it is possible - Annual occurrence Very Low - Improbable - Every 100 years

Impact

Very High - Death High - Extensive injury, major permanent harm Medium - Medical treatment required, Semi-permanent harm up to 1 year Low - First aid treatment, non-permanent harm up to 1 month Very Low - No obvious harm/injury

Risk Matrix

Table 3:. Risk Matrix

Likelihood	Very Low	Low	Medium	High	Very High (5)
\rightarrow	(1)	(2)	(3)	(4)	
Very Low (1)	Cat 5 No Response				
Low (2)	Cat 5 No Response	Cat 5 No Response	Cat 4 Programme	Cat 4 Programme	Cat 3 60 Days
Medium (3)	Cat 5 No Response	Cat 4 Programme	Cat 4 Programme	Cat 3 60 Days	Cat 2 10 Days
High (4)	Cat 5 No Response	Cat 4 Programme	Cat 3 60 Days	Cat 2 10 Days	Cat 1 24 Hours
Very High (5)	Cat 3 60 Days	Cat 3 60 Days	Cat 2 10 Days	Cat 1 24 Hours	Cat 1 24 Hours

Category 1: *Make safe within 2 hours*. Temporary / Permanent repair within 24 hours. Represent a high risk to road users and should be corrected or made safe at the time of inspection, if reasonably practicable. In this context, making safe may constitute displaying warning signs and/or coning off to protect the public from the defect. Where practicable, safety defects of this category should not be left unattended until a temporary or permanent repair has been carried out.

Category 2: *Temporary / Permanent repair within 10 working days*. This allows a more proactive approach to be adopted for those defects that represent a medium risk to road users or because there is a risk of short-term structural deterioration.

Category 3: *Temporary / Permanent Repair within 60 working days*. Defects that require attention because they represent a low risk to road users. This allows defects of this nature to be included into longer planned programmes of work.

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Category 4: *Monitor and/or programme for repair*. Defects in category 4 are not classed as safety defects and as such will not be responded to within a set timescale.

Category 5: *No Response*. Will review in future safety inspection. Defects in category 5 are not classed as safety defects and as such will not be responded to within a set timescale.

6.7 Health and Safety

In general road inspections are carried out from a slow-moving vehicle or on foot. The vehicle should be driven at an appropriate speed to allow any defects to be identified and recorded. All Cat 2 and Cat 3 driven inspections should be carried out by two people due to the increased speed and volume of traffic on these roads.

Inspections are to be conducted in accordance with the Industrial Safety, Health and Welfare Act 1961 and DOWH's Employee Health & Medical Emergency Policy procedures for the health, safety and welfare of its employees and others.

As a minimum;

- a. All staff engaged in inspections should wear high visibility clothing to Class
 3 PPE or ISO EN 20471.
- b. All vehicles used to carry out inspections shall be liveried to meet the standard set in the Safe Traffic Control at Road Works FIELD GUIDE and all necessary vehicle checks shall be carried out prior to inspections undertaken.
- c. Data capture device trial checks shall be carried out prior to inspections being undertaken.

Should it be necessary to stop the vehicle it shall be parked off the live carriageway wherever possible. If this cannot be achieved, there must be clear visibility in both directions and the roof mounted beacon and hazard lights switched on. Traffic must not be forced across continuously solid white lines. If this cannot be achieved, advanced temporary traffic signing must be installed.

All surveys should make use of two-way communications (i.e., Mobile telephone).

Drivers must abide by Regulations of the Road Transport Authority and Traffic Regulations, which prohibits a person from driving a motor vehicle from using a hand-held mobile telephone or a hand-held device.

Communications devices must only be utilized by drivers when the vehicle is safely parked unless it is an emergency, and it is impractical to stop.

Making Safe

If a Category 1 defect is identified, it shall be rectified or made safe at the time of the inspection, if reasonably practicable. Appropriate traffic management shall be put in place immediately and repair crew called out to make repair. The safety inspection vehicle is to remain at the defect if deemed necessary.

Equipment

Three 750mm Traffic Cones - All inspection vehicles should carry a minimum of three 750mm traffic cones. The cones should be kept clean and replaced as necessary.

GPS enabled data capturing system - All inspections shall be undertaken with a GPS enabled system to accurately record the location of defects. Although photographs of defects are not necessary, they may be taken in certain circumstances to aid the repair crew in locating the defect if its location is not clear.

Documents

The following documents must be present in the safety inspection vehicle at all times;

- a. DOWH Road Inspectors Operations Manual
- b. Safe Traffic Control at Road Works FIELD GUIDE

6.8 Competency

Road inspectors undertaking safety inspections shall be IEPNG registered and shall undertake internal training based on the risk-based approach.

All officers involved in investigation of public requests through the Customer Services Platform shall undertake the same internal training mentioned above.

Full record of qualifications held by persons involved in road inspection and Customer Services Platform shall be held by DOWH.



Figure 12: Yalo Bridge, Southern Highlands Province

SECTION 7: CONDITION STANDARDS AND INVESTIGATORY LEVELS

Each element of the network has the potential to contribute to some extent to each of the core maintenance objectives of Safety, Serviceability and Sustainability.

It is necessary to define standards for the condition of each element of the network to meet the core objectives. The Condition Standards set the level at which the need for repairs is established. When funds are limited, the primary objective of safety may be the only one which can be addressed fully or at least substantially.

The following paragraphs set out the standard of conditions to be used in this Plan for the various elements. They will be developed further over time, in consultation with users, providers and the wider community.

The manner in which the various defects impinge on the key objectives of safety, serviceability and sustainability is shown in Tables 4 to 9.

Carriageway, Footway and Cycle Routes

Table 4:. Carriageway, Footway and Cycleways

Key Objectives	
Safety	 Nature, extent, and location of surface defects Nature and extent of kerb and edge defects Nature and extent of surface skidding resistance where appropriate
Serviceability	 Nature and extent of surface defects Ride quality of the surface Extent of encroachment and weed growth The slipperiness of the surface Noise and vibration
Sustainability	 Nature and extent of surface defects Nature and extent of carriageway deflection

Drainage Systems

Table 5:. Drainage System

Key Objectives	
Safety	 Accumulation of water on carriageway, footway, or cycle route
Serviceability	 Accumulation of water on carriageway, footway, or cycle route
Sustainability	 Control flooding Control pollution Inadequate drainage will affect the integrity of the road, reduce the effective life, and increase maintenance costs

Traffic Signs, Bollards, and Pedestrian Crossings

Table 6:. Traffic Signs, Bollards, and Pedestrians Crossings

Key Objectives	
Safety	 Identification of risk to users Separation of potential traffic conflicts Key safety contributor for vulnerable road users
Serviceability	 Contributes to network efficiency and ease of use Contributes to network integrity
Sustainability	 Support of sustainable transport mode Contributes to local economy Heavy traffic routing can optimize maintenance

Fences and Barriers

Table 7:. Fences and Barriers

Key Objectives	
Safety	 Integrity and location of safety fencing for vehicles and pedestrians
Serviceability	1. Risk of livestock disrupting traffic
Sustainability	1. Appearance and condition of fencing

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Road Markings and Studs

Table 8:. Road Markings and Studs

Key Objectives	
Safety	1. Route delineation in darkness and poor weather
Serviceability	1. Ease of use in darkness and bad weather
Sustainability	 Support of sustainable transport modes Edge delineation to reduce edge damage

Verges, Landscaped Areas and Trees

Table 9:. Verges, Landscaped Areas and Trees

Key Objectives	
Safety	 Obstruction to user visibility Leaf fall and debris from trees and bushes causing slippery surfaces Root growth affecting surface regularity
Serviceability	1. Improved quality of user experience
Sustainability	 Landscape conservation Support for habitat and biodiversity Problems of root growth causing damage to road surface, structures, and drainage

Each element of the network will be given a defined standard of condition, which is considered necessary to meet the requirements for safety, serviceability, and sustainability. Where it is not possible to meet these standards within the constraints of the available budgets, targets will be set for attaining and sustaining these standards in the long-term. These standards will be consistently applied and will be reviewed at intervals considering changing circumstances.

SECTION 8: PERFORMANCE MANAGEMENT

8.1 Performance Management Systems

The RMMP is performance based, therefore key outcomes of the plan will be determined against set period and performance reviews will be done at the end of the period to assess the performance.

This will be done through developing a Monitoring, Evaluation, Accountability and Learning (MEAL) mechanism to monitor and track performance management against the set outcomes or objectives. Performance Management tools and templates will be developed to monitor progress. The following are some of the key reasons why MEAL is important in managing maintenance programs;

- 1. Evidence-based decision-making: By collecting and analyzing data on program activities and outcomes, DOWH can make informed decisions about program design, implementation, and resource allocation.
- 2. **Program improvement**: Through ongoing monitoring and evaluation, DOWH can identify areas for improvement, and adjust its programs to ensure that they are meeting the target.
- 3. Accountability: MEAL ensures that DOWH is accountable to its stakeholders, including funders, program participants, and the communities they serve, by providing evidence of program impact and transparency in program management.
- 4. Learning and Adaptation: By reflecting on program results, DOWH can learn from its experiences, identify best practices, and make changes to its programs based on feedback and evidence.
- 5. **Sustainability**: MEAL helps DOWH to design and implement programs that are sustainable over the long term, by identifying factors that contribute to program success and sustainability, and addressing challenges that may impede program effectiveness.

The Performance Management System monitors and measures outcomes by means of several tools, including Maintenance Plans. Maintenance Plans describe core services and activities and provide the mechanism for further planning to take account of new legislation, statutory guidance, political and management priorities, and improvements identified through Specified

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Performance Indicators such as percentage of the road network that should be considered for maintenance treatment. This is determined from the Road Condition Surveys undertaken annually. The condition of roads will be affected by budgetary constraints, traffic flows/usage and weather patterns. Section 6 of this plan deals with relevant inspection, assessment and recording regimes.



Figure 13: Boluminsky Highway, New Ireland Province



Figure 14: West Coast Road, New Ireland Province

SECTION 9: PROGRAMMING AND PRIORITIES

Developing and implementing an effective system for programming and prioritizing road maintenance is a key requirement of the road service. It allows comparison of the overall maintenance requirement against the level of funding available and for appropriate choices to be made. It is especially important when dealing with claims and or awards against DOWH for failure to maintain the road network properly.

The broad priorities for the respective types of road maintenance (routine, periodic, specific and urgent/emergency maintenance) will largely be determined by the outcome of safety and service inspections and condition surveys, assessed against local risks and policies identified within the Road Management & Maintenance Plan. Priorities and programmes for the remaining categories of regulation, weather and other emergencies will largely arise out of the design of the service.

Routine maintenance activities are works required to be undertaken to prevent the rapid or premature deterioration of the road surface and pavement. It provides defined standards of network serviceability, maximizing availability, reliability, integrity, and quality. The priorities and programmes will largely be determined from Category 2 and 3 defects identified during inspections and the implementation of good working practices.

Periodic maintenance activities are works that are carried out on a programmed basis. Programmed maintenance will be undertaken to provide a sustainable road network that minimizes costs over time and adds value to the community and contributes to a sustainable environment. In the longer term it will also contribute to the safety and serviceability of the network. These will incorporate works produced from long term programmes and Category 4 defects from Safety Inspections.

Urgent/unplanned maintenance activities are mostly emergency cases which requires a quick or reactive approach to restoring serviceability. Reactive maintenance is primarily for maintaining network safety and involves attending to Category 1 defects and other matters requiring urgent attention arising from

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inspections and public requests in accordance with the specified standards of response or in the case of emergencies which includes responses to flooding, spillage, land slips, willful damage and any other occurrences that closes the road to vehicular traffic.



Figure 15: Koroba Road (Nipa to Ambua section), Hela Province



Figure 16: Highlands Highway (Lae to Nadzab section), Morobe Province

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SECTION 10: CLIMATE RESILENT INFRASTRUCTURE AND OTHER EMERGENCIES

Under the DOWH Emergency Restoration Works Policy (Roads & Bridges), the department is required to restore accessibility within 48 hours as a response to weather and other emergencies on the road, hence maintenance teams are required to provide assistance during periods of bad weather or other notified civil emergencies, such as road traffic accidents, oil pollution incidents or extreme weather events. The National Disaster and Emergency Act will also be consulted especially if the nature of damage is associated to a natural disaster such as volcano, earthquakes and cyclones causing king tides common in the New Guinea Islands Region of PNG including others.

The effects of climate change must also be considered in planning for both road maintenance and for emergency response in line with the department's Climate Resilience Adaptation & Mitigation Plan. Evidence suggests that the general climate changes will be;

- The climate will become generally warmer.
- Hot and dry periods will be more frequent. Lower lands will experience cold and highlands will experience warm periods which is not common.
- Relative sea levels will continue to rise, and extreme sea levels will occur more frequently.
- Severe gales and storms will occur more frequently.
- Heavy tropical rain, with associated extreme rainfall events, will become more frequent (El Nino)

The consequences of this will be an increased risk of flooding from both the sea and water courses and from the inability of the present drainage system to cope with the increased flows, together with deterioration and damage to the road infrastructure and increased road safety problems from adverse driving conditions.

In addition, maintenance teams will also be required to assist in various emergencies, including;

- High winds causing king tides, hence clearing of debris from the roads is required
- Flooding from the sea due to high or surge tides such as backflow of water especially on roads located along the coastline
- Flooding due to inadequate drainage following prolonged periods of heavy rain
- > Subsidence, landslips, and high temperature
- Road Accidents
- > Oil or other pollution incidents in association with the Cleansing Service.
- Collapsed walls and buildings
- Other Civil Emergencies

Section 4 of the Emergency Restoration Works Policy (ERW) explains that in the event of an emergency on a national road or highway, DOWH shall act swiftly to coordinate and execute the ERW. The scope of ERW is limited to and shall be categorized as follows;

- a) Landslip blocking off section of the highway corridor
- b) Bridge washout severing section of the road or highway
- c) Major road pavement slip
- d) Erosion of material around a bridge abutment

Given the present challenges in especially the impact of climate change, the scope of emergency works should increase. Therefore, the ERW Policy will be revised to meet present challenges.



Figure 17: Trans National Highway (Aseki to Poiyu section), Morobe Province

SECTION 11: ROAD CORRIDOR AND VERGE MAINTENANCE

The cutting of vegetation on roadside verges is done primarily for road safety purposes and to provide a refuge for pedestrians walking on the road. Vegetation on either the roadside verge or private land should not restrict visibility at junctions, access points or bends. In addition, sightlines and minimum stopping distances should be kept clear and signs, lights, and marker posts clearly visible at all times. This will be specified in the Verge Maintenance Plan.

The Road Management and Maintenance Plan (RMMP) 2025 - 2040 is developed in harmony with the PNG Conservation and Environment Protection Authority (CEPA) regulations with the commitment to conserve and enhance biodiversity. Therefore, all road maintenance works occurring outside the road shoulders which involves vegetation or the environment in general will be done in a safe way such that the environment and its habitat is not affected. This includes natural waterways.

The Verge Maintenance Plan recognizes these aims and will contribute to the wider corporate objectives by managing the maintenance of the roadside verges in such a way that it enhances biodiversity whilst ensuring the safety of all road users. The primary objectives of the verge cutting regime will be;

- > To maintain safety
- > To prevent obstruction of sight lines, road traffic signs and other markers
- > To inhibit the growth of dangerous weeds
- > To prevent encroachment of vegetation onto the carriageway
- To manage the roadside verges in a manner that promotes biodiversity by conserving, wherever possible, special wildlife habitats and wildflowers

Verge Maintenance Plan

The Verge Maintenance Plan, which is reviewed annually, specifies the frequency of cutting and identifies which verges are considered conservation verges.

Consultation

The Verge Maintenance Plan will be reviewed annually following consultation with the key stakeholders such as communities living on road sides and the CEPA.



Figure 18: Coastal Highway (Poko to Serra Junction), West Sepik Province



Figure 19: Magi Highway (Beleya River to Olena Hill No. 2), Milne Bay Province

SECTION 12: STREET LIGHTING

The purpose of public lighting is to make the nighttime environment a safe place for all users. This will include lighting to roads, footways and footpaths, cycleways, and public buildings. An appropriate level of lighting not only creates a safer environment but can also help improve the local economy and contribute to a more inclusive society.

All elements of the public lighting system require inspection and maintenance to ensure that they are safe, operate correctly and continue to provide their designed performance and maximize their life. Maintenance can be divided into two categories;

- Cyclical Preventative maintenance carried out on a cyclical basis to reduce or eliminate failures and to ensure that the system is operating safely in the way it is designed to.
- Reactive Repair or replacement of equipment that has failed or been damaged.

An inspection and testing regime is in place to meet both the statutory requirements for electrical inspection and testing and to improve the reliability of the street lighting asset.

Note that Electrical installations, Lighting, Illuminated Signs and Bollards are mostly common in roads within the cities or towns which will fall under the jurisdiction of the City/Town Authorities. The National Road which DOWH oversees do not possess these features, however will monitor stud markers which are mostly solar powered or AC and easy to inspect. Training will be provided for road inspectors who do not possess the knowledge.

SECTION 13: SUSTAINABLE ROAD MAINTENANCE

13.1 Sustainable Development Policy

Road maintenance has a significant role to play, and impact to make, in the achievement of sustainable development. To ensure delivery of this objective, authorities should develop policies for sustainable development in roads maintenance that ensure that there is a linkage between the strategic objectives of DOWH and the government at the highest level, and the materials, practices and processes used in an ongoing way on the road network.

Sustainable development for road maintenance involves living within environmental limits whilst achieving a sustainable economy and includes effective protection of the environment and the prudent use of natural resources. DOWH has developed the National Road Network Strategy which is a sustainable plan for road maintenance for the next 20 years commencing in 2018. The Road (Management and Fund) Act 2020 establishes the PNG Road Fund which is the mechanism to which the national roads would generate its own revenue from fuel levies, toll fees, penalty charges for overload, vehicle registration and so forth, hence funding is guaranteed as annual budgetary appropriations for road maintenance is always limited. This is further supported by the Connect PNG (Funding and Arrangements) Act 2021 which stipulates that 5.6% of the annual budgetary appropriation will be allocated for both capital and maintenance works.

13.2 Quality of Life

Another core objective of the RMMP is network sustainability which can be defined as;

- Minimizing costs over time (whole life costs)
- Maximizing community value
- Maximizing environmental contribution

These are based on the principle that road maintenance should not be just about repairing and replacing the road infrastructure in the most efficient way possible but, in doing so, should add value to the community and benefit to the

environment. These benefits may include improving the quality of public spaces, improving community safety or improved accessibility.

Not all maintenance will make a direct contribution, and, in most cases, the contribution will be small, however the cumulative effect of an efficiently managed maintenance programme will be significant.

In addition, sustainability will be fundamental to a Best Value review of road maintenance. We will carry out a sustainability appraisal of our current practices and delivery arrangements to open new areas for consideration of continuous improvement.

13.3 Materials, Products and Treatments

To meet the core objectives of the RMMP, materials, products and treatments used for road maintenance must meet the required standards for both effectiveness and durability. However, the specification of materials and processes should consider the availability of locally sourced materials, goods, or services whenever possible, even where this may incur a financial penalty or require the adoption of a modified technical standard. In the context of Best Value, the right balance of materials or treatments used in any circumstance should not just be a financial or technical issue but should take account of sustainability and their contribution to the wider community. Since maintenance and capital works are contracted out, the Standards Committee within DOWH will develop and set standards for materials, products and treatments. DOWH will closely coordinate with the PNG National Institute of Standards and Industrial Technology (NISIT) will regulate the standards.

13.4 Technical Specifications and Guidance

All road maintenance will be designed to current technical standards and guidance such as the DOWH Standards and Specifications 2015 and the Highway Maintenance Specification including other relevant Manuals. Where appropriate however, and based on sound engineering judgment, this will be modified to take account of local needs or circumstances.

13.5 Quality Management Training and Development

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Quality management systems are intended to encourage and facilitate consistent management and organizational processes. A substantial proportion of the activities carried out in the maintenance plans will be accredited under ISO 9001:2015 and it is the intention that all Road Management and Maintenance will in time be subject to a quality management regime based on the same principles which will integrate all Road Management and Maintenance Systems.

In addition, in pursuing the objective of network sustainability, the environmental contribution made by road maintenance will be crucial. Consideration will therefore be given to the establishment of an Environmental Management System to ISO 14000 to address the range of issues affecting the environment. The Road Management and Maintenance Plan (RMPP) will be developed in harmony with the PNG Conservation and Environment Protection Authority (CEPA) regulations with the commitment to conserve and enhance biodiversity. These may include;

- Noise
- Materials utilization
- Pollution control
- Nature conservation and biodiversity
- Environmental intrusion

13.6 Noise

Road traffic noise is not generally an issue within PNG however, if a nature of such issue arises, we acknowledge the disruption caused by such an event and will work to resolve wherever possible.

13.7 Materials Utilization, Waste Management and Recycling

Road maintenance activity consumes significant quantities of processed raw materials and manufactured products. Policies for materials purchasing and utilization, waste management and recycling, can all make a major contribution to the objective of network sustainability.

Wherever possible we will maximize the use of local materials to minimize transport cost and support the local economy. This will also help to maintain the local character, particularly in the conservation areas. Sustainable purchasing and materials utilization may however have both cost and technical implications

which must be balanced against the environmental and economic benefits to the community.

Wherever possible, waste materials arising from the reconstruction of roads and footpaths or from other road surface treatments will either be reused directly or reprocessed for subsequent reuse as secondary materials. This includes all road planning and other bitumen products and all stone and concrete waste materials, underlying pavement structure (sub-base/base-course) including road sweepings. Materials that cannot be reused or recycled will be disposed of to an approved disposal site. Wherever practicable we will;

- Retain and reuse materials on site
- Maximize the value of re-used materials
- Support the market development of recycled materials through their use wherever possible
- Ensure that any materials that cannot be reused or recycled are disposed of in accordance with statutory requirements

13.8 Pollution Control

Several maintenance operations have the potential to cause noise, air, or water pollution. Advice will be sought from CEPA and other appropriate environment agencies regarding statutory requirements.

Scarifying or major resurfacing can cause environmental damage, which is inevitable but where possible we will phase, and schedule works to avoid sensitive periods like church gatherings, public holidays, community gatherings, funerals, including the tourist season in main tourist locations and potentially difficult weather conditions.

Fuel and other material storage areas both in depots and sites will be located with care. They will not be sited where they could cause damage to landscape or nature conservation or where they could pollute watercourses or groundwater.

Arrangements will be available to deal with diesel spills particularly on major sites. All planning and environmental requirements will be complied with in accordance with CEPA regulations.

13.9 Nature Conservation and Biodiversity

Biodiversity is simply 'the Variety of Life' from the smallest bug to the mightiest whale, along with the ecosystems they live in. Conserving biodiversity is not just about rare and threatened species and habitats, but the common place as well such as, our roadside verges and wider 'soft estate'. All those who care about the countryside and coastal areas are in fact appreciating biodiversity. It is important for maintaining the quality of our lives and is intimately bound up with it.

Although the countryside and coastal areas may still appear visually attractive, it has become apparent that much of its richness and diversity is under threat; some plants and animals that were once familiar are now rare. Nature has an in-built propensity to change, continually evolving new variants and new species, but all of this occurs naturally over a very long period. Biodiversity cannot evolve fast enough to compensate for the losses and declines we are currently experiencing.

The Road Management and Maintenance Plan will contribute to the wider corporate objectives of DOWH and the government by managing the maintenance of road verges and the wider "soft estate" in accordance with the plans noted above, whilst ensuring that the safety of road users is not/never compromised.

13.10 Dealing with injurious weeds

The control of injurious weeds is also important. We will continue to work with adjacent landowners to control and prevent the spread of injurious weeds. Dangerous weeds will be identified in consultation with CEPA and Department of Agriculture and Livestock (DAL).

13.11 Environmental Intrusion

Depots and material storage are often the most visible evidence of the environmental awareness of the service. Whilst these depots must meet the operational requirements of the service, we will ensure that they are located, designed, managed, and maintained to the highest practicable environmental standards.

Excessive and redundant sign "clutter" will also cause visual intrusion, opportunities will be taken to remove or simplify redundant signing as part of planned maintenance works.

Perhaps the most obvious form of environmental intrusion is the light pollution caused by streetlighting and other lit assets. Most lightings will be converted to LED which is also environmentally friendly.

Note that Electrical installations, Lighting, Illuminated Signs and Bollards are mostly common in roads within the cities or towns which will fall under the jurisdiction of the City/Town Authorities. The National Road which DOWH oversees do not possess these features, however will monitor stud markers which are mostly solar powered or AC and easy to inspect. DOWH will consult with City and Town Road Authorities to remove and replace defective lightings especially if it poses safety risks to the public.

13.12 Environmental Consultation and Assessment

Environmental issues cover a very wide range, each of which is a specialist area and on which experience and best practice is continuing to develop.

We will consult local environmental and conservation groups to develop advice and environmental competence, and to give greater understanding of road maintenance problems. Environmental advisers within DOWH will also be consulted. Such consultees on road maintenance and policies are a fundamental requirement for Best Value reviews.
SECTION 14: FINANCIAL MANAGEMENT AND INVESTMENT PLAN

The Road (Management and Fund) Act 2020 establishes the PNG Road Fund which is the mechanism to which the national roads would generate its own revenue from fuel levies, toll fees, penalty charges for overload, vehicle registration and so forth, hence funding is guaranteed as annual budgetary appropriations for road maintenance is always limited. This is further supported by the Connect PNG (Funding and Implementation Arrangements) Act 2021 which stipulates that 5.6% of the annual budgetary appropriation will be allocated for both capital and maintenance works.

Funding under these two streams will be allocated against the Maintenance Plans and the overall incorporated annual Work Plans. Under the two legislations, midyear and Annual Performance Reports are expected to be produced and tabled in parliament through the National Executive Council (NEC). Every year, budget assessments will be done to determine actual appropriation for maintenance against the budget bid estimates which is actually developed based on the Condition Survey. Understanding the budget shortfalls will help DOWH and the national government realign funding commitments so to avoid backlog issues and a deteriorating network.

The Network Management and Funding Division (NM & F) will report on the financial performance of the service measured against a budget profile developed from a needs-based management and maintenance programme, as specified in the RMMP.

CONCLUSION

The Road Management and Maintenance Plan is developed in line with the National Road Network Strategy 2018 - 2037. The Plan also aims to align with the Connect PNG Program which has a duration of 20 years. While the government is focused on expanding the network under its flagship Connect PNG Program, it is equally critical that after completion of these new road, maintenance programs must kick in to ensure the sustainability of the National Road Network. Similarly, existing national roads which have deteriorated over the years due to limited funding must undergo rehabilitation and this can only be determined through regular and consistent Road Condition Surveys. With an estimated K21 billion backlog of maintenance cost, it is important that this huge backlog is reduced to safeguard our road network moving into the future. This can only happen if appropriate and consistent maintenance funds are provided annually.

The RMMP is developed to ensure a well-managed National Road Network while adopting a risk-based approach to road maintenance. The purpose of the Road Management and Maintenance Plan (RMMP) 2025 - 2040 is to maintain the national road network in a safe, serviceable and sustainable condition for the efficient movement of people, goods, and services, both now and in the future.

With cross cutting issues such as Climate Change, it is also important that the RMMP addresses its impacts of and introduce appropriate adaptation and mitigation measures so that our road network is safe and accessible all year round.

Regular inspections by trained Road Inspectors is key to ensuring correct data is collected and processed through the department's Road Asset Management System (RAMS) to develop correct treatment types and realistic maintenance costs.

Note that this maintenance plan is only for roads. Bridge Maintenance and Replacement Plan will be developed after this as soon as sufficient bridge data is collected.

This is a live document and as such will be reviewed every year as part of its monitoring and evaluation process using the MEAL framework.

APPENDICES

Annex 1. 2024 National Roads and Bridges Maintenance Plan

- 1. 2024 National Roads Maintenance (NRM) Plan
- 2. 2024 National Bridge Maintenance (NBM) Plan (To be included in 2025)

Annex 2. National Road Network 2024 Cash Flow Summary

- 1. NRM Cashflow
- 2. NBM Cashflow

Annex 3. NRN Maintenance Activities and Costings by Status - 15 Year Plan

- 1. Maintenance Cost on Ongoing Road Sections
- 2. Maintenance Cost on Procured Road Sections
- 3. Maintenance Cost on Proposed Road Sections (GAPS)

Annex 4. NRN Maintenance Activities and Costings - 15 Year Plan

- 1. NRM 15 Year Plan
- 2. NBM 15 Year Plan (To be included in 2025)

Annex 5. Maps - National and Sub National Roads

- 1. PNG Map 1 National Road Condition 2023
- 2. PNG Map 2 Priority National Road Condition 2023
- 3. Hiritano Highway_Gulf Province
- 4. Hiritano Highway and Magi Highway Central Province
- 5. Magi Highway & East Cape Road_Milne Bay Province
- 6. Kokoda Road and Northern Highway_Oro Province
- 7. Koroba Road and Halimbu Komo Road_Hela Province
- 8. Highlands Hwy, Wabag-Mendi Hwy & Koroba Rd_Southern Highlands Province
- 9. Pogera Road, Enga Highway, Wabag Mendi Highway) _Enga Province
- 10. Highlands Highway & Baiyer Road_Western Highlands Province

- 11. Highlands Highway_Jiwaka Province
- 12. Highlands Highway_ Chimbu Province
- 13. Highlands Highway_ Eastern Highlands Province
- 14. Highland Highway, Ramu Highway, Wau Highway and Aseki Road __Morobe Province
- 15. Coastal Highway and Ramu Highway-Madang Province
- 16. Sepik and Coastal Highway_ East Sepik Province
- 17. Sepik and Coastal Highway_ West Sepik Province
- 18. Momote Road & East West Highway_Manus Province
- 19. Boluminski Highway and West Coast Road_New Ireland Province
- 20. New Britain Highway East New Britain Province
- 21. New Britain Highway_ West New Britain Province
- 22. Buka Road Autonomous Region of Bougainville

Annex 6. Maintenance Cost Unit Rates

1. National Road Network Strategy (NRNS) Unit Rates with 2023 CPI increment on National Roads

Annex 1. 2024 National Road and Bridges Maintenance Plan

2024 National Roads Maintenance Plan

1.1 SUMMARY

TABLE	1: TOTAL	. CAPITAL INVESTMENT WOR	(S PROGRAM &	OPERATIONAL	MAINTENANCE -	BY STRATEGIC E	CONOMIC CORR	LIDORS AND NA	rion-wide dist	RIBUTION
CORRIDOR	Length (Km)	2024 Budget BID (GoPNG & Donors)	2024 Budge	t Appropriation (GoPf	VG & Donors)	2024	2025	2026	2027	2024-2027
			GOPNG (PGK)	DONOR (PGK)	TOTAL (PGK)					
P1) TRANS-NATION	¢ 424.8	45,000,000	10,000,000	27,300,000	37,300,000	52,658,151	52,241,098	25,925,232	34,125,232	164,949,712
P2) MOMASE	1,568	345,487,168	86,000,000	38,330,000	184,330,000	355,466,761	576,769,566	790,504,342	806,530,464	2,529,271,132
P3) SOUTHERN	1,114.2	118,666,911	10,000,000	1	10,000,000	192,505,011	248,123,319	243,223,836	221,619,661	905,471,828
P4) GULF-HIGHLAN	l[432.6	38,000,000	5,000,000	1	5,000,000	92,382,743	83,397,473	73,416,159	16,010,000	265,206,375
PS) GULF - MADANC	46.0	14,000,000	30,000,000	1	30,000,000	24,948,350	21,000,000	21,000,000	26,000,000	92,948,350
P6) NEW BRITAIN	834.34	107,766,660	10,000,000	'	10,000,000	163,807,764	545,094,702	538,060,664	597,143,965	1,844,107,095
P7) HIGHLANDS	1,827.5	525,068,346	36,000,000	10,000,000	46,000,000	576,775,081	475,065,923	414,769,079	243,768,167	1,710,378,250
P8) BANER	30.00	6,000,000	1	1	1	6,000,000	3,000,000	3,000,000	18,000,000	42,000,000
P9) TRANS-FLY BO	F 300.00	10,000,000	1			26,425,000	59,268,750	59,268,750	70,268,750	215,231,250
P10) BOUGAINVILLE	47.5	1	1	1	1	10,687,500	50,765,625	50,765,625	50,765,625	162,984,375
P11) MANUS	119.2	51,744,369	1	•	1	53,249,932	47,531,216	6,925,240	16,738,340	124,444,728
P12) SANDAUN	179.0	1	1	1	I	I	62,650,000	281,925,000	281,925,000	626,500,000
P13) NEW IRELAND	496.7	23,663,276	1			24,415,209	32,392,387	21,489,039	31,107,587	109,404,221
L) NATION-WIDE	395.4	324,300,000	961,780,500	235,000,000	1,196,780,500	476,819,171	895,169,888	803,659,444	703,118,591	2,878,767,095
TOTAL	8,415	1,798,396,729	1,148,780,500	370,630,000	1,519,410,500	2,056,140,674	3,158,469,947	3,339,932,410	3,117,121,381	11,671,664,412
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Road Management & Maintenance Plan 2025 - 2040

2024 ANNUAL WORK PLAN

2024 ANNUAL WORK PLAN

TOTAL CONNECT PNG PHASE 1: 2021 - 2027 (ECONOMIC ROAD CORRIDOR DEVELOPMENT PROGRAM)

TABLE 2: TOTAL CAPITAL INVESTMENT WORKS PROGRAM & OPERATIONAL MAINTENANCE BY PROGRAM

DESCREPTION	Est. Length	2024 BUDGET BID	2024	BUDGET APPROPAIA	NOL					2024 - 2027 WORK PLANESTIMATE (PGK)
	Þ		COPNG (PGK)	DONOR (PGK)	TOTAL (PGK)	2024	2005	2026	2027	
	8,415	1,798,396,729	1,148,780,500	370,630,000	1,519,410,500	2,056,140,674	3,158,469,947	3,339,932,410	3,117,121,381	11,671,664,412
I: CAPITAL INVESTMENT PROGRAMS	8,415.0	1,489,896,730	1,137,000,000	370,630,000	1,507,630,000	2,044,360,174	3,055,609,947	3,237,072,410	3,014,261,381	11,351,303,912
A) ONGOING & NEW PRIORITIES (STARTS)	4,390.3	0E7,368,87E,1	1,137,000,000	378,630,000	1,507,630,000	1,732,823,979	1,579,922,200	1,358,178,238	1,031,051,976	5,701,976,393
A1. COMPECT PNG STRATEGIC NATIONAL ECONOMIC HIGH WAYS DEVELOPMENT PROCRAM	3,010	1,068,396,730	857,000,000	320,630,000	1,177,630,000	1,139,445,686	826,883,330	690,089,289	315,721,121	2,972,139,427
A2L COMMECT PNG MISSING LIMKS PROCERAM	1,066	129,000,000	135,000,000	22	135,000,000	210,016,955	198,371,806	187,986,412	243,186,412	839,561,585
A3ISLEHARTONAL ROND NETVOEK PROCEAM	313	29,500,000	130,000,000	8	130,000,000	166,401,277	214,212,110	168,726,529	160,768,435	710,115,951
ANIBRADGE MAINTERNANCE AND REPLACEMENT PRIOGRAMM	I	152,000,000	15,000,000	20(000)05	65,000,000	216,960,060	340,447,355.	311,376,007	311,376,007	1,180,159,429
B) PROCUREMENT	2,555.9	95,000,000	1	1949 1949	7	300,686,195	1,227,381,298	1,628,987,724	1,813,885,715	4,978,940,932
BIL COMECT PNG STRATEGIC NATIONAL ECONOMIC HIGH MAYS DEVELOPMENT PROGRAM	1,861	95,000,000	æ	2	1	263,468,194	832,038,297	1,252,596,057	1,437,494,048	3,785,596,596
B2/CONVECT PNG (MSSNGLMKS PROGRAM)	695	3	3.	2	th.	37,218,001	395,343,001	376,391,667	376,391,667	1,185,344,336
B315UB-HMTIONAL ROAD NETWORK PROCPAM	57	a	8	2	8	3	39. C		3	203. S
B416F0DCE/MM/TEMM/DCE/MD/FEPLACE/MEWT PROCPAM	3	93	18	8	33	3	101	2	12	88
C) PROPOSED	1,468.7	16,000,000	0			10,850,000	248,306,449	249,906,449	169,323,690	678,386,588
CITICOLVERCT PNG STRATEGIC NATIONAL ECONOMIC HIGH ANY STREVELOPVENT PROGRAM	127	13,000,000	6	5	,	6	55,134,800	60,634,800	72,634,800	188,404,400
C21 CONVECT PNG MISSING LINKS PROCEAM	8	3,000,000	8	8	10	3,000,000	3,000,000	3,000,000	3,000,000	12,000,000
COISLE-NATIONAL ROAD NETWORK PROCEAM	681	20	8	100	8	7,350,000	189,671,649	186,271,649	93,688,890	476,982,188
C41 BRIDGE MANTENANCE AND REPLACEMENT PROCEAM	0	đ	8	25	78	500,000	500,000	22	25	1,000,000
II: OPERATIONAL RECURRENT MAINTENANCE, ROAD NETWORK MONITORING AND DECLI ATOMY SERVICES DEOCRAMM		119,800,000	11,780,500	£	11,780,500	11,780,500	102,869,000	102,850,000	102,860,000	320,360,500

DEPARTMENT OF WORKS AND HIGHWAYS

2024 TOTAL BUDGET BID = K1.798 BILLION

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- 2024 TOTAL BUDGET APPRORPIATION = K1,508 BILLION
 - GOPING FUNDED/COMPONENT = K1.149 BILLION (76%)
- DONORS FUNDED COMPONENT = K370.630 MILLION (24%)
 - Direct Capital Investment = K120.9 Billion (33%) 17
 - 4.2 Through Programs = K249.730 Billion (67%)
 - 2024 WORK PLAN DISTRIBUTION

- 5.1 Orgoing and New Priorities is X225.2 million more than 2024 Appropriation on Capital Investment
 5.2 Procured projects planned for implementation in 2024 is just over X300 million
 5.3 Balance is spread over the next three (3) years of Phase 1 primarily Major contracts (EPCs)
 5.4 New Proposals are gaps identified on the network primarily on Phase 1 priority totaling nearly K11 million which are planned to be procured this year (2024).
 - APPROPRIATED FUNDING IN 2024. 6 BID SUBMISSION OF K190 MILLION FOR SUB-NATIONAL ROADS AND BRIDGES WAS NOT.

1.2 DETAILS





2024 ANNUAL WORK PLAN

TOTAL CONNECT PNG PHASE 1: 2021 - 2027 (ECONOMIC ROAD CORRIDOR DEVELOPMENT PROGRAM)

TABLE 3: TOTAL CAPITAL INVESTMENT WORKS PROGRAM & OPERATIONAL MAINTENANCE

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DEPARTMENT OF WORKS AND HIGHWAYS





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DEPARTMENT OF WORKS AND HIGHWAYS





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DEPARTMENT OF WORKS AND HIGHWAYS





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Road Management & Maintenance Plan 2025 - 2040

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Road Management & Maintenance Plan 2025 - 2040

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DEPARTMENT OF WORKS AND HIGHWAYS



DEPARTMENT OF WORKS AND HIGHWAYS



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DEPARTMENT OF WORKS AND HIGHWAYS

DENODER

DAVID RUMA WEREH, CMG, FSEPHG SECRETWRY

KONEY SAMLEL CHARRAW - CONNECT PHO STEERING COMMITTEE DEPARTMENT OF NATIONAL PLANATIO & MONITORIS

APPROVED.

11

2024 National Bridge Maintenance Plan (To be included in 2025)

Annex 2. National Road Network 2024 Cash Flow Summary

NRM Cashflow

2024 WORK PROGRAMME FOR DEVELOPMENT BUDGET FUNDED PROJECTS

DIVISION	DEPARTMENT OF WORKS
MAIN RPOGRAME	ROAD TRANSPORT SERVICES
PROGRAM:	MAINTENANCE OF NATIONAL ROADS
ACTIVITYIPROJECT NAME:	MAINTENANCE OF NATIONAL PRIORITY RC
PIP NUMBER:	
ACTIVITY/PROJECT VOTE:	11632/000-0006-0-000

SO

HEAD OF ACTIVITY: EXECUTIVE DIRECTOR. NETWORK PLANNING, DESIGN & STANDARDS MANAGER: ASSISTANT SECRETARY (ASSET MANAGEMENT) TELEPHONE: 224 1512 EMAIL: cjeckson@works.gov.pg

GOVERNMENT PRIORITY/OBJECTIVE: MTDP 4 SPA 02 - Building Country-wide critical enabling infrastructure for socio-economic connectivity.

DIP 2.1 : Connect PNG - Road Transport - The Objective of the Connect PNG Road Program is to achieve 100% National road connectivity by 2040. It will involve improving all Provincial and District Roads, and construct 2,500km of new roads to the existing National road network by 2027. It identifies 14 major Corridors of which seven [7] are prioritised in the MTDP IV: Trans-Island Corridor, Southern Corridor, Gulf Southern Highlands Corridor, New Britain

ACTIVITY/PROJECT OBJECTIVE	EXPECTED OUTPUTS	TARGET	COST			INPLEME	VITATION SCH	EDULE (shat	le in to indicat	8				a summer
	of the period	OUTPUT	ESTIMATE J	AN FEB	MAR	APR	MAY JI	IN JUL	AUG	RP	001	NON	DEC	COMMENTS
To maintain the roads on the National	1. Report of full inventory list of National and Sub-		2,557,100											
Priority Roads to a good service level	National road network	 Road Asset inventory 							_	_		-		
based on availability of resources, i.e		update												
approximately 4200km of roads along the	Report on surveys and investigations carried										-			
Priority Core and Priority non-core roads	out on the Strategic Economic Highway Comidors	2. Road condition surveys			-									
applying holding treatment on the non	and Sub-national along these complors.	and investigations.								_				
priority roads	5				_					_				
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		1								+			1	
EXPENDITURE ITEMS			2.557.100	PROJ	CTED CASH	LOW IKO00		k	2	ę.	8	0 010	-	ANNUAL TOTAL
111- Salanes & Allowances									-	_	_			0.00
121- Travel & subsistence expenses														
122-Utilities														
123- Office materials & supplies														
124- Operational materials & supplies														
125- Transport & fuel										_				
126- Administrative consultancy fees														
136- Other operational expenses					-					_				
136- Training											-			
141-Retirements benefit, pensions,					_									
gradituity, & retirement									_	_				
221- Office furniture & equipment														
224- Plant, equipment & machinery									_					
225- Construction, renovation &									_					
improvement									_	_		_		
TOTAL				0.00	0.00 0.00	00.0	0.00	0.00	0.00	0 00.0	00 00	000 000	0.00	0.00
OTHER DATA														
Mannumer Calliner		2024 Annmeiation												
Staff-on-Strength:		GoPNG	K2.557.100											
Vacancies:														
Unattached:														
Vehicles:														
Labours:														

DEPARTMENT OF WORKS AND HIGHWAYS

ROGRAM/PROJECT NAME: Xecuting Agency: Xpenditure vote no:	CONSTRUCTION & UPGRADING OF NAT DEPARTMENT OF WORKS AND HIGHWI 11632/000-0000-0-000	NONAL RO	ADSMAIN	VTENANCE (DF NATION	AL PRIOF	KITY ROAD	s	-								5		1		
TEM IO.	DESCRIPTION OF ITEM	DONOR CODE ^{1/}	ORIGINA BUDGET	L REVISED BUDGET	JAN Cash	Eash Cash	MAR	1st QTR CASH	APR Cash	MAY Cash	JUN Cash	2ND QTR	JUL Cash	AUG	SEP Cash	3RD QTR	OCT Cash	NOV I Cash C	DEC ash	TH A	NNUAL
53	SubstantialSpecific Maintenance		2,557.1			15	5115	511.5	511.4	511.4 ·	511.4	1,534.2	511.4	0	a	511.4	- 61	- K		1997. 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997	1455/1
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			2,557.	1 0.6	0.0	0.0	511.5	511.5	511.4	511.4	511.4	1,534.2	511.4	0.0	0.0	511.4	0.0	0.0	0.0	0.0	1,557.1
Donar Codes:	D = GoPNG 1 = ADB 2 = World Bank 3 = European Union 4 = IFAD 5 = OECF 6 = IICA 7 = MEA/ID 8 = AusAVID 9 = Other																				
	FINANCIER	DONOR	ORIGINA	L REVISED	IAN	8	MARCH	Ist	APR	MAY	NIN	2nd	JUL	AUG	SEP	3rd	001	NON	DEC	th th	Total
		CODE	BUDGET	BUDGET	Cash	Cash	Cash	-ta	Cash	Cash	Cash	븅	cash	Cash	Cash	Gt	Cash	Cash C	ash	县	
	GOPNG	0	2,557.	1 0.0	0.0	0.0	511.5	511.5	511.4	511.4	5114	1,534.2	511.4	0.0	0.0	511.4	0.0	0.0	0.0	0.0	2,557.1
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	IFAD	4																			
	DECF	5															5-5	-			-
	JICA	9											- 41				- 23				0.0
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	AusAID	*															<u>(1</u>	1			17 · 1
	CHINA & OTHERS	6																			1
	TOTALS		2,557.	1 0.0	0.0	0.0	511.5	511.5	511.4	511.4	511.4	1,534.2	511.4	0.0	0.0	511.4	0.0	0.0	0.0	0.0	2,557.1

NBM Cashflow

2024 WORK PROGRAMME FOR DEVELOPMENT BUDGET FUNDED PROJECTS

DIVISION	DEPARTMENT OF WORKS AND HIGHWAYS
MAIN RPOGRAM:	ROAD TRANSPORT SERVICES
PROGRAM:	CONSTRUCTION AND REHABILITATION OF BRIDGES
ACTIVITY/PROJECT NAME:	MATIONAL BRIDGE MAINTENANCE
PIP NUMBER:	
ACTIMITVIDION IECT MINTE-	44000 MMM ANAM A MMM

HEAD OF ACTIVITY: EXECUTIVE DISECTOR - NETWORK PLANNING, DESIGN & STANDARDS MANAGER: ASSISTANT SECRETARY (ASSET MANAGEMENT) EMAIL: cacison@works.cov.pg TELEPHONE: 324 1512

GOVERNMENT PRIORITYIOBJECTIVE: MTDP 4 SP4 02 - Building Country-wide critical enabling infrastructure for socio-economic connectivity. DIP 241: Connect PNG- Road Transport - The Objective of the Connect PNG Road Program is to achieve 100% Mational road connectivity by 2040. It will involve improving all Provincial and District Roads, and construct 2,500km of new roads to the existing National road network by 2027. It identifies 14 major Corridors of which seven (7) are prioritised in the MTDP IV: Trans-Island Corridor, Southern Corridor, Guift-Southern Highlands Corridor, New Britain Corridor, Highlands Corridor and the Baiyer-Madang Corridor.

ACTIVITY/PROJECT OBJECTIVE	LEXPECTED OUTPUTS	TARGET	COST			IMPLEM	ENTATION SC	HEDULE (sta	te in to indicat	a.				-	
	of the period	OUTPUT	ESTIMATE	JAN FEI	S MAR	APR	MAY	UNN I	UL AU	G SE	P 0C	T NON	DEC	COMME	ENTS
Tomaintain the bridges in the	1. Report of full inventory list of National and Sub-national		2,557,100.0									-		- 15	
national priority road network to a	bridges along the Strategic economic highways corridors and	1) Bridget asset inventory													
good service level based on	in the districts and provinces along these corridors.	Update										F	-		
availability of resources.															
	Report on surveys and investigations carried	2) Bridge condition surveys													
	out on the bridges along Strategic Economic Highway Corridors	& investigations.			_				-			_			
	and Sub-national network														
						-						+			
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					+	+			T	-	-	t	-		
EXPENDITURE ITEM:	S			PR	DJECTED CAS	HFLOW (K'000	1		100				101	ANNUAL	L TOTAL
111- Salaries & Allowances														0.00	
121-Travel & subsistence															
expenses															
122- Utilities													1		
123- Office materials & supplies					-										
124- Operational materials &									_			_			
supplies													_		
125-Transport & fuel															
126- Administrative consultancy												-			
fees													1		
136- Other operational expenses															
136- Training															
144 Defension bounds															
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221- Office fumilure & equipment					-	_							-	_	
224-Plant equipment &															
machinery 225- Construction, renovation &															
improvement											0		-		
TOTAL				0.00	000	0.00 0.0	000 000	0.00	000	0.00	0000	0.00	0:00	00000000	
OTHER DATA	A.							-							
Manpower Ceiling		2024 Appropriation	2												
Staff-on-Strength		GoPNG	K2,557,100												
Vacancies															
Unattached															
Vehicles															
Labours	14														

PROGRAM/PROJECT NAME EXECUTING AGENCY: EXPENDITURE VOTE NO:	ROADS AND BRIDGE SNATIONAL BRIDGE DEPARTMENT OF WORKS AND HIGHWAY 11806/000-0000-0-000	E MAINTENJ YS	ANCE																		
ITEM	DESCRIPTION	DONOR	ORIGINA	REVISED	JAN	Ħ	MAR	1st QTR	APR	MAY	NN	ZND	JUL	AUG	SEP	3RD	50	NON	DEC	4TH	ANNUAL
NO.	OF ITEM	CODE ^{1/}	BUDGET	BUDGET	Cash	Cash	Cash	CASH	Cash	Cash	Cash	QTR	Cash	Cash	Cash	QTR	Cash	Cash	Cash	QTR	TOTAL
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			2,557.1	0.0	0.0	852.4	0.0	852.4	852.4	0.0	0.0	852.4	852.3	0.0	0.0	852.3	0.0	0.0	0.0	0.0	2,557.1
"Donor Codes:																					
	0=GoPNG																				
	1=ADB																				
	2 = World Bank																				
	3 = European Union																				
	4=IFAD																				
	5 = 0ECF																				
	6=JICA																				
	7=NEW ZEALAND																				
	8 = AusAlD																				
	9= Other																				
	FINANCIER	DONOR	ORIGINA	REVISED	JAN	8	MARCH	1st	APR	MAY	IUN	Znd	IN	AUG	SEP	3rd	OCT	NON	DEC	尊	Total
		CODE	BUDGE	BUDGET	Cash	Cash	Cash	븅	Cash	Cash	Cash	븅	cash	Cash	Cash	븅	Cash	Cash	Cash	븅	
	GOPNG		2,557.	0.0	0.0	8524	0.0	852.4	\$524	0.0	0.0	852.4	852.3	0.0	0.0	852.3	8	8	0.0	8	2,557.1
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	EU	3											-					-			
	IFAD	4	_															3—1)			
	OECF	5																	_		
	JICA	9	0.0	0					_	1-1 -	1		7		02 - 31			3 <u>-</u> 3			0.0
	NZAID	7																			
	AusAID	8	0.A	-													_		_		0.0
	CHINA & OTHERS	6	0.0	0				/ _ \	i k	6—9			<u>1</u>	5-5				5-3			0.0
	TOTALS		2,557.3	0.0	0.0	852.4	0.0	852.4	852.4	0.0	0.0	852.4	852.3	0.0	0.0	852.3	0.0	0.0	0.0	0.0	2,557.1

Emergencies Cashflow

2024 WORK PROGRAMME FOR DEVELOPMENT BUDGET FUNDED PROJECTS

DIVISION:	DEPARTMENT OF WORKS AND HIGHWAYS
MAIN RPOGRAM:	ROAD TRANSPORT SERVICES
PROGRAM:	GENERAL ADMINISTRATIVE SERVICES
ACTIVITY/PROUECT NAME:	EMERGENCY ROADS & BRIDGES FUNDING
PIP NUMBER:	
ACTIVITY/PROJECT VOTE:	1112/26426016.412

HEAD OF ACTIVITY: EXECUTIVE DIRECTOR - METWORK PLANNING, DESIGN & STANDAR MANAGER: ASSISTANT SECRETARY (ASSET MANAGEMENT) TELEPHONE: 324 1512 EMAIL: Gackson@works gor pg

GOVERNMENT PRIORITY/OBJECTIVE: MTDP 4 SPA 02 - Building Country-wide critical enabling infrastructure for socio-economic connectivity.

DIP 2.1 : Connect PNG - Road Transport - The Objective of the Connect PNG Road Program is to achieve 100% National road connectivity by 2040. It will involve improving all Provincial and District Roads, and construct 2,500km of new roads to the existing National road network by 2027. It identifies 14 major Corridors of which seven [7] are prioritised in the MTDP IV: Trans-Island Corridor, Southern Corridor, Gulf Southern Highlands Corridor, New Britain Corridor, Louds and the Bainor Modern Corridor for Southern Corridor and the Bainor Modern Corridor Foundation Corridor Corridor Corridor Foundation Corridor New Britain Corridor Foundation Foundation Corridor Foundation Foundation

ACTIVITY/PROJECT OBJECTIVE	EXPECTED OUTPUTS	TARGET	COST			an)	MPLEME	NITATION	SCHEDU	LE (shade	in to indi	(ate)				
	of the period	OUTPUT	ESTIMATE	JAN	FEB 1	AAR	APR N	UL YA	N JU	L AU	G SEI	001	NON	I DE(COM	MMENTS
To effectively and efficiently repond to emergencies	1. Provide report on critical disaster risk areas	_	1,552,100						_			_				
during road & bridges traffic closures due to natural	along the disaster risk zones in PNG to prepare										-					
disasters	advance funding when disaster strikes.		-			620.840		4	92,630		97	2 ['] 630				
Te access roads and bridges in a shorter time as												-			3	
possible for the essential flow of goods & services																
EXPENDITURE ITEM	S		1.552,100		PROJECT	ED CASI	FLOW (K	(800)							ANN	IUAL TOTAL
111- Salaries & Allowances				3			x		i.	3			x.	:	2	X
121- Travel & subsistence expenses									-	-	-	_	-			
122- Utilities																
123- Office materials & supplies																
124- Operational materials & supplies																
125- Transport & fuel																
126- Administrative consultancy fees							1				-					
135- Other operational expenses														-		
136-Training																
141- Retirements benefit, pensions, gratituity, &												_	_	_	_	
retirement								1								
221- Office fumiture & equipment																
224- Plant, equipment & machinery														_		
225- Construction, renovation & improvement																
101A				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	
OTHER DAT	A				Ì			10	100			110	110	5		
Manpower Ceiling	-	2024 Appropriation														
Staff-on-Strength		GoPNG	1,552,100													
Vacancies	14															
Unattached	-															
Vehicles																
Labours																

DEPARTMENT OF WORKS AND HIGHWAYS

ROGRAM/ XECUTING XPENDITU	/Project name: Agency: re vote no:	GENERAL DEPARTMI 12172/264-:	ADMINIST ENT OF Wi 3601-6-112	RATIVE SEI ORKS AND	RVICE S/E HIGHWA	MERGEN YS	ICY ROA	DS AND BR	IDGES F	JNDING										
O EM	DESCRIPTION OF ITEM	DONOR CODE ^{1/}	ORIGINAI BUDGET	REVISED BUDGET	JAN Cash	FEB Cash	MAR Cash	1st QTR CASH	APR Cash	MAY Cash	JUN Cash	2ND QTR	UL AI ash Ca	JG SEI sh Cas	۳ - 5 ۳ - 5	D R Cas	h T Cas	h Cast	4TH QTR	
14	Sub/Specific Maint	•	1.552.1				620.8	620.8			465.6	465.6		465	5.6 46	5.6				1.552.
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			1,552.1	0.0	0.0	0.0	620.8	620.8	0.0	0.0	465.6	465.6	0.0	0.0 46	5.6	0.0	0.0	0.0	0	0 1,552
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Donor Cod	les:																			
	0 = GoPNG																			
	1 = AUB 2 = World Bank																			
	3 = European Union																			
	4 = IFAD 5 = OFCF																			
	6 = JICA																			
	7 =NEW ZEALAND																			
	8 = AusAlD 9 = Other																			
	FINANCIER	DONOR	ORIGINAL	REVISED	JAN	EB	MARCH	1st	APR	MAY	NN	2nd		JG SEI	P 3r	8	T NO	V	4th	Total
		CODE	BUDGET	BUDGET	Cash	Cash	Cash	ţ	Cash	Cash	Cash	Qtr	ash Ca	sh Cas	ج ک	r. Cas	h Cas	h Cas	ţ	
	GOPNG	0	1,552.1	0.0	0.0	0.0	620.8	620.8	0.0	0.0	465.6	465.6	0.0	0.0 46	5.6 46	5.6 0	0:0	0.0	0	0 1,552
	ADBL	1												_						
	WBL	2																		
	EU	3																		
	IFAD	4																		
	OECF	5																		
	JICA	6																		
	NZAID	7																		
	AusAID	∞																		
	CHINA & OTHERS	6																		
	INDIA (EXIM)	10																		
	TOTALS		1,552.1	0.0	0.0	0.0	620.8	620.8	0.0	0.0	465.6	465.6	0.0	0.0 46	5.6 46	5.6 0	0.0	0.0	0	0 1,552

Annex 3. NRN Maintenance Activities & Costings – 15 Year Plan

ROAD MANAGEMENT & MAINTENANCE PLAN 2025 - 2040 4.1 Maintenance Cost on Ongoing Sections

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	3,140.124		450.557	450.557	35.701	109.393	85.438	41.093	104.209	23.483	12.241	25.000	14:000
mnu	2027	438.304	27)	235.498	235.498	8.925	52.383	41,417	19.717	94.733	7.010	3.312	5.000	3.000
million) per Al	2026	859.141	ISE 1 (2020-20	143.923	143.923	8.925	52.383	41.417	19.717	3.159	7.010	3.312	5.000	3.000
Cost Est. (PGK,	2025	827.517	HI	32.097	32.097	8.925	2.064	1.632	0.777	3.159	4.731	2.808	5.000	3.000
Annual	2024	1,015.163		39.040	39.040	8.925	2 562	0.972	0.882	3.159	4.731	2.808	10.000	5.000
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations
Status (2024)						Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Omgoing	Ongoing
Type of Works						LTMC	Upgrading	Upgrading	Upgrading	Early Works	Early Works	Early Works	Early Works	Early Works
Est. Length (Km)		3,304.5		612.7	612.7	113 I	44.9	35.5	16.9	812	50.8	24.0	105.3	142.9
Description		GRAND TOTAL		Total		Wau-Bulolo Hway Rehab (GoA DFAT Grant K20m/AIFFP-Loan-K7.3m)	Emergency Upgrading	Emergency Upgrading	Maintenance	Polyu to Kotdanga	Kotidanga to Mt. Hauemanga	Mt Hauemanga to Murua Br.	40 Mile to Menyamya Road	Wau-Waria-Goilala Road
Road Name					Wau Hwy & Aseki Rd et al	Wau Road (9 Mile to Pine Top Bridge)	Hidden Valley to Kol Wara Mountain	Kol Wara Mountain to Oiwa	Oiwa to Poiyu	Poiyu to Kotidanga	Kotidanga to Mt. Hauemanga	Mt. Hauemanga to Murua	40 Mile to Menyamya Rd	Wau - Waria - Goilala Rd
Province				al Corridor	Morobe, Gulf & Central	Morobe	Morobe	Morobe	Morobe	Morobe	Gulf	Gulf	Morobe	Morobe/Central
Prov Code				Nation	0	74	42	42	42	42	32	32	42	42/33
Corridor				Priority 1_Trans	Priority 1_Trans National Corridor	Trans National Comidor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Comidor
Program					CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG
S					1.0	10.1	1.03	1.04	1.05	1.06	1.07	1.08	111	1.12

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	2,966.773		1,075.367	1,075.367	402.83	61.363	48.517	23.097	202.459	190.906	90.192	35,000	21.000
	2034	314.302		22.583	22.583	4.451	1.796	1.420	0.676	3.248	2.032	0.960	5.000	3.000
	2033	304.573		22.583	22.583	4.451	1.796	1.420	0.676	3.248	2.032	096-0	5.000	3.000
) per Annum	2032	304.573)28 - 2034)	22.583	22.583	4,451	1.796	1.420	0.676	3.248	2.032	09610	5.000	3.000
(PGK, million	2031	232.657	PHASE 2 (2	102.407	102.407	Ċ.	1.796	1.420	0.676	3.248	59.267	28.000	5.000	3.000
nual Cost Est.	2030	493.427		228.985	228.985	129,827	1.796	1.420	0.676		59.267	28.000	5.000	3.000
An	2029	645.437		319.827	319.827	129.827		•	•0	94.733	59.267	28.000	5.000	3.000
	2028	671.805		356.399	356.309	129.827	52.383	41.417	19.717	94.733	7.010	3.312	5.000	3.000
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations
Status (2024)						Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
Type of Works						LTMC	panalangu (Upgrading	Upgrading	Early Works	Early Works	Early Works	Early Works	Early Works
Est Length (Km)		3,304.5		612.7	612.7	1113	6.14	36.5	16.9	81.2	50.8	24.0	105.3	142.9
Description		GRAND TOTAL		Total		Wau-Bulolo Hway Rehab (GoA DFAT Grant K20m/A(FFP-Loan-K7.3m)	Emergency Upgrading	Emergency Lipgrading	Maintenance	Poiyu to Kotelanga	Kotidanga to Mt. Hauemanga	Mt Havemanga to Murua Br.	40 Mile to Menyamya Road	Wau-Waria-Goliala Road
Road Name					Wau Hwy & Aseki Rd et al	Wau Road (9 Mile to Pine Top Bridge)	Hidden Valley to Kol Wana Mountain	Kol Wara Mountain to Oiwa	Oiwa ta Poiyu	Poiyu to Kotidanga	Kobidanga to Mt. Hauemanga	Mt Hauemanga to Murua	40 Mile to Menyamya Rd	Wau - Waria - Goilala Rd
Province				al Corridor	Morobe, Gulf & Central	Monche	Morole	Moroke	Monolee	Monoke	Gulf	Guif	Monoke	Monobe/Central
Prov Code				Nation	0	42	42	42	42	42	32	32	42	42/33
Corridor				Priority 1_Trans	Priority 1_Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor
Program					CPNG	OPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG
ź					01	1.01	1.03	1.04	1.05	1.06	1.07	1.08	1.11	1.12

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	7,418.939	TOTAL	1,724.496	1,724.496	484.493	189.300	148.616	71.169	340.203	235.369	112345	000'06	53.000
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,312.042		198.572	198.572	45.959	18.544	14.662	6.980	33.536	20.980	9.912	30.000	18.000
	2040	180.415		38.679	38.679	14.077	1.796	1.420	0.676	3.248	6.426	3.036	5.000	3.000
Wing	2039	198.653	40)	45.703	45.703	14.077	1.796	1.420	0.676	10.272	6.426	3.036	5.000	3.000
nillion) per A	2038	193.857	E 3 (2035 - 20	38.023	38.023	4,451	5.680	4,491	2138	10.272	2.032	09610	5.000	3.000
t Est. (PGK, r	2037	179.543	PHAS	31.000	31.000	4.451	5.680	4.491	2.138	3.248	2.032	0.960	5.000	3.000
Annual Cos	2036	275.905		22.583	22.583	4,451	1.796	1.420	0.676	3.248	2.032	096.0	5.000	3.000
	2035	283.668		22.583	22.583	4.451	967.1	1.420	0.676	3.248	2.032	0.960	5.000	3.000
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	thamagenety yewi <mark>dg</mark> H	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations
Status (2024)						Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
Type of Works						LTNC	Upgrading	Upgrading	Upgrading	Early Works	Early Works	Early Works	Early Works	Early Works
Est. Length (Km)		3,304.5		612.7	612.7	1113	614	36.5	16.9	81.2	50.8	24.0	105.3	142.9
Description		GRAND TOTAL		Total		Wau-Bulolo Hway Rehab (GoA DFAT Grant K20m(AlFFP-Loan-K7.3m)	Emergency Upgrading	Emergency Upgrading	Maintenance	Poiyu to Kotidanga	Kotidanga to Mt. Hauemanga	Mt Hauemanga to Murua Br.	40 Mile to Menyamya Road	Wau-Waria-Goilala Road
Road Name					Wau Hwy & Aseki Rd et al	Wau Road (9 Mile to Pine Top Bridge)	Hidden Valley to Kol Wara Mountain	Kol Wara Mountain to Oiwa	Oiwa to Poiyu	Poiyu to Kotidanga	Kobidanga to Mt. Hauemanga	Mt Hauemanga to Murua	40 Mile to Menyamya Rd	Wau-Waria - Goilala Rd
Province				al Corridor	Morobe, Gulf & Central	Monoke	Morake	Monobe	Monolee	Morobe	Guif	Guif	Morobe	Morobe/Central
Prov Code				Nation	0	42	43	42	42	42	32	32	42	42/33
Corridor				Priority 1_Trans	Priority 1_Trans National Corridor	Trans National Corridor	Trans National Comidor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Comidor	Trans National Corridor	Trans National Corridor
Program					CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG
ŝ					9	1.01	1.03	1.04	1.05	1.06	1.07	1.08	1.11	1.12

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	3,140.124		463.057	463.057	13.637	135.583	28.165	125.672	80.000	80.000	355.702	355.702	59.927	59,272	143.392	5.508	4.362	3391	3511	i.	
m	2027	438.304	27)	47.581	47.581	0.540	•	7.041	6	20.000	20.000	37.493	37.493	14.030	14.818	6			÷		ł	
million) per Ar	2026	859.141	SE 1 (2020 -202	134.126	134.126		45.194	7.041	41.891	20.000	20.000	93.935	93.935	14.030	14.818	47.797			K.		X	
Cast Est. (PGK,	2025	827.517	PHA	140.675	140.675	6.549	45.194	7.041	41,891	20.000	20.000	110.234	110.234	14.030	14.818	47.797	2.753	2181	1,695	1.756	¥.	
Annual	2024	1,015.163		140.675	140.675	6.549	45.194	7.041	41.891	20.000	20.000	114.039	114 039	17.836	14.818	197.73	2.753	2.181	1.695	1.756	×	
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	Highway Management	Field Operations	Highway Management	Field Operations	Field Operations			Highway Management	Highway Management	Highway Management	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	
Status (2024)						Orngoing	Ongoing	Contract Change scope	Ongoing	Ongoing	Orngioiring			Completed	Orngoirng	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	
Type of Works						Upgrading	Upgrading	LTMC	Upgrading	Upgrading	Early Works			LTPBMC	LTPBMC	Upgrading	Early Works	Early Works	Early Works	Early Works	Early Works	
Est. Length (Km)		3,304.5		486.4	486.4	0.6	40.0	117.4	40.0	100.0	180.0	635.2	635.2	126.4	148.2	54.6						
Description		GRAND TOTAL		Total		Sawmil Junction to DPI Station	Attape End of Seal and Hareich Bridge (CPNG)	Maprik FM Tower to Wewak	Ono Mountain to Yakura Bridge - CPNG	Fisika Road	Enga-Sepik Highway: Ambunti-Maramuni	Total	Kerema-POM-Alotau	Bereina Junction to Brown River	Bautama Roundabout to Imila Bridge	Imila Bridge to Moreguina Turn-Off	Missing Link from Moreguina to Gadoguina Bridge, 20.48km - CPNG	Missing Link from Gaaloguina Bridge to Cloudy Bay Camp, 21 46km - CPNG	Missing Link from Cloudy Bay Camp to Liba River, 30km - CPNG	Missing Link from Liba River to Bonua River, 26.5km - CPNG	Missing Link from Bonua River to Tavanei River - CPNG	
Road Name					Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Sepik Hwy	Ramu Hwy	Fisika Highway	Amkunti- Maramuni		Hiritano Hwy & Magi Hwy (Miasing Link)	Hiritano Hwy	Wagi Hwy	ywH igeM	YwH igeM	www.igew	YwH igeM	YwH igeW	Wagi Hwy	
Province				idor	WSP, ESP & MAD	West Sepik	West Sepik	East Sepik	Bueben	Morobe	East Sepik	ridor	Guff, Central, Milne Bay & Oro	Central	Central	Central	Central	Central	Central	Central	Milne Bay	
Prov Code				se Con	0	45	45	\$	43	42	4	ern Cor	•	S	33	R	33	S	33	33	35	
Corridor				Priority 2 Moma	Priority 2_Montase Corridor	Momase Comidor	Momase Corridor	Momase Comidor	Momase Comidor	Momase Comidor	Momase Corridor	Priority 3 South	Priority 3_Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	
Program					CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	
Ň					2.0	2.02	2.06	220	2.26	2.28	2.29		3.0	3.04	3.08	3.09	3.11	3.12	3.13	3.14	3.15	
Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	2,966.773		792.426	792.426	4.379	11200	55.508	11.200	140.000	570.140	353 758	353.758		102.131	67.135	15274		Р.)	х		×
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	2034	314.302		192.413	192.413	1.139	1.600	4.694	1.600	20.000	163.380	40 500	40.500		14.030	5.928	2.182	•		×		×
	2033	304.573		191.814	191.814	0.540	1.600	4.694	1.600	20.000	163.380	42 460	42,460		15.990	5.928	2.182			×		æ
) per Annum	2032	304.573	128 - 2034)	191.814	191.814	0.540	1.600	4.694	1.600	20.000	163.380	USP CP	42.460		15.990	5.928	2.182		¢.	×	- 54	×
(PGK, million	2031	232.657	PHASE 2 (2)	48.434	48.434	0,540	1.600	4.694	1.600	20.000	20.000	40.500	40.500		14.030	5.928	2.182	4		÷		÷
nual Cost Est.	2030	493.427		58.585	58.585	0.540	1.600	14.845	1.600	20.000	20.000	40 500	40.500		14.030	5.928	2.182	4		2		*
An	2029	645.437		58.585	58:585	0.540	1.600	14.845	1.600	20.000	20.000	73 669	73.669	-	14.030	18.747	2.182	3	•	2	2	*
	2028	671.805		50.781	50.781	0.540	1.600	7.041	1.600	20.000	20.000	73 669	73.669		14.030	18.747	2.182		K)	×		×
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	Highway Management	Field Operations	Highway Management	Field Operations	Field Operations				Highway Management	Highway Management	Highway Management	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement
Status (2024)						Omgoing	Ongoing	Contract Change scope	Ongoing	Origoing	Ongoing				Completed	Ongoing	Omgoing	Omgoing	Ongoing	Ongoing	Ongoing	Ongoing
Type of Works						lpgrading	Upgrading	LTMC	perioding	Upgrading	Early Works				TPBMC	TPBMC	lpgrading	Early Works	Early Works	Early Works	Early Works	Early Works
Est. Length (Km)		3,304.5		486.4	486.4	0.9	40.0	117.4	40.0	100.0	180.0	635.2	635.2		126.4	148.2	54.6					
Description		GRAND TOTAL		Total		Sawmil Junction to DPI Station	Altape End of Seal and Hareich Bridge (CPNG)	Maprik FM Tower to Wewak	Ono Mountain to Yakura Bridge - CPNG	Fisika Road	Enga-Sepik Highway: Ambunti-Maramuni	Total	Kerema-POM-Alotau	Domine Interfine in Domin	bereina Junction to brown River	Bautama Roundatiout to Imila Bridge	Imila Bridge to Moreguina Tum-Off	Missing Link from Moreguina to Cadoguina Bridge, 20.48km - CPNG	Missing Link from Galoguina Bridge to Cloudy Bay Camp, 21.46km - CPNG	Missing Link from Cloudy Bay Camp to Lika River, 30km - CPNG	Missing Link from Liba River to Bonua River, 26.5km - CPNG	Missing Link from Bonua River to Tavanei River - CPNG
Road Name					Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Sepik Hwy	Ramu Hwy	Fisika Highway	Ambunt5- Maramuni		Hiritano Hwy & Magi Hwy	(Missing Link)	Hiritano Hwy	Magi Hwy	Wagi Hwy	ywH igeM	AwH igeM	Wagi Hwy	WWH IBEM	Wagi Hwy
Province				idor	NSP, ESP & MAD	Nest Sepik	West Sepik	East Sepik	Braken	Monoke	East Sepik	ridor	Gulf, Central, Milne Bay &	Dro	Central	Central	Central	Central	Central	Central	Central	Vilne Bay
Prov				se Corr	0	45	45	4	43	42	4	ern Cor	0	Ĩ	33	33	R	33	R	33	S	R
Corridor				Priority 2 Moma	Priority 2_Momase	Momase Comidor	Momase Corridor	Momase Corridor	Vlomase Comidor	Momase Corridor	Momase Corridor	Driority 3 Southe	Priority 3_Southern	JODILLON	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor
rogram					DNG	PNG	PNG N	PNG	PNG N	PNG N	PNG		DNG		PNG	5 SNG	BNG	BNG	SNd	BNG	BNG	BNG
e e					10	202 C	2.06 C	2.20 C	226 C	2.28 C	229 0		CI CI	-	3.04 O	3.08 C	3.09 C	3.11 C	3.12 0	3.13 C	3.14 C	3.15 C
N	_	-			2								m									

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	7,418.939	TOTAL	1,571.628	1,571.628	21.854	163.303	132.139	153.392	386.000	714.940	1.028.235	1,028 235	246.241	187.613	181.195	5.508	4.362	3391	3.511	•
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,312,042		316.145	316.145	3.839	16.520	48.467	16.520	166.000	64.800	318.776	318.776	84.182	61.207	22.529	*	•	*		•
	2040	180.415		23.234	23.234	0.540	1.600	4.694	1.600	4.000	10.800	40.500	40.500	14.030	5.928	2.182	Ϋ́		Ŷ		Y.
mu	2039	198.653	(0)	33.385	33.385	0.540	1 600	14,845	1.600	4.000	10.800	40.500	40.500	14.030	5.928	2,182	Â.		•		•
million) per A	2038	193.857	E 3 (2035 - 20	33.385	33.385	0.540	1.600	14.845	1.600	4.000	10.800	73.669	73.669	14.030	18.747	2.182	Ĭ.	6	×.	3	÷
t Est. (PGK, 1	2037	179.543	PHAS	23.234	23.234	0.540	1.600	4.694	1.600	4.000	10.800	73.669	73.669	14.030	18.747	2.182			¥.		¥.
Annual Cos	2036	275.905		101.154	101.154	0.540	5.060	4.694	5.060	75.000	10.800	45.219	45.219	14.030	5.928	105.9	2		н: -		Æ
	2035	283.668		101.753	101.753	1.139	5.060	4,694	5.060	75.000	10.800	45.219	45.219	14.030	5.928	6.901	S.	ù.	e.	25	i.
RESPONSIBLE ROAD MANAGEMENT WING			-			Highway Management	Highway Management	Field Operations	Highway Management	Field Operations	Field Operations			Highway Management	Highway Management	Highway Management	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement
Status (2024)						Omgoing	Omgoing	Contract Change scope	Ongoing	Ongoing	Origoing			Completed	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
Type of Works						porading	Upgrading	LTMC	Ipgrading	Upgrading	Early Works			TPBMC	TPBMC	poinerpol	Early Works	Early Works	Early Works	Early Works	Early Works
Est Length (Km)		3,304.5		486.4	486.4	0.9	40.0	117.4	40.0	100.0	180.0	635.2	635.2	126.4	148.2	8.8					
Description		GRAND TOTAL		Total		Sawmil Junction to DPI Station	Attape End of Seal and Hareich Bridge (CPNG)	Maprik FM Tower to Wewak	Omo Mountain to Yakura Bridge - CPNG	Fisika Road	Enga-Sepik Highway: Ambunti-Maramuni	Total	Kerema-POM-Alotau	Bereina Junction to Brown River	Bautama Roundaloout to Imila Bridge	Imila Bridge to Moreguina Tum-Off	Missing Link from Moreguina to Gadoguina Bridge, 20.48km - CPNG	Missing Link from Gadoguina Bridge to Cloudy Bay Camp, 21.46km - CPNG	Missing Link from Cloudy Bay Camp to Liba River, 30km - CPNG	Missing Link from Liba River to Bonua River, 26.5km - CPNG	Missing Link from Bonua River to Tavanei River - CPNG
Road Name					Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Sepik Hwy	Ramu Hwy	Fisika Highway	Ambunt- Maramuni		Hiritano Hwy & Magi Hwy Miseinn Linki	Hiritano Hwy	Wagi Hwy	Wagi Hwy	WwH (Berly	AwH (gel)	WWH (Bern	YwH igeW	WWH BEW
Province				idor	WSP, ESP & MAD	West Sepik	West Sepik	East Sepik	Preber	Morobe	East Sepik	ridor	Gulf, Central, Milne Bay & Oro	Central	Central	Central	Central	Central	Central	Central	Vilne Bay
Prov				se Corr	0	45	45	4	43	42	4	em Cor		S	33	33	8	8	R	R	R
Corridor				Priority 2_Momat	Priority 2_Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Priority 3 Southe	Priority 3_Southern Corridor	Southern Comidion	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corristor	Southern Corridor	Southern Corridor	Southern Corridor
rogram					PNG	BNG	PNG	PNG	PNG	PNG	BNG		PNG	BNG	PNG	PNG	PNG	PNG	BNG	PNG	DNG
Ň					20 0	2.02 C	2.06 C	2.20 C	2.26 C	2.28 C	2.29 C		30 C	3.04 C	3.08 C	3.09 C	3.11 C	3.12 C	3.13 C	3.14 C	3.15 C

Phase 1 STIMATE K, million)	121 - 2027)	3,140.124		,	9	Ŷ.	286'6	5.840	25.327	35.187	230.125	230.125	50.203	22.188	73.919	64.440	19.375	25.948	25.948	12.851	12.997
- <u>u</u> 8	(20	304		_	12	e.	2	85	618	027	240	540	25	.600	55	940	000	000	000	000	000
WING	2027	438.	27)						6	5	24.5	24		2		47.	C	4.(4	2	2
, million) per A	2026	859.141	VSE 1 (2020 -20			¢.	×	£.,	7.236	10.053	64.314	64.314	16.734	a	24.640	17.940	5.000	4.000	4.000	2.000	2.000
Cost Est. (PGK)	2025	827.517	НЧ	T.	·,	ï	4.993	2.920	7.236	10.053	74.295	74.295	16.734	10.294	24.640	17.940	4.688	4.000	4 000	2.000	2.000
Annual	2024	1,015.163		Ŷ	3	÷	4,993	2.920	7.236	10.053	66.976	66.976	16.734	10.294	24.640	10.620	4.688	13.948	13.948	6.951	6.997
RESPONSIBLE ROAD MANAGEMENT WING				Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Management	Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations
Status (2024)				Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Omgoing	Ongoing			New Start	Ongoing	New Start	Origoing	Ongoing			Ongoing	Omgoing
Type of Works				Early Works	Early Works	Early Works	Upgrading	Jpgrading	LTMC	LTMC			Upgrading	Construction	Upgrading	Maintenance	Maintenance			Early Works	Early Works
Est. Length (Km)		3,304.5							127.0	179.0	343.6	343.6	34.0	40.0	19.2	130.0	120.4	16.0	16.0	8.0	8.0
Description		GRAND TOTAL		Missing Link from Tavanei Rr to Tanubada Rr - CPNG	Missing Link from Tanubada Jinc to Origiuna River, 22km - CPNG	Missing Link from Origiuna River to Gadaisu Jnc, 19.7km - CPNG	Missing Link from Tanubada Junction to Numumai, 36km - CPNG	Missing Link from Nunumai to Bonua River, 23.4km - CPNG	LTMC from Gadaisu to Gollanai Bridge, 127km	LTMC_Northern Hwy & Kokoda Rd	Total		Mukiri (Kagua) to Erave Station	Erave Station to Semberigi Station	Rindidita Junction to Kware Station	Kaiam Junction to Moro	Missing Link Road (Gulf - SHP)	Total		Tua Rr to Wara Sina (ML)	Wara Sina to Karamui Station
Road Name				, Yewheit Hopking,	, yewide Highway,	Wag Highway,	, yewiter i gew	Wagi Highway,	Wagi Hwy	Oro Hwy & Kokoda Rd	_	GulffSHP Hwy, Tari-Pogera & Kaiam-Moro	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Kaiam-Komo	GuifiSHP Hwy		Gulf-Simbu- Madang Hwy	Karamui Rø M/L	Karamui Rd M/L
Province				Central	Central	Milne Bay	Milme Bay	Milne Bay	Milne Bay	ego B	nds Corrido	Gulf / Highlands	Southern Highlands	Southern Highlands	Southern Highlands	GULFISHP	Guif	Corridor	Guif / Highlanda	Simbu	Simbu
Prov Code				33	33	R	35	R	35	36	-Highla	32/37	37	37	37	37	32/37	Aadang	32/37	40	40
Corridor				Southern Comidar	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Cornidor	Southern Corridor	Priority 4 Gulf -	Priority 4 _Gulf - Highlands Corridor	Gulf-Highlands Comidor	Gulf - Highlands Comidor	Gulf-Highlands Comidor	Gulf - Highlands Comidor	Gulf - Highlands Comidor	Priority 5 Gulf-N	Priority 5_Gulf - Madang Corridor	Gulf-Madang Comidor	Gulf-Madang Comidor
Program				CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG	CPNG	CPNG
Ŷ				3,16	3.17	3.18	3.19	3.20	3.21	3.23		0	4.02	4.03	4.05	4.06	4.07		0.0	5.01	5.02

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	2,966.773		×		£.	3	κ.	70.231	98.987	275.156	275.156	9.520	14.660	5.376	210.60	35.000	59.840	59.840	29.920	29.920
	2034	314.302				×		K .	7.620	10.740	17.388	17.388	1.360	5.060	0.768	5.200	5.000	0.960	0.960	0.480	0.480
	2033	304.573			э	۰.		ю	7.620	10.740	13.928	13.928	1.360	1.600	0.768	5.200	5.000	0.960	0.960	0.480	0.480
per Annum	2032	304.573	28 - 2034)	.е.	9	×		•	7.620	10.740	13.928	13.928	1360	1.600	0.768	5,200	5.000	096.0	0960	0:480	0.480
(PGK, million	2031	232.657	PHASE 2 (20		â	×	3		7.620	10.740	8.728	8.728	1.360	1.600	0.768	4	5.000	0.960	0.960	0.480	0.480
nual Cost Est.	2030	493.427			d.	<u>×</u>	.*	۰.	7.620	10.740	73.728	73.728	1.360	1.600	0.768	65.000	5.000		2	0	4
An	2029	645.437				ħ	2		16.066	22.644	73.728	73.728	1.360	1.600	0.768	65.000	5.000	28.000	28.000	14.000	14.000
	2028	671.805		æ	.,	•		iC	16.066	22.644	73.728	73.728	1.360	1.600	0.768	65.000	5.000	28.000	28.000	14,000	14.000
RESPONSIBLE ROAD MANAGEMENT WING				Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Management	Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations
Status (2024)				Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing			New Start	Ongoing	New Start	Ongoing	Ongoing			Ongoing	Omgoing
Type of Works				Early Works	Early Works	Early Works	pribergol	gnibergq∐	LTMC	LTMC			Upgrading	Construction	Upgrading	Maintenance	Maintenance			Early Works	Early Works
Est Length (Km)		3,304.5							127.0	179.0	343.6	343.6	34.0	40.0	19.2	130.0	120.4	16.0	16.0	8.0	8.0
Description		GRAND TOTAL		Missing Link from Tavanei Rr to Tanukada Rr - CPNG	Missing Link from Tanubada Jinc to Origiuna River, 22km - CPNG	Missing Link from Origiuna River to Gadaisu Jnc, 19.7km - CPNG	Missing Link from Tanuhada Junction to Nunuma, 36km - CPNG	Missing Link from Nunumai to Bonua River, 23.4km - CPNG	LTMC from Gadaisu to Goilanai Bridge, 127km	LTMC_Northern Hwy & Kokoda Rd	Total		Mukini (Kagua) to Erave Station	Erave Station to Semilering Station	Rindidita Junction to Kware Station	Kaiam Junction to Moro	Missing Link Road (Gulf - SHP)	Total		Tua Rr to Wara Sina (ML)	Wara Sina to Karamui Station
Road Name				Magi Highway,	, Yewigh Kabi	, Kewingi Higew	, yewilgiH igeM	Magi Highway,	Wagi Hwy	Ono Hwy & Kokoda Rel	-	Gulf/SHP Hwy, Tari-Pogera & Kaiam-Moro	Erave Road (SHP)Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Erave Road (SHPIGulf Hwy)	Kaiam-Komo	GuitiSHP Hwy		Guff-Simbu- Madang Hwy	Karamui Rd M/L	Karamui Rd M/L
Province				Central	Central	Mihe Bay	Milne Bay	Milne Bay	Mine Bay	80	nds Corrido	Guif / Highlanda	Southern Highlands	Southern Highlands	Southern Highlands	GULFISHP	Gulf	Corridor	Gulf / Highlands	Smbu	Simbu
Prov Code				33	ŝ	32	35	R	8	8	Highla	32/37	37	37	37	37	32/37	ladand	32/37	40	40
Corridor				Southern Corriston	Southern Comidor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Priority 4 _ Gulf -	Priority 4 _ Gulf - Highlands Corridor	Gulf-Highlands Corridor	Gulf - Highlands Corridor	Gulf-Highlands Corridor	Gulf - Highlands Corridor	Gulf - Highlands Comidor	Priority 5 Gulf-M	Priority 5_Gulf - Madang Corridor	Gulf-Madang Corridor	Gulf-Madang Comidor
Program				CPNG	ONIG	CPNG	CPNG	ONIG	CPNG	CPNG		CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG	CPNG	CPNG
Q				3.16	3.17	3.18	3.19	3.20	3.21	3.23		9	4.02	4.03	4.05	4.06	4.07		9	5.01	5.02

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	7,418.939	TOTAL			¥.	8.987	5.840	158.169	222.421	656.892	656.892	73.765	49.908	87.224	361.620	84.375	and a second	93.676	93.676	46.815	46.861
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,312.042		•	,	1	'	1	62.611	88.247	151.612	151.812	14.042	13.060	7.930	86.580	30.000	and a second	7.888	7.888	3.944	3.944
	2040	180.415			14	¥.	4	10	7.620	10.740	41.618	41.618	1.360	1.600	0.768	32.890	5.000		0.960	0.960	0.480	0.480
WING	2039	198.653	(0)			•	•	K.	7.620	10.740	41.618	41.618	1.360	1.600	0.768	32.890	5.000		2.024	2.024	1.012	1.012
nillion) per A	2038	193.857	E 3 (2035 - 20	•	9	÷	1	ŝ.	16.066	22.644	13.928	13.928	1.360	1.600	0.768	5.200	5.000		2.024	2.024	1.012	1.012
t Est. (PGK, r	2037	179.543	PHAS		2	£	3	5	16.066	22.644	13.928	13.928	1.360	1.600	0.768	5.200	5.000		0.960	0.960	0.480	0.480
Annual Cos	2036	275.905			.,	•:			7.620	10.740	18.530	18.530	4.301	1.600	2.429	5.200	5.000		0.960	0.960	0.480	0.480
	2035	283.668		x	3	•	x	ĸ	7.620	10.740	21.990	21.890	4.301	5.060	2.429	5.200	5.000		0.960	0.960	0.480	0.480
RESPONSIBLE ROAD MANAGEMENT WING				Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Management	Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations				Field Operations	Field Operations
Status (2024)				Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Orgoing			New Starf	Ongoing	New Starf	Origoing	Ongoing				Ongoing	Ongoing
Type of Works				Early Works	Early Works	Early Works	Upgrading	Upgrading	LTMC	LTMC			Upgrading	Construction	Upgrading	Maintenance	Maintenance				Early Works	Early Works
Est Length (Km)		3,304.5							127.0	179.0	343.6	343.6	34.0	40.0	19.2	130.0	120.4		16.0	16.0	8.0	8.0
Description		GRAND TOTAL		Missing Link from Tavanei Rr to Tanukada Rr - CPNG	Missing Link from Tanukada Jinc to Origiuna River, 22km- CPNG	Missing Link from Origiuna River to Gadaisu Jnc, 19.7km - CPNG	Missing Link from Tanubada Junction to Nunumai, 36km - CPNG	Missing Link from Nunumai to Bonua River, 23.4km - CPNG	LTMC from Gadaisu to Goilanai Bridge, 127km	LTMC_Northern Hwy & Kokoda Rd	Total		Mukiri (Kagua) to Erave Station	Erave Station to Semberigi Station	Rindicita Junction to Kware Station	Kalam Junction to Moro	Missing Link Road (Gulf - SHP)		Total		Tua Rr to Wara Sina (ML)	Wara Sina to Karamui Station
Road Name				Magi Highway,	, Yewigi Higiway,	Mag Highway,	, Yewihi igeM	, YewigiH igeM	WH BEW	Oro Hwy & Kokoda Rd	_	GulfiSHP Hwy, Tari-Pogera & Kaiam-Moro	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Kaiam-Komo	GuitiSHP Hwy			Gulf-Simbu- Madang Hwy	Karamui Rd M/L	Karamui Rd M/L
Province				Central	Central	Milne Bay	Milne Bay	Milne Bay	Milme Bay	99	nds Corrido	Gulf / Highlands	Southern Highlands	Southern Highlands	Southern Highlands	GULFISHP	Gulf		Corridor	Gulf / Highlands	Simbu	Simbu
Prov				33	8	ĸ	35	ĸ	35	R	Highla	32/37	37	37	37	37	32/37		adang	32/37	40	40
Corridor				Southern Comidor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Priority 4 _ Gulf -	Priority 4 _Gulf - Highlands Corridor	Gulf-Highlands Corridor	Gulf - Highlands Corridor	Gulf-Highlands Corridor	Guff - Highlands Corridor	Gulf - Highlands Corridor		Priority 5_Gulf-M	Priority 5 _ Gulf - Madang Corridor	Gulf-Madang Corridor	Gulf-Madang Corridor
o. Program				3.16 CPNG	3.17 CPNG	3.18 CPNG	3.19 CPNG	3.20 CPNG	3.24 CPNG	3.23 CPNG		CPNG	4.02 CPNG	4.03 CPNG	4.05 CPNG	4.06 CPNG	4.07 CPNG			CPNG	5.01 CPNG	5.02 CPNG
Ż												4.0								5.0		

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	3,140.124		242.080	242.080	110.420	116.660	15.000	1 209 359	956.797	226.585	228.585	C9C-077	239.921	68.000	108.921	000 68		40.000	40.000	450.291	185.754	151.063	84.014	28.860
W	2027	438.304	(L)	35.140	35.140	30.140	*	5.000	37.496	12.240	2		8	1					10.000	10.000	2240	<u>.</u>	8	1.120	1.120
million) per Ar	2026	859.141	SE 1 (2020 -202	74.027	74.027	30.140	38.887	5.000	324 282	198.001	75.528	75.578	97C'C/						10.000	10.000	112.472	61.918	50.554	X	e.
Cost Est. (PGK,	2025	827.517	PHA	74.027	74.027	30.140	38.887	5.000	329 086	253.318	75.528	75.528	970'01	-	4	19)	r.	10.000	10.000	167.789	61.918	50.554	41.447	13.870
Annual	2024	1,015.163		58.887	58.887	20.000	38.887	ĸ	518 495	493.238	75.528	75.528	970°0/	239.921	68.000	108.921	63 000		10.000	10.000	167.789	61.918	50.554	41.447	13.870
RESPONSIBLE ROAD MANAGEMENT WING						Highway Mangement	Highway Management	Highway Management				History Management	Highway Management		Highway Management	Highway Management	Highway Management	Highway Management		Highway Management		Highway Management	Highway Management	Highway Management	Field Operations
Status (2024)						Omgoing	Ongoing	Ongoing				Omanina	Guideund		Ongoing	Ongoing	Ongoing	Ongoing		Ongoing		Ongoing	Ongoing	Omgoing	Ongoing
Type of Works						Detail Design & Construction	Upgrading	Upgrading				Maintenance	Maintenance		Maintenance	Reconstruction	Maintenance	Maintenance		Upgrading		Upgrading	Upgrading	Upgrading	Upgrading
Est. Length (Km)		3,304.5		100.0	100.0	30.0	40.0	30.0	703.5	683.5	42.0	42.0	N7+	438.5	220.5	57.0	164.0	2	35.0	35.0	168.0	58.6	534	28.0	28.0
Description		GRAND TOTAL		Total		Vunapalading (Kasaska) - Alakasam (Baining) - CPNG EPC	Nuau Primary School to Bamus Bridge-CPNG	Hoskins - Kimbe Rd (Indian Exim Bank)	Total		ae - Nadzab Airport (4 Lane)	Yalu Bridge-Nadzab Road (4	(anc)	(Nadzab - Kagamuga)	Nadzak Airport Junction to Henganof Bridge #2 (SHHIP Tranche 1 CW1)	Mangiro Bridge to Munde Bridge (SHHIP Tranche 1 - RIC)	Henganofi Bridge #1 to Mangiro Bridge (SHHIP Tranche 1 - CW2)	Miunde Bridge to Kagamuga Junction (SHHP Tranche 1 - CW2)	ay - Kagamuga to Kiburu Jnc	Kaugel to Kisenopoi Junction (Remuction)	lands Highway Western End)	Mendi (Kiburu Junction) to Nipa Secondary School	Nipa Secondary School to Ambua	Halimbu (Tari) to Fugwa Jnc (Koroka Station)	Maria to Tuku
Road Name					New Britain Hwy	New Britin Hwy	New Britain Hwy	New Britain Hwy		Highlands Highwa		Highlands Highway	lewulên senemenên	Highlands Hig	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Yewrigi	Highlands Highwa	Highlands	piago/Komo (Highl	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway
Province				orridor	BNWNB	BNB	NNB	MNB	rridor	.ae-Mendi, Mendi -	Kopiago.	Annaba	Norone		MonoberEHP	Chimbu	dHB	MKWHP		SHP	endi - Tari - Ko	SHP	SHPIHela	leb	tela
Prov Code				Iritain C	48/49	89	49	49	nds Co	0	17.	40	¥		4241	ą	41	39a/39		37	M	37	37/37a	37a H	37a H
Corridor				Priority 6 New B	Priority 6 New Britain Corridor	New Britain Corrision	New Britain Corridor	New Britain Corridor	Priority 7 Highla	Priority 7_Highlands	Corridor	Hightands Corridor	nignianas comaor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor
Program					CPNG	CPNG	CPNG	CPNG		CPNG		CPNG	CLING		CPNG	CPNG	CPNG	CPNG		CPNG		CPNG	CPNG	CPNG	CPNG
No.					6.0	6.02	6.08	6.11		0.7		7 03	20.1		7.04	7.05	7.06	7.07		7.18		7.21	7.22	7.23	7.24

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	2,966.773		202.000	202.000	7.200	11.200	183.600	91.424	84.224	17.640	17.640	r	31				14.700	14.700	51.884	16.408	14.952	10.262	10.262
	2034	314.302		4.000	4.000	1.200	1.600	1.200	17.384	16.184	2.520	2.520						2.100	2.100	11.564	2.344	2.136	3.542	3.542
	2033	304.573		4.000	4.000	1.200	1.600	1200	12.540	11.340	2.520	2.520	ĸ					2.100	2.100	6.720	2.344	2.136	1.120	1.120
per Annum	2032	304.573	28 - 2034)	4.000	4.000	1200	1.600	1200	12.540	11.340	2.520	2.520	•					2,100	2.100	6.720	2.344	2.136	1.120	1.120
(PGK, million)	2031	232.657	PHASE 2 (20)	2.800	2.800	1.200	1.600	r	12.540	11.340	2.520	2.520	•					2.100	2.100	6.720	2344	2.136	1.120	1.120
uual Cost Est.	2030	493.427		62.800	62,800	1.200	1.600	60.000	12.540	11.340	2.520	2.520	÷					2.100	2.100	6.720	2.344	2.136	1.120	1.120
Anr	2029	645.437		62,800	62.800	1.200	1.600	60.000	12.540	11.340	2.520	2.520	ł					2.100	2.100	6.720	2344	2.136	1.120	1.120
	2028	671.805		61.600	61.600	ĸ	1.600	60.000	11.340	11.340	2.520	2.520	ĸ					2.100	2.100	6.720	2.344	2 136	1.120	1.120
RESPONSIBLE ROAD MANAGEMENT WING						Highway Mangement	Highway Management	Highway Management				Highway Management		Highway Management	Highway Management	Highway Management	Highway Management		Highway Management		Highway Management	Highway Management	Highway Management	Field Operations
Status (2024)						Ongoing	Ongoing	Ongoing				Ongoing		Ongoing	Ongoing	Ongoing	Ongoing		Ongoing		Ongoing	Ongoing	Ongoing	Ongoing
Type of Works						Detail Design & Construction	Upgrading	Upgrading				Maintenance		Maintenance	Reconstruction	Maintenance	Maintenance		Upgrading		Upgrading	Upgrading	Upgrading	Upgrading
Est Length (Km)		3,304.5		100.0	100.0	30.0	40.0	30.0	703.5	683.5	42.0	42.0	438.5	220.5	57.0	154.0		35.0	35.0	168.0	58.6	53.4	28.0	28.0
Description		GRAND TOTAL		Total		Vunapalading (Kasaska) - Alakasam (Balming) - CPNG EPC	Nuau Primary School to Bamus Bridge-CPNG	Hoskins - Kimbe Rd (Indian Exim Bank)	Total		Lae - Nadzab Airport (4 Lane)	Yalu Bridge- Nadzak Road (4 Lane)	(Nadzab - Kagamuga)	Nadizale Airport Junction to Henganofi Bridge #2 (SHHIP Tranche 1 CW1)	Mangiro Bridge to Munde Bridge (SHHIP Tranche 1 - RIC)	Henganofi Bridge #1 to Mangiro Bridge (SHHIP Tranche 1 - CWZ)	Miunde Bridge to Kagamuga Junction (SHHIP Tranche 1 - CW2)	ay - Kagamuga to Kiburu Jnc	Kaugel to Kisenopol Junction (Reconstruction)	landa Highway Western End)	Mendi (Kiburu Junction) to Nipa Secondary School	Nipa Secondary School to Ambua	Halimbu (Tari) to Fugwa Jho (Koroba Station)	Maria to Tuku
Road Name					New Britain Hwy	New Brtain Hwy	New Britain Hwy	New Brtain Hwy		Highlands Highwa	-	Kewitigh spread	Highlands Hig	Highands	Highlands	Highmands	spuelygit Yewingit	Highlands Highwa	Highlands	piago/Komo (High	Highlands Vewhgih	Highlands Highway	Highmark	Highlands Highway
Province				orridor	ENB/WNB	ENB	MNB	MNB	midor	Lae-Mendi, Mendi -	Kopiado.	Monobe		Morobe/EHP	Chimbu	effective and a second se	JWKWHP		SHP	lendi - Tari - Ko	SHP	SHP/Hela	Hela	Hela
Prov Code				Britain C	48/49	48	49	49	ands Co	0		42		42/41	40	41	39a/39		37		37	37/37a	37a	37a
Corridor				Priority 6 New E	Priority 6 _ New Britain Corridor	New Britain Comidor	New Britain Comidor	New Britain Corridor	Priority 7 Highla	Priority 7_Highlands	Corridor	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor
No. Program					CPNG	6.02 CPNG	6.08 CPNG	6.11 CPNG		CPNG		7.03 CPNG		7.04 CPNG	7.05 CPNG	7.06 CPNG	7.07 CPNG		7.18 CPNG		7.21 CPNG	7.22 CPNG	7.23 CPNG	7.24 CPNG

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	7,418.939	TOTAL	485.380	485.380	130.010	144.380	210.990	1.413.144	1,143.522	264.931	264.931	239.921	68.000	108.921	uuu ca	00070	71.955	71.955	566.715	226,364	188.670	103.418	48.264
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,312.042		41.300	41.300	12.390	16.520	12.390	112.361	102.501	20.706	20.706	·	- 14	12		ř	17.255	17.255	64.540	24.202	22 054	9.142	9.142
	2040	180.415		6:595	6.595	1.200	1.600	3.795	12.540	11.340	2.520	2.520	·					2.100	2,100	6.720	2.344	2.136	1.120	1.120
Wnu	2039	198.653	(0)	6.595	6.595	1200	1.600	3.795	12.540	11.340	2.520	2.520	·					2.100	2.100	6.720	2344	2 136	1.120	1.120
illion) per Ar	2038	193.857	3 (2035 - 20	4.000	4.000	1200	1.600	1200	12.540	11.340	2.520	2.520	•					2.100	2100	6.720	2.344	2.136	1.120	1.120
Est. (PGK, m	2037	179.543	PHASE	6.595	0.595	3.795	1.600	1.200	13.870	11.340	2.520	2.520	·					2.100	2.100	6.720	2344	2.136	1.120	1.120
Annual Cost	2036	275.905		10.055	10.055	3.795	5.060	1.200	28.679	26.149	5.313	5.313	•					4.428	4.428	16.408	7.413	6.755	1.120	1.120
	2035	283.668		7.460	7.460	1.200	5.060	1.200	32.193	30.993	5.313	5.313	r					4.428	4.428	21.252	7.413	6.755	3.542	3.542
RESPONSIBLE ROAD MANAGEMENT WING						Highway Mangement	Highway Management	Highway Management				Highway Management		Highway Management	Highway Management	Highway Management	Highway Management		Highway Management		Highway Management	Highway Management	Highway Management	Field Operations
Status (2024)						Ongoing	Ongoing	Ongoing				Ongoing		Ongoing	Ongoing	Ongoing	Ongoing		Ongoing		Ongoing	Ongoing	Ongoing	Ongoing
Type of Works						Detail Design & Construction	Upgrading	Upgrading				Maintenance		Maintenance	Reconstruction	Maintenance	Maintenance		Upgrading		Upgrading	Upgrading	Upgrading	Upgrading
Est. Length (Km)		3,304.5		100.0	100.0	30.0	40.0	30.0	703.5	683.5	42.0	42.0	438.5	220.5	57.0	ą		35.0	35.0	168.0	58.6	53.4	28.0	28.0
Description		GRAND TOTAL		Total		Vunapalading (Kasaska) - Alakasam (Baining) - CPNG EPC	Nuau Primary School to Bamus Bridge-CPNG	Hoskins - Kimbe Rd (Indian Exim Bank)	Total	As	Lae - Nadzab Airport (4 Lane)	Yalu Bridge- Nadzala Road (4 Lane)	ghway (Nadzab - Kagamuga)	Nadzale Airport Junction to Henganofi Bridge #2 (SHHIP Tranche 1 CW1)	Mangiro Bridge to Munde Bridge (SHHIP Tranche 1 - RIC)	Henganofi Bridge #1 to Mangiro Bridge (SHHP Tranche 1 - CW2)	Miunde Bridge to Kagamuga Junction (SHHIP Tranche 1 - CW2)	ay - Kagamuga to Kiburu Jnc	Kaugel to Kisenopoi Junction	lands Highway Western End)	Mendi (Kiburu Junction) to Nipa Secondary School	Nipa Secondary School to Ambua	Halimbu (Tari) to Fugwa Jnc (Koroba Station)	Maria to Tuku
Road Name					New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy		Highlands Highwa	-	(Ewitigh Spinely Highway	Highlands Hig	spuely in the second se	Highlands Highway	Highlands YewhgiH	Highlands Highway	Highlands Highwa	Highlands	opiago/Komo (High	Highlands Highway	Highlands Highway	Highlands Highway	Highlands
Province				orridor	ENB/WNB	ENB	MNB	BNW	midor	Lae-Mendi, Mendi -	VODIADO.	Moroke		Morobe/EHP	Chimbu	đĐ	ЧНМУМИ		SHP	lendi - Tari - K	SHP	SHPIHela	Hela	Hela
Prov				britain C	48/49	48	49	49	unds Co	0		42		42/41	64	4	39a/39		37	2	37	37/37a	37a	37a
Corridor				Priority 6_New E	Priority 6 _ New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	Priority 7 Highla	Priority 7_Highlands	Cottigor	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Comidor	Highlands Corridor		Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor
Program					CPNG	SNG	CPNG	CPNG		SPNG		CPNG		ONG	SNIG	ONG	SPNG		CPNG		CPNG	OPNG	CPNG	OPNG
No.					6.0	6.02	6.08	6.11		012		7.03		7.04	7.05	7.06	70.7		7.18		7.21	722 (7.23	7.24

Ň	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annua	l Cost Est. (PGK,	, million) per Aı	un ne	Phase 1 ESTIMATE (PGK, million)
											2024	2025	2026	2027	(2021 - 2027)
						GRAND TOTAL	3,304.5				1,015.163	827.517	859.141	438.304	3,140.124
										_		0H4	ASE 1 (2020 -20)	27)	
	CPNG	Priority 7_Highlands Corridor	•	WHP, ENGA, SHP & HELA	Enga Hway, Wabag-Mendi Hwy & Pogera	Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al							,		
	CPNG	Priority 7_Highlands Corridor	•	Nation-wide	Pogera-Kopia	go-Oksapim-Teleformin Highway					,		,		
	CPNG	Priority 7_Highlands Corridor	•	Highlands	Various	Highlands Core Road Network	20.0				25.256	75.768	126.281	25.256	252.561
7.51	Sule-Nation	Highlands Corridor	36	ЧНР	Hagen Town Roads	Design & Construction	20.0 (Ipgrading	Procurement	Field Operations	25.256	75.768	126.281	25.256	252.581
		Priority 8 Baive	r Corrie	for		Total									
8.0	CPNG	Priority 8_Baiyer Corridor	•	WHPMadang	Madang - Baiyer							ан. С		•	
		Priority 9_Trans	Fly Bo	rder Corrido	or	Total									
0.0	CPNG	Priority 9_Trans Fly Border Corridor	•	Western	North & South Fly	ML									,
	CPNG	Priority 9_Trans Fly Border Corridor	34	Western	Tabubil - Teleform	yewhghner					,				•
		Priority 10_Bou	gainvill	e Corridor		Total	110.0				10.000	10.000	10.000	10.000	40.000
10.0	CPNG	Priority 10_Bougainville Corridor	8	AROB	Aropa Rd		110.0				10.000	10.000	10.000	10.000	40.000
10.01	CPNG	Bougainville Corridor	8	AROB	Aropa Rd	Kieta Bridge to Toimamapu Bridge	45.0 F	Reconstruction	Ongoing	Field Operations	5.000	5.000	5.000	5.000	20.000
10.02	CPNG	Bougainville Corridor	20	AROB	Aropa Rd	Toimamapu Bridge to Buin Kangu Wharf	65.0 F	Reconstruction	Ongoing	Field Operations	5.000	5.000	5.000	5.000	20.000
	CPNG	Priority 10_Bougainville Corridor	8	AROB	Buka Rd										,
	CPNG	Priority 10_Bougainville Corridor	8	AROB	Buka Rd, Laluai-P	anakei Rd	•						•		•
		Priority 11_Man	us Con	idor		Total	32.2				42.569	42.569		1.288	86.425

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	2,966.773				7.200	7.200		•	•				30.800	30,800	12.600	18.200	•	•	11.801
	2034	314.302				1.200	1.200		•					4.400	4.400	1.800	2.600	•		4.073
	2033	304.573		•		1.200	1.200		•	•				4.400	4.400	1.800	2.600	•	•	1.288
) per Annum	2032	304.573	028 - 2034)			1.200	1.200		•	•	•			4.400	4.400	1.800	2.600			1.288
(PGK, millior	2031	232.657	PHASE 2 (2			1.200	1.200		•	•			•	4.400	4.400	1.800	2.600	•	•	1.288
nual Cost Est.	2030	493.427		•		1.200	1.200		•	•				4.400	4.400	1.800	2.600	•	•	1.288
An	2029	645.437			•	1.200	1.200			•				4.400	4.400	1.800	2.600	•		1.288
	2028	671.805								•			•	4.400	4.400	1.800	2.600		·	1.288
RESPONSIBLE Road Management Ving							Field Operations									Field Operations	Field Operations			
Status (2024)							Procurement									Ongoing	Ongoing			
Type of Works							Upgrading									Reconstruction	Reconstruction			
Est. Length (Km)		3,304.5				20.0	20.0		•	•		•		110.0	110.0	45.0	65.0		•	32.2
Description		GRAND TOTAL		Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al	ago-Oksapim-Teleformin Highway	Highlands Core Road Network	Design & Construction	Take	Total		Total	/ W/L	vewighnen	Total		Kieta Bridge to Toimamapu Bridge	Toimamapu Bridge to Buin Kangu Wharf		anakei Rd	Total
Road Name				Enga Hway, Wabag-Mendi Hwy & Pogera	Pogera-Kopi	Various	Hagen Town Roads			Madang - Baiyer	2	North & South Fl	Tabubil - Teleforr		Aropa Rd	Aropa Rd	Aropa Rd	Buka Rd	Buka Rd, Laluai-l	
Province				WHP, ENGA, SHP & HELA	Nation-wide	Highlanda	dHM		5	WHPMadang	rder Corrido	Western	Western	e Corridor	AROB	AROB	AROB	AROB	AROB	idor
Prov Code				•	•	•	38		Com	•	Fly Bo	•	3	ainville	8	8	8	8	8	s Corr
Corridor				Priority 7_Highlands Corridor	Priority 7_Highlanda Corridor	Priority 7_Highlands Corridor	r Highlands Corridor		Priority 8_Baryer	Priority 8_Baiyer Corridor	Priority 9_Trans	Priority 9_Trans Fly Border Corridor	Priority 9_Trans Fly Border Corridor	Priority 10_Boug	Priority 10_Bougainville Corridor	Bougainville Corridor	Bougainville Corridor	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Priority 11_Manu
Program				CPNG	CPNG	CPNG	51 Sulo-Nation			CPNG		CPNG	CPNG		CPNG	01 CPNG	02 CPNG	CPNG	CPNG	
No.							12			8.0		08			10.0	10.	10.1			

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	7,418.939	TOTAL	•	•	269.621	269.621	•	•			•	116.230	116.230	51.185	65.045		•	108.740
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,312.042		•	•	9.860	9.860	•	•		•		45.430	45.430	18.585	26.845	•	•	10.513
	2040	180.415		•		1.200	1.200	•	•	•			4.400	4.400	1.800	2.600	•		1.288
mnuu	2039	198.653	040)	•		1.200	1.200	•	•	•			4.400	4.400	1.800	2.600	•		1.288
million) per /	2038	193.857	SE 3 (2035 - 2	•		1.200	1.200	•	•	•			4.400	4.400	1.800	2.600	•		1.288
st Est. (PGK,	2037	179.543	PHAS	•	•	2.530	2.530	•	•	•			4.400	4.400	1.800	2.600	•		1.288
Annual Co	2036	275.905		•		2.530	2.530	•	•	•			13.915	13.915	5.693	8.223			1.288
	2035	283.668				1.200	1.200	•					13.915	13.915	5.693	8.223			4.073
RESPONSIBLE Road Management Ving							Field Operations								Field Operations	Field Operations			
Status (2024)							Procurement								Ongoing	Ongoing			
Type of Works							Upgrading								Reconstruction	Reconstruction			
Est. Length (Km)		3,304.5		•	•	20.0	20.0	•	•	•	•		110.0	110.0	45.0	65.0	•		32.2
Description		GRAND TOTAL		Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al	ago-Oksapim-Teleformin Highway	Highlands Core Road Network	Design & Construction	Total		Total	, M.L.	vewigh ner	Total		Kieta Bridge to Toimamapu Bridge	Toimamapu Bridge to Buin Kangu Wharf		'anakei Rd	Total
Road Name				Enga Hway, Wabag-Mendi Hwy & Pogera	Pogera-Kopi	Various	Hagen Town Roads		Madang - Baiyer	2	North & South Fly	Tabubil - Төlөfoп		Aropa Rd	Aropa Rd	Aropa Rid	Buka Rd	Buka Rd, Laluai-f	
Province				WHP, ENGA, SHP & HELA	Nation-wide	Highlands	ЧНР	lor	WHPMadang	rder Corrido	Western	Western	e Corridor	AROB	AROB	AROB	AROB	AROB	idor
Prov Code				•	•	•	38	r Corric	•	Fly Bo	•	3	Jainvill	8	8	8	8	8	us Corr
Corridor				Priority 7_Highlands Corridor	Priority 7_Highlands Corridor	Priority 7_Highlands Corridor	r Highlands Corridor	Priority 8_Baiye	Priority 8_Baiyer Corridor	Priority 9_Trans	Priority 9_Trans Fly Border Corridor	Priority 8_Trans Fly Border Corridor	Priority 10_Bou	Priority 10_Bougainville Corridor	Bougainville Corridor	Bougainville Corridor	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Priority 11_Man
Program				CPNG	CPNG	CPNG	51 Sule-Natio		CPNG		CPNG	CPNG		CPNG	01 CPNG	12 CPNG	CPNG	CPNG	
Ŷ							11		8.0		0.9			10.0	10.0	10.0			

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	4 3,140.124		8.425	8 8			•		7 36.871	1 36.871	36.671	•	•			
Mnum	2027	438.30	021)	12	13	•		1		5.26	5.2	23					
, milion) per J	2026	859.141	ASE 1 (2020-2	•	•			•	•	10.535	10.535	10.235	•	•			
al Cost Est. (PGK	2025	827.517	H	695.77	692 <i>7</i> 7			•		10.535	10.535	10.555	•	•			
Annua	2024	1,015.183		42,569	42.569			•		10.535	10.535	10.555	•	•			
RESPONSIBLE ROAD MANAGEMENT WING					Field Operations							Field Operations				(TV	
Status (2024)					Ongoing							Ongaing				Assing Link (A	
Type of Works					Reconstruction							ONL				S N EH D) / N	
Est. Lengh (Km)		3,304.5		322	322 F	•		•	•	265.0	265.0	2650 1	•	•		Development (
Description		GRAND TOTAL			NBC Junction to Kawa Primary School Tum-off	um Road		lota		Total		Kavieng OburtHouse Jiro to Nemetarei (Selmun Bridge (CH265-000KMI))				: National Economic Highway	
Road Name				East West Hwy	East West Hwy	Momote & Lombr		2	Bewani Road		Bubminsky Hvy	Boluminiski Highwey	Bubminsky Hvy	West Coast Road		w Starts: Strategi	
Province				Narus	Marus	Manus		order Comdo	West Sepik	I Comidor	New heland	din	New heland	New heland		Ongoing & Ne	
Code				4	楮	49	-	a III	49	reland	4	G.	4	4			
Comidan				Priority 11_Mnus Corrido	Manus Caridor	Priority 11_Minus Corridor		P nonty 12 Sand	Priority 12, Sandaun Border Opridor	Priority 13_New I	Priority 13_New Instand Corridor	New Ireland Comidor	Priority 13_New IrelandCorridor	Priority 13_New InstandCorridor	Notations		
Program				CPING	OP NG	CPNG			CP NG		CPNG	OP NG	CPNG	CPNG			
Ň				Ę	10				+-		¥	13.0					NOTES

1. Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)

Sections demarcated as per contracted/procured/proposed sections as delineated and based with 2023 condition to determine respective treatments for those

proposed.

3. Missing Link Sections programmed thru New Roads Construction Rates

4. Roadupgrading Sections programmed thru Road Upgrading Rates

Readconstruction/reconstruction/ rehabilitation Sections programmed using sealed and unscaled rates based on surface type.

Rates in recent based by NRA to maintain cost within the CPNIS 2020 2040 Multil year Financing Plan. Unscaled Rates used as applicable (Refer to RAMS Unit Rates table for 6. Without traffic data, as rule of thumb, for asset preservation for sested roads, resealing is programmed after 7 years whilst routine maintenance rate of K60,000/km/yr is used for heavy traffic roads or fair condition roads. New Seal - RTN MaintenanceRate is K40,000(km/yr. This is reduced by a quarter from K110,912/km/yr. Tased on PBMC details).

No. Progra	m Conidor	Co de	Province	Road Name	Description	Est. Length T (Km) V	ype of Sta Vorka (20	RE atus 024) MA	SPONSIBLE ROAD NAGENENT WING		Am	ual Cost Est. (I	OGK, million)	perAmum			Phase 2 ESTIMATE PGK, million)
										2028	2029	2030	2031	2032	2033	2034	(2028 - 2034)
					GRAND TOTAL	3,304.5				871.805	645.437	483.427	232.057	304.573	304.573	314.302	2,966.773
													PHASE 2 (200	(*5034)			
11.0 CPNG	Priority 11_Minus Conidor	4	such	East West Hwy		322				1288	1288	1288	128	1.28	128	4073	11.801
1101 CPNG	Menus Comider	4	Nerus	East West Hwy	NBC Junction 15 Kewe Primery School Turn-dif	322 Reco	rshuction Orgoi	e e	d Operations	1200	1288	1288	1.28	1.28	128	4073	11.801
GND	Priority 11_Minus Ocritica	4	and	Momote & Lonio	um Road					•				•		•	•
	Priority 12_Sand	daun Bo	rder Comide	or	Total												•
E CPNG	Priority 12, Sanchun Border Corridor	4	West Sepik	Bewani Road							•	•	•	•	•	•	
	Priority 13_New	Ireland	Comidor		Total	265.0				10.600	10.600	10.600	10.600	10.600	10.600	10.600	74.200
13 CPNG	Priority 13, New Inshind Corridor	4	New Incland	Bulominsky Hwy		266.0				10600	10.600	10.600	10.600	10.600	10.600	10.600	74.200
1301 CPNG	New heland Comidar	4	đ	B duminiski Highwey	Karieng Court House Jric b Nemetanei (S dimun Bridge (CH265-000KM)	265.0 LTN(C Orgoir	e e	d Operations	10600	10600	10.600	10.600	10.600	10,600	10.600	14300
SMD	Priority 13, New Februal Corridor	4	New Iteland	Bulominsky Hwy						•			•	•	•	•	•
CPNG	Priority 13, New Irekned Corridor	4	New Iteland	West Coast Road						•	•	•	•	•	•	•	
	Notations																
			Ongoing & No	ew Starts: Strateg	z National Economic Highway	Development (S N	E H D) / Missing	(Inik (MI)									
NOTES:																	
1. Unit Pates us	ed a ourrent rates at AA	MB/RAM	5(Subject to re	eview in future.)													

 Sections demancated as per contracted/proposed sections as delineated and bas ed with 2023 condition to determine respective treatments for those proposed.

3. Missing Unit Sections programmed thru New Roads Construction Rates

Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type. 4. Road upgrading Sections programmed thru Road Upgrading Rates

6. Without traffic data, as rule of thurds, for azest preservation for scaled roads, rescaling is programmed after 7 years whills routine maintenance rate of K60,000/hm/yris used for heavy traffic routine maintenance. New Scal - RTN Maintenance Rate is K40,000/hm/yr. This is reduced by a quarter(from K110,912/hm/yr) based on PBMC Rates in recent based by NRA to maintailn cost within the CPMS 2020 2040 Multityear Financing Plan. Unscaled Fates used as applicable (Refer to RAMS Unit Fates table for details).

No.	Program	Comidor	Prov	Province	Road Name	Description	Est. Length (Km)	Type of Works	status (2024)	RESPONSIBLE ROAD MANAGEMENT WING		A mual Cost	Est. (PGK, m	illion) per An	Ę		Phase 3 ESTIMATE PGK, million)	Total (Phase1, 2 & 3) ESTIMA TE (PGK, million)
											2035	2036	2037	2038	2039	2040	(2035 - 2040)	(2021 - 2040)
						GRAND TOTAL	3,304.5				283.608	275.905	179.543	183.857	198.653	180.415	1,312.042	7,418.939
													PHASI	E 3 (2035 - 204	â			TOTAL
11.0	CPNG	Priorby 11_Minus Corridor	4	llans	East West Hwy		22				4073	1288	128	1288	128	128	10.513	108740
1011	CPING	Menus Comider	R	Menus	EastWestHwy	NBC Junction to Kewe Primery School Turn-dif	22	Reconstruction (Ongoing	Field Opendians	4073	1288	128	1288	138	138	10513	108.740
	GND	Priorby 11_Minus Corridor	4	lane	Nomote & Lombr	m Road									•			
		Priority 12_Sand	aun Bo	orderComid	for	Total	1					•	•	•	•	•	•	•
t 1	CPNG	Priority 12, Sanchun Bonder Corridor	4	West Sepik	BewaniRoad		1					÷	e.	÷.	÷	÷	•	•
		Priority 13_New I	reland	Corridor		Total	265.0				33.523	33.523	10.600	10.600	10.600	10.600	109.445	220.516
13	CPNG	Priority 13, New Instand Corridor	4	New Indand	Bulominsky Hwy		266.0				388 3	3352	10.600	10.600	10.600	10.600	109.445	20546
1301	CPNG	New Indend Comidion	4	đ	B duminiski Highwey	Kaileng Court House Jind to Nem danei (Selimun Bridge (CH265-000KM))	266.0		Ongoing	Field Opendians	328 S	33522	10,600	10.600	10.600	10,600	103.445	20246
	SMD	Priorby 13, New trebnd Corridor	4	New Indand	BulominskyHwy		•				•	•	•	•	•	•	•	•
	CPNG	Priorby 13, New Irehard Corridor	4	New Indand	West Cozst Road		•					•	•	÷	•	•	•	1
		Notations:																
				Ongoing & N	ew Starts: Strategic	: National Economic Highway	Development	(S N E H D) / MI	ssing Link (M	7								
NOTES:																		
1. Unit R	ates used	ta ourrent rates at AN cated as per contracte	nB/RAM	5(Subject to n	eview infuture.) Lection sas delines	tted and based with 2023 cor	dition to dete	rmine respectiv	ve treatments	for these								
propose 3. Missin	d. RUhkSee	ctions program med th	nu New	Roads Constru	uction Rates													
4. Road	upgrading	Sections programme on/reconstruction/rel	d thru R habilitat	tion Sections p	g Rates rogrammed using s	caled and unscaled rates bas	ed on surface	-ad Ap										
6. Witho used for Rates in	Intraffic of heavy tra	data, as rule of thumb offic roads or fair cond sed by NRA to maintai	o, for ass Ition roa	tet preservatio ids. New Seal- vithin the CPN	on for sealed roads, RTN Maintenance K5 2020-2040 Multi	resealing is programmed aftv Rate is K40,000/km/yr. This I: vear Financing Plan. Unseale	er 7 years while s reduced by a d Rates used a	t, routine maint quarter(from K s applicable (Re	cenance rated (110,912/km/ efer to RAMS	of K60,000/km/yr is yr) based on PBMC Unit Pates table for								
detalls).																		

ROAD MANAGEMENT & MAINTENANCE PLAN 2025 - 2040 4.2 Maintenance Cost on Procured Sections

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	5,721.351		•	- 2	1,420.344	1,420.344	445.900	119.583	73.500	15.120	315.000	350.000	54.660	16.123	30.458
unu	2027	2,788.762	51)	2		661.103	661.103	191.100	56.417	33.250	3.780	135.000	210.000	11.909	6,449	8.199
million) per Ar	2026	1,979.734	SE 1 (2020 -20)	ð	- 1	556.103	556.103	191.100	55.417	33,250	3.780	135.000	105.000	17.909	6779	8.199
Coat Eat. (PGK	2025	761.918	PHA		4	189.433	189.433	63.700	8.750	7,000	3.780	45.000	35.000	13.896	3225	080'6
Annual	2024	190.937		ġ	×	13.705	13.705		×		3.780	40	¥.:	191	•	4.981
RESPONSIBLE ROAD MANAGEMENT WING								Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Highway Management	Highway Management	Highway Management
Status (2024)								Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement
Type of Works								bupesbdn	upgrading	Upgrading	LTPBMC	Upgrading	Upgrading	LTINC	LTINC	CITAC
Est Length (Km)		3,747.8		×	3	734.9	6762	182.0			54.0	100.0	100.0	181.5	41.0	76.4
Description		GRAND TOTAL		Total		Total		Vanimo DPI Junction 182Km to Attape End of Seal	Pasi Bridge to Imbio Junction, 50km	Yalinge River, 40km to Attape Primary School	Hogi RCBC - Kreer Heights Jnc	Passam Junction to Angoram	Lumi to Maprik FM Tower	Bogia Station EOS (CH181+500KM) to Madang Airport Jnc (CH0+000KM)	Madang Airport Jrc. (CH171+000KM) to Mupu Br. (CH130+000KM)	Yakura Br. (CH76+440KM) to Watarais Jnc (CH0+000KM)
Road Name					Wau Hwy & Aseki Rd et al		Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepik Hwy	Coastal Hwy	Ramu Hwy	Ramu Hwy
Province				al Corridor	Morobe, Guif & Central	idor	NSP, ESP & Mad	Nest Sepik	West Sepik	West Sepik	East Sepik	East Sepik	West Sepik	buepey	buepey	Monobe/Medonol
Prov				Nation	0	se Corr	0	\$	-8	\$	4	4	\$	4	4	42)43
Corridor				Priority 1_Trans	Priority 1_Trans National Corridor	Priority 2_Moma	Priority 2_Momase Corridor	Momase Corridor	Momase Comidor	Momase Comdor	Momase Comdor	Momase Comdor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Comdor
Program					CPNG		CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG
Ŷ					91		20	203	2.04	2.05	2.10	2.14	2.19	53	224	221

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	4,887.448		×		740.027	710.027	227.500	65.417	41.250	24	143.000	28.000	105.211	29.776	45,851
	2034	270.673		x	9	30 508	30.588	7,280	2.000	1.600	2.160	1.600	4.000	7.260	1.640	3.058
Ē	2033	467.137			<u></u>	30 508	30.508	7.280	2.000	1.600	2.160	1.600	4,000	1.260	1,640	3.058
per Annum	2032	512.551	128 - 2034)	•	α	SR ASS	50.456	7.280	2000	1.600	2160	1.600	4.000	22.960	5,187	9.670
(PGK, million	2031	210.103	PHASE 2 (20	×.	*	A0C 1.2	54.298	7.280	2.000	1.600	-	1.600	4.000	22.960	5.187	0.29.6
nual Cost Est.	2030	557.065		æ		30 580	39.589	7.280	2.000	1.600	6.831	1.600	4.000	8954	3225	4.099
Ą	2029	1,032.343			4	735 FA	43.387		•	14	6.831	÷.	4.000	17.909	6449	8.199
	2028	1,837.575			a.	455 402	455,103	191.100	55.417	33.250	3.780	135.000	4.000	17.909	61419	8.199
RESPONSIBLE ROAD MANAGEMENT WING								Hohway Maragement	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Highway Management	Highway Management	Highway Management
Status (2024)								Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement
Typs of Works								Upgrading	Upgrading	Upgrating	LTPBMC	gnikergol	Upgrading	LTMC	LTMC	LTMC
Est. Length (Km)		3,747.8		÷	×	0 ML	734.9	182.0	•=		54.0	100.0	100.0	181.5	41.0	76.4
Description		GRAND TOTAL		Total		Total	NAME AND A DESCRIPTION OF	Vanimo DPI Junction 182Km to Attape End of Seal	Pasi Bridge to Imbio Junction, 50km	Valinge River, 40km to Aitape Primary School	Hogi RCBC - Kreer Heights Jnc	Passam Junction to Angoram	Lumi to Maprik FM Tower	Bogia Station EOS (CH181+500HM) to Madang Airport Jnc (CH0+000KM)	Madang Airport Jnc. (CH171+000KM) to Mupu Br. (CH130+000KM)	Yakura Br. (CH76+440KM) to Watarais Jinc (CH0+000KM)
Road Name					Wau Hwy & Aseki Rd et al		Coastal, Sepik & Ramu Hwv	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepik Hwy	Coastal Hwy	Ramu Hwy	Ramu Hwy
Province				al Corridor	Morobe, Gulf & Central	idor	WSP, ESP &	West Sepik	West Sepik	West Sepik	East Sepik	East Sepik	West Sepik	Encloci	Euclock	Morobe/Madang
Prov Code				Nation	•	e Cor	0	\$	\$	8	¥	\$	\$	4	\$	42143
Corridor				Priority 1_Trans	Priority 1_Trans National Corridor	Drinchy 2 Mana	Priority 2_Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Comidor	Momase Corridor	Momase Corridor	Momase Comidor	Momase Corridor
Program					SPNG		SPNG	SPNG	SPNG	SPNG	SPNG	SPNG	SPNG	SNG	SPNG	SPNG
Ŷ					10		20 (2.03 (2.04 (2.06 (2.10 (2.14 (2.19 (53	224 (227 (

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	12,258.036	TOTAL		•	COLACT C	264.024,2	2,420,432	748.566	205.650	131.270	61.344	474.520	419.300	219.131	59.285	101.366
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,649.238			•	CON AND	200.062	290.062	75.168	20.650	16.520	22.302	16.520	41.300	59.260	13.387	24.958
	2040	252.299			•	201.10	121.10	61.127	7.280	2.000	1.600	6.831	1.600	4.000	22.960	5.187	9.670
un u	2039	270.050	040)		•	nar ar	207.00	35,269	7.280	2.000	1.600	6.831	1.600	4.000	7.260	1.640	3.058
million) per A	2038	341.860	3E 3 (2035 - 21	•	•	57 CD6	000.10	57.586	23.023	6.325	5.060	2.160	5.060	4.000	7.260	1.640	3.058
at Eat. (PGK,	2037	332.772	PHAS			57 ENE	000.10	57.586	23.023	6.325	5.060	2.160	5.060	4.000	7.260	1.640	3.058
Annual Co	2036	245.023		•	·	OFC OC	033.240	39.248	7.280	2.000	1.600	2.160	1.600	12.650	7.260	1.640	3.058
	2035	207.234			·	016.06	047.60	39.248	7.280	2.000	1.600	2160	1.600	12.650	7.260	1.640	3.058
RESPONSIBLE ROAD MANAGEMENT WING									Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Highway Management	Highway Management	Highway Management
Status (2024)									Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement
Type of Works									Upgrading	Upgrading	Upgrading	LTPBMC	Upgrading	Upgrading	LTMC	LTMC	LTMC
Est. Length (Km)		3,747.8			•	VTLL	E.PC1	734.9	182.0			54.0	100.0	100.0	181.5	41.0	76.4
Description		GRAND TOTAL		Total		1.4.1	10(4)		Vanimo DPI Junction 182Km to Aitape End of Seal	Pasi Bridge to Imbio Junction, 50km	Yalinge River, 40km to Aitape Primary School	Hogi RCBC - Kreer Heights Jnc	Passam Junction to Angoram	Lumi to Maprik FM Tower	Bogia Station EOS (CH181+500KM) to Madang Airport Jnc (CH0+000KM)	Madang Airport Jnc. (CH171+00KM) to Mupu Br. (CH130+000KM)	Yakura Br. (CH76+440KM) to Watarais Jinc (CH0+000KM)
Road Name					Vlau Hwy & Aseki Rd et al		Coastal, Sepik &	Ramu Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepik Hwy	Coastal Hwy	Ramu Hwy	Ramu Hwy
Province				al Corridor	Morobe, Gulf & Central		WSP, ESP &	MAD	West Sepik	West Sepik	West Sepik	East Sepik	East Sepik	West Sepik	Madang	Madang	Moroke/Madani
Prov Code				Nation	•	4	, vol	•	45	45	45	4	\$	45	43	43	4243
Corridor				Priority 1_Trans	Priority 1_Trans National Comidor	10.000 M	Priority 2 Momase	Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor
Program					CPNG		CITIC .	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG
ŝ					10			50	2.03	2.04	2.05	2.10	2.14	2.19	223	2.24	227

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	5,721.351		824.037	824.037	29.082	90.00	80.000	130.000	360.000	27.855	107.100		•	•			1,415.675	1,415.675	48.996	92.250
mnu	2027	2,788.762	27)	388.319	388.319	6.428	27.000	24.000	39.000	240.000	5.991	45.900		•	•		•	733.270	733.270	15.924	42.750
, million) per Ar	2026	1,979.734	ASE 1 (2020 -20)	268.319	268.319	6.428	27.000	24.000	39.000	120.000	5.991	45.900		•	•	,		436.342	436.342	15.924	42.750
Coat Eat (PGK	2025	761.918	PHV	122.618	122.618	11.327	27.000	24.000	39.000		5.991	15.300		•	•	,		199.392	199.392	12.555	6.750
Annua	2024	190.937		44.781	44.781	4.899	9.000	8.000	13.000	•	9.881				•		•	46.671	46.671	4.592	•
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations								Highway Management	Highway Management
Status (2024)						Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement								Procurement	Procurement
Type of Works						LTPBMC	Rehabilitate / Upgrading	Rehabilitate / Upgrading	Upgrading	Design & Construction	LTMC	Upgrading								LTMC	Upgrading
Eat Length (Km)		3,747.8		510.6	510.6	76.5	47.0	33.0	222	242.0	55.9	34.0		•				619.9	619.9	49.1	30.0
Description		GRAND TOTAL		Total	Kerema-POM-Alotau	Kerema Town (CH275+500KM) to Malalaua Station Rd Jnc (CH199+000KM) - TSSP	Malalaua to Apanaipi Bridge	Apanaipi Bridge to Bereina Jnc	Brown River Bridge to Laloki Bridge	Moreguina to Gadahiau	Goilanai Bridige (CH0+0000KM) to East Cape Jetty (CH55+920KM) - TSSP	Emagu C'way (C'#46.00) to Fala Br. (C#80.00) - Upgrade and seal	μ. 	lotal		Total		Total		Kokopo Sec. School Riakourt (CH0+000KM) to Kasaka (CH49+100KM) - TSSP	Alakasam (Baining) and Ch.109.100km
Road Name					Hiritano Hwy & Magi Hwy (Missing Link)	Hiritano Hwy	Hiritano Hwy	Hiritano Hwy	Hiritano Hwy	Magi Highway,	, yewilgi HigeM	Kokoda Highway,		-	Gulf/SHP Hwy, Tari-Pogera & Kaiam-Moro		Gulf-Simbu- Madang Hwy		New Britain Hwy	New Britain Hwy	New Britain Hwy
Province				rridor	Gulf, Central, Milne Bay & Oro	Guif	Guif	Central	Central	Central / Milne Bay	Milme Bay	g		inds Corrido	Gulf / Highlanda	Corridor	Gulf / Highlands	Corridor	ENB/WNB	ENB	ENB
Prov Code				em Co	•	33	33	8	8	33/35	ß	36		Highla	32/37	ladang	32/37	tritain (48/49	8	8
Corridor				Priority 3_South	Priority 3_Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Comidor	Southern Corridor	Southern Corridor		Priority 4 _Gult -	Priority 4 _Gulf - Highlands Corridor	Priority 5_Gulf-M	Priority 5_Gulf - Madang Corridor	Priority 6 New B	Priority 6 _New Britain Corridor	New Britain Corridor	New Britain Corridor
Program					CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG			CPNG		CPNG		CPNG	CPNG	CPNG
N					3.0	3.01	3.02	3.03	3.05	3.10	3.22	3.24			4.0		5.0		0.0	6.01	6.03

1,020.652 41.543 4,887.448 11.280 5.328 52.700 259.841 259.841 7.920 869.040 32.841 56.161 Phase 2 ESTIMATE (PGK, million) (2028 - 2034) 1,020.652 673 1.320 0.888 9.680 778 5.778 425 0.425 3.060 1.880 2.237 360 985 34

48.750

1.200

	50	1 270		5 20	25 2	09	8	50	8	8	37	09					8 25	98 2	54	8
	2033	467.13		20.42	20.4	3.0	1.8	1.3	0.8	9.6	22	1.3				,	24.79	24.7	et	12
n) per Annum	2032	512.551	2028 - 2034)	27.042	27.042	9.677	1.880	1.320	0.888	689.6	2.237	1.360			1	•	37.914	37.914	6.211	1.200
t. (PGK, millio	2031	210.103	PHASE 2 (2	22.199	22.199	19.677	1.880	1.320	0.888	•	7.074	1.360			1	•	37.914	37.914	6.211	1.200
nnual Cost Est	2030	557.065		135.736	135.736	3214	1,880	1.320	0.888	120.000	7.074	1.360			1		29.526	29.526	7.962	1.200
4	2029	1,032.343		376.507	376.507	6.428	1.880	1.320	0.888	360.000	5.991				1		39.120	39.120	15.924	•
	2028	1,837.575		418.319	418.319	6.428	•	•	•	360.000	5.991	45.900			1		64.791	64.791	15.924	42.750
ROAD MANAGEMENT WING						Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations							Highway Management	Highway Management
Status (2024)						Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement							Procurement	Procurement
Type of Works						LTPBMC	Rehabilitate / Upgrading	Rehabilitate / Upgrading	Upgrading	Design & Construction	LTMC	Upgrading							LTMC	Upgrading
Est. Length (Km)		3,747.8		510.6	510.6	76.5	47.0	33.0	222	242.0	55.9	34.0			•		619.9	619.9	49.1	30.0
Description		GRAND TOTAL		Total	Kerema-POM-Alotau	Kerema Town (CH275+500KM) to Malalaua Station Rd Jnc (CH199+000KM) - TSSP	Malalaua to Apanaipi Bridge	Apanaipi Bridge to Bereina Jno	Brown River Bridge to Laloki Bridge	Moreguina to Gadahisu	Golianai Bridge (CH0+000KM) to East Cape Jetty (CH55+920KM) - TSSP	Emagu C'way (Ch46.00) to Fala Br. (Ch80.00) - Upgrade and seal	Latel		Total		Total		Kokopo Sec. School R\ahout (CH0+000KM) to Kasaka (CH49+100KM) - TSSP	Alakasam (Baining) and Ch.109.100km
Road Name					Hiritano Hwy & Magi Hwy (Missing Link)	Hiritano Hwy	Hiritano Hwy	Hiritano Hwy	Hiritano Hwy	Magi Highway,	, yewnigi HigeM	Kokoda Highway,		GulfiSHP Hwy, Tari-Pogera & Kaiam-Moro		Gulf-Simbu- Madang Hwy		New Britain Hwy	New Britain Hwy	New Britain Hwy
Province				rridor	Gulf, Central, Milne Bay & Oro	Guif	Guif	Central	Central	Central / Milne Bay	Mine Bay	ø	ada Carida	Gulf / Highlands	Corridor	Gulf / Highlands	Corridor	ENB/WNB	ENB	ENB
Prov Code				nem Co	•	33	33	R	8	33/35	35	8	-Hahl	32/37	Madang	32/37	Britain (48/49	48	8
Corridor				Priority 3_South	Priority 3_Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Dischord Cult	Priority 4 _ Gulf - Highlands Corridor	Priority 5 Gulf-I	Priority 5_Gulf - Madang Corridor	Priority 6_New I	Priority 6 _New Britain Corridor	New Britain Corridor	New Britain Corridor
Program					CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG		CPNG		CPNG	CPNG	CPNG
Ň					3.0	3.01	3.02	3.03	3.05	3.10	3.22	3.24		4.0		5.0		6.0	6.01	6.03

DEPARTMENT OF WORKS AND HIGHWAYS

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	12,258.036	TOTAL	2,065.597	2,065.597	112.241	120.691	101.549	144.497	1,328.986	83.791	173.842	•	•			1,908.585	1,908.585	121.188	153.390
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,649.238		220.908	220.908	41.616	19.411	13.629	9.169	99.946	23.095	14.042	•	•		•	233.069	233.069	16.031	12.390
	2040	252.299		36.890	36.890	14.688	1.880	1.320	0.888	9.680	7.074	1.360	•	1	•		29.045	29.045	6.211	1.200
muu	2039	270.050	(14)	57.823	57.823	14.688	1.880	1.320	0.888	30.613	7.074	1.360	•	1	•		24.798	24.798	1.964	1.200
million) per A	2038	341.860	iE 3 (2035 - 2(44.299	44.299	3.060	1.880	1.320	0.888	30.613	2.237	4.301	•	•	•		45.728	45.728	1.964	3.796
st Est. (PGK, I	2037	332.772	PHAS	32.206	32.206	3.060	5.946	4.175	2.808	680	2.237	4.301	•	•	•	•	64.326	64.326	1.964	3.795
Annual Co	2036	245.023		29.265	29.265	3.060	5.946	4.175	2.808	9.680	2.237	1.360	•	•		•	43.395	43.395	1.964	1.200
	2035	207.234		20.425	20.425	3.060	1.880	1.320	0.888	9.680	2.237	1.360	•	•			25.778	25.778	1.964	1.200
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations							Highway Management	Highway Management
Status (2024)						Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement							Procurement	Procurement
Type of Works						LTPBMC	Rehaloilitate / Upgrading	Rehabilitate / Upgrading	Upgrading	Design & Construction	LTMC	Upgrading							LTMC	Upgrading
Est. Length (Km)		3,747.8		510.6	510.6	76.5	47.0	33.0	22	242.0	523	34.0	•	•	•		619.9	619.9	49.1	30.0
Description		GRAND TOTAL		Total	Kerema-POM-Alotau	Kerema Town (CH275+500KM) to Malalaua Station Rd Jnc (CH199+000KM) - TSSP	Malalaua to Apanaipi Bridge	Apanaipi Bridge to Bereina Jinc	Brown River Bridge to Laloki Bridge	Moreguina to Gadahisu	Golianai Bridge (CH0+000KM) to East Cape Jetty (CH55+920KM) - TSSP	Emagu C'way (CM46.00) to Fala Br. (Ch80.00) - Upgrade and seal	Total		Total		Total		Kokopo Sec. School R/akout (CH0+000KM) to Kasaka (CH49+100KM) - TSSP	Alakasam (Baining) and Ch. 109.100km
Road Name					Hiritano Hwy & Magi Hwy (Missing Link)	Hiritano Hwy	Hiritano Hwy	Hiritano Hwy	Hiritano Hwy	Magi Highway,	, Vewigi Highway,	Kokoda Highway,	L.	GulfiSHP Hwy, Tari-Pogera & Kaiam-Moro		Gulf-Simbu- Madang Hwy		New Britain Hwy	New Britain Hwy	New Britain Hwy
Province				rridor	Gulf, Central, Milne Bay & Oro	Guif	Gulf	Central	Central	Central / Mine Bay	Mine Bay	ક	ands Corrido	Gulf / Highlanda	(Corridor	Gulf / Highlands	Corridor	ENBWNB	ENB	ENB
Prov Code				ern Co	•	32	32	33	33	33/35	35	36	Highl	32/37	ladang	32/37	ritain	48/49	48	48
Corridor				Priority 3_South	Priority 3_Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Priority 4 _Gulf -	Priority 4 _Gulf - Highlands Corridor	Priority 5_Gulf-M	Priority 5_Gulf - Madang Corridor	Priority 6_New B	Priority 6 _New Britain Corridor	New Britain Corridor	New Britain Corridor
Program					CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG		CPNG		CPNG	CPNG	CPNG
Ŷ					3.0	3.01	3.02	3.03	3.05	3.10	3.22	3.24		4.0		5.0		6.0	6.01	6.03

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Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	5,721.351		10.260	24.157	118.250	221.762	450.000	450.000	1.223.329	600-339	8.423	8.423	59,590	8.655	8.884	8.431	8.352	8.039
unu	2027	2,788.762	27)	0.453	5,664	70.95	66.529	270.000	261.000	592.166	310.294	1.188	1.188	19.863	2.885	2.961	2.810	2.784	2.680
, million) per Ar	2026	1,979.734	4SE 1 (2020 -20	C)	5.664	35.475	66.529	135.000	135.000	462.566	180.694	1.188	1,188	19.863	2.885	2961	2.810	2.784	2.680
Cost Est (PGK	2025	761.918	PHI	4.903	7,831	11.825	66.529	45.000	44.000	141.804	94,994	3.023	3.023	19.863	2,885	2.961	2.810	2.784	2.680
Annua	2024	190.937		4,903	4,999	ē:	22.176	£.	10.000	26.793	14.357	3.023	3.023	6	÷	ſ	3	÷	f.
RESPONSIBLE ROAD MANAGEMENT WING				Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations				Highway Management		Highway Management	Highway Management	Highway Management	Highway Management	Highway Management
Status (2024)				Procurement	Procurement	Procurement	New Start	Procurement	Procurement				Procurement		Procurement	Procurement	Procurement	Procurement	Procurement
Type of Works				Upgrading	LTPBMC	LTPBMC	Upgrading	Detail Design & Construction	Detail Design & Construction				Maintenance		LTPBMC	LTPBMC	LTPBMC	LTPBMC	LTPBMC
Eat Length (Km)		3,747.8		113	102.5	215.0	12.0	100.0	100.0	926.1	234.3	10.8	10.8	•	8		2	A.	4
Description		GRAND TOTAL		Panti (Gamuga) Jho (CH0+000KM) to Nuau Pri Sch. (CH11+330KM) - TSSP	Bamus Bridge (CH56+726KM) to Tiauru Bridge No.1 (CH102+538KM) - TSSP	Bamus Bridge (CH56+726KM) to DOW Junction	UMAY Find about to Tokua Airport & Wikiams Rd Rind About to Kokopo Secondary Rind about - EPC 4 Lane.	Design & Construction of Pomio to Kandrain Road	Design & Construction of Kimbe to Kandrian Road in WNBP.	Total	ar	ae - Nadzab Airport (4 Lane)	Boundary Rd Rindakout (CH2+200KM) to 9 Mile Jinc (Ch13+000KM)	(hway (Nadzab - Kagamuga)	Nadizale Airport TurniOff to Leron Bridge (56.5km)	Leron Bridge to Yung Bridge (53.8km)	Yung Bridge to Honerangka (46.6km)	Umbaka Br. to Tarakoro (50.1km)	Taraboro Br. to Magino Br. (52.4km)
Road Name				New Britain Hwy	New Britain Hwy	New Britain Hwy	Tokua Road	South Coast Hwy	Kandrian Road		Highlands Highwa	-	spuncture Vicumingi H	Highlands Hig	Highlands Highnay	sinchigi Yewnigi H	Highlands YewhgiH	Highlands Highnay	sinchigiH YewnigiH
Province				MNB	BNW	MNB	ENB	ENBWNB	MNB	orridor	Lae-Mendi, Mendi - Konison	'nHaudou	Monobe		Morobe	Morobe	EHP	EHP	EHP
Prov				ş	ą	65	48	48/49	\$	ands Co	0		4		4	67	4	4	41
Corridor				New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	Priority 7 Highls	Priority 7_Highlands Corridor	- Contraction	Highlands Corridor		Highlands Comdor	Highlands Comdor	Highlands Comdor	Highlands Comdor	Highlands Corridor
Program				CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG		CPNG		CPNG	CPNG	CPNG	CPNG	CPNG
No.				6.07	609	6.10	6.12	6.13	6.14		0'1		7.01		7.09	7.10	7.11	7.12	7.13

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	4,887.448		4.152	48.305	51.6	2.873	24.000	24.000	749 589	326.702	8.672	8.672	239.826	36.626	35.733	31,932	33.381	33.984
	2034	270.673		1.433	4.102	8.600	0.479	4.000	4.000	61 500	33.628	1.366	1.366	21.672	3.390	3.228	2.796	3.006	3.144
	2033	467.137		0.453	4.102	8.600	0.479	4.000	4.000	109 179	81.507	1.366	1.366	69.350	10.848	10.330	8.947	9.619	10.061
) per Annum	2032	512,551	028 - 2034)	0.453	12.971	8.600	0.479	4.000	4.000	109 000	81.328	1.188	1.188	69.350	10.848	10.330	8.947	9.619	10.061
. (PGK, millior	2031	210.103	PHASE 2 (2	0.453	12.971	8.600	0.479	4.000	4.000	59 513	31.841	1.188	1.188	19.863	2.885	2.961	2.810	2.784	2.680
nnual Cost Est	2030	557.065		0.453	2.832	8.600	0.479	4.000	4.000	63 302	31.841	1.188	1.188	19.863	2.885	2.961	2.810	2.784	2.680
×	2029	1,032.343		0.453	5.664	8.600	0.479	4.000	4.000	45 127	35.798	1.188	1.188	19.863	2.885	2.961	2.810	2.784	2.680
	2028	1,837.575		0.453	5.664			•	•	301.968	30.558	1.188	1.188	19.863	2.885	2.961	2.810	2.784	2.680
RESPONSIBLE ROAD MANAGEMENT WING				Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations				Highway Management		Highway Management	Highway Management	Highway Management	Highway Management	Highway Management
Status (2024)				Procurement	Procurement	Procurement	New Start	Procurement	Procurement				Procurement		Procurement	Procurement	Procurement	Procurement	Procurement
Type of Works				gnikergqU	LTPBMC	LTPBMC	Upgrading	Detail Design & Construction	Detail Design & Construction				Maintenance		LTPBMC	LTPBMC	LTPBMC	LTPBMC	LTPBMC
Est. Length (Km)		3,747.8		11.3	102.5	215.0	12.0	100.0	100.0	926.1	234.3	10.8	10.8	•		1	1	•	•
Description		GRAND TOTAL		Pandi (Gamuga) Jinc (CH0+000KM) to Nuau Pri. Sch. (CH11+330KM) - TSSP	Bamus Bridge (CH56+726KM) to Tiauru Bridge No.1 (CH102+538KM) - TSSP	Bamus Bridge (CH56+726KM) to DOW Junction	UMN Find about to Tokua Airport & Williams Rd Find About to Kokopo Secondary Find about - EPC 4 Lame.	Design & Construction of Pomio to Kandrain Road	Design & Construction of Kimbe to Kandrian Road in WNBP.	Total	A	.ae - Nadzab Airport (4 Lane)	Boundary Rd Rndabout (CH2+200KM) to 9 Mile Jnc (Ch13+000KM)	hway (Nadzab - Kagamuga)	Nadzals Airport Turn/Off to Leron Bridge (56.5km)	Leron Bridge to Yung Bridge (53.8km)	Yung Bridge to Honerangka (46.6km)	Umbaka Br. to Tarakoro (50.1km)	Taraboro Br. to Magiro Br. (52.4km)
Road Name				New Britain Hwy	New Britain Hwy	New Britain Hwy	Tokua Road	South Coast Hwy	Kandrian Road		Highlanda Highw		Highlands Highway	Highlanda Hig	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway
Province				BNW	BNW	BNW	ENB	ENBWNB	BINN	orridor	Lae-Mendi, Mendi -	vobrado,	Morobe		Morobe	Morobe	EHP	Ш	븝
Prov				6 7	49	40	48	48/49	8	nds C	•		F		42	4	4	4	41
Corridor				New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Comidor	New Britain Corridor	Priority 7 Hinhla	Priority 7_Highlands	DOTTOO!	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Comidor
Program				7 CPNG	9 CPNG	0 CPNG	2 CPNG	3 CPNG	4 CPNG		CPNG		1 CPNG		9 CPNG	0 CPNG	1 CPNG	2 CPNG	3 CPNG
No.				6.0	6.0	6.1(6.1	6.1	6.1		0.7		-0.2		0.7	14	1.1	372	372

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	12,258.036	TOTAL	18.112	97.072	258.645	229.579	515.300	515.300	2 405 407	1,163.906	24.223	24.223	429.447	65.620	63.985	57.140	59.769	60.887
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,649.238		3.699	24.610	88.795	4.944	41.300	41.300	522 570	236.866	7.128	7.128	130.032	20.340	19.368	16.776	18.036	18.864
	2040	252.299		0.453	4.102	8.600	0.479	4.000	4.000	64 303	33.650	1.188	1.188	21.672	3.390	3.228	2.796	3.006	3.144
m	2039	270.050	040)	0.453	4.102	8.600	0.479	4.000	4.000	65 111	33.650	1.188	1.188	21.672	3.390	3.228	2.796	3.006	3.144
million) per A	2038	341.860	3E 3 (2035 - 2	0.453	4.102	8.600	1.514	12.650	12.650	116 028	37.607	1.188	1.188	21.672	3.390	3.228	2.796	3.006	3.144
at Eat. (PGK,	2037	332.772	PHAS	0.453	4.102	27.198	1.514	12.650	12.650	124 471	48.938	1.188	1.188	21.672	3.390	3.228	2.796	3.006	3.144
Annual Co	2036	245.023		0.453	4.102	27.198	0.479	4.000	4.000	83 040	47.176	1.188	1.188	21.672	3.390	3.228	2.796	3.006	3.144
	2035	207.234		1.433	4.102	8.600	0.479	4.000	4.000	74 708	35.845	1.188	1.188	21.672	3.390	3.228	2.796	3.006	3.144
RESPONSIBLE ROAD MANAGEMENT WING				Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations				Highway Management		Highway Management	Highway Management	Highway Management	Highway Management	Highway Management
Status (2024)				Procurement	Procurement	Procurement	New Start	Procurement	Procurement				Procurement		Procurement	Procurement	Procurement	Procurement	Procurement
Type of Works				Upgrading	LTPBMC	LTPBMC	Upgrading	Detail Design & Construction	Detail Design & Construction				Maintenance		LTPBMC	LTPBMC	LTPBMC	LTPBMC	LTPBMC
Est. Length (Km)		3,747.8		11.3	102.5	215.0	12.0	100.0	100.0	1 900	234.3	10.8	10.8	•		•			1
Description		GRAND TOTAL		Panuli (Gamuga) Jnc (CH0+000KM) to Nucu Pri. Sch. (CH11+330KM) - TSSP	Bamus Bridge (CH56+726KM) to Tiauru Bridge No.1 (CH102+538KM) - TSSP	Bamus Bridge (CH56+726KM) to DOW Junction	UMM Find about to Tokua Airport & Wiliams Fid Find About to Kokopo Secondary Find about - EPC 4 Lane.	Design & Construction of Pomio to Kandrain Road	Design & Construction of Kimbe to Kandrian Road in WNBP.	Total	/e	ae - Nadzab Airport (4 Lane)	Boundary Rid Rindabout (CH2+200KM) to 9 Mile Jinc (Ch13+000KM)	(egunuga) - Kagamuga)	Nadizale Airport Turm/Off to Leron Bridge (56.5km)	Leron Bridge to Yung Bridge (53.8km)	Yung Bridge to Honerangka (46.6km)	Umbaka Br. to Tarakoro (50.1km)	Tarakoro Br. to Magiro Br. (52.4km)
Road Name				New Britain Hwy	New Britain Hwy	New Britain Hwy	Tokua Road	South Coast Hwy	Kamdrian Road		Highlands Highw		Highlands Highway	Highlands Hig	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway
Province				BINN	MNB	MNB	ENB	ENBWNB	BNW	orridor	Lae-Mendi, Mendi - Konisoo	unpregato,	Moroke		Moroke	Moroke	Ш	由	EHP
Prov Code				49	49	49	48	48/49	48	nde C	•		42		42	42	4	41	4
Corridor				New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	Driority 7 Hinkla	Priority 7_Highlands Corridor		Highlands Comidor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Comidor
Program				CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG		CPNG		CPNG	CPNG	CPNG	CPNG	CPNG
Ň				6.07	6.09	6.10	6.12	6.13	6.14		0.7		7.01		60.7	7.10	11.7	7.12	7.13

329.000	164.500	164.500	3.	ï				435.0	ago-Oksapim-Teleformin Highway	Pogera-Kopi	-8
•	×	э		3				2	Pogera Road		
00076	2.498	2.498	2.498	2.498	Field Operations	Procurement	LTPBMC	19.4	Enga Highway, Lama Br. (24.4km), to Lagaip Br. (19.4km)	Enga Highway	
000'6	2.498	2.498	2.498	2.498	Field Operations	Procurement	LTPBMC	24.4	Erga Highway, Wabag Town (Okm) to Lama Br. (24.4km)	Enga Highway	
19.980	4.995	4.995	4.995	4.995				43.8	Wabag - Mendi		
13.468	4.274	4.274	2.460	2.460	Field Operations	Contract Ongoing	LTPBMC	38.5	Enga Highway, Pausa Lai Bridge to Waloag Town	Enga Highway	
696.9	2.496	2.496	2.496	2.496	Field Operations	Procurement	LTPBMC	28.2	Enga Highway, WHP/Enga Border to Pausa Lai Bridge	Enga Highway	
9.940	2,485	2.485	2.485	2485	Field Operations	Procurement	LTPBMC	28.0	Enga Highway, Togolaa Junction to WHP/Enga Bridr	Enga Highway	
33.391	9.254	9.254	7.441	1.441				94.7	Enga Hwy		
53.371	14.249	14.249	12.436	12.436				138.5	Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al	Enga Hway, Wabag-Mendi Hwy & Pogera	E B
139.500	83.700	41.850	13.950	9	Field Operations	Procurement	Upgrading	31.0	Bitiri Br. To Kopiago Station	Highlands Vewngold	
157.500	94.500	47.250	15,750	9	Field Operations	Procurement	Upgrading	35.0	Koroka to Bitiri Br.	Highlands Highway	
135.000	81.000	40.500	13.500	3	Field Operations	Procurement	Upgrading	30.0	Tuku to Kopiago (Maria- Kopiago Røl)	Highlands Highway	
65,900	20.868	20.868	20.868	3296	Field Operations	Procurement	Upgrading	35.0	Awi Bridge to Lake Kopiago, Hela province.	et and the second secon	
497.900	280.068	150.468	64.068	3.295	a			131.0	lands Highway Western End)	opiago/Komo (Highl	1-K
10.000	2.500	2.500	2.500	2.500	Highway Management	Procurement	LTPBMC	30.5	Angula Br. to Kilkuru Jnc	Highnets	
14.427	4,175	4.175	3.039	3.039	Highway Management	Omgoing	LTPBMC	33.0	Kisenapoi Jnc to Angula Br.	Highlands YewnigiH	
10.000	2.500	2.500	2.500	2.500	Highway Management	Procurement	LTPBMC	29.0	Togoka Jnc to Kagul Br.	spuelugiH VewnigiH	
34.427	9.175	9.175	8.039	8.039				92.5	ay - Kagamuga to Kiburu Jnc	Highlands Highwa	
8.104	2.701	2.701	2.701	•	Highway Management	Procurement	LTPBMC	đ	Munde Br. To Kagamuga Tum Off (49.5km)	Highlands Highway	
8.124	3.041	3.041	3.041	23	Highway Management	Procurement	LTPBMC	2	Magino Br. To Miunde Br. (52.3km)	sbrichigi H	
	27)	ASE 1 (2020 -20	HI								
5,721.351	2,788.762	1,979.734	761.918	190.937				3,747.8	GRAND TOTAL		
(2021 - 2027)	2027	2026	2025	2024							
Phase 1 ESTIMATE (PGK, million)	mu	, million) per Ar	Cost Est (PGK	Annual	RESPONSIBLE ROAD MANAGEMENT WING	Status (2024)	Type of Works	Est Langth (Km)	Description	Road Name	80

Road Management & Maintenance Plan 2025 - 2040

7.26 CPNG

7.27 CPNG

Mendi - Tari

Lea

Highlands Corridor Highlands Corridor Highlands Corridor

7.25 CPNG

HIS

31

Hela

Hela Hela

37a 37a 37a

37a

Highlands Comidor

7.28 CPNG

WHP, ENGA, SHP & HELA

0

Priority 7_Highlands Comidor

CPNG

CPNG

WHP

8

Highlands Corridor

7.31 CPNG

Enga

8

Highlands Comdor

7.32 CPNG

Enga

8

Highlands Corridor

7.33 CPNG

CPNG

Enga

8

Highlands Corridor

7.34 CPNG

Enga

8

Highlands Comidor

7.35 CPNG CPNG Nation-wide

0

Priority 7_Highlands Comidor

CPNG

Province

Prov

Corridor

Program

No.

Simbu

4

Highlands Corridor

7.14 CPNG

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Ŧ

Highlands Corridor

7.15 CPNG

WHP

39 37

Highlands Corridor Highlands Comolor Highlands Corridor

7.17 CPNG

막

7.19 CPNG

7.20 CPNG

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	4,887.448		35,386	32.784	46.764	16.037	13.860	16.867	31.440	8.400	7.200	8.400	7.440	44.605	26.516	7.840	7,896	10.780	18.089	10.077	8.012	•	251.500
	2034	270.673		3.138	2.970	5.550	1.740	1.980	1.830	5.240	1.400	1.200	1.400	1.240	5.540	3.788	1.120	1.128	1.540	1.752	976.0	0.776	•	17.400
	2033	467.137		10.042	9.504	5.550	1.740	1.980	1.830	5.240	1.400	1.200	1.400	1.240	5.540	3.788	1.120	1.128	1.540	1.752	0.976	0.776	•	17.400
per Annum	2032	512.551	28 - 2034)	10.042	9.504	5.550	1.740	1.980	1.830	5.240	1.400	1.200	1.400	1.240	5.540	3.788	1.120	1.128	1.540	1.752	0.976	0.776	•	17.400
(PGK, million)	2031	210.103	PHASE 2 (20	3.041	2.701	5.550	1.740	1.980	1.830	5.240	1.400	1200	1.400	1.240	5.540	3.788	1.120	1.128	1.540	1.752	976.0	0.776	•	17.400
nual Cost Est.	2030	557.065		3.041	2.701	5.550	1.740	1.980	1.830	5240	1.400	1.200	1.400	1.240	9.329	3.788	1.120	1.128	1.540	5.541	3.087	2454	•	17.400
An	2029	1,032.343		3.041	2.701	9.507	3.669	1.980	3.858	5.240	1.400	1.200	1.400	1.240	9.329	3.788	1.120	1.128	1.540	5.541	3.087	2454	•	
	2028	1,837.575		3.041	2.701	9.507	3.669	1.980	3.858	•	•	•	•	•	3.788	3.788	1.120	1.128	1.540				•	164.500
RESPONSIBLE ROAD MANAGEMENT WING				Highway Management	Highway Management		Highway Management	Highway Management	Highway Management		Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations		Field Operations	Field Operations		
Status (2024)				Procurement	Procurement		Procurement	Ongoing	Procurement		Procurement	Procurement	Procurement	Procurement			Procurement	Procurement	Contract Ongoing		Procurement	Procurement		
Type of Works				LTPBMC	LTPBMC		LTPBMC	LTPBMC	LTPBMC		Upgrading	Upgrading	Upgrading	Upgrading			LTPBMC	LTPBMC	LTPBMC		LTPBMC	LTPBMC		
Est Length (Km)		3,747.8				92.5	29.0	33.0	30.5	131.0	35.0	30.0	35.0	31.0	138.5	94.7	28.0	282	38.5	43.8	24.4	19.4	•	435.0
Description		GRAND TOTAL		Magiro Br. To Miunde Br. (52.3km)	Miunde Br. To Kagamuga Tum Off (49.5km)	y - Kagamuga to Kiburu Jnc	Togoka Jinc to Kagul Br.	Kisenapoi Jnc to Angula Br.	Angula Br. to Kikuru Jino	ands Highway Western End)	Awi Bridge to Lake Kopiago, Hela province.	Tuku to Kopiago (Maria- Kopiago Rel)	Korolea to Bitiri Br.	Bitiri Br. To Kopiago Station	Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al	Enga Hwy	Enga Highway, Togoba Junction to WHP/Enga Brdr	Enga Highway, WHP/Enga Border to Pausa Lai Bridge	Enga Highway, Pausa Lai Bridge to Walkag Town	Wabag - Mendi	Enga Highway, Wakag Town (0km) to Lama Br. (24.4km)	Erga Highway, Lama Br. (24.4km). to Lagaip Br. (19.4km)	Pogera Road	go-Oksapim-Teleformin Highway
Road Name				Highlands Highway	Highlands Highway	Highlands Highwa	Highlands Highway	Highlands Highway	Highlands Highway	piago/Komo (Highl	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Enga Hway, Wabag-Mendi Hwy & Pogera		Enga Highway	Enga Highway	Enga Highway		Enga Highway	Enga Highway		Pogera-Kopia
Province				Simbu	Ш		ЧНР	SHP	SHP	endi - Tari - Ko	Hela	Hela	Hela	Hela	WHP, ENGA, SHP & HELA		МНР	Enga	Enga		Enga	Enga		Nation-wide
Prov Code				4	41		8	37	37	2	37a	37a	37a	37a	•		8	8	8		8	8		•
Corridor				Highlands Corridor	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Priority 7_Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor	Highlands Corridor		Priority 7_Highlands Comidor
No. Program				7.14 CPNG	7.15 CPNG		7.17 CPNG	7.19 CPNG	7.20 CPNG		7.25 CPNG	7.26 CPNG	7.27 CPNG	7.28 CPNG	CPNG	CPNG	7.31 CPNG	7.32 CPNG	7.33 CPNG	CPNG	7.34 CPNG	7.35 CPNG	CPNG	CPNG

001 40.148 089 50.159 077 30.144 012 26.014	8 10	0.776	2454	2.454	0.776	0.776	10						nervi e leño i			
901 40.148 089 56.159 077 30.144	9							0.776	Field Operations	Procurement	LTPBMC	19.4	Enga riighway, Lama Br. (24.4km). to Lagaip Br. (19.4km) Provera Road	Enga Highway		- Bu
901 40.148 089 56.159		0.976	3.087	3.087	9/6-0	0.976	10	976.0	Field Operations	Procurement	LTPBMC	24.4	Enga Highway, Wakag Town (0km) to Lama Br. (24.4km)	Enga Highway	e6	
901 40.148	18	1.752	5.541	5.541	1.752	1.752	~	1.752				43.8	Wabag - Mendi			
	15.	1.540	1.540	1.540	1.540	4.870	0	4.870	Field Operations	Contract Ongoing	LTPBMC	38.5	Enga Highway, Pausa Lai Bridge to Walaag Town	Enga Highway	egri	ш
647 29.526	Ŧ	1.128	1.128	1.128	1.128	3.567	2	3.561	Field Operations	Procurement	LTPBMC	28.2	Enga Highway, WHP/Enga Border to Pausa Lai Bridge	Enga Highway	egé	ш
564 29.344	Ŧ	1.120	1.120	1.120	1.120	3.542	~	3.542	Field Operations	Procurement	LTPBMC	28.0	Enga Highway, Togoka Junction to WHP/Enga Breir	Enga Highway	라	5
111 99.018	39	3.788	3.788	3.788	3.788	11.980		11.980				94.7	Enga Hwy			
201 155.177	21.	5.540	8.329	8.329	5.540	13.732	~	13.732				138.5	Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al	Enga Hway, Wabag-Mendi Hwy & Pogera	NHP, ENGA, HP & HELA	≤ ø
803 159.743	12	1.240	1.240	1.240	3.922	3.922	_	1.240	Field Operations	Procurement	Upgrading	31.0	Bitiri Br. To Kopiago Station	Highway	łela	-
455 180.355	14	1.400	1.400	1.400	4.428	4.428		1.400	Field Operations	Procurement	Upgrading	35.0		Highlands		
390 154.590	12	1.200	1.200	1.200	3.796	3.796	_	1.200	Field Operations	Procurement	Upgrading		Korolea to Bitiri Br.	Highlands Highway Highlands	tela	<u>т</u>
455 88.755	14	1.400	1.400	1.400	4.428	4.428		1.400	Field Operations	Procurement		30.0	Tuku to Kopiago (Maria- Kopiago Rø) Koroka to Bitiri Br.	Highlands Highlands Highlands Highlands	tela tela	т т 2 2
103 583.443	25	5.240	5.240	5.240	16.572	16.572		5240			Upgrading	35.0	Awi Bridge to Lake Kopiago, Hela province. Tuku to Kopiago (Maria- Kopiago Rid) Koroka to Bitri Br.	Highlands Highlands Highlands Highlands Highlands Highlands	lela lela	
037 41.903	15.	1.830	1.830	3.858	3.858	1.830	0	1.830	Highway Management	Procurement	Upgrading	131.0 35.0 30.0	llanda Highway Westem End) Aw Bridge to Lake Kopiago, Hela province. Tuku to Kopiago (Maria- Kopiago Ra) Koroba to Bitri Br.	piago/Komo (Hig Highards Highards Highards Highards Highards Highards Highards	ndi - Tari - Ko lela lela lela	Wer H H
289 44.556	16	1.980	1.980	1.980	1.980	4.175	10	4.175	Highway Management	Guidourd	LTPBMC	30.5 131.0 35.0 30.0	Angula Br. to Kituru Jno Analanda Highway Westem End) Awi Bridge to Lake Kopriago, Awi to Kopriago (Maria- Tutu to Kopriago (Maria- Kopriago Ral) Korotea to Stári Be.	Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands	HP ndi - Tari - Ko lela lela	
297 40.334	14	1.740	1.740	3.669	3.669	1.740		1.740	Highway Management	į	LTPBMC LTPBMC Upgrading	33.0 30.5 131.0 35.0 30.0	Kisenapoi Jino to Angula Br. Angula Br. to Kituru Jino Janda Highiway Western End) Aw Bridge to Lake Kopiago, Hela province. Tutu to Kopiago (Maria- Kopiago Ráj Korotea to Bitin Br.	Highlands Highlands Highlands Highlands Mighlands Highlands Highlands Highlands Highlands Highlands	жр жр ela ela fela	
603 126.793	45	5.550	5.550	9.507	9.507	7.745	5	1.745		Procurement	LTPBMC LTPBMC LTPBMC Upgrading	29.0 33.0 30.5 131.0 35.0 35.0	Togotia Jino to Kagul Br. Kisenapoi Jino to Angula Br. Angula Br. to Kituru Jino Janda Higherbury Westerm End) Janda Higherbury Westerm End) Hela privage Nata- Hela privage (Maria- Kopiage Raj Korota to Stén Br.	Heykunds Heykunds Heykunds Heykunds Heykunds Heykunds Heykunds Heykunds Heykunds Heykunds	M-IP + IP ndi - Tari - Ko tela tela	
820 58.708	47.	2.970	2.970	2.970	2.970	2.970	0	2.970	Highway Management	Procurement	LTFBMC LTFBMC LTFBMC LTFBMC	82.5 29:0 33.0 30.5 13:1,0 35:0 35:0 35:0	ay - Kagamuga to Kūburu Jino Togoka Jino to Kagul Br. Kisenapoi Jino to Angula Br. Angula Br. to Kikuru Jino Angula Br. to Kikuru Jino Jianda Highway Westem End) Hela privājer to Lake Kopiago, Hela privājer to Lake Kopiago, Koroka to Bīšin Br.	Highlands High Highlands High Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands	K-IP X-IP Mdi - Tari - Ko tela	Met of No.
828 63.338	-19	3.138	3.138	3.138	3.138	3.138		3.136	Highway Management	Procurement	LTFBMC LTFBMC LTFBMC LTFBMC LTFBMC	925 28:0 33:0 30:5 13:0 35:0 35:0 36:0	Mikunde Br. To Kagamuga Tum Off (44.5km) ay - Kagamuga to Kiburu Jino Togotea Jino to Kagul Br. Kisenspoi Jino to Angula Br. Angula Br. to Kiburu Jino Janda Highway Western End) Hela province. Tuku to Kopiago (Maria- Kopiago Raj Korotea to Bitin Br.	Hejklands Hejklands High Hejklands High Hejklands Hejklands Hejklands Hejklands Hejklands Hejklands Hejklands Hejklands Hejklands	유수 유	
TOTAL			40)	3 (2035 - 20	PHASE					Procurement Procurement Procurement	LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC		Magino Br. To Miunde Br. (52.3km) Munde Br. To Kagamuga Tum Off (45.5km) ay - Kagamuga to Kiburu Jino Togota Jino to Kagul Br. Fogota Jino to Angula Br. Kisenapoi Jino to Angula Br. Angula Br. to Kiburu Jino Janda Highway Westem End) Angula Br. to Kiburu Jino Janda Highway Westem End) Angula Br. to Kiburu Jino Landa Highway Westem End) Konoka to Stife Br.	Highlands Highnads Highnads Highnads Highnads Highnads Highnads Highnads Highnads Highnads Highnads Highlands Highlands Highlands Highlands Highlands Highlands Highlands	imbuu HP HP H	
000.007/21 002	1,049.4	667-707	000.012	341.800	32.112	5 20.0	4	57.107		Procurement Procurement Procurement	LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC	92.5 29.0 33.0 30.5 131.0 30.5 30.0	Magino Br. To Munde Br. (32.3km) Munde Br. To Kagamuga Tum Off (49.5km) ay - Kagamuga to Kiburu Jno Togota Jno to Kagul Br. Fogota Jno to Angula Br. Kisenapoi Jno to Angula Br. Angula Br. to Kiburu Jno Janda Highway Western End) Angula Br. to Kiburu Jno Janda Highway Western End) Hela province. Tuku to Kopiago (Maria- Kootea to Bitin Br.	Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands	imiku HP MP	
12,258.036	1,649.2	252.299	270.050	341.860	32.772	5.023 3	245	207.234		Procurement Procurement	LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC	92.5 29.0 29.0 33.0 33.0 131.0 30.5 30.0	Magin Br. To Munde Br. (32.3km) Munde Br. To Kagamuga Munde Br. To Kagamuga ay - Kagamuga to Kiburu Jno Togoba Jno to Kagul Br. Fogoba Jno to Angula Br. Kisenapoi Jno to Angula Br. Angula Br. to Kituru Jno Janda Highway Westem End) Angula Br. to Kituru Jno Janda Highway Westem End) Hela province. Kooriaso Raj	Hejhlands Hejhlands Hejhlands Hejhl Hejhlands Hejhl Hejhlands Hejhl Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands Hejhlands	imiku H-P-P-P- H-F-P-P-P-P-P-P-P-P-P-P-P-P-P-P-P-P-P-P-	
40) (2021 - 2040)	(2035 - 20	2040	2039	2038	2037	99	203	2035		Procurement Procurement Frocurement	LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC	3,747.8 625 23.0 33.0 33.0 33.0 33.0	GRAND TOTAL Magine Br. To Munde Br. (52.3km) Munde Br. To Kagamuga Turn Off (49.5km) ay - Kagamuga to Kiburu Jine Togoka Jine to Kagul Br. Togoka Jine to Angul Br. Kisenapoi Jine to Angul Br. Angula Br. to Kiburu Jine Angula Br. to Kiburu Jine Magida Br. to Kiburu Jine Lata to Kopiago (Maria- Kopiago Raj Koroka to Bitin Br.	Highlands Highlands Highlands Highl Highlands Highl Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands	HP H	
Total (Phase1, 2 E & 3) en) (PGK, million)	Phase 3 ESTIMAT (PGK, milli			llion) per An	st. (PGK, mi	rual Cost Er	Ann			Procurement Procurement Procurement	LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC LTPBMC	3,747.8 92.5 29.0 33.0 33.0 33.0 33.0 33.0	GRAND TOTAL Magine Br. To Munde Br. (52.3km) Munde Br. To Kagamuga Turun Off (43.5km) ay - Kagamuga to Kituru Jino ay - Kagamuga to Kituru Jino ay - Kagamuga Br. to Kituru Jino Janda Highway Westem End) Angula Br. to Kituru Jino Janda Highway Westem End) Hela province. Tulku to Kopiago (Maria- Kopiago Raj	Highlands Highuay Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands Highlands	imite AP PP AP Felance Contraction Felance Con	

ESTIMATE (PGK, million)	(2021 - 2027)	5,721.351		000.05	26.33	33.000	36.667	200.000	240.619	189.169	51.450	36.000	36.000	12.000	12.000	12.000	337.050	188.550
mu	2027	2,788.762	(11	15.000	14,667	16.500	18.333	100.000	103.122	81.072	22.050	9.000	000.6	3.000	3.000	3.000	120.300	73275
million) per An	2026	1,979.734	SE 1 (2020 -202	15.000	14.667	16.500	18.333	100.000	103.122	81.072	22.050	9.000	9:000	3.000	3.000	3.000	120.300	73.275
Cost Est. (PGK,	2025	761.918	РНА	6	67	C	60		34.374	27.024	7.350	9.000	0:000	3.000	3.000	3.000	68.025	21.000
Annual	2024	190.937		6	ē.	f.	6)	*	Ť	ï	x	9.000	9.000	3.000	3.000	3.000	28.425	21,000
ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations			Field Operations	Field Operations	Field Operations		
Status (2024)				Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement			Procurement	Procurement	Procurement		
Type of Works				Early Works	Early Works	Early Works	Early Works	Early Works		enibergolu	lograding			Early Works	Early Works	Early Works		
Eat Length (Km)		3,747.8		45.0 8	80.0	9 0 06	100.0	120.0	118.3	100.2	18.1 (160.0	160.0	60.0	20.0	50.0	475.0	295.0
Description		GRAND TOTAL		Porgera to Parela, Enga province.	Missing Link from Paiala to Kopiago – 80.00km length Enga & Hela Province	Kopiago to Oksapmin in Hela & Western Provinces	Oksapin to Teleformin in Western & West Sepik Provinces	Tari to Pogera in Hela & Erga Provinces resp.	Highlands Core Road Network	Partial/Hwry Jinc to Martil Br. Mono Gate 10 - Design & Construction	Upgrade to Seal by Design & Construction	Total		Baiyer to Simbai	Simbai to Aiome	Aimone to Transgogol (Ramu Hwy Jnc.)	Total	ML
Road Name				Porgera Teleformin Highway	Porgera Teleformin Highway	Porgera Teleformin Highway	Porgera Teleformin Highway	Tari-Porgera Road	Various	Poro Moro Road	Kindeng to Nunga Road Upgrade		Madang - Baiyer	Madang - Baiyer M/L	Madang - Baiyer M/L	Madang - Baiyer M/L	L	North & South Fly
Province				Enga	Enga (Hela	HelaWestem	WesternWSP	Hela/Enga	Highlands	ЧHS	ЧНЬ	or	MHPMAdang	BrebelmidHW	Madang	Madang	rder Corrido	Western
Prov Code				8	38/37a	37a/31	31/45	31/45	0	37	8	r Corrid	0	39/43	43	43	Fly Bo	0
Corridor				Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Priority 7_Highlands Corridor	Highlands Comidor	Highlands Comidor	Priority 8_Baiyer	Priority 8_Baiyer Corridor	Baiyer-Madang Comidor	Baiyer-Madang Comidor	Baiyer-Madang Comidor	Priority 9_Trans	Priority 9. Trans Fly Border Comidor
Program				CPNG 1	CPNG	CPNG H	CPNG 1	CPNG P	CPNG	CPNG	Sub-Nation }		CPNG	CPNG	S CPNG	t CPNG		CPNG
No.				1.36	7.4	7.4	7.42	7.43		7.45	7.50		8.0	8.00	8.00	8.0		9.0

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	4,887.448		24.000	30.667	34.500	38.333	124.000	126.782	101.112	25.670	579.200	579.200	217.200	181.000	181.000	977.012	859.215
	2034	270.673		1.800	3.200	3.600	4.000	4,800	4.732	4.008	0.724	6.400	6.400	2.400	2.000	2.000	112.585	100.145
	2033	467.137		1.800	3.200	3.600	4.000	4.800	4.732	4.008	0.724	6.400	6.400	2.400	2.000	2.000	262.350	249.910
) per Annum	2032	512.551	028 - 2034)	1.800	3.200	3.600	4.000	4.800	4.732	4.008	0.724	6.400	6.400	2.400	2.000	2.000	262.350	249.910
(PGK, million	2031	210.103	PHASE 2 (2	1.800	3.200	3.600	4.000	4.800	4.732	4.008	0.724	•	•	•	•	•	22.793	10.353
mual Cost Est.	2030	557,065		1.800	3.200	3.600	4.000	4.800	4.732	4.008	0.724	186.667	186.667	70.000	58.333	58.333	95.406	82.966
¥.	2029	1,032.343		•	,		•	•	•		•	186.667	186.667	70.000	58.333	58.333	95.406	82,966
	2028	1,837.575		15.000	14.667	16.500	18.333	100.000	103.122	81.072	22.050	186.667	186.667	000:02	58.333	58.333	126.123	82.966
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations			Field Operations	Field Operations	Field Operations		
Status (2024)				Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement			Procurement	Procurement	Procurement		
Type of Works				Early Works	Early Works	Early Works	Early Works	Early Works		Upgrading	Upgrading			Early Works	Early Works	Early Works		
Est. Length (Km)		3,747.8		45.0	80.0	0.08	100.0	120.0	118.3	100.2	18.1	160.0	160.0	60.0	50.0	50.0	475.0	295.0
Description		GRAND TOTAL		Porgera to Paiela, Enga province.	Missing Link from Paiala to Kopiago – 80.00km length Enga & Hela Province	Kopiago to Oksapmin in Hela & Western Provinces	Oksapin to Teleformin in Western & West Sepik Provinces	Tari to Pogera in Hela & Enga Provinces resp.	Highlands Core Road Network	Parita/Hmvy Jnc to Mariti Br. Moro Gate 10 - Design & Construction	Lipgrade to Seal ky Design & Construction	Total		Baiyer to Simkai	Simbal to Alome	Aimone to Transgogol (Ramu Hwy Jnc.)	Total	ML
Road Name				Porgera Teleformin Highway	Porgera Teleformin Highway	Porgera Teleformin Highway	Porgera Teleformin Highway	Tari-Porgera Road	Various	Poro Moro Road	Kindeng to Numga Road Upgrade		Madang - Baiyer	Madang - Baiyer M/L	Madang - Baiyer M/L	Madang - Baiyer M/L	2	North & South Fly
Province				Enga	Enga /Hela	HelaWestem	WestemWSP	Hela/Enga	Highlanda	SHP	ЧНР	ā	WHPMadang	WHPMadang	Madang	Madang	rder Corrid	Western
Prov Code				8	38/37a	37a/31	31/45	31/45	•	37	æ	Corrid	•	39/43	\$	\$	Fly Bo	•
Corridor				Highlands Corridor	Highlands Corridor	Highlands Comidor	Highlands Corridor	Highlands Corridor	Priority 7_Highlands Corridor	Highlands Comidor	Highlands Corridor	Priority 8 Baiyer	Priority 8_Baiyer Corridor	Baiyer-Madang Comidor	Baiyer-Madang Comidor	Baiyer-Madang Comidor	Priority 9_Trans	Priority 9_Trans Fly Border Comidor
Program				19 CPNG	10 CPNG	1 CPNG	12 CPNG	13 CPNG	CPNG	19 CPNG	S0 Sule-Nation		CPNG	12 CPNG	3 CPNG	M CPNG		CPNG
No.				12	12	17	12	72		11	73		8.0	8.0	8.0	8		0.6

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	12,258.036	TOTAL	72.585	83.040	104.670	116.300	373.560	416.259	331.664	84.595	681.280	681.280	253.980	213.650	213.650	1,495.787	1,154.850
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,649.238		18.585	33.040	37.170	41.300	49.560	48.828	41.383	7.475	66.080	66.080	24.780	20.650	20.650	181.725	107.085
	2040	252.299		1.800	3.200	3.600	4.000	4.800	4.732	4.008	0.724	20.240	20.240	7.590	6.325	6.325	30.288	17.848
unuu	2039	270.050	040)	1.800	3.200	3.600	4.000	4.800	4.732	4.008	0.724	20.240	20.240	7.590	6.325	6.325	30.288	17,848
million) per A	2038	341.860	SE 3 (2035 - 2	5.693	10.120	11.385	12.650	15.180	14.965	12.675	2.290	6.400	6.400	2.400	2.000	2.000	30.288	17.848
st Est. (PGK,	2037	332.772	PHAS	5.693	10.120	11.385	12.650	15.180	14.965	12.675	2290	6.400	6.400	2.400	2.000	2.000	30.288	17.848
Annual Co	2036	245.023		1.800	3.200	3.600	4.000	4.800	4732	4.008	0.724	6.400	6.400	2.400	2.000	2.000	30.288	17.848
	2035	207.234		1.800	3.200	3.600	4.000	4.800	4.732	4.008	0.724	6.400	6.400	2.400	2.000	2.000	30.288	17.848
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations			Field Operations	Field Operations	Field Operations		
Status (2024)				Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement			Procurement	Procurement	Procurement		
Type of Worka				Early Works	Early Works	Early Works	Early Works	Early Works		Upgrading	Upgrading			Early Works	Early Works	Early Works		
Est. Length (Km)		3,747.8		45.0	80.0	90.0	100.0	120.0	118.3	100.2	18.1	160.0	160.0	60.0	50.0	50.0	475.0	285.0
Description		GRAND TOTAL		Porgera to Paiela, Enga province.	Missing Link from Paiala to Kopiago – 80.00km length Enga & Hela Province	Kopiago to Oksapmin in Hela & Westem Provinces	Oksapin to Teleformin in Western & West Sepik Provinces	Tari to Pogera in Hela & Enga Provinces resp.	Highlands Core Road Network	Parital Hwy Jnc to Mariti Br. Moro Gate 10 - Design & Construction	Lipgrade to Seal by Design & Construction	Total		Baiyer to Simkai	Simbai to Aiome	Aimone to Transgogol (Ramu Hwy Jnc.)	Total	ML
Road Name				Porgera Teleformin Highway	Porgera Teleformin Highway	Porgera Teleformin Highway	Porgera Teleformin Highway	Tari-Porgera Road	Various	Poro Moro Road	Kindeng to Nunga Road Upgrade		Madang - Baiyer	Madang - Baiyer MIL	Madang - Baiyer M.L.	Madang - Baiyer ML	or	North & South Fly
Province				Erga	Enga /Hela	HelaWestem	WesternWSP	Hela/Enga	Highlands	바	ЧНР	dor	WHPMadang	WHP/Makang	Madang	Madang	order Corrid	Western
Prov Code				33	38/37a	37a/31	31/45	31/45	•	37	39	r Corri	۰	39/43	43	8	Fly Be	•
Corridor				Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Priority 7_Highlands Corridor	Highlands Corridor	r Highlands Corridor	Priority 8_Baiye	Priority 8_Baiyer Corridor	Baiyer-Madang Corridor	Baiyer-Madang Corridor	Baiyer-Madang Corridor	Priority 9_Trans	Priority 9_Trans Fly Border Corridor
Program				19 CPNG	10 CPNG	H CPNG	12 CPNG	13 CPNG	CPNG	19 CPNG	30 Sule-Nation		CPNG	IZ CPNG	3 CPNG	M CPNG		CPNG
No.				72	72	ř1	72	72		71	11		8.0	8.0	8(8		0.0

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	5,721.351		67.050	61.500	8.000	8.000	44.000	148.500	44.000	27.500	000'22	89.775		89.775	89.775	•	17.494	
mu	2027	2,788.762	(27)	30.525	27.750	2.000	2.000	11.000	47.025	13.933	8.708	24.383	38.475	,	38.475	38.475		3.925	,
(, million) per A	2026	1,979.734	ASE 1 (2020 -20	30.525	27.750	2.000	2.000	11.000	47.025	13.933	8.708	24.383	38.475		38.475	38.475	•	3.925	
l Coat Eat. (PG)	2025	761.918	H	3.000	3.000	2.000	2.000	11.000	47.025	13.933	8.708	24.383	12.825	•	12.825	12.825	•	1.963	•
Annua	2024	190.937		3.000	3.000	2.000	2.000	11.000	7.425	2.200	1.375	3.850	•			•	•	7.681	•
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations				Field Operations			
Status (2024)				Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement	Procurement				Procurement			
Type of Worka				Early Works	Early Works	Early Works	Early Works	Maintenance		Early Works	Early Works	Early Works				Upgrading			
Est. Length (Km)		3,747.8		55.0	50.0	100.0	10.0	80.0	180.0	20.0	80.0	80.0	47.5		47.5	47.5	•	27.0	
Description		GRAND TOTAL		Daru Coast to Sota Bonder Post	Kunga to Alambak (Kunga Smotu to Ramp Site) Road	Kunga to Nomad Hwy (Middle Fly)	Olsokik Road	Tabuteil to Teleformin to Oksapmin Road	van Highway	Construction of Missing Link from Tabukil to Telefomin	Missing Link from Morehead to Aimkak	Missing Link from Bewani to Telefornin	Total			Arakavol Bridge to Wakunai Bridge	anakei Rd	Total	
Road Name				South Fly Highway	North Fly Border M/L	North Fly Border M/L	North Fly Border M/L	North Fly Border M/L	Tabubil - Teleforn	Takuteil - Teleforman Highway	Takukil - Teleforman Highway	Takukil - Teleforman Highway		Aropa Rd	Buka Rd	Buka Road	Buka Rd, Laluai-P		East West Hwy
Province				Western	Westerm	Western	Western	Western	Western	Western	Westerm	Westerm	e Corridor	AROB	AROB	AROB	AROB	idor	Manus
Prov Code				34	3	ਲ	34	ж	31	3	34	3	gainvill	8	8	8	8	us Corr	48
Corridor				Trans Bonder Corridor	Trans Bonder Cornidor	Trans Border Corridor	Trans Border Corridor	Trans Border Corridor	Priority 9_Trans Fly Border Corridor	Trans Fly Bonder Cornidor	Trans Fly Bonder Corridor	Trans Fly Border Corridor	Priority 10 Bou	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Bougairwille Corridor	Priority 10_Bougainville Corridor	Priority 11_Man	Priority 11_Manus Corridor
Program				CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG	CPNG	CPNG	CPNG		CPNG
No.				9.01	9.02	60.6	9.04	9.05		90.6	20.9	80.6		10.0		10.03			11.0

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	4,887.448		163.075	148.250	280.300	35.230	232.360	117.797	30.493	33.880	53.423	47.975		47.975	47.975	•	16.293	
	2034	270.673		49.922	45.383	•	•	4.840	12,440	2.760	4,840	4.840	1.900	•	1.900	1.900	•	1.620	•
	2033	467.137		49.922	45.383	136.150	13.615	4.840	12.440	2.760	4.840	4.840	1.900		1.900	1.900	•	1.620	•
per Annum	2032	512.551	28 - 2034)	49.922	45.383	136.150	13.615	4.840	12,440	2.760	4.840	4.840	1.900		1.800	1.900	•	1.620	
(PGK, million)	2031	210.103	PHASE 2 (20	3.328	3.025	2.000	2.000	•	12.440	2.760	4.840	4.840	1.900		1,900	1.900	•	1.620	•
nual Coat Eat.	2030	557.065		3.328	3.025	2.000	2.000	72.613	12.440	2.760	4,840	4.840	1.900		1.800	1.900	•	1.963	1
¥.	2029	1,032.343		3.328	3.025	2.000	2.000	72.613	12,440	2.760	4.840	4.840	•			•	•	3.925	
	2028	1,837.575		3.328	3.025	2.000	2.000	72.613	43.157	13.933	4.840	24.383	38.475		38.475	38.475	•	3.925	
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations				Field Operations			
Status (2024)				Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement	Procurement				Procurement			
Type of Worka				Early Works	Early Works	Early Works	Early Works	Maintenance		Early Works	Early Works	Early Works				Upgrading			
Est Length (Km)		3,747.8		55.0	50.0	100.0	10.0	80.0	180.0	20.0	80.0	80.0	47.5		47.5	47.5	•	27.0	
Description		GRAND TOTAL		Daru Coast to Sota Border Post	Kiunga to Aiamkak (Kiunga Smotu to Ramp Site) Road	Kiunga to Nomad Hwy (Middle Fly)	Olsobile Road	Takukil to Teleformin to Oksapmin Road	vewigh new	Construction of Missing Link from Tabubil to Telefomin	Missing Link from Morehead to Aimbak	Missing Link from Bewani to Telefomin	Total			Arakavol Bridge to Wakunai Bridge	anakei Rd	Total	
Road Name				South Fly Highway	North Fly Border MIL	North Fly Bonder M/L	North Fly Bonder M/L	North Fly Border M/L	Tabubil - Teleforn	Takukii - Teleforman Highway	Takukil - Teleforman Highway	Takukil - Teleforman Highway		Aropa Rd	Buka Rd	Buka Road	Buka Rd, Laluai-P		East West Hwy
Province				Western	Western	Western	Western	Western	Western	Western	Western	Western	e Corridor	AROB	AROB	AROB	AROB	idor	Manus
Prov Code				34	3	3	31	34	સ	31	31	3	gainvill	8	8	8	8	us Con	4 8
Corridor				Trans Bonder Corridor	Trans Bonder Comidor	Trans Bonder Corridor	Trans Bonder Corridor	Trans Bonder Comidor	Priority 9_Trans Fly Border Corridor	Trans Fly Bonder Comidor	Trans Fly Border Comidor	Trans Fly Bonder Comidor	Priority 10_Bou	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Bougainville Comidor	Priority 10_Bougainville Corridor	Priority 11_Man	Priority 11_Manus Corridor
Program				CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG	CPNG	CPNG	CPNG		CPNG
No.				9.01	9.02	6.03	90.6	90.6		90.6	9.07	9.08		10.0		10.03			11.0

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	12,258.036	TOTAL	250.090	227.900	324,600	46.860	305.400	340.937	91.053	90.420	159.463	157 368		157.368	157.368	•	47.099	
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	1,649.238		19.965	18.150	36.300	3.630	29.040	74.640	16.560	29.040	29.040	19 618		19.618	19.618	•	13.311	
	2040	252.299		3.328	3.025	6.050	0.605	4.840	12.440	2.760	4.840	4.840	1 900	•	1.900	1.900	•	1.620	
mug	2039	270.050	040)	3.328	3.025	6.050	0.605	4.840	12.440	2.760	4.840	4.840	1 900	•	1.900	1.900	•	3.416	
million) per A	2038	341.860	3E 3 (2035 - 2	3.328	3.025	6.050	0.605	4.840	12.440	2.760	4.840	4.840	6009	•	6.009	6009	•	3.416	
at Eat. (PGK,	2037	332.772	PHAS	3.328	3.025	6.050	0.605	4.840	12.440	2.760	4.840	4.840	6009	•	6.009	600.9	•	1.620	
Annual Co	2036	245.023		3.328	3.025	6.050	0.605	4.840	12.440	2.760	4.840	4.840	1 900	•	1.900	1.900	•	1.620	
	2035	207.234		3.328	3.025	6.050	0.605	4.840	12.440	2.760	4.840	4.840	1 900		1.900	1.900		1.620	•
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations				Field Operations			
Status (2024)				Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement	Procurement				Procurement			
Type of Worka				Early Works	Early Works	Early Works	Early Works	Maintenance		Early Works	Early Works	Early Works				Upgrading			
Est. Length (Km)		3,747.8		55.0	50.0	100.0	10.0	80.0	180.0	20.0	80.0	80.0	47.5		47.5	47.5	•	27.0	•
Description		GRAND TOTAL		Daru Coast to Sota Border Post	Kiunga to Aiamkak (Kiunga Smotu to Ramp Site) Road	Kiunga to Nomad Hwy (Middle Fly)	Olsobile Road	Takutail to Teleformin to Oksapmin Road	van Highway	Construction of Missing Link from Takubil to Telefomin	Missing Link from Morehead to Aimbak	Missing Link from Bewani to Telefomin	Total			Arakavol Bridge to Wakunai Bridge	anakei Rd	Total	
Road Name				South Fly Highway	North Fly Borker M.L.	North Fly Boreier M.L.	North Fly Boreier M.L.	North Fly Border M.L.	Tabubil - Teleforn	Takutkil - Teleforman Highway	Tateuteil - Teleforman Highway	Tabutoi - Teleforman Highway		Aropa Rd	Buka Rd	Buka Road	Buka Rd, Laluai-P		East West Hwy
Province				Western	Western	Western	Western	Western	Western	Western	Western	Western	le Corridor	AROB	AROB	AROB	AROB	ridor	Manus
Prov Code				34		3	34	3	34	34	34	3	livia	ß	8	8	8	us Cor	46
Corridor				Trans Border Corridor	Trans Border Corridor	Trans Border Corridor	Trans Border Corridor	Trans Border Corridor	Priority 9_Trans Fly Border Corridor	Trans Fly Border Corridor	Trans Fly Border Corridor	Trans Fly Border Corridor	Priority 10 Boue	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Bougainville Comidor	Priority 10_Bougainville Corridor	Priority 11_Man	Priority 11_Manus Corridor
Program				CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG	CPNG	CPNG	CPNG		CPNG
No.				9.01	6.02	6.03	90.6	90.6		90.6	20.6	80.6		10.0		10.03			11.0

No. Pregran	n Comider	Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	81.2 ms (2024)	RES PONSIBLE ROAD MANAGEMENT WING	Annua	CostEst (PGK	, milion) per An	Ę	Phase 1 ESTIMATE (PGK, million)
										2024	2025	2026	2027	(2021 - 2027)
					GRAND TOTAL	3,747.8				190.937	761.918	1,979.734	2,788.762	5,721.351
											нч	ASE 1 (2020-202	6	
CONG	Pricity 11_Mrus Oxrider	4	li ance	Momote & Lomir	rum Road	2.0				1681	1963	3225	3.925	17.64
11.03 CPNG	N a na Caridor	4	Vane	Nomote Road	Lovergau (CH0-000(0)) to Mande ArportEnd of Seal - TSS P	201	UNC.	Procurement	Field Operations	1891	198	3925	3925	10.434
	Printy 12 Sands	- Build	marComide	L	Total	1750						78.750	238.250	315 000
to CPNG	Priority 12, Sandaun Border Omider	4	West Sepik	Bewani Road		175.0					- 4	<u>8</u> 22	2620	315.000
1201 CPNG	Sandoun Borden Comision	4	West Sepik	Bevani Road	Upgrading & Sealing from Imbo Jins to Cheen River Station in MSP - CPMG Detail Design & Const.	1.05.1	Uppreding	Procurement	Field Operations	•	•	78.730	26.20	315.000
	Priority 13 New L	Ireland	Comidor		Total	THT				13.881	16.858	5.864	5954	42.647
13 CPNG	Prictity 13_ New Indend Corridor	4	New Iteland	Bulominsky Hwy		•					•	•		
CONG	Priority 13_New Indeed Corridor	4	New Ireland	Bulominsky Hwy		212				13.881	16.858	5364	5.964	2.60
1302 CPNG	New Indiand Comidon	4	New reland	Boluminiski Mghway	Selimun Br. (0+1265-000/04) to Poropol Br. (0+1365-70004) - TSS P, 71.71m	1.72	OW	Procurement	Field Operations	13.881	16.038	285	5.954	र ह
CONG	Priority 13_New Indeed Corridor	4	New Ireland	West Coast Road		•				•	•	•		•
	Not ation s:													
			Procument: S	trategic National I	Economic Hghway Developm	ent (SNEH D)	/Missing Uni	c (WE)						
OTES														

NOTES

Unit Rates used a current rates at AMB/RAMS (Subject to review infuture.)

 Sections demancated as per contracted/procured/proposed sections as delineated and based with 2028 condition to determine respective treatments for those proposed

3. Missing Link Sections programmed thru New Roads Construction Rates

4. Road upgrading Sections programmed thru Road Upgrading Rates

Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.

K110912/km/rr) based on PBMCR.stes in recent based by NRA to maintain cost within the CPW52020 2040 Multil year Financing Plan. Unecaled Rates used as applicable (Refer to RAMS Unit Rates table for details). K60,000/km/yr is used for heavy traffic roads or fair condition roads. New Scal: RTN Maintenance Rate is K40,000/km/yr. This is reduced by a quarter (from 6. Without traffic data, as rule of thumb, for asset preservation for scaled roads, rescaling is programmed after 7 years whilst routine maintenance rate of

Itema 3,747.8 7,47.8 Item Itema Itemate Ricentrium/Faced 3,747.8 7,10 Item Itema Itemate Ricentrium/Faced 27.0 Item Itemate Itema Itema Item Item Item Item Item Item Item <td< th=""></td<>
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er Contidor Total 1750 at Sepik Bewari Road 1750 at Sepik Bewari Road 1750 bewari Road Vagnering & Seding from 1750 bean Road Nick Contin NoSP - Con Nos Selation In NoSP - Con NosP - Total Procurement Field Openation (reland Butoministy Hwy rither Openation (reland Butoministy Hy rither Openation (reland Butoministy Hy rither Openation (reland Butoministy
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ewireland Boluminia Safamun Ek. (OH265-000/01) Ewireland Highway (OH265-000/01) TSSP, 717 [ITVIC Prozumentet Field Openei ewireland West Coast Road
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rooument Stratesic National Economic Hahway Development (S.N.E.H.D) / Missing Link (ML)
5 (subject to review in future.) urad'onooced sections as delineated and based with 2023 condition to determine respective treatments for those

proposed.

3. Missing Unk Sections programmed thru New Roads Construction Rates

4. Road upgrading Sections programmed thru Road Upgrading Rates 5. Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.

6. Without traffic data, as rule of thumb, for asset preservation for sealed roads, resealing is programmed after 7 years whilst routine maintenance rate of

KEDDOO/Mn/yr is used for heavy traffic mode or fair condition roads. New Scal · RTM Maintenance Rate is KED.000/Mn/yr. This is reduced by a quarter (from K11q912/mn/yr) based on PBMC Rates in recent based by MRA to maintain cost within the C PNS 2020 2040 Multi year Rinancing Plan. Unscaled Rates used as applicable (Refer to RAMS Unit Rates table for details).

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No. Progra	m Corridor	Prev Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	St≢us (2024)	RES PONSIBLE ROAD MANAGEMENT WING		Annual Cost	Ea. (PGK, mi	lion) per Ann	5		Phase 3 ESTIMATE PGK, million)	otal (Phasel, 2 8.3) ESTIMATE (PGK, million)
										3002	2006	2037	2038	5039	2040	2035 - 2040)	(2021 - 2040)
					GRAND TOTAL	3,747.8				207.234	245.023	332.772	341.860	270.050 2	52 299	1,649.238	12,258.036
												PHASE	3(2005-204				TOTAL
CONG	Prictly 11_Mrus Conider	*	N and	Momote & Lombr	um Raad	27.0				<u>1</u>	1620	1620	3.416	3.416	8	13311	47.099
11.03 CPNG	Nienus Carridor	4	a B	Nomote Road	Larengeu (CHD-000011) to Mamole AinportEnd of Seel - TSS P	27.0	01	^b nouren et	Field Operations	1620	1.620	1600	3.415	3.416	162	13311	47.009
	Priority 12 Sar	ndaun F	Border Corrid	for	Total	175.0				7.000	7.000	2,000	22.138	22,138	7.000	72.275	887.775
to cong	Priority 12, Sandaun Bords Comider	4 9 5	West Sepik	Bevari Road		175.0				802	1000	2000	2.13	2.13	2,000	72.275	\$17.738
1201 CPNG	Sertitur Borler Carridor	13	West Signik	Bevieri Roed	Uppreding & Sealing from Imbio Jrr to Green River Stetion in VKP - CPNG Detail Design & Const.	T50 L	enitarigi	⁰ nocument ent	Field Operations	0071	00072	000/2	27.08	2 13	007	72215	807.775
	Priority 13 Nev	w Irelan	d Comidor		Tota	717				2.868	2.868	2.868	0/016	0/018	2.868	29.012	98.617
th CPNG	Pricety 13. New Indeed Corridor	4	New Incland	Bulominsky Hwy								•	•				
CONG	Priorby 13_New Indeed Osmidor	4	New Incland	Bulominsky Hwy		141				2868	2.868	2.868	00016	00016	2.668	29.612	98.617
1302 CPNG	New helend Comida	4	New reland	Boluminiski Highway	S dimun Br. (0+1265-000(01)) to P aropap Br. (0+636+70001)- TSSP, 71.7m	1 212	01	^o ncurren ert	Field Operations		2.668	2868	6.00	£076	288	20012	98.617
g	Pricity 13_New Indeed Corridor	4	New Ireland	West Coast Road		•				•	•	•	•		•	•	•
	Notation	31															
			Procument:	Strategic National B	conomic Hghway Developm	ent (S N E H D)	/Missing Unk	(WI)									
NOTES																	
1. Unit Ratesus 2. Sections dem	ed a ourrent rates at arcatedas per contra	AMB/RA	MS (Subject to boured/ propose	redew infuture.) od sections as delin	eated and based with 2023 o	ondition to det	emine respec	tive treatment	nts for those								
proposati 3. Missing Link: 4. Road upgrad 5. Road constru 6. Without traff K60,000/km/yr x110,912/km/yr applicable (Refe	Sections programmes ing Sections program ing Section/reconstruction is data, as rule of thu is used for heavy trait of based on PBMC Ris r to RAMS Unit Rates	dthruNk medthru Vrehabilt umb, for a thic roads ates in ro	w Roads Const u Road Upgradii tation Sections asset preservati confair conditio cont based by A	ruction Rates in Rates programmed using programmed using programmed using programmed using programmed using with the maintain co	(sealed and unsealed rates b 4. rescaling is programmed a - RTM Maintenance Rate is K et within the CPWG 2020 204	ased on surface ther 7 years wh 40,000/km/yr.	e type. Itst routine ma This is roducer nancing Plan. (aintenance ra dby a quarter Unsealed Rah	te of Afrom es used as								
ROAD MANAGEMENT & MAINTENANCE PLAN 2025 - 2040 4.3 Maintenance Cost on Proposed (GAPS) Sections

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	1,401.545		16.140	16.140	12.000	4.140	374.874	374.874	8.460	17.164	6.682	20.667	13.414	7.210	51.463	4.140	20.700	49.843	38.243
unuu	2027	473.340	27)	5.380	5.380	4.000	1.380	139.231	139.231	2.820	5.721	2.227	6.889	4.471	2.070	16.821	1.380	6.900	13.281	9.414
(, million) per A	2026	516.354	ASE 1 (2020 -20	5.380	5.380	4.000	1.380	126.267	126.267	2.820	5.721	2.227	6.889	4.471	2.070	16.821	1.380	6.900	13.281	9.414
l Cost Est. (PGK	2025	281.225	H	5.380	5.380	4.000	1.380	87.375	87.375	2.820	5.721	2.227	6.889	4.471	2.070	16.821	1.380	6.900	13.281	9.414
Anna	2024	130.625		•	,	•	•	22.000	22.000	•	•		,		1.000	1.000	•		10.000	10.000
RESPONSIBLE ROAD MANAGEMENT WING						Field Operations	Highway Management			Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations	Field Operations	Field Operations
Status (2024)						Proposed	Proposed			Proposed	Proposed	Proposed	Proposed	Proposed	New Start	New Start	Proposed	Proposed	New Start	New Start
Type of Works						Rehabilitation	Maintenance			LTPBMC	Maintenance	Maintenance	Maintenance	Maintenance	Feasibility Study/Design	Feasibility Study/Design	Maintenance	Feasibility Study/Design	Maintenance	Maintenance
Est. Length (Km)		2,477.6		40.0	40.0	30.0	10.0	575.1	575.1	47.00	41.5	16.1	49.9	32.4	15.0	75.8	10.0	50.0	96.2	68.2
Description		GRAND TOTAL		Total		Pine Top Bridge to Wau Monument Rehabilitation	Murua Br. to Epo Jnc Maintenance	Total		Wutung to Sawmil Jnc.	Hareich Bridge to Danop Bridge	Danop Bridge to Salamin Forde No.1	Salamin to Hogi RCBC End of Seal	Kreer Heights to Suanumb Village	Wewak (Suanumb Village) to Marienberg	Angoram (Marienberg) to Nubia Junction (Missing Link)	Angoram to Marienberg	Coastal Hwy Jnc (Umbio)- Karaitem-Lumi	Lumi to Amanap	Aitape-Fatima-Nuku Rd Maintenance
Road Name					Wau Hwy & Aseki Rd et al	Wau Road	Murua to Epo		Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepik Highway	Lumi - Amanap Road	Aitape-Fatima- Nuku Road
Province				I Corridor	Morobe, Gulf & Central	Morobe	Gulf	idor	WSP, ESP & MAD	Nest Sepik	West Sepik	West Sepik	East Sepik	East Sepik	East Sepik	East Sepik	East Sepik	West Sepik	West Sepik	West Sepik
Prov Code				Nationa	•	42	32	se Corr	0	45	45	45	4	44	44	44	4	45	45	45
Corridor				Priority 1_Trans	Priority 1_Trans National Corridor	Trans National Corridor	Trans National Corridor	Priority 2_Moma	Priority 2_Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor
Program					CPNG	12 CPNG	IO CPNG		CPNG	11 CPNG	17 CPNG	08 CPNG	9 CPNG	11 CPNG	12 CPNG	13 CPNG	IS CPNG	I6 CPNG	17 CPNG	I8 CPNG
No.					1.0	1.0	11		2.0	2.0	2.(2.(2.0	2.1	2.1	2.1	2.1	2.1	2.1	2.1

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	2,797.971		64.600	64,600	28.000	36.600	827.352	827.352	25.991	150	88	181	54.205	24.900	85.923	9.660	48.300	92.968	65.901
	2034	191.161		4.400	4.400	4.000	0.400	54.346	54.346	2.820	1.658	0.646	1.997	1296	0.600	10.456	1.380	6.900	13.281	9.414
	2033	199.175		4.400	4,400	4.000	0.400	56.586	56.586	2.820	1.658	0.646	1.997	1.296	0.600	10.456	1.380	006.9	13.281	9.414
I) per Annum	2032	194.850	028 - 2034)	4.400	4.400	4.000	0.400	56.586	56.586	2820	1.658	0.646	1.997	1296	0.600	10.456	1.380	6.900	13.281	9.414
(PGK, millior	2031	205.761	PHASE 2 (2	4.400	4,400	4.000	0.400	53.171	53.171	5.946	£		×	1296	0.600	10.456	1.380	6.900	13.281	9.414
nnual Cost Est.	2030	440.759		4.000	4,000	4.000		176.715	176.715	5.946	48.370	18.830	58.240	÷	- 24	10.456	1.380	6.900	13.281	9.414
A.	2029	753.114		21.500	21.500	4.000	17.500	215.715	215715	2820	48.370	18.830	58.240	24.511	11.250	16.821	1.380	6.900	13.281	9414
	2028	813.151		21.500	21.500	4.000	17.500	214.233	214.233	2.820	48.370	18.830	58.240	24.511	11.250	16.821	1.380	6.900	13.281	9,414
RESPONSIBLE ROAD MANAGEMENT WING						Field Operations	Highway Management			Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations	Field Operations	Field Operations
Status (2024)						Proposed	Proposed			Proposed	Proposed	Proposed	Proposed	Proposed	New Start	New Start	Proposed	Proposed	New Start	New Start
Type of Works						Rehabilitation	Maintenance			LTPBMC	Maintenance	Maintenance	Maintenance	Maintenance	Feasibility Study/Design	Feasibility Study/Design	Maintenance	Feasibility Study/Design	Maintenance	Maintenance
Est. Length (Km)		2,477.6		40.0	40.0	30.0	10.0	575.1	575.1	47.00	41.5	16.1	49.9	324	15.0	75.8	10.0	50.0	96.2	682
Description		GRAND TOTAL		Total		Pine Top Bridge to Wau Monument Rehabilitation	Murua Br. to Epo Jnc Maintenance	Total		Wutung to Sawmil Jnc.	Hareich Bridge to Danop Bridge	Danop Bridge to Salamin Forde No.1	Salamin to Hogi RCBC End of Seal	Kreer Heights to Suanumb Village	Wewak (Suanumb Village) to Marienberg	Angoram (Marienberg) to Nubia Junction (Missing Link)	Angoram to Marienberg	Coastal Hwy Jnc (Umbio)- Karaitem-Lumi	Lumi to Amanap	Aitape-Fatima-Nuku Rd Maintenance
Road Name					Wau Hwy & Aseki Rd et al	Wau Road	Murua to Epo		Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepik Highway	Lumi - Amanap Road	Aitape-Fatima- Nuku Road
Province				al Corridor	Morobe, Gulf & Central	Monobe	Gulf	idor	WSP, ESP & Mad	West Sepik	West Sepik	West Sepik	East Sepik	East Sepik	East Sepik	East Sepik	East Sepik	West Sepik	West Sepik	West Sepik
Prov Code				Vationa	0	4	33	se Corr	•	45	45	\$	4	\$	\$	\$	4	45	45	45
Corridor				Priority 1_Trans 1	Priority 1_Trans National Corridor	Trans National Comidor	Trans National Comidor	Priority 2_Momas	Priority 2_Momase Corridor	Momase Comidor	Momase Comidor	Momase Comdor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Comdor	Momase Corridor	Momase Corridor	Momase Corridor
to. Program					CPNG	1.02 CPNG	1.10 CPNG		CPNG	2.01 CPNG	2.07 CPNG	2.08 CPNG	2.09 CPNG	2.11 CPNG	2.12 CPNG	2.13 CPNG	2.15 CPNG	2.16 CPNG	2.17 CPNG	2.18 CPNG
-			1 1		1.0				2.0											-

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	6,282.900	TOTAL	156.060	156.060	111.190	44.870	1,965.406	1,965.406	57.622	184.373	71.775	221.994	81.000	38.305	411.673	30.000	150.000	298.720	214,660
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	2,083.385		75.320	75.320	71.190	4.130	763.179	763.179	23.171	17.123	6.666	20.617	13.381	6.195	274.287	16.200	81.000	155.909	110.516
	2040	216.460		1.600	1,600	1.200	0.400	36.370	36.370	5.946	5.245	2.042	6.315	1296	0.600	3.031	0.400	2.000	3.850	2.729
m	2039	228.075	H0)	2.465	2.465	1200	1265	40.470	40.470	5.946	5.245	2.042	6.315	4.099	1.896	3.031	0.400	2.000	3.850	2.729
nillion) per A	2038	179.275	E 3 (2035 - 2(2.465	2.465	1200	1265	28.044	28.044	2.820	1.658	0.646	1.997	4.099	1.898	3.031	0.400	2,000	3.850	2729
it Est. (PGK, r	2037	261.026	PHAS	0.400	0.400	1 .:	0.400	15.138	15.138	2.820	1.658	0.646	1997	1296	0.600	1.1	1.1	1		2.5
Annual Cos	2036	622.166		34.195	34,195	33.795	0.400	323.181	323.181	2820	1.658	0.646	1.997	1296	0.600	132.598	7,500	37.500	72,180	51.165
-	2035	576.382	5	34,195	34.195	33.795	0.400	319.977	319.977	2.820	1.668	0.646	1.997	1,296	0.600	132.598	7.500	37.500	72.180	51.165
RESPONSIBLE ROAD MANAGEMENT WING						Field Operations	Highway Management			Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations	Field Operations	Field Operations
Status (2024)						Proposed	Proposed			Proposed	Proposed	Proposed	Proposed	Proposed	New Start	New Start	Proposed	Proposed	New Start	New Start
Type of Works						Rehabilitation	Maintenance			LTPBMC	Maintenance	Maintenance	Maintenance	Maintenance	Feasibility Study/Design	Feasibility Study/Design	Maintenance	Feasibility Study/Design	Maintenance	Maintenance
Est. Length (Km)		2,477.6		40.0	40.0	30.0	10.0	575.1	575.1	47.00	41.5	16.1	49.9	324	15.0	75.8	10.0	50.0	96.2	68.2
Description		GRAND TOTAL		Total		Pine Top Bridge to Wau Monument Rehabilitation	Murua Br. to Epo Jnc Maintenance	Total		Wutung to Sawmil Jnc.	Hareich Bridge to Danop Bridge	Danop Bridge to Salamin Forde No.1	Salamin to Hogi RCBC End of Seal	Kreer Heights to Suanumb Village	Wewak (Suanumb Village) to Manenberg	Angoram (Marienberg) to Nubia Junction (Missing Link)	Angoram to Marienberg	Coastal Hwy Jnc (Umbio)- Karaitem-Lumi	Lumi to Amanap	Aitape-Falima-Nuku Rd Maintenance
Road Name					Wau Hwy & Aseki Rd et al	Wau Road	Murua to Epo	Crastal Canit &	Ramu Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepik Highway	Lumi - Amanap Road	Aitape-Fatima- Nuku Road
Province				al Corridor	Morobe, Gulf & Central	Morobe	Guf	wcp Fcp &	MAD MAD	West Sepik	West Sepik	West Sepik	East Sepik	East Sepik	East Sepik	East Sepik	East Sepik	West Sepik	West Sepik	West Sepik
Prov Code				Nation	•	42	32	se Con	•	45	45	45	\$	\$	\$	\$	\$	45	\$5	45
Corridor				Priority 1_Trans	Priority 1_Trans National Corridor	Trans National Comidor	Trans National Corridor	Priority 2_Moma Priority 2_Momaee	Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Corridor	Momase Comidor	Momase Corridor	Momase Corridor
No. Program					0 CPNG	102 CPNG	1.10 CPNG		0 CPNG	201 CPNG	207 CPNG	2.08 CPNG	2.09 CPNG	211 CPNG	2.12 CPNG	213 CPNG	2.15 CPNG	2.16 CPNG	2.17 CPNG	2.18 CPNG

Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annua	al Cost Est. (PGK	, million) per An	unu	Phase 1 ESTIMATE (PGK, million)
						2024	2025	2026	2027	(2021 - 2027)
	GRAND TOTAL	2,477.6				130.625	281.225	516.354	473.340	1,401.545
							ſĦd	ASE 1 (2020 -202	27)	
Coastal Hwy	Awar to Bogia	25.9	LTPBMC	Proposed	Highway Management	-	1.036	1.036	1.036	3.108
Coastal Hwy	Nubia Junction to Bosmun	10.0	Maintenance	New Start	Highway Management	ł.	1.380	1.380	1.380	4.140
Ramu Hwy	Tapo Bridge to Ono Bridge	37.0	Upgrading	Proposed	Highway Management	•	12.964	51.856	64.820	129.640
	Total	297.6				10.000	15.089	15.089	15.089	55.267
Hintano Hwy & Magi Hwy (Missing Link)	Kerema-POM-Alotau	297.6				10.000	15.089	15.089	15.089	55.267
Hiritano Hwy	Laloki Bridge to 9 Mile Round about	4.0	LTPBMC	Phoposed	Highway Management	•	0.222	0.222	0.222	0.666
Magi Hwy	6 Mile to Bautama Bridge	10.8	LTPBMC	Proposed	Highway Management	1	0.651	0.651	0.651	1.952
Afore-Safia- Kupiano Road	Afore-Safia-Kupiano MIL (Northern Corridor)	212.5	Early Works	New Start	Field Operations	10.000	10.000	10.000	10.000	40.000
Hula Road	Gabagaba Jnc to Hula	49.0	LTPBMC	Proposed	Field Operations		2942	2942	2942	8.825
Sogeri Road	KinaKon to Sogeri NHS	21.3	LTPBMC	Proposed	Field Operations	•	1.275	1275	1.275	3.825
	Total	202.2				,	20.710	20.710	20.710	62.130
Gulf/SHP Hwy, Tari-Pogera & Kaiam-Moro		202.2				e.	20.710	20.710	20.710	62.130
Erave Road (SHP)Gulf Hwy)	Kisenapoi-Kagua	38.8	LTPBMC	Proposed	Field Operations		2.326	2.326	2.326	6.978
Erave Road (SHP/Gulf Hwy)	Erave to Kikori	110.0	Maintenance	Proposed	Field Operations	1	15.180	15.180	15.180	45.540
lalibu-Pangia- Winu Loop	lalibu-Pangia-Wiru Loop	53.4	LTPBMC	Proposed	Field Operations	1	3.204	3.204	3.204	9.612
	Total	181.0				30.000	43.284	43.284	43.284	159.852
Gulf-Simbu- Madang Hwy		181.0				30.000	43.284	43.284	43.284	159.852
Bundi Hwy	Geua-Gembogi	21.0	LTPBMC	Proposed	Field Operations	1	1.284	1.284	1284	3.852
Bundi Hwy	Kundiawa-Geua	10.0	Rehab/Maint	Proposed	Field Operations	Å	3.000	3.000	3.000	9.000
Karamui Access	Kundiawa-Gumine	40.0	Maintenance	Proposed	Field Operations	e.	2.000	2000	2000	6.000
Gumine-Karamui Rd	Gumine-Tua River	40.0	Maintenance	Proposed	Field Operations	1	2.000	2000	2.000	6.000
Bundi Hwy	Kundiawa-Gembogi Missing Link Road Early Works	10.0	Early Works	New Start	Field Operations	10.000	10.000	10.000	10.000	40.000

Road Management & Maintenance Plan 2025 - 2040

Priority 4 _ Gulf - Highlands Corridor

32/37 Gulf / Highlands

Priority 4 _Gulf -Highlands Corridor

CPNG

4.0

Southern Highlands

37

Guff-Highlands Corridor

4.01 CPNG

Gulf-Highlands Guif-Highlands

4.04 CPNG

Gulf

37/32

Central

Central

Southern Corridor

3.27 CPNG

88

33/36 Ono/Central

Central

33

Southern Corridor Southern Corridor Southern Corridor Southern Corridor

3.06 CPNG 3.07 CPNG 3.25 CPNG 3.26 CPNG

Priority 3_Southern Corridor Priority 3_Southern 0 Milne Bay & Corridor 0ro

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5.03 CPNG 5.04 CPNG 5.05 CPNG 5.06 CPNG

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Priority 5_Gult -Madang Corridor

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Priority 5_Gulf-Madang Corridor

Highlands Southern

37

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Province

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Corridor

Program

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Madang Madang Madang

8

Momase Corridor Momase Corridor Momase Corridor

2.21 CPNG

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2.22 CPNG

2.25 CPNG

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	2,797.971		11.733	9.660	8.890	127.460	127.460	4236	11.578	20.000	27.111	14.535	229.169	229.169	21.439	178.200	29.530	459.368	459.368	8.87	17.70	70.800	149.60	37.40
	2034	191.161		1.036	1.380	1,482	15.107	15.107	0.240	0.651	10.000	2.942	1.275	9.930	9.930	2.326	4.400	3.204	32.260	32.260	1.260	0.600	2.400	2.400	0.600
	2033	199.175		3.276	1.380	1.482	15.107	15.107	0.240	0.651	10.000	2.942	1.275	9:930	9.930	2.326	4,400	3.204	32.260	32.260	1.260	0.600	2,400	2.400	0.600
) per Annum	2032	194.850)28 - 2034)	3.276	1.380	1.482	15.107	15.107	0.240	0.651	10.000	2.942	1.275	9.930	066-6	2.326	4.400	3.204	32.260	32.260	1.260	0.600	2.400	2.400	0.600
(PGK, million	2031	205.761	PHASE 2 (2	1.036	1.380	1.482	25,980	25.980	1.536	4.163	10.000	6.202	4.080	11.659	11.659	4.904	•	6.755	32.260	32.260	1.260	0.600	2,400	2.400	0.600
nual Cost Est.	2030	440.759		1.036	1.380	1.482	25,980	25.980	1.536	4.163	10.000	6.202	4.080	66.659	66.659	4.904	55.000	6.755	26.260	26.260	1.260	•	•	•	•
An	2029	753.114		1.036	1.380	1.482	15.089	15.089	0.222	0.661	10.000	2.942	1.275	60.530	60.530	2.326	55.000	3.204	152.034	152.034	1.284	7.650	30.600	70.000	17.500
	2028	813.151		1.036	1.380	•	15,089	15.089	0.222	0.651	10.000	2.942	1.275	60.530	60.530	2.326	55.000	3.204	152.034	152.034	1.284	7.650	30.600	70.000	17.500
RESPONSIBLE ROAD MANAGEMENT WING				Highway Management	Highway Management	Highway Management			Highway Management	Highway Management	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations			Field Operations				
Status (2024)				Proposed	New Start	Proposed			Proposed	Proposed	New Start	Proposed	Proposed			Proposed	Proposed	Proposed			Proposed	Proposed	Proposed	Proposed	New Start
Type of Works				LTPBMC	Maintenance	Upgrading			LTPBMC	LTPBMC	Early Works	LTPBMC	LTPBMC			LTPBMC	Maintenance	LTPBMC			LTPBMC	RehabMaint	Maintenance	Maintenance	Early Works
Est. Length (Km)		2,477.6		25.9	10.0	37.0	297.6	297.6	4.0	10.8	212.5	49.0	21.3	202.2	202.2	38.8	110.0	53.4	181.0	181.0	21.0	10.0	40.0	40.0	10.0
Description		GRAND TOTAL		Awar to Bogia	Nubia Junction to Bosmun	Tapo Bridge to Ono Bridge	Total	Kerema-POM-Alotau	Laloki Bridge to 9 Mile Round about	6 Mile to Bautama Bridge	Afore-Safia-Kupiano ML (Northern Corridor)	Gabagaba Jnc to Hula	KinaKon to Sogeri NHS	Total		Kisenapoi-Kagua	Erave to Kikori	alibu-Pangia-Wiru Loop	Total		Geua-Gembogl	Kundiawa-Geua	Kundiawa-Gumine	Gumine-Tua River	Kundiawa-Gembogl Missing Link Road Early Works
Road Name				Coastal Hwy	Coastal Hwy	Ramu Hwy		Hiritano Hwy & Magi Hwy Missing Linkt	Hiritano Hwy	Wagi Hwy	Afore-Safa- Kupiano Road	Hula Road	Sogeri Road		Gulf/SHP Hwy, Tari-Pogera & Kaiam-Moro	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	lalbu-Pangia- Wiru Loop		Gulf-Simbu- Madang Hwy	Bundi Hwy	Bundi Hwy	Karamui Access	Gumine-Karamui Rd	Bundi Hwy
Province				gnebeM	Madang	Madang	ridor	Guif, Central, Milne Bay & Oro	Central	Central	OroiCentral	Central	Central	nds Corrido	Gulf / Highlanda	Southern Highlands	Guif	Southern Highlands	Corridor	Guif / Highlands	Simbu	Simbu	Simbu	Simbu	Simbu
Prov Code				\$	43	8	em Cor	•	8	8	33/36	s	ន	Highla	32/37	37	37/32	37	Aadang	32/37	97	9	97	9	9
Corridor				Momase Corridor	Momase Corridor	Momase Corridor	Priority 3 South	Priority 3_Southern Corridor	Southern Comidor	Southern Comidor	Southern Corridor	Southern Corridor	Southern Corridor	Priority 4 Gulf-	Priority 4 _Gulf - Highlands Corridor	Gulf-Highlands Corridor	Gulf-Highlands Corridor	Gulf-Highlands Corridor	Priority 5_Gulf-N	Priority 5_Guif- Madang Corridor	Gulf-Highlands Corridor	Gulf-Highlands Corridor	Gulf-Highlands Corridor	Gulf-Highlands Corridor	Gulf-Madang Corridor
No. Program				2.21 CPNG	2.22 CPNG	2.25 CPNG		3.0 CPNG	3.06 CPNG	3.07 CPNG	3.25 CPNG	3.26 CPNG	3.27 CPNG		4.0 CPNG	4.01 CPNG	4.04 CPNG	4.08 CPNG		5.0 CPNG	5.03 CPNG	5.04 CPNG	5.05 CPNG	5.06 CPNG	5.07 CPNG

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	6,282.900	TOTAL	21.057	30.400	153.827	295.117	295.117	8.933	24.458	170.000	60.106	31.620	409.998	409 998	47.530	297.000	65.468	828.873	828.873	23.07	31.63	96.520	175.32	8233
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	2,083.385		6.216	16.600	15.298	112.389	112.389	4.032	10.928	60.000	24.170	13.260	118.699	118.699	19.113	73.260	26.326	209.653	209.653	10.35	4.93	19.720	19.72	4.93
	2040	216.460		1.036	0.400	1.482	25.980	25.980	1.536	4.163	10.000	6.202	4.080	39.489	39.489	4.904	27.830	6.755	32.260	32.260	1.260	0.600	2.400	2.400	0.600
mnuu	2039	228.075	140)	1.036	0.400	1.482	25.980	25.980	1.536	4.163	10.000	6.202	4.080	39,489	39.489	4.904	27.830	6.755	38.910	38.910	1.260	1.265	5.060	5.060	1.265
million) per A	2038	179.275	SE 3 (2035 - 20	1.036	0.400	1482	15.107	15.107	0.240	0.651	10.000	2.942	1275	9.930	06516	2.326	4.400	3204	40.307	40.307	2.657	1265	5.060	5.060	1265
st Est. (PGK, I	2037	261.026	PHAS	1.036	0.400	4.686	15.107	15.107	0.240	0.651	10.000	2.942	1.275	9.930	0666	2.326	4.400	3.204	33.657	33.657	2.657	0.600	2.400	2.400	0.600
Annual Co	2036	622.166		1.036	7.500	4.686	15.107	15.107	0.240	0.651	10.000	2942	1275	9.930	066-6	2326	4.400	3.204	32.260	32,260	1260	0.600	2.400	2400	0.600
	2035	576.382		1.036	7.500	1.482	15.107	15.107	0.240	0.651	10.000	2.942	1.275	9.930	6666	2326	4.400	3.204	32.260	32,260	1.260	0.600	2400	2.400	0.600
RESPONSIBLE ROAD MANAGEMENT WING				Highway Management	Highway Management	Highway Management			Highway Management	Highway Management	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations
Status (2024)				Proposed	New Start	Proposed			Proposed	Proposed	New Start	Proposed	Proposed			Proposed	Proposed	Proposed			Proposed	Proposed	Proposed	Proposed	New Start
Type of Works				LTPBMC	Maintenance	Upgrading			LTPBMC	LTPBMC	Early Works	LTPBMC	LTPBMC			LTPBMC	Maintenance	LTPBMC			LTPBMC	Rehab/Maint	Maintenance	Maintenance	Early Works
Est. Length (Km)		2,477.6		25.9	10.0	37.0	297.6	297.6	4.0	10.8	212.5	49.0	21.3	202.2	202.2	38.8	110.0	53.4	181.0	181.0	21.0	10.0	40.0	40.0	10.0
Description		GRAND TOTAL		Awar to Bogia	Nubia Junction to Bosmun	Tapo Bridge to Ono Bridge	Total	Kerema-POM-Alotau	Laloki Bridge to 9 Mile Round about	6 Mile to Bautama Bridge	Afore-Safia-Kupiano MIL (Northern Corridor)	Gabagaba Jnc to Hula	KinaKon to Sogeri NHS	Total		Kisenapoi-Kagua	Erave to Kikori	lalibu-Pangia-Wiru Loop	Total		Geua-Gembogi	Kundiawa-Geua	Kundiawa-Gumine	Gumine-Tua River	Kundiawa-Gembogi Missing Link Road Early Works
Road Name				Coastal Hwy	Coastal Hwy	Ramu Hwy		Hiritano Hwy & Magi Hwy (Missing Link)	Hintano Hwy	Magi Hwy	Atore-Safia- Kupiano Road	Hula Road	Sogeri Road	-	GulfiSHP Hwy, Tari-Pogera & Kaiam-Moro	Erave Road (SHPIGulf Hwy)	Erave Road (SHP/Gulf Hwy)	laibu-Pangia- Winu Loop		Gulf-Simbu- Madang Hwy	Bundi Hwy	Bundi Hwy	Karamui Access	Gumine-Karamui Rd	Bundi Hwy
Province				Madang	Madang	Madang	ridor	Gulf, Central, Milne Bay & Oro	Central	Central	Oro/Central	Central	Central	nds Corrido	Gulf / Highlands	Southern Highlands	Guif	Southern Highlands	Corridor	Gulf / Highlands	Simbu	Simbu	Simbu	Simbu	Simbu
Prov Code				6 3	43	\$	ern Coi	•	33	33	33/36	33	33	Highla	32/37	37	37/32	37	fadang	32/37	40	64	40	40	40
Corridor				Momase Corridor	Momase Corridor	Momase Corridor	Priority 3_South	Priority 3_Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Priority 4 _Gulf -	Priority 4_Gulf - Highlands Corridor	Gulf-Highlands Corridor	Gulf-Highlands Comidor	Gulf-Highlands Corridor	Priority 5_Gulf-h	Priority 5_Gulf - Madang Corridor	Gulf-Highlands Corridor	Gulf-Highlands Corridor	Gulf-Highlands Comidor	Gulf-Highlands Corridor	Gulf-Madang Comidor
No. Program				221 CPNG	222 CPNG	225 CPNG		3.0 CPNG	3.06 CPNG	3.07 CPNG	325 CPNG	326 CPNG	3.27 CPNG		4.0 CPNG	4.01 CPNG	4.04 CPNG	4.08 CPNG		5.0 CPNG	5.03 CPNG	5.04 CPNG	5.05 CPNG	5.06 CPNG	5.07 CPNG

Phase 1 ESTIMATE (PGK, million)	(2021-2027)	1,401.545		80.000	15.000	13.500	13.500	3.000	6.000	4.500	339.660	69.014	1.572	1.572	40.000	40.000	2.569	2.569	24.873	7.000	17.873	202.500		18/.200	170.000	17.500	15.000	15.000	40.000
unu	2027	473.340	27)	20.000	5.000	4.500	4.500	1.000	2.000	1.500	86.827	15.570	0.524	0.524	10.000	10.000	0.856	0.856	4.190	1.750	2440	51.875		C/8.94	42.500	4.375	5.000	5.000	10.000
, million) per Ar	2026	516.354	ISE 1 (2020 -20)	20.000	5.000	4.500	4.500	1.000	2 000	1500	92 104	20.847	0.524	0.524	10.000	10.000	0.856	0.856	9.467	1.750	1121	51.875	•	C/8.94	42.500	4.375	5.000	5.000	10.000
Cost Est. (PGK	2025	281.225	1H4	20.000	5.000	4.500	4.500	1.000	2 000	1.500	92 104	20.847	0.524	0.524	10.000	10.000	0.856	0.856	9.467	1.750	1111	51.875		6/8/9	42.500	4.375	5.000	5.000	10.000
Annual	2024	130.625		20.000	•	9	÷	2	10	<u>N</u>	68 625	11.750	ģ	,	10.000	10.000	5	5	1.750	1.750		46.875		C/8.95	42.500	4.375	1	13	10.000
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations			Highway Mangement	Highway Mangement	Highway Mangement				Highway Management		Highway Management		Highway Management		Field Operations	Field Operations				Field Operations	Field Operations		Field Operations	
Status (2024)				New Slart	New Start			Proposed	Proposed	Proposed				Proposed		New Start		Proposed		Proposed	Proposed				Proposed	Proposed		Procurement	
Type of Works				Early Works	Early Works			Maintenance	Maintenance	Maintenance				LTPBMC		Contruction		LTPBMC		LTPBMC	LTPBMC				Upgrading	Rehabilitation		Reconstruction	
Est. Length (Km)		2,477.6		10.0	50.0	113.0	113.0	25.0	52.0	36.0	478.1	123.7	8.7	8.7	10.0	10.0	29.0	29.0	76.0	15.0	61.0	188.0		118.0	68.0	50.0	70.0	70.0	10.0
Description		GRAND TOTAL		Karamui Missing Link Rd Early Works	Lufa - Karamui Missing Link Rd Early Works	Total		Alakasam - Lower Toriu	Lower Toriu to Pale (TRP)	Pale to Pandi River	Total	A	ae - Nadzab Airport (4 Lane)	9 Mile to Yalu Bridge (LTMC)	(Nadzab - Kagamuga)	Goroka 4 Lane Construction on Highlands Highway	y - Kagamuga to Kiburu Jnc	Kagamuga Airport to Togoba Junction	ands Highway Western End)	Ambua - Tari (Halimbu)	Tari (Halimbu) - Komo	Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al	Enga Hwy	Wabag - Mendi	NR05 - Laiagam Kandep Jnc - Kandep Stn	NR05 - Kandep Stn - Mendi	Pogera Road	Laiagam - Pogera	go-Oksapim-Teleformin Highway
Road Name				Karamui Rd M/L	Lufa - Karamui		New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy		Highlands Highwa	-	Highlands Highway	Highlands Hig	Highlands Highway	Highlands Highwa	Highlands Highway	ilde/Komo (Highi	Highlands Highway	Highlands Highway	Enga Hway, Wabag-Mendi Hwy & Pogera			Waba-Mendi Hway	Waba-Mendi Hwav		Pogera Road	Pogera-Kopia
Province				Simbu	Simbu/ EHP	orridor	ENBWINB	ENB	ENB	ENB	ridor	Lae-Mendi, Mendi -	Kopiado.	Morobe		ВНР		MHP	endi - Tari - Koç	Hela	Hela	WHP, ENGA, SHP & HELA			Enga	SHP		Enga	Nation-wide
Prov Code				40	40/41	ritain C	48/49	8	48	8	nds Co	0		42		ŧ		98	N	37	37	•		ĺ	8	37		98	0
Corridor				Gulf-Madang Comidor	Gulf-Madang Corridor	Priority 6_New B	Priority 6 New Britain Corridor	New Britain Corridor	New Britain Cornidor	New Britain Corridor	Priority 7 Highla	Priority 7_Hghlands	Corridor	Highlands Corridor		Highlands Corridor		Highlands Comidor		Highlands Corridor	Highlands Corridor	Priority 7_Highlands Corridor			Highlands Comidor	Highlands Corridor		Highlands Corridor	Priority 7_Highlands Corridor
o. Program				5.08 CPNG	5.09 CPNG		CPNG	6.04 CPNG	6.05 CPNG	6.06 CPNG		CPNG		7.02 CPNG		7.08 CPNG		7.16 CPNG		7.29 CPNG	7.30 CPNG	CPNG	CPNG	CPNG	7.36 CPNG	7.37 CPNG	CPNG	7.38 CPNG	CPNG
ž							6.0					7.0								1.5	1.00					10			

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	2,797.971		140.000	35.000	338.137	338.137	75.063	154.984	108.09	431.843	72.541	6.120	6.120	23.000	23.000	14.270	14.270	29.152	6.795	22.357	202.830	•	28.320	16.320	12.000	174.510	174.510	70.000
	2034	191.161		20.000	5.000	6.837	6.837	1.513	3.146	2.178	39.916	11.614	0.957	0.957	0.600	0.600	1.740	1.740	8.317	0.600	11/1	8.920	•	4.720	2.720	2.000	4.200	4.200	10.000
	2033	199.175		20.000	5.000	6.837	6.837	1.513	3.146	2.178	34.639	6.337	0.957	0.957	0.600	0.600	1.740	1.740	3.040	0.600	2.440	8.920	•	4.720	2.720	2.000	4.200	4.200	10.000
per Annum	2032	194.850	28 - 2034)	20.000	5.000	6.837	6.837	1.513	3.146	2.178	34.639	6.337	0.957	0.957	0.600	0.600	1.740	1.740	3.040	0.600	2.440	8.920	•	4.720	2.720	2.000	4.200	4.200	10.000
(PGK, million)	2031	205.761	PHASE 2 (20)	20.000	5.000	6.837	6.837	1.513	3.146	2.178	47.110	8.409	1.101	1.101	0.600	0.600	3.669	3.669	3.040	0.600	2.440	8.920	•	4.720	2.720	2.000	4.200	4.200	10.000
nual Cost Est.	2030	440.759		20.000	5.000	73.891	73.891	1.513	70.200	2.178	42.910	8.409	1.101	1.101	0.600	0.600	3.669	3.669	3.040	0.600	2.440	4.720	•	4.720	2.720	2.000	•	•	10.000
An	2029	753.114		20.000	5.000	152.550	152.550	33.750	70.200	48.600	118.675	15.718	0.524	0.524	10.000	10.000	0.856	0.856	4.338	1.898	2.440	83.575	•	4.720	2.720	2.000	78.855	78.855	10.000
	2028	813.151		20.000	5.000	84.350	84.350	33.750	2.000	48.600	113.955	15.718	0.524	0.524	10.000	10.000	0.856	0.856	4.338	1.898	2.440	78.855			•	•	78.855	78.855	10.000
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations			Highway Mangement	Highway Mangement	Highway Mangement				Highway Management		Highway Management		Highway Management		Field Operations	Field Operations				Field Operations	Field Operations		Field Operations	
Status (2024)				New Start	New Start			Proposed	Proposed	Proposed				Proposed		New Start		Proposed		Proposed	Proposed				Proposed	Proposed		Procurement	
Type of Works				Early Works	Early Works			Maintenance	Maintenance	Maintenance				LTPBMC		Contruction		LTPBMC		LTPBMC	LTPBMC				Upgrading	Rehabilitation		Reconstruction	
Est. Length (Km)		2,477.6		10.0	50.0	113.0	113.0	25.0	52.0	36.0	478.1	123.7	8.7	8.7	10.0	10.0	29.0	29.0	76.0	15.0	61.0	188.0	•	118.0	68.0	50.0	70.0	70.0	10.0
Description		GRAND TOTAL		Karamui Missing Link Rd Early Works	Lufa - Karamui Missing Link Rd Early Works	Total		Alakasam - Lower Toriu	Lower Toriu to Pale (TRP)	Pale to Pandi River	Total	A	.ae - Nadzab Airport (4 Lane)	9 Mile to Yalu Bridge (LTMC)	hway (Nadzab - Kagamuga)	Goroka 4 Lane Construction on Highlands Highway	y - Kagamuga to Kiburu Jnc	Kagamuga Airport to Togoba Junction	ands Highway Western End)	Ambua - Tari (Halimbu)	Tari (Halimbu) - Komo	Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al	Enga Hwy	Wabag - Mendi	NRU5 - Laiagam Kandep Jnc - Kandep Stn	NR05 - Kandep Stn - Mendi	Pogera Road	Laiagam - Pogera	go-Oksapim-Teleformin Highway
Road Name				Karamui Rd ML	Lufa - Karamui		New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy		Highlands Highwe	-	Highlands Highway	Highlands Hig	Highlands Highway	Highlands Highwa	Highlands Highway	piago/Komo (Highl	Highlands Highway	Highlands Highway	Enga Hway, Wabag-Mendi Hwy & Pogera			Waba-Mendi Hway	Waba-Mendi Hwav		Pogera Road	Pogera-Kopia
Province				Simbu	Simbu/ EHP	Corridor	ENBWNB	ENB	ENB	ENB	orridor	Lae-Mendi, Mendi -	KOOIADO.	Morobe		Ш		ЧНР	Mendi - Tari - Ko	Hela	Hela	WHP, ENGA, SHP & HELA			Enga	SHP		Enga	Nation-wide
Prov Code				各	40/41	Britain	48/49	48	48	8	ands C	•		42		4		33		37	37	•			38	37		39	•
Corridor				Gulf-Madang Corridor	Gulf-Madang Corridor	Priority 6_New B	Priority 6_New Britain Comidor	New Britain Corridor	New Britain Corridor	New Britain Corridor	Priority 7_Highla	Priority 7_Highlands	COTTROC	Highlands Corridor		Highlands Corridor		Highlands Corridor		Highlands Corridor	Highlands Corridor	Priority 7_Hghlands Corridor			Highlands Corridor	Highlands Corridor		Highlands Corridor	Priority 7_Highlands Corridor
No. Program				5.08 CPNG	5.09 CPNG		6.0 CPNG	6.04 CPNG	6.05 CPNG	6.06 CPNG		7.0 CPNG		7.02 CPNG		7.08 CPNG		7.16 CPNG		7.29 CPNG	7.30 CPNG	CPNG	CPNG	CPNG	7.36 CPNG	7.37 CPNG	CPNG	7.38 CPNG	CPNG

Total (Phase1, 2 & 3) ESTIMATE (PGK. million)	(2021 - 2040)	6,282.900	TOTAL	340.000	80.000	537.232	537 232	118.888	246.966	171.378	1,047.685	197.404	18.202	18.202	67,930	67.930	31.136	31.136	80.136	19.990	60.146	488.574	4	264.554	214.404	50.150	224.020	224.020	170.000
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	2,083.385		120.000	30.000	185.595	185.595	40.825	85.982	58.788	276.182	55.848	10.510	10.510	4.930	4.930	14.297	14.297	26.112	6.195	19.917	83.244	•	48.734	28.064	20.650	34.510	34.510	60.000
	2040	216.460		20.000	5.000	4.520	4.520	1.000	2.080	1.440	49.350	10.649	3.341	3.341	0.600	0.600	3.669	3.669	3.040	0.600	2.440	8.920	a A	4.720	2.720	2:000	4.200	4.200	10.000
muu	2039	228.075)40)	20.000	5.000	4.520	4.520	1.000	2.080	1.440	49.350	10.649	3.341	3.341	0.600	0.600	3.669	3,669	3.040	0.600	2.440	8.920	28	4.720	2.720	2.000	4,200	4.200	10.000
nillion) per A	2038	179.275	E 3 (2035 - 2(20.000	5.000	2.440	2.440	1.000	£.	1440	44.917	1635	0.957	19610	0.600	0.600	1.740	1.740	4338	1.898	2440	17,900	э	9.045	2720	6.325	8.855	8.855	10.000
t Est (PGK, r	2037	261.026	PHAS	20.000	5.000	39.338	39.338		39.338	•	50.799	7.635	0.957	19610	0.600	0.600	1.740	1.740	4.338	1.898	2440	23.782	ï	14.927	8.602	6.325	8.855	8.855	10.000
Annual Cos	2036	622.166		20.000	5.000	85.485	85.485	18.913	39.338	27.234	41.186	7.002	0.957	19610	1.265	1.265	1.740	1.740	3.040	0.600	2440	14.802		10.602	8.602	2000	4200	4.200	10.000
	2035	576.382		20.000	5.000	49.293	49.293	18.913	3.146	27 234	40.581	12.279	0.957	0.967	1.265	1.265	1.740	1.740	8.317	0.600	1121	8.920		4.720	2.720	2.000	4.200	4.200	10.000
RESPONSIBLE ROAD MANAGEMENT VING				Field Operations	Field Operations			Highway Mangement	Highway Mangement	Highway Mangement				Highway		Highway Management		Highway Management		Field Operations	Field Operations				Field Operations	Field Operations		Field Operations	
Status (2024)				New Start	New Start			Proposed	Proposed	Proposed				Proposed		New Start		Proposed		Proposed	Proposed				Proposed	Proposed		Procurement	
Type of Works				Early Works	Early Works			Maintenance	Maintenance	Maintenance				LTPBMC		Contruction		LTPBMC		LTPBMC	LTPBMC				Upgrading	Rehabilitation		Reconstruction	
Est. Length (Km)		2,477.6		10.0	50.0	113.0	113.0	25.0	52.0	36.0	478.1	123.7	8.7	8.7	10.0	10.0	29.0	29.0	76.0	15.0	61.0	188.0	a	118.0	68.0	50.0	70.07	20.07	10.0
Description		GRAND TOTAL		Karamui Missing Link Rd Early Works	Lufa - Karamui Missing Link Rd Early Works	Total		Alakasam - Lower Toniu	Lower Toriu to Pale (TRP)	Pale to Pandi River	Total	A.	Lae - Nadzab Airport (4 Lane)	9 Mile to Yalu Bridge (LTMC)	(Nadzab - Kagamuga)	Goroka 4 Lane Construction on Highlands Highway	ay - Kagamuga to Kiburu Jnc	Kagamuga Airport to Togoba Junction	lands Highway Western End)	Ambua - Tari (Halimbu)	Tari (Halimbu) - Komo	Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al	Enga Hwy	Wabag - Mendi	NR05 - Laiagam Kandep Jnc - Kandep Sth	NR05 - Kandep Stn - Mendi	Pogera Road	Laiagam - Pogera	ago-Oksapim-Teleformin Highway
Road Name				Karamui Rd ML	Lufa - Karamui		New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy		Highlands Highw		Highlands Highwa	Highlands Hig	Highlands Highwa	Highlands Highwo	Highlands Highwa	piago/Komo (High	Highlands Highway	Highlands Highway	Enga Hway, Wabag-Mendi Hwy & Pogera			Waba-Mendi Hway	Waba-Mendi Hwav		Pogera Road	Pogera-Kopi
Province				Simbu	Simbu/ EHP	Corridor	ENBWINB	ENB	ENB	ENB	orridor	Mendi.	Kobiado.	Morobe		Ш		dHM	Aendi - Tari - Ko	Hela	Hela	WHP, ENGA, SHP & HELA			Enga	SHP		Emga	Nation-wide
Prov				40	40/41	critain (48/49	48	48	88	inds C	0		4		41		R		37	37	•			88	37		ଞ	0
Corridor				Gulf-Madang Comidor	Gulf-Madang Comidor	Priority 6 New B	Priority 6_New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	Priority 7_Highla	7_Highlands	Corridor	Highlands Corridor		Highlands Comidor		Highlands Corridor		Highlands Comidor	Highlands Comidor	Priority 7_Highlands Corridor			Highlands Corridor	Highlands Corridor		Highlands Comidor	Priority 7_Highlands Corridor
No. Program				5.08 CPNG	5.09 CPNG		6.0 CPNG	6.04 CPNG	6.05 CPNG	6.06 CPNG		7.0 CPNG		7.02 CPNG		7.08 CPNG		7.16 CPNG		7.29 CPNG	7.30 CPNG	CPNG	CPNG	CPNG	7.36 CPNG	7.37 CPNG	CPNG	7.38 CPNG	CPNG

Phase 1 ESTIMATE PGK, million)	(2021 - 2027)	1,401.545		40.000	28.146	6.120	4.989	6.417	10.620	10.022	10.022	10 023	770.01			•	342.581		,	342.581	274.973	4.000	63.609	12.517	9.000
Wnu	2027	473.340	(2)	10.000	9.382	2.040	1.663	2.139	3.540	3.341	3.341	3341	LCC				146.344		,	146.344	137.486	2.000	6.858	3.633	3.000
, million) per An	2026	516.354	ISE 1 (2020 -202	10.000	9.382	2.040	1.663	2.139	3.540	3.341	3.341	3341	1400	•			196.237	•		196.237	137.486	2.000	56.751	4.442	3.000
I Cost Est. (PGK	2025	281.225	ЧH	10.000	9.382	2.040	1.663	2.139	3.540	3.341	3341	3341	14C'C		•			•			•	•	•	4.442	3.000
Annua	2024	130.625		10.000	,	•	•	•	•				•		1		,				•	•	•		
RESPONSIBLE ROAD MANAGEMENT WING			_	Field Operations		Field Operations	Field Operations	Field Operations	Field Operations			Field Operations									Field Operations	Field Operations	Field Operations		
Status (2024)				New Start		Proposed	Proposed	Proposed	Proposed			Pronced	Lupaca								Proposed	Proposed	Proposed		
Type of Works				Early Works		LTPBMC	LTPBMC	LTPBMC	LTPBMC			I TPRMC									Rehabilition	LTMC	Rehabilition		
Est. Length (Km)		2,477.6		10.0	156.4	34.0	27.7	35.7	59.0	55.7	55.7	567	1.00	•	•		309.3	•		309.3	183.1	50.0	76.2	65.7	60.0
Description		GRAND TOTAL		Hela to Western Highway Construction	Highlands Core Road Network	Henganofi - Nupuru	Nipa - Munihu	Penga Kotna Lapram	Mendi Tambul	Total		Mt Hanen - Raiver (FoS)	Mithagari - bayar (cuo)	Total	W	han Highway	Total			anakei Rd	Rehab & Maintain	Rehab & Maintain	Rehab & Maintain	Total	
Road Name				Hela to Western Hway	Various	Henganofi - Nupuru	Nipa - Munihu	Penga Kotna Lapram	Mendi Tambul		Madang - Baiver	Baiver Road	Daiyer ruda		North & South Fly	Tabubil - Teleforn		Aropa Rd	Buka Rd	Buka Rd, Laluai-P	Buka Road	Buka East Rd	Laluai - Panakei Rid		East West Hwy
Province				Western / Hela	Highlands	EHP	SHP	MHP	MHD/SHP	lor	WHPMadang	Western	Highlands	rder Corridor	Western	Western	e Corridor	AROB	AROB	AROB	AROB	AROB	AROB	idor	Manus
Prov Code				31/37a	0	41	37	ଞ୍ଚ	39/37	Corrid	•	, s	Ŗ	Fly Bo	•	3	ainville	20	20	20	8	8	33	IS Corr	46
Corridor				Highlands Corridor	Priority 7_Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Priority 8 Baiver	Priority 8 Baiyer	Corridor Baiyer Madang	Corridor	Priority 9_Trans	Priority 9_Trans Fly Border Comidor	Priority 9_Trans Fly Border Corridor	Priority 10_Boug	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Bougainville Corridor	Bougainville Corridor	Bougainville Corridor	Priority 11_Manu	Priority 11_Manus Corridor
Program				Sub-Nat.	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG	CPNG	2		CPNG	CPNG		CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG
Ň				7.44		7.45	7.46	7.47	7.48		8.0	801	0.0		0.0			10.0			10.04	10.05	10.06		11.0

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	2,797.971		70.000	86.472	18.802	15.328	19.714	32.627	43.764	43.764	43.764				215.039			215.039	174.101	22.650	18.288	26.238	21.000
	2034	191.161		10.000	9.382	2.040	1.663	2.139	3.540	2227	1221	2.227	•			16.696			16.696	7.323	6.325	3.048	4.442	3.000
	2033	199.175		10.000	9.382	2.040	1.663	2.139	3.540	14,087	14.087	14.087				16.696			16.696	7.323	6.325	3.048	3.633	3.000
per Annum	2032	194.850	28 - 2034)	10.000	9.382	2.040	1.663	2.139	3.540	14.087	14.087	14.087				12.371			12.371	7.323	2.000	3.048	3.633	3.000
(PGK, million)	2031	205.761	PHASE 2 (20)	10.000	19.781	4.301	3.507	4.510	7.464	3.341	3.341	3.341				12.371			12.371	7.323	2.000	3.048	3.633	3.000
nual Cost Est.	2030	440.759		10.000	19.781	4.301	3.507	4.510	7.464	3.341	3.341	3.341				12.371			12.371	7.323	2.000	3.048	3.633	3.000
An	2029	753.114		10.000	9.382	2.040	1.663	2.139	3.540	3.341	3.341	3341				5.048			5.048	•	2.000	3.048	3.633	3.000
	2028	813.151		10.000	9.382	2.040	1.663	2.139	3.540	3.341	3.341	3.341			•	139.486		•	139.486	137.486	2.000	•	3.633	3.000
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations		Field Operations	Field Operations	Field Operations	Field Operations			Field Operations								Field Operations	Field Operations	Field Operations		
Status (2024)				New Start		Proposed	Proposed	Proposed	Proposed			Proposed								Proposed	Proposed	Proposed		
Type of Works				Early Works		LTPBMC	LTPBMC	LTPBMC	LTPBMC			LTPBMC								Rehabilition	LTMC	Rehabilition		
Est. Length (Km)		2,477.6		10.0	156.4	34.0	27.7	35.7	59.0	55.7	56.7	55.7				309.3			309.3	183.1	50.0	76.2	65.7	60.0
Description		GRAND TOTAL		Hela to Western Highway Construction	Highlands Core Road Network	Henganofi - Nupuru	Nipa - Munihu	Penga Kotna Lapram	Mendi Tambul	Total		Mt Hagen - Baiyer (EoS)	Total	/ WIL	nan Highway	Total			anakei Rd	Rehab & Maintain	Rehab & Maintain	Rehab & Maintain	Total	
Road Name				Hela to Western Hway	Various	Henganofi - Nupuru	Nipa - Munihu	Penga Kotna Lapram	Mendi Tambul		Madang - Baiyer	Baiyer Road		North & South Fly	Tabubil - Teleforn		Aropa Rd	Buka Rd	Buka Rd, Laluai-P	Buka Road	Buka East Rd	Laluai - Panakei Rd		East West Hwy
Province				Western / Hela	Highlands	멾	SHP	MHP	dHSidHM	for	WHPIMadang	Western Highlands	rder Corrido	Western	Western	e Corridor	AROB	AROB	AROB	AROB	AROB	AROB	idor	Manus
Prov Code				31/37a	•	41	37	8	39/37	Corri	•	R	FIV Bo	•	अ	ainvill	8	8	8	20	20	20	IS Corr	8
Corridor				Highlands Corridor	Priority 7_Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Priority 8 Baiver	Priority 8_Baiyer Corridor	Baiyer Madang Corridor	Priority 9 Trans	Priority 9_Trans Fly Border Corridor	Priority 9_Trans Fly Border Corridor	Priority 10 Boug	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Bougainville Comidor	Bougainville Corridor	Bougainville Corridor	Priority 11_Manu	Priority 11_Manus Corridor
No. Program				7.44 Sub-Nat.	CPNG	7.45 CPNG	7.46 CPNG	7.47 CPNG	7.48 CPNG		8.0 CPNG	8.01 CPNG		9.0 CPNG	CPNG		10.0 CPNG	CPNG	CPNG	10.04 CPNG	10.05 CPNG	10.06 CPNG		11.0 CPNG

Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	6,282.900	TOTAL	170.000	191.707	41.684	33.983	43.707	72.334	67.150	67.150	67.150				646.699		•	676.699	524.681	38.650	113.367	218 681	205.320
Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	2,083.385		60.000	0607/1	16.762	13.665	17.575	29.087	13.363	13.363	13.363		·		119.079			119.079	75.608	12.000	31.471	179.926	175.320
	2040	216.460		10.000	19.781	4.301	3.507	4.510	7.464	2.227	1221	2.227		•	•	12.371		•	12.371	7.323	2.000	3.048	7 293	6.660
Wnuu	2039	228.075	040)	10.000	19.781	4.301	3.507	4.510	7.464	1227	1221	2227				12.371			12.371	7.323	2.000	3.048	7 293	6.660
million) per A	2038	179.275	SE 3 (2035 - 2	10.000	9.382	2.040	1.663	2.139	3.540	1227	1221	2227		•	,	28.206			28.206	23.158	2.000	3.048	0.633	
ost Est. (PGK,	2037	261.026	PHA	10.000	9.382	2.040	1.663	2.139	3.540	2.227	222	2.227		•	,	34.798			34.798	23.158	2.000	9.639	54 633	54.000
Annual Co	2036	622.166		10.000	9.382	2.040	1.663	2.139	3.540	2.227	1227	2227			•	18.962	,		18.962	7.323	2,000	9.639	54 633	54.000
	2035	576.382		10.000	9.382	2.040	1.663	2.139	3.540	2.227	1227	227		•	•	12.371			12.371	7.323	2.000	3.048	55 442	24,000
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations		Field Operations	Field Operations	Field Operations	Field Operations			Field Operations								Field Operations	Field Operations	Field Operations		
Status (2024)				New Start		Proposed	Proposed	Proposed	Proposed			Proposed								Proposed	Proposed	Proposed		
Type of Works				Early Works		LTPBMC	LTPBMC	LTPBMC	LTPBMC			LTPBMC								Rehabilition	OMT	Rehabilition		
Est. Length (Km)		2,477.6		10.0	156.4	34.0	27.7	35.7	59.0	55.7	56.7	56.7		•		309.3			309.3	183.1	50.0	76.2	65.7	60.0
Description		GRAND TOTAL		Hela to Western Highway Construction	Highlands Core Road Network	Henganofi - Nupuru	Nipa - Munihu	Penga Kotna Lapram	Mendi Tambul	Total		Mt Hagen - Baiyer (EoS)	Total	y MrL	nan Highway	Total			Panakei Rd	Rehab & Maintain	Rehab & Maintain	Rehab & Maintain	Total	
Road Name				Hela to Western Hway	Various	Henganofi - Nupuru	Nipa - Munihu	Penga Kotna Lapram	Mendi Tambul		Madang - Baiyer	Baiyer Road		North & South F	Tabubil - Telefon		Aropa Rd	Buka Rd	Buka Rd, Laluai-I	Buka Road	Buka East Rd	Laluai - Panakei Rd		East West Hwy
Province				Western / Hela	Highlands	믭	SHP	WHP	dHS/dHW	lor (WHPMadang	Western Highlands	rder Corrido	Western	Western	e Corridor	AROB	AROB	AROB	AROB	AROB	AROB	idor	Manus
Prov Code				31/37a	•	41	37	8	39/37	Corrid	•	33	Fly Bo	•	31	ainville	20	20	8	8	8	99	IS Corr	46
Corridor				Highlands Corridor	Priority 7_Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Priority 8 Baiyer	Priority 8 Baiyer Corridor	Baiyer Madang Corridor	Priority 9_Trans	Priority 9_Trans Fly Border Corridor	Priority 9_Trans Fly Border Corridor	Priority 10 Boug	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Priority 10_Bougainville Corridor	Bougainville Corridor	Bougainville Comidor	Bougainville Comidor	Priority 11 Man	Priority 11_Manus Corridor
No. Program				7.44 Sub-Nat	CPNG	7.45 CPNG	7.46 CPNG	7.47 CPNG	7.48 CPNG		8.0 CPNG	8.01 CPNG		9.0 CPNG	CPNG		10.0 CPNG	CPNG	CPNG	10.04 CPNG	10.05 CPNG	10.06 CPNG		11.0 CPNG

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	1,401.545		000 8	3.617	3.617			15.000			16.000	16.000	
Ę	202	473.340	6	3000	0.603	0.633	•		5.000	1	•	6.000	5.000	
nillion) per An	2026	516.354	E 1 (2020-202	000 E	1442	1442			5.000	•	•	6.000	000 S	
al Cost Est. (POK,	202	281.225	ЖНИ	000 E	1.442	1442			5.000	•	•	0 00 9	0 00 5	
Annus	2024	130.625		•		•				•	•	•	•	
RESP ONSIBLE ROAD MANAGE NE NT WING				Reid Openetions		Reid Openetions							Field Operations	
Status (2024)				Proposed		Proposed							Proposed	
Type of Works				EntyWorks		Rehabiliton							Rehabilitation	
Est. Lengh (Km)		2,477.6		0.00	13	57		•	160.0	1		160.0	160.0	
Description		GRAND TOTAL		Bundre Is to N the uke	m Rad	Reheb & Meintein	Tdal		Tdal				Flengeleue 15 Bou Jn.c., Richeb 3 Meintein	
Road Name				Elest Werst Hichmer	Nomote & Lomitr	Lombrum Roed	r	Bewani Road		Bulon insky Hwy	Buloninsky Hwy	WestCoast Road	West Cosst Road	
Province				Menus	Name	Menus	order.Comid	West Sepik	IC emidor	New heland	New Feland	New Feland	New reland	
See 2				8	8	8	8 5	4	Ireland	4	4	4	4	.,
Corridor				Menus Combor	Priority 11, Nanus Corridor	Menus Combor	Priority 12, Sand	Priority 12. Sandaun Border Corridor	Priority 13_New	Priority 13, New Ire bird Combor	Priority 18 New let bird Corridor	Priority 13, New Ire bird Comport	New relend Compon	Notations
No. Program				11.02 CPNB	CPNB	11.04 CPNG		12 CPNB		18 CPNB	CPNIC	CPNB	13.03 CPW0	

NOTES

1. Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)

Sections domancated as per contracted/procured/proposed sections as defineated and based with 2023 confiden to determine respective treatments for those

Proposed identified as "GAPS" for 2024 Procurement readiness and 2025 Budget Bid.

proposed.

3. Missing Link Sections programmed thru New Roads Construction Rates

4. Road upgrading Sections programmed thru Road Upgrading Rates

5. Road construction/reconstruction/inhabilitation Sections programmed using sealed and unsealed nates based on surface type. 6. Without traffic data, as rule of thumb, for asset preservation for sealed reads, resealing is programmed after 7 years whils routine maintenance rate of K60,000/km/yr is used for heavy traffic reads or fair condition reads. New Seal - RTN Maintenance Rate is K40,000/km/yr. This is reduced by a quarter from K11,0,12,/km/yr) based on PSMC Rates in recent based by NRA to maintain cost within the CPNG 2020-2040 Multi-year Financing Man. Unsaaled Rates used as applicable (Refer to RAMS Unit Rates table for details).

DEPARTMENT OF WORKS AND HIGHWAYS

No. Progr	an Corridor	C Prov	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RES PONSIBLE ROAD MANAGEMENT WING		¥.	nual Cost Est	(PGK, million)	per Annum			Phase 2 ESTIMATE (PGK, militon)
										3038	202	2030	2034	2082	2083	2084	2028 - 2034
					GRAND TOTAL	2,477.6				813.151	753.114	440.759	205.761	194.850	199.175	191.161	2,797,971
													PHASE 2(30	86-200 4			
11.02 CPNG	Menus Comdor	8	Menus	En st West Hich way	Bundrell sto Nidreuke	0.00	Early Works	Prop coed	Field Operations	000 E	3.000	3.000	000 E	3.000	00.0E	3.000	21.000
CPNIG	Priority 11_Nanus Conridor	8	la nue	Momote & Loni	brum Road	5				0.833	0.600	0.633	0.833	8870	88	1,442	6 238
11 D4 CPNG	Menus Corridor	40	Menus	Lombrum Road	Reheb & Meintein	23	Rehabiliton	Prop coed	Field Operations	EE Ø O	0.633	669.0	0.633	0.633	0033	1,442	6.238
	Priority 12_Sat	daun B	order.com	aor	Total											•	
12 CPNG	Prior by 12_8andaun Bords Corridor	4	West Be pik	B ev ani Road		•					•	•	÷	•	•	1	•
	Priority 13 Net	v Irelan	d Comidor		Total	160.0				5.000	5.000	5.000	5.000	5.000	5.000	5.000	35.000
13 CPNG	Prior by 18 New Feland Comistor	14	New Instand	Butomins ky Hw.		•					•	•	•	•	•	•	•
CPNG	Prior by 18. New reland Corridor	41	New Incland	Butomins ky Hw.						•	•	•	•	•	•	•	•
CPNG	Prior by 18, New tretand Concidor	14	New Ireland	West Coast Ros	8	160.0				6.000	600	6.000	6.000	6.000	6000	6.00.8	0.007.95
13.03 CPNG	New Instand Comido	-14	New helend	WestConstRom	d Rehabilitation Blow Jhc, Rehab & Maintain	160.0	Rehebilitation	Prop coed	Reid Openations	000'5	2000	0.00.2	000 5	0.00.2	0005	5.000	35.000
	Notation	8															

NOTES

1. Unit Rates used a current rates at AMS/NAMS (Subject to review in future.) 2. Sections demancated as per contractiferocured/proposed sections as defineated and has d with 2023 condition to determine respective treatments for those proposed

Proposed identified as "GAPS" for 2024 Procurement readiness and 2025 Budget Bid.

3. Missing Link Sections programmed thru New Roads Construction Rates 4. Road upgrading Sections programmed thru Road Upgrading Rates

5. Road construction/k econstruction/wholifustion Sections programmed using waked and unsoled rans laved on surface type. 6. Without bailfe data, as rule of thumb, for asset preservation for saded roads, reseding is programmed after 7 years whilst roudine maintenance rate of K60,000/hm/yr is used for heavy traffic roads or fair condition roads. New Sed - RTN Maintenance Rate is K90,000/km/yr. This is reduced by a quarter/from K110/312/km/yr) based on PSMC Rates in recent based by NRA to maintain cost within the CPMG 2020-2040 Multi-pear Financing Plan. Unsoded Rates used as applicable (Rofor to RANS Unit Rates table for details).

a 2	line of the second s	Corridor	Set a	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2034)	RES PONSIBLE ROAD MANAG EMENT VING		Annual Cost	t Est. (PGK, m	ilion) per An	5		Phase 3 ESTIMATE PGK, million)	Total (Phase1, 2 & 3) ESTIMATE (PGK, million)
											2005	2036	2037	2038	2009	2040	(2036 - 2040)	(2021 - 2040)
						GRAND TOTAL	2,477.6				576.382	622.166	261.026	179.275	228.075	216.460	2,083.385	6,282.900
													ISAH	: 3(302 - 30r	5			TOTAL
11.02 0	ÐNd	Menus Contar	8	Menus	East West Hich way	Bundrets to Nitrevice	009	Benty Wantes	Propo sed	Field Operations	000 15	54.000	24.000		0.00.0	0 0 0	176.820	206.3.20
8	ONA	Priority 11, Name Corridor	\$	Name	Nomote & Lonis	un Rad	5				142	0.608	0.633	0.833	0.633	0.833	4.608	13.261
11.04	0Nd	Menus Contor	8	Menus	Lombrum Road	Reheb & Meintein	23	tehebiliton	Propo sed	Field Operations	1442	88910	669.0	8890	669.0	669.0	4.606	13.261
		Priority 12 Sand	aun Bio	arder Comid	or	Total	•					•	•					1
5 0	ONG	Prior by 12. Sambun Border Corridor	8	WestBepik	BenaniRoad		•					•	•	•	•	•		•
		Priority 13, New L	Ireland	Comidor		Tdtal	160.0				5.000	5.000	5.000	5.000	5.000	5.000	30,000	80.000
# 0	ONd	Prior by 18 New reland Confider	14	New Instand	Butominsky Hwy		•				•	•	•	•	÷	•	•	•
8	ONG	Prior by 18, New treland Conridor	14	New Instand	Butominsky Hwy		•				•	•	•	•	÷	•	•	•
8	ONd	Prior by 18, New reland Corridor	14	New Ireland	West Coast Road		180.0				6.000	6.000	6.00.0	6.000	6.000	6.000	30.000	80.0.00
13.03	ÐNG	New Instand Compon-	14	New reland	West Const Road	Fiengeleue to Bou Jnc, Reheb & Meintein	160.0	dehe billiston	Propo sed	Reid Operations	2000	5.000	5.000	2 000	5.000	2 000	000708	80.0.00
		Notations																

NOTES

1. Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)

caned and based with 2023 condition to determine respective treatments for those Sections demancated as per contracted/procured/proposed sections as defin. proposed

Proposed identified at "GAPS" for 2024 Procurament readiness and 2025 Budget Bid.

3. Missing Link Sections programmed thru New Roads Construction Rates 4. Road upgrading Sections programmed thru Road Upgrading Rans

5. Road construction/reconstruction/rehabilitation Sections programmed using sealed and unseeled a has based on surface type. 6. Without bailit data, as rule of thumb, for a sent preasorvation for sealed roads, resading is programmed after 7 years. While contine maintenance rate of KBI, 200/hun/yr is used for heavy traffic roads or fair condition roads. New Seal - RTN Maintenance Rate is K40,000/km/yr. This is reduced by a quarter(from K110,912/km/yr) based on PSMC Rates in recent based by NRA to maintain cost within the CMG 2020-2040 Multi-year Financing Plan. Unsealed Rates used as applicable (Refor to RAMS Unit Rates table for details).

Annex 4. NRN Maintenance Activities & Costings by Status - 15 Years

CONNECT PNG ECONOMIC ROAD CORRIDOR DEVELOPMENT PROGRAM 2021 - 2040 : PHASE 1 (2021-2017), PHASE 2 (2028-2034) & PHASE 3 (2035 - 2040)

ROAD MAINTENANCE PROGRAMME 2025 - 2040

4.1 SUMMARY

SUMMARY: Connect PNG 2020-2040 Multi-year Financing Plan Summary Verse 15-Year (2025-2040) Road Maintenance Program Summary, Variance Distribution & Program Type

ble 1a	Connect PNG	N 0102-2040 M	uti-year Franci	of fun					Table Its: 15 Year ()	2025-2040] Road Maintenas	ie Program Sume	F			Table Ic: Variance	Distribution (in)	NK & (NI)				Table 1± Progra	in Type (2145	is femals
Ацияла	and A line	Consider U	A Literation Index (No.		fuer 1 Aut. Aut. (PGL, million)	Pase 1 June 10 PGC, million() (No. Inc.	Total Intel PCC millions	Connection the large	terinete beige Argenet PGL mitteret franke Seare	Post allocity Post allocity	Post million(Ree) 205.000 701.milion	3	Variance Prane 1 V	effect Place 1 V 2013-2017 PDX, edition()	Max Nove 1 V Max 2014 Mit. million	ariance Prace 1 1115-3146 PrOX, relificant	food Vortineer Proce L. 13 A.U. 2021.2000 PGR. millions	Variance Plane L.2.NL.2021 Biol (N)	111		32
	Thes- Witcone Contage	1020	m Littea	100MG	N.IF	216.116	516.315	MLP51	а 63	Inner/		CURRENT OF	DEFEC	1.00056	- 28	1910	30	10.02	11.20 1	19	1816	100	138034
-	Montee Dentee	1330	- 289.0	29 KDB/WB/GC PSEC/Austro Lan Aut	1140.551	107682	857.03	180315	17964 m	2.807.018 AUS/W6/G OPMG/Rest Included	2288.74	203.656	業第1	5951,466	10	1,127,928	15630	4218	120.44	112.2%	\$143)	1,382,1	2657.0
	Seaflern Confidor	1 008	1111 H	SIMOOL/Ean 68	95227	997387	新聞	1115,788	in tat	DANDON NAV STET	1235.006	turnet:	1178	05578812	R (H	89.82	MITHON	73.67	Brutt	NALIZI	1983	Mart	553855
-	Galf Highlends Constitu	1005	781 -	24/00/42	438.5%	30.877		NYM	4 195	DAUDOVOL NJEBI	31.55	22.92	STEAL	1.064.000	- 192	146.341	13 HE	20202	UTAUT	15.14%	50 EF	10.00	1.064.09
eff .	Guff Mating Constor	1 0 285	E	Statisticans Saccest			957 EF	401.002	1110 EI	AREAN ANNOUN	185.800	No. 211	NIN I	astra	+ 1116	1m.so	- 102 811	50122		NALILI	5112 5	and a	\$5225
	New Britain Contece	0639	m 1,228.00	NI ICO/COMO	48596	1208	48.5%	N1001	803 in	LZSER JONGON SALESS MACHINE	1.01.55	MM	191.00	261.162	100	132,499	50 sta	3732	TI BUL	1978K	1,28147	11.05	1281.29
	Highlands Confect	TORED	8.77.8 E	an ADRICOSINA Bure Barel GOM G/TTCS	1,754.388	153E345	48.56	915-LTT,Å	ni 1701	LUTLAR ALO(Chen Bin Ban/UCP MQTS	867/27	tar as	TITLE	21%37	Ē.	- 107.902	CALINE .	10727	1.14.16	Iter	am)	1,76.4	117657
	Seree Conces	392.0	m 6340	55 NOWN CONDENY GOPIE	160.877	801682		114255	1153 In	textos mover tow text	46.022	62294	75.44	16.430	- [1] -	394855	100.62	3946	291.951	21,89%	266.00	152.43	788.43
	fame fil Bother Carrier	1200	m 1,052.6	ST COMIS	46329	BIB	1202	THOM	420 III	1,552,652, 60916	050205	10/16	27.191	1,45.707	DELT	-m5ae	13.55	21 HI-	515m	4CLIN	1991	1	115871
8	boughtrolle Contact	1 0051	1997	50400 Kite	161.05			NL1M	46.5 tr	NALES BOWG	42.56	10.02	有兩	96706	111	101.02	2010	977-91	WT 199	2012155	803	1634	8035
Ħ	Manus Carletor	19051	a 154	B DOPRIGIALIS	689 ELT - 129 B			EFA21	14 FR	175439 00PMG/Mu praisen	1999	Ŗ	20 AU	SISING	1	00 H	Щ,	R.C.	M	111-BEN	a R	12.38	2H2
12	Sector Defect	4 0.649	1112	St. GONG/Mub relien Ad		161.15	101396	+SC TW	150 m	WIND STUD	2000/325	005.005	11.275	512.08	502 -	325.000	- 0602	123985	召演	MSIK	05.02	100.28	8(238
19	New Inciand. Comport	4000	m 199.5	77 SOFNG/Aug		62.75	20.158	TAATT	497 In	150.877 GOPWG/Mu	BCS No.	115.528	10192	107986	8	25	- 697.0	111 M	20.25	11.7N	7.27	298	11981
35	Pownical Trank Roads	9 0000/6	m 4,756.9	42 00MG	1,902.155	1,942,155	1052.612	08360	5	5100 DFXC1	22	2	1	-	- 10001 -	19035 -	100.000	1,65,622	4,756,840	NALIMI.	2	85	- 60 -
	Intel Connect PNG (Phane Lobel)	0665%	200000	8	7,982,656	4231289	ABAUM	2.000	123	anaman	11,55100	1462.151	144441	Stands	1961	NORT	- 900 MAT	134.64	CLARK I	NIN	INSAI	100.001	RLOPANS Z

DEPARTMENT OF WORKS AND HIGHWAYS



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CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



TRANS-NATIONAL CORRIDOR

CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases

Planned Programmed



CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



GULF HIGHLANDS CORRIDOR



GULF MADANG CORRIDOR





CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



BOUGAINVILLE CORRIDOR





CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases







CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



CPNG 2020-2040 Multi-year Financing Plan Summary vs



CONNECT PNG ECONOMIC ROAD CORRIDOR DEVELOPMENT PROGRAM 2021 - 2040 : PHASE 1 (2021-2027), PHASE 2 (2028-2034) & PHASE 3 (2035 - 2040)

SUMMARY: ROAD MAINTENANCE PROGRAMME 2025 -2040 - ONGOING, PROCURED & PROPOSED

			ONG	OING	PROC	URED	PROI	POSED
CORRIDORS	Est. Length (Km)	Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	Connect PNG (Capital Works) PGK, millions	NRNS (Recurrent Maintenance), PGK, millions	Connect PNG (Capital Works) PGK, millions	NRNS (Recurrent Maintenance), PGK, millions	Connect PNG (Capital Works) PGK, millions	NRNS (Recurrent Maintenance), PGK, millions
GRAND TOT	AL 9,529.9	25,959.875	5,159.320	2,260.078	8,850.221	3,407.815	4,344.484	1,938.417
	-							
Priority 1_Trans National Corridor	652.7	1,880.556	1,419.030	305.466		•	102.590	53.470
Priority 2_Momase Corridor	1,796.4	5,957.466	1,294.492	277.136	1,718.750	701.682	1,661.507	303.899
Priority 3_Southern Corridor	1,443.4	3,388.950	175.989	852.247	1,653.000	412.597	170.000	125.117
Priority 4 _Gulf - Highlands Corridor	545.8	1,066.890	488.525	168.368	•	•	210.540	199.458
Priority 5_Gulf-Madang Corridor	197.0	922.549	81.948	11.728	•	•	495.000	333.873
Priority 6_New Britain Corridor	832.9	2,931.197	407.080	78.300	1,384.819	523.766	491.569	45.663
Priority 7_Highlands Corridor	2,107.6	4,956.326	1,207.119	206.025	1,388.512	1,106.985	575.210	472.475
Priority 8_Baiyer Corridor	215.7	748.430	•		596.000	85.280	•	67.150
Priority 9_Trans Fly Border Corridor	475.0	1,495.787	•		1,162.652	333.135	•	•
Priority 10_Bougainville Corridor	466.8	950.296	•	116.230	128.250	29.118	476.068	200.631
Priority 11_Manus Corridor	124.9	374.519	85.137	23.603	•	47.099	162.000	56.681
Priority 12_Sandaun Border Corridor	175.0	887.775	•	•	787.500	100.275	•	•
Priority 13_New Ireland Corridor	496.7	399.133	•	220.516	30.738	67.879	•	80.000
		Total		7.418.939		12.258.036		6.282.900

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Road Management & Maintenance Plan 2025 - 2040



SUMMARY: OPERATIONAL MAINTENANCE ESTIMATES BY PHASES

Phase 1 Balance (2025-2027) Operational Maintenance Estimates by Corridors

		2025	2026	2027	Total
STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)				Opertaional Maintenance
Total	9,529.896	300.000	300.000	300.000	900.000

Phase 2 (2028-2034) Operational Maintenance Estimates by Corridors

		2028	2029	2030	2031	2032	2033	2034	Total
STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)								
Total	9,529.896	400.000	400.000	400.000	400.000	400.000	400.000	400.000	2,800.000

Phase 3 (2035-2040) Operational Maintenance Estimates by Corridors

		2035	2036	2037	2038	2039	2040	Total
STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)							
Total	9,529.896	500.000	500.000	500.000	500.000	500.000	500.000	3,000.000

Note:

- 1. Phase 1 Balance K300m annually till 2027 (Embedded in the 2025 Department Budget)
- Subject to Phase 1 Review, Phase 2 estimate is K400m annually till 2034 to cater for new/good/fair sections improved in Phase 1 and contracted under PBMC, LTMC contracting arrangements.
- Subject to Phase 1 & Phase 2 Review, Phase 3 estimate is K500m annually till 2040 to cater for new/good/fair sections improved and maintained in Phase 1 and Phase 2 and contracted under PBMC, LTMC contracting arrangements.

SUMMARY: OPERATIONAL MAINTENANCE ESTIMATES BY PHASES PER CORRIDOR Phase 1 Balance (2025-2027) Operational Maintenance Estimates by Corridors

		2025	2026	2027	Total
STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)				
Priority 1_Trans National Corridor	652.72	15.000	15.000	15.000	45.000
Priority 2_Momase Corridor	1796.383	70.000	70.000	70.000	210.000
Priority 3_Southern Corridor	1443.386	50.000	50.000	50.000	150.000
Priority 4 _Gulf - Highlands Corridor	545.768	30.000	30.000	30.000	90.000
Priority 5_Gulf-Madang Corridor	197	10.000	10.000	10.000	30.000
Priority 6_New Britain Corridor	832.94	40.000	40.000	40.000	120.000
Priority 7_Highlands Corridor	2107.648	60.000	60.000	60.000	180.000
Priority 8_Baiyer Corridor	215.68	5.000	3.000	3.000	11.000
Priority 9_Trans Fly Border Corridor	475	-	-	-	-
Priority 10_Bougainville Corridor	466.771	-	2.000	2.000	4.000
Priority 11_Manus Corridor	124.9	5.000	5.000	5.000	15.000
Priority 12_Sandaun Border Corridor	175	-	-	-	-
Priority 13_New Ireland Corridor	496.7	15.000	15.000	15.000	45.000
Total	9,529.896	300.000	300.000	300.000	900.000

Phase 2 (2028-2034) Operational Maintenance Estimates by Corridors

		2028	2029	2030	2031	2032	2033	2034	Total
STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)								
Priority 1_Trans National Corridor	652.72	10.000	10.000	10.000	10.000	10.000	10.000	10.000	70.000
Priority 2_Momase Corridor	1796.383	100.000	100.000	100.000	100.000	100.000	100.000	100.000	700.000
Priority 3_Southern Corridor	1443.386	70.000	70.000	70.000	70.000	70.000	70.000	70.000	490.000
Priority 4 _Gulf - Highlands Corridor	545.768	15.000	15.000	15.000	15.000	15.000	15.000	15.000	105.000
Priority 5_Gulf-Madang Corridor	197	4.000	4.000	4.000	4.000	4.000	4.000	4.000	28.000
Priority 6_New Britain Corridor	832.94	30.000	30.000	30.000	30.000	30.000	30.000	30.000	210.000
Priority 7_Highlands Corridor	2107.648	100.000	100.000	100.000	100.000	100.000	100.000	100.000	700.000
Priority 8_Baiyer Corridor	215.68	8.000	8.000	8.000	8.000	8.000	8.000	8.000	56.000
Priority 9_Trans Fly Border Corridor	475	15.000	15.000	15.000	15.000	15.000	15.000	15.000	105.000
Priority 10_Bougainville Corridor	466.771	15.000	15.000	15.000	15.000	15.000	15.000	15.000	105.000
Priority 11_Manus Corridor	124.9	10.000	10.000	10.000	10.000	10.000	10.000	10.000	70.000
Priority 12_Sandaun Border Corridor	175	4.000	4.000	4.000	4.000	4.000	4.000	4.000	28.000
Priority 13_New Ireland Corridor	496.7	19.000	19.000	19.000	19.000	19.000	19.000	19.000	133.000
Total	9,529.896	400.000	400.000	400.000	400.000	400.000	400.000	400.000	2,800.000

Phase 3 (2035-2040) Operational Maintenance Estimates by Corridors

		2035	2036	2037	2038	2039	2040	Total
STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)							
Priority 1_Trans National Corridor	652.72	20.000	20.000	20.000	20.000	20.000	20.000	120.000
Priority 2_Momase Corridor	1796.383	90.000	90.000	90.000	90.000	90.000	90.000	540.000
Priority 3_Southern Corridor	1443.386	80.000	80.000	80.000	80.000	80.000	80.000	480.000
Priority 4 _Gulf - Highlands Corridor	545.768	40.000	40.000	40.000	40.000	40.000	40.000	240.000
Priority 5_Gulf-Madang Corridor	197	10.000	10.000	10.000	10.000	10.000	10.000	60.000
Priority 6_New Britain Corridor	832.94	40.000	40.000	40.000	40.000	40.000	40.000	240.000
Priority 7_Highlands Corridor	2107.648	120.000	120.000	120.000	120.000	120.000	120.000	720.000
Priority 8_Baiyer Corridor	215.68	10.000	10.000	10.000	10.000	10.000	10.000	60.000
Priority 9_Trans Fly Border Corridor	475	25.000	25.000	25.000	25.000	25.000	25.000	150.000
Priority 10_Bougainville Corridor	466.771	25.000	25.000	25.000	25.000	25.000	25.000	150.000
Priority 11_Manus Corridor	124.9	5.000	5.000	5.000	5.000	5.000	5.000	30.000
Priority 12_Sandaun Border Corridor	175	10.000	10.000	10.000	10.000	10.000	10.000	60.000
Priority 13_New Ireland Corridor	496.7	25.000	25.000	25.000	25.000	25.000	25.000	150.000
Total	9,529.896	500.000	500.000	500.000	500.000	500.000	500.000	3,000.000

4.2 DETAILS

Phase 1 ESTIMATE (PGK, million)	(2021 - 2027)	10,263.020		466.697	466.697	35.701	12.000	109.393	85.438	41.093	104.209	23.483	12.241	4.140	25.000	14,000
E .	2027	3,700.405	51	240.878	240.878	329.8	4.000	52.333	41,417	117.01	94.733	01072	3.312	1.380	5.000	3.000
(, million) per A	2 0 2 6	3,355,230	ASE 1 (2020 -20	149.303	149.303	326.8	4.000	52.333	41,417	19.717	3.159	2,010	3.312	1.380	5.000	3.000
I cost Est. (PGK	2025	1,870.660	Æ	37.477	37.47	8.925	4.000	2.064	1.632	0.777	3.159	4.731	2.806	1.380	5.000	3.000
Annua	2024	1,336.724		39.040	39.040	8.925	•	2.562	0.972	0.882	3.159	4.731	2.808	•	10.000	5.000
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	Field Operations	Highway Management	Highway Management	Highwoy Management	Highway Management	Highwoy Management	Highway Management	Highway Management	Field Operations	Field Operations
Status (2024)						Ongoing	Proposed	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Proposed	Ongoing	Ongoing
Type of Works						LTNC	Rehabilitation	Upgrading	Upgrading	Upgrading	EanlyWorks	EanlyWorks	EanlyWorks	Maintenance	EanlyWorks	EanlyWorks
Est. Length (Km)		9,529,9		652.7	652.7	1113	30.0	544	35.5	16.9	61.2	50.8	24.0	10.0	105.3	142.9
Des cription		GRAND TOTAL		Total		Vibu-Bulob Hway Rehab (GoA DFAT Grant K20m/AIIFFP-Loan-K7.3m)	Pine Top Bridge to Wau Monument Rehabilitation	Emergency Upgrading	Emergency Upgrading	Mámenance	Poiyu to Kotidanga	Końdangato Nt. Hauemango	Alt Hauemonga to Murua Br.	Murua Br. to Epo Unc Maintenance	40 Mile to Menyamya Road	Wau-Waria-Goliata Road
Road Name					WauHwy & Aseki Rdet al	Wau Road (9 Mile to Pine Top Bridge)	Wau Road	Hidden Valley to Kol Wana Mountain	Kol Wara Mountain to Oiwa	Oiva to Polyu	Polyu to Kotidanga	Kotidanga to Mt. Hauemanga	Mt. Houemonga to Murua	Murua to Epo	40 Mile to Menjamja Rd	Wau - Waria - Golab Rd
Province				al Corridor	Morobe, Gulf & Central	Morobe	Morobe	Monobe	Monobe	Morobe	Morobe	en f	Guif	Guif	Morobe	Morobe/Central
Prov Code				Nation	•	4	4	54	4	45	4	8	8	8	45	42/33
Corridor				Priority 1_Trans	Priority 1_Trans National Common	Trans National Corridor	Thans National Combor	Trans National Corridor	Thans National Corridor	Thans National Corridor	Thans National Corridor	Thans National Corridor	Thans National Corridor	Thans National Corridor	Thans National Corridor	Thans National Corridor
Program					CPNG	CIPNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CING
N			ļ		2	101	1.02	81	10	1.05	1.06	1.07	1.08	1.10	111	1.12

Phase 2 ESTIMATE (PGK, million)	(20.28 - 20.34)	10,652.191		1,139,967	1,139.967	402.83	28.000	61.363	48.517	23.097	202.459	190.906	90.192	36.600	35.000	21.000
	2034	776.135		26.983	26.983	4.451	4.000	1.796	1420	0.676	3.248	2.032	0.960	0.400	5.000	3.000
	2033	970.884		26.983	26983	4451	4000	1796	1420	0676	3.248	2032	0960	0400	5000	3000
n) perAmum	2032	1,011.974	(028 - 2034)	26.983	26.983	4451	4.000	1.796	1420	0.676	3.248	2.032	0.960	0.400	5.000	3.000
(PGK, milio	2031	648.522	PHASE 2 (106.807	106.807		4.000	1.796	1,420	0.676	3.248	59.267	28.000	0.400	5.000	3.000
mual Cost Est.	2030	1,491251		232,985	232985	129.827	4,000	1.76	1.420	0.676	•	197.65	28.000	•	5.000	3.000
Ar	2029	2,430,894		341.327	341327	129827	4000	•	•	•	94.733	59.267	26000	17.500	5000	3000
	2 0 28	3,322,531		377,899	377,899	129827	4000	52.383	41417	19717	94.733	0102	3312	17,500	5000	3000
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	Field Operations	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Nanagement	Highway Management	Field Operations	Field Operations
Status (2024)						Crigoing	Proposed	Ongoing	Crigoing	Crigoing	Crigoing	Crigoing	Crigoing	Proposed	Ongoing	Ongoing
Type of Works						UTINC	Rehabilitation	Upgrading	Upgrading	poroding	EarlyWorks	Early Works	Early Works	Voirtenance	Early Works	Early Works
Est Length (Km)		9,529.9		652.7	6527	111.3	30.0	1 6 44	35.5 (16.91	81.2 B	50.8	24.0 8	10.0	105.3	142.9
Description		GRAND TOTAL		Total		Vibu-Bulob Hway Rehob (GoA.DF.AT Grant K.20m/AIIFF.P.Lcon-K7.3m)	Pine Top Bridge to Wau Monument Rehabilitation	Emergency Upgrading	Emergency Upgrading	Maintenance	Pajyuto Kotidanga	Kaldanga b Mt. Hauemanga	Mt. Hauemonga to Murua Br.	Murua Br. to Epo Jrc Maintenance	40 Mile to Menyamya Road	Wbu-Wbrip-Goliala Road
Road Name					Wau Hwy & Aseki Rd et al	Wou Rood (9 Mile to Pine Top Bridge)	Wau Road	Hidden Volley to Kol Wara Mountain	Kol Wara Mountain to Oiwa	Oiwa to Poiyu	Poiyu to Kotidanga	Kotidanga to Mt. Hauemanga	Mt. Houemangs to Murua	Murua to Epo	40 Mile to Menyamya Rd	Wou - Waria- Goliala Rd
Province				al Corridor	Morobe, Gulf S Central	Norobe	Vorobe	Norobe	Vonde	Vorobe	Vorobe	all	air	auf	Vorobe	Vorobe/Central
C BB				Nation	•	4	43	4	4	4	4	8	8	8	43	42033
Comidar				Priority 1_Trans	Priority 1_Trans National Comidor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor	Trans National Corridor
Program					CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG
ů.					2	101	1.02	1.03	1.04	1.05	1.06	10.1	1.06	1.10	1.11	1.12

Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	5,044.664		273.892	273.892	45.959	71.190	18.544	14.662	6.980	33.536	20.980	9.912	4.130	30.000	18.000
	2040	649.174		40.279	40.279	110.14	1.200	1.796	1,420	0.676	3.248	6.426	3.036	0.400	5.000	3.000
mnuu	2039	66.779	(0)	48.168	48.168	14.077	1200	1796	1420	0.676	10.272	6.426	3.036	1265	5000	3000
million) per A	2038	714,992	E 3 (2035 - 2(40.488	40.488	4.451	1.200	5.600	4,491	2.138	10.272	2.002	0.960	1.26	5.000	3.000
st Est. (PGK,	2037	773.342	PHAS	31.400	31.400	4.451	•	5.600	4,491	2.138	3.248	2.002	0.960	0.400	5.000	3.000
A mual Co	203.6	1,143.094		56.778	56.778	4.451	33.795	1.796	1,420	0.676	3.248	2.032	09510	0.400	5.000	3.000
	2035	1,067.284		56.778	56.778	4.451	33.795	1.796	1.420	0.676	3.248	2.032	0.960	0.400	5.000	3.000
RESPONSIBLE ROAD MANGEMENT WING						Highway Maragement	Field Operations	Highway Maragement	Highway Maragement	Highway Naragement	Highway Maragement	Highway Naragement	Highway Naragement	Highway Maragement	Field Operations	Field Operations
Status (2024)						Orgoing	Proposed	Orgoing	Orgoing	Orgoing	Orgoing	Orgoing	Orgoing	Proposed	Orgoing	Orgoing
Type of Works						LTING	Rehabilitation	Upgrading	Upgrading	Upgrading	Early Works	Early Vibrics	Early Works	Maintenance	Early Works	Erry Vibrits
Est. Length (Km)		9,529.9		652.7	6527	1113	300	677	355	169	812	508	240	100	105.3	1429
Description		GRAND TOTAL		Total		Wau-Butolo Hway Rehab (GoA DFAT Grant K20mi AlFFP-Loan-K7.3m)	Pire Top Bridge to Vitru Monument Rehabilitation	Emergency Upgrading	Emergency Upgrading	Nainterance	Polyu to Kalidanga	Kotidanga to Nt. Hauemanga	Mt. Hauemangs to Munua Br.	Murua Br. to EpoJinc Maintenance	40 Mile to Menyamya Road	Wau-Waria-Colicia Road
R oa d Name					Viau Hwy & Aseki Rolet al	Wbu Rood (9 Mile to Pine Top Bridge)	Wbu Road	Hidden Valley to Kol Wara Mountain	Kol Wara Mountain to Oiwa	Oiva to Poiyu	Pojvito Kalidanga	Kalidanga b Mt. Hauemanga	Mt. Houemongo to Muruo	Murua to Epo	40 Mile to Menyamya Rd	Wbu - Wbria - Golala Rd
P rovince				al Corridor	Morobe, Gulf & Certiral	Abrobe	Vbrobe	Abrobe	Abrobe	Vbrobe	Vbrobe	Bil	oli i	Gulf	Vbrobe	Nbrobe/Central
Prov Code				Nationa	•	9	9	ą	9	9	9	ผ	8	8	9	42/33
Comidor				Priority 1_Trans	Priority1_Trans National Corridor	Trans National Comidor	Trans National Comidor	Trans National Comidor	Trans National Comidor	Trans National Comidor	Trans National Comidor	Trans National Comidor	Trans National Comidor	Trans National Comidor	Trans National Comidor	Trans National Comidor
No. Program					1.0 CPNG	1.01 CRNG	1.02 CPNG	1.00 CPNG	1.04 CRNG	1.05 CPNG	1.05 CPNG	1.07 CPNG	1.06 CPNG	1.10 CING	1.11 CRVG	1.12 CPVG

l	JEP,	ART	ME	NI	OF W	IORKS	ANL	HIGP	ΊννΑΫ	S						
NRNS (Recurrent Maintenance), PGK, millions	(2021 - 2040)	7,605.851	TOTAL	358.936	358.936	96.013	43.600	32.150	24.366	12.019	56.003	57.569	28.345	9.870	•	•
Connect PNG (Capital Works) PGK, millions	(2021 - 2040)	18,354.025	TOTAL	1,521.620	1,521.620	389,480	67.590	157.150	124.250	59.150	284,200	177.800	84.000	35.000	90.000	53.000
Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	25,959.875	TOTAL	1,880.556	1,880.556	484.493	111.190	189.300	148.616	71.169	340.203	235.369	112.345	44.870	90.000	53.000
RESPONSIBLE ROAD MANAGEMENT VING						Highway Maragement	Field Operations	Highway Maragement	Field Operations	Field Operations						
Status (2024)						Ongoing	Proposed	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Proposed	Ongoing	Ongoing
Type of Works						LTING	Rehabilitation	Upgrading	Upgrading	Upgrading	Early Vibrics	Early Vibrits	Erry Viorius	Montenance	Early Viorks	Early Works
Est. Length (Km)		9,529.9		652.7	6527	1113	300	644	355	169	812	508	240	10.0	1053	1429

K20m/AFFP-Loan-K7.3m)

(GoA DFAT Grant

Monument Rehabilitation Pine Top Bridge to Vibu

Emergency Upgrading

Total

GRAND TOTAL

Description

Road Name

P rovince

Prov Code

Comidor

Program

N,

Mt. Houemonga to Mt. Houemongato Murua Br. Wau Road (9 Mile | Wau-Bulolo Hway Rehab Mourtain to Oiva Emergency Upgrading Kotidanga to Mt. Hidden Valey to Aseki Rdet al. Own to Polyu Menjamja Rd - Wau - Waria -Murua to Epo Morobe, Guff Wau Hwy & & Central Asseki Rotet a Houemanga 42/33 Nbrobe/Centrol Collicio Rd to Pine Top 40 Mie to Way Road Kol Wana Katidanga Kd Wara Mourtain Pojvuto Bridge) Munua Priority 1_Trans National Corridor Mbrobe Mbrobe Mbrobe Mbrobe Mbrobe Mbrobe Mbrobe 3 3 3 Q, • Q, ų Q, Q, Q, 8 8 8 ų Priority1_Trans National Corridor Trans National Comidor CINC 1.01 CPNG 1.02 CPNG 1.08 CPNG 1.04 CRVG 1.05 CPNG 1.05 CPVG 1.07 CPNG 1.11 CRVG 1.06 CPNG 1.10 CPNG 2 Road Management & Maintenance Plan 2025 - 2040

Kotidanga to Mt. Hauemanga

Poiyu to Kofdanga

Mainterance

40 Mile to Menyamya Rood

Munua Br. to Epo Jnc

Maintenance

Wau-Wańa-Goliata Road

Comidor

1.12 CPNG

Phase 1 ESTIMATE (PGK, mittion)	(2021-2027)	10,263.020		2,258.274	2,258.274	8.460	13.637	445.900	119.583	73.500	135.583	17.164	6.622	20.667	15.120	13.414	7.210	51.463	315.000	4,140	20.700	49.843	38.243	350.000
muu	2027	3,7 00.405	21)	847.916	847.916	2.620	0.540	191.100	55.417	33.250	•	5.721	2.22	6.889	3.780	4471	2.070	16.221	135.000	1.380	6.900	13.251	9.4.16	210.000
, million) per A	2026	3,355,230	ASE 1 (2020 -20	816.496	816.486	2.620	•	191.100	55.417	33.250	45.194	5.721	2.22	6.88	3.780	4.471	2.070	16.221	135.000	1.380	6.900	13.261	9.414	105.000
CostEst (PGK	202.5	1,870.660	H	417.483	417.483	2.800	6.549	63.700	8.750	2,000	45.194	5.721	2.227	689.9	3.780	4.471	2.070	16.221	45.000	1.380	6.90	13.251	9.414	35.000
Annal	2024	1,336.724		176.379	176.379	÷	6.549		•		45.194	•	•	•	3.780		1.000	1000	•	•	•	10.000	10.000	•
RESPONSIBLE ROAD MANAGEMENT WING						Highway Management	Highway Management	Highway Management	Highwoy Management	Highwoy Monogement	Highwoy Management	Highwoy Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations
Status (2024)						Proposed	Ongoing	Procurement	Procurement	Procurement	Ongoing	Proposed	Proposed	Proposed	Procurement	Proposed	New Start	New Start	Procurement	Proposed	Proposed	New Start	New Start	Procurement
Type of Works						LTPBMC	Upgrading	Upgrading	Upgrading	Upgrading	Upgrading	Maintenance	Mointenance	Maintenance	LTPBMC	Maintenance	Feasbility Study/Design	Feasbility StudyDesign	Upgrading	Maintenance	Feasbility Study/Design	Maintenance	Maintenance	Upgrading
Est. Length (Km)		9,529.9		1,796.4	1,796.4	47.00	0.9	182.0	•		40.0	41.5	16.1	49.9	54.0	324	15.0	75.8	100.0	10.0	50.0	96.2	68.2	100.0
D es cription		GRAND TOTAL		Total		Wutung to Sowmit Jnc.	Sawmil Junction to DPI Station	Vanimo DR Junction 182Km to Aitope End of Seal	Pasi Bridge to Imbio Junction, Soum	Yolinge River, 40km to Atope Primary School	Altape End of Seal and Hareich Bridge (CRNG)	Hareich Bridge to Danop Bridge	Damp Bridge to Salamin Forde No.1	Salamin to Hogi R CBC End of Seal	Hogi RCBC - Kneer Heights Jnc	Meer Heights to Suanumb Village	Wewak (Suanumb Village) to Marienberg	Argoram (Narienberg) to Nubia Junction (Missing Link)	Passam Jundion b Angoram	Argoram to Marienberg	Coastal Hwy Jinc (Umbio)- Karaitem-Lumi	Lumi to Amonop	Altape-Fatima-Nuku Rd Maintenance	Lumi to Maprik FM Tower
Road Name					Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepk Highway	Lumi- Amanap Road	Atope-Fotimo- Nuku Rood	Sepk Hwy
Province				ridor	WSP, ESP & Mad	West Sepik	West Sepk	West Sepik	West Sepik	West Sepik	West Sepik	West Sepik	West Sepk	East Sepik	East Sepik	East Sepik	East Sepik	East Sepik	East Sepik	East Sepk	West Sepik	West Sepik	West Sepik	West Sepik
Prov Code				ise Cor	۰	45	\$	4	\$	\$	\$	\$	8	4	4		4	4	4	4	\$	\$	\$	\$
Comidar				Priority 2_Moma	Priority 2_Momase Corridor	Momose Corridor	Momase Corridor	Momage Corridor	Momase Corridor	Momage Corridor	Momose Corridor	Momage Corridor	Momase Corridor	Momage Corridor	Momage Corridor	Momage Corridor	Momase Corridor	Momase Contidor	Momage Corridor	Momage Corridor	Momose Corridor	Momose Corridor	Momase Corridor	Momage Corridor
Program					CPNG	CING	CRNG	CRNG	CRNG	CPNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CING
No.					50	2.01	2.02	2.03	2.04	2.05	2.06	2.07	2.06	2.09	2.10	2.11	2.12	2.13	2.14	2.15	2.16	2.17	2.18	2.19

Phase 2 ESTIMATE (PGK, million)	(20.28 - 20.34)	10,652.191		2.329.806	2,329,806	25.991	4379	227.500	65.477	41.250	11.200	150	88	181	শ	54.205	24.900	85.32	143.000	689'6	48.300	92.96	65.901	28.000
	2034	776.135		277.356	217.356	2.620	1.139	7.280	2000	1.600	1.600	1.658	0.646	1.997	2.160	1.296	0.600	10.456	1.600	1.380	6.900	13.261	9.414	4.000
	2033	970.884		278.998	278.998	2620	0.540	7.280	2000	1600	1600	1658	0646	1997	2160	1296	0090	10.456	1600	1380	6900	13.281	9414	4000
)) per Amum	2032	1,011.974	028 - 2034)	304.857	304.857	2.620	0.540	1.280	2000	1.600	1.600	1.668	0.646	1.997	2.160	1.296	0.600	10.456	1.600	1.380	6.900	13.261	9.414	4.000
(PGK, millio	2031	648.522	PHASE 2 (2	155.901	155.901	5.946	0.540	7.280	2000	1.600	1.600	•	•	•	•	1.296	0.600	10.456	1.600	1.380	6.900	13.261	9.414	4.000
nual Cost Est.	2030	1,491.251		274,889	274,889	5.946	0.540	0872	2000	1.60	1.60	48.370	18.800	58.340	6.831	•	•	10.456	1.600	1.300	6.90	13.251	9.414	4.000
An	2029	2,430.894		317,687	317.687	2620	0540		•	•	1600	48.370	16.630	58,240	6831	24511	11250	16821	•	1380	6900	13.281	9414	4000
	2 0 2 8	3,322,531		720.117	720.117	2820	0540	191100	55417	33250	1600	48.370	18830	56.240	3780	24511	11250	16821	135.000	1380	0059	13.261	9414	4000
RESPONSIBLE ROAD MANAGEMENT WING						Нідтиву Мападетен	Highway Management	Highway Management	Highway Management	Highway Nanagement	Highway Nanagement	Highway Management	Highway Nanogement	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations
Status (202.4)						Proposed	Crigoing	Procurement	Procurement	Procurement	Crigoing	Proposed	Proposed	Proposed	Procurement	Proposed	New Start	New Start	Procurement	Proposed	Proposed	New Start	New Start	Procurement
Type of Works						LTPBMC	Upgrading	papading	Upgrading	Upgrading	Upgrading	Voirtenance	Voirtenance	Voirtenance	LTPBMC	Voirtenance	Feosibility StudyDesign	Feosibility Study/Design	Upgrading	Voirtenance	Feosibility Study/Design	Voirtenance	Voirtenance	Upgrading
Est Length (Km)		9,529.9		1.796.4	1,796.4	47.00	0.6	182.0	•	•	40.0	41.5	16.1	49.9	54.0	32.4	15.0	75.8	100.0	10.0	50.0	96.2	68.2	000
Description		GRAND TOTAL		Total		Wutung to Sawnii Jnc.	Saumil Junction to DPI Station	Varimo DR Jundion 183Km to Aitope End of Seal	Pasi Bridge to Imbio Junction, Solem	Yalinge River, 40km to Atape Primary School	Atope End of Seal and Hareich Bridge (CPNG)	Hareich Bridgeto Danop Bridge	Danop Bridge to Salamin Forde No.1	Satamin to Hogi RCBC End o Seal	Hogi RCBC - Kreer Heights Jnc	Kreer Heights to Suanumb Vitooe	Wewak (Suanumb Vilage) to Marienberg	Argoram (Nbrienberg) to Nubia Jundion (Missing Link)	Passam Junction to Angoram	Argoram to Monienberg	Coastal Hwy Jinc (Umbio)- Karaitem-Lumi	Lumi to Amonop	Atope-Fatimo-Nuku Rd Maintenance	Lumi to Maprik FIA Tower
Road Name					Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepk Highway	Lumi - Amanap Road	Aitspe-Fatima- Nuku Road	Sepk Hwy
Province				ridor	WSP, ESP & Mad	West Sepk	West Sepk	West Sepix	West Sepik	West Sepix	West Sepik	West Sepk	West Seplk	East Sepik	Eust Sepik	East Sepik	East Sepik	East Sepik	East Sepik	East Sepk	West Sepix	West Sepit	West Sepik	West Sepk
Prov C ode				ase Cor	•	4	4	4	4	\$	4	4	\$	4	4	4	4	4	4	4	\$	4	\$	8
Comidor				Priority 2 Mom	Priority 2_Morrase Corridor	Momage Corridor	Momage Corridor	Nomage Corridor	Momase Corridor	Momage Corridor	Momage Corridor	Momage Corridor	Momose Corridor	Momase Corridor	Momage Corridor	Momage Corridor	Momage Corridor	Momase Corridor	Momage Corridor	Momage Corridor	Momose Contiton	Momase Contidor	Momage Corridor	Momage Corridor
mergond					CPNG	CPNG	SPNG	SPNG	SNG	SPNG	ONG	SPNG	SPNG	SPNG	CPNG	CPNG	SPNG	SPNG	DNG	CPNG	SPNG	ONG	ONG	DNG
Ŷ.					20	201 (202 (203	2.04 (205 (206	2.07 (2.06	2.09 (2.10 (2.11 (2.12 (2.13 (2.14 (2.15 (2.16 (2.17 (2.18 (2.19 (

Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	5,044.664		1,369.386	1,38.366	23.171	3.839	75.166	20.650	16.520	16.520	17.123	6.666	20.617	22.302	13.361	6.195	274-267	16.520	16.200	81.000	155.909	110.516	41.300
	2040	649.174		120.731	120.731	5.946	0.540	7.280	2000	1.600	1.600	5.245	2.042	6.315	6.831	1.296	00910	3.031	1.600	0.400	2.000	3.850	2.729	4,000
muu	2039	677.969	(0)	109.123	109.123	5946	0540	7.280	2000	1600	1600	5245	2042	6315	6831	4099	1.696	3031	1600	0400	2000	3850	2729	4000
nillion) per Al	203.8	714.992	E 3 (2035 - 20	119.014	119.014	2.620	0.540	23.025	6.325	5.060	1.600	1.638	0.645	1.997	2.160	4.099	1.896	3.031	5.080	0.400	2.000	3.650	2.729	4.000
K Est. (PGK. 1	2037	773.342	PHAS	95.958	95.958	2.620	0.540	23.023	6.325	5.060	1.600	1.63	0.645	1.997	2.160	1.296	0.600	•	5.080	•	•	•	•	4.000
A mual Cos	2036	1,143.094		463.583	463.583	2.820	0.540	7.280	2000	1.600	5.060	1.668	0.646	1.997	2.160	1.296	0.600	132.598	1.600	7.500	37.500	72.180	51.165	12.650
	2035	1,067.284		460.977	460.977	2.620	1.139	7.280	2000	1.600	5.060	1.658	0.646	1.997	2.160	1.296	0.600	132.596	1.600	7.500	37.500	72.180	51.165	12.650
RESPONSIBLE ROAD MANAGEMENT WING						Highway Maragement	Highway Maragement	Highway Management	Highway Maragement	Highway Naragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations
Status (2024)						Proposed	Orgoing	Procrement	Procrement	Procrement	Orgoing	Proposed	Proposed	Proposed	Procurement	Proposed	New Start	New Start	Procurement	Proposed	Proposed	New Start	New Start	Procurement
Type of Works						LTPBAC	Upgrading	Upgrading	Upgrading	Upgrading	Upgrading	Maintenance	Maintenance	Maintenance	LTPBAC	Maintenance	Feasibility Study/Design	Feosibility Study/Design	upgrading	Maintenance	Feasibility Study/Design	Maintenance	Mántenance	Upgrading
Est. Length (Km)		9,529.9		1,796.4	1,7964	47.00	06	1820	•	•	400	415	161	499	540	324	150	758	1000	100	500	962	682	100.0
Description		GRAND TOTAL		Total		Wutung to Sawmil Jnc.	Sowmi Junction to DPI Station	Vanimo DPI Junction 182Km to Attape End of Seal	Pasi Bridge to Imbio Junction, 50km	Yalinge River, 40km to Aitape Primary School	Aitape End of Seal and Hareich Bröge (CPNG)	Hareich Bridge to Danop Bridge	Danop Bridge to Satamin Forde No.1	Salamin to Hogi RCBC End of Seat	Hogi RCBC - Kreer Heights Jrc	Kreer Heights to Suanumb Village	Wewak (Suanumb Vitage) to Marienberg	Angoram (Norienberg) to Nubia Junction (Missing Link)	Passam Junction to Angram	Angoram to Marienberg	Coastal Hwy Jnc (Umbio)- Karaitem-Lumi	Lumi to Amanap	Aitspe-Fatima-Nuku Rd Maintenance	Lumito Maprik F.M. Tower
R cad Name					Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepik Highwoy	Lumi - Amanap Road	Atope-Fictimo- Nuku Road	Sepik Hwy
Province				ridor	VISP, ESP & Mad	West Sepik	West Sepik	West Sepk	West Sepik	West Sepk	West Sepik	West Sepik	West Sepik	East Seplk	East Sepk	East Sepk	Enst Sepk	Enst Seplk	East Sepk	East Sepik	West Sepik	West Sepk	West Sepk	West Sepik
Prov Code				ase Cor	•	4	4	4	4	ų	49	49	49	4	4	4	4	4	4	4	4	49	4	4
Comidor				Priority 2_Mom	Priority2_Momase Comidor	Momose Comidor	Manuse Conidor	Mamase Comidor	Mamase Comidor	Mamase Comidor	Mamose Comidor	Mamose Comidor	Momose Comidor	Mamase Comidor	Manase Conidor	Momose Comidor	Mamase Comidor	Manase Conidor	Manase Conidor	Momose Comidor	Mamase Comidor	Mamase Conidor	Mamase Comidor	Manase Conidor
No. Program					2.0 CPNG	2.01 CPNG	2.02 CPNG	2.05 CPNG	2.04 CPNG	2.05 CPNG	2.05 CPNG	2.07 CPNG	2.08 CPNG	2.09 CPNG	2.10 CPNG	2.11 CPNG	2.12 CPNG	2.13 CPNG	2.14 CPNG	2.15 CPNG	2.15 CPVG	2.17 CIRNG	2.18 CRVG	2.19 CRVG
(Recurrent Maintenance), PGK, millions	(2021 - 2040)	7,605.851	TOTAL	1,282.717	1,282.717	51.622	8.757	111.566	30.650	24.520	27.720	39.263	15.285	47.274	61.344	31.979	15.805	9.092	24.520	1.200	6.000	11.549	8.186	69.300
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Connect PNG (Capital Works) PGK, millions	(2021 - 2040)	18,354.025	TOTAL	4,674.749	4,674.749	•	13.097	637.000	175.000	106.750	135.583	145.110	56.490	174.720	•	49.021	22.500	402.581	450.000	28.800	144,000	287.171	206.474	350.000
& 3) & 3) ESTIMATE (PGK, million)	(2021 - 2040)	25,959.875	TOTAL	5,957.466	5,957.466	57.622	21.854	748.566	205.650	131.270	163.303	184.373	71.775	221.994	61.344	81.000	38.305	411.673	474.520	30.000	150.000	298.720	214.660	419.300
ROAD ROAD MANAGEMENT WING						Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highwoy Maragement	Highwoy Maragement	Highway Maragement	Highwoy Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations
Status (2024)						Proposed	Ongoing	Procurement	Procurement	Procurement	Ongoing	Proposed	Proposed	Proposed	Procurement	Proposed	New Start	New Start	Procurement	Proposed	Proposed	New Stort	New Start	Procurement
Type of Works						LTPBMC	Upgrading	Upgrading	potrading	Jograding	Jograding	Vointenance	Vointenance	Vointenance	.TPBMC	Vointenance	Feasbility Budy/Design	Foosbility Budy/Design	lograding	Vointenance	Feasbility Study/Design	Vointenance	Vointenance	Upgrading
Est. Length (Km)		9,529.9		1,796.4	1,796.4	47.00	06	1820 (•	•	400	415 1	161	499	540 1	324 1	150	758	1000	1001	500	962 1	682 1	100.01
Description		GRAND TOTAL		Total		Wutung to Sawmit Jinc.	Sawnii Jundion to DPI Station	Vanimo DPI Junction 182Km to Aitope End of Seal	Pasi Bridge to Imbio Junction, 50km	Yalinge River, 40km to Aitape Primary School	Aitope End of Seal and Hareich Bridge (CPNG)	Hureich Bridge to Dunop Bridge	Danop Bridge to Satamin Forde No.1	Salamin to Hogi RCBC End of Seal	Hogi RCBC - Kreer Heights Jrc	Kreer Heights to Suanumb Village	Wewak (Suanumb Vilage) to Marienberg	Angoram (Marienberg) to Nubia Junction (Missing Link)	Passam Junction to Angoram	Angoram to Marienberg	Coastal Hwy Jrc (Umbio)- Karaitem-Lumi	Lumi to Amanap	Aitope-Fotimo-Nuku Rd Maimterance	Lumi b Moprik FM Tower
Road Name					Coastal, Sepik & Ramu Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coostol Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Sepik Highwoy	Lumi - Amonop Road	Atope-Fatimo- Nuku Road	Sepik Hwy
P rovince				ridor	WSP, ESP & Mad	West Sepik	West Sepik	West Sepk	West Sepk	West Sepk	West Sepik	West Sepik	West Sepik	East Sepk	East Sepk	East Sepk	East Sepk	Enst Sepk	East Sepk	East Sepik	West Sepk	West Sepk	West Sepk	West Sepik
Prov				ise Con	•	ų	ų	ų	ų	4	ų	đ	ų	a	4	4	4	4	4	4	4	ų	ų	4
Comidor				Priority 2_Moma	Priority2_Momase Comidor	Momose Comidor	Momose Comidor	Momase Comidor	Momase Comidor	Momase Comidor	Momose Comidor	Momose Comidor	Momose Comidor	Momose Comidor	Momose Comidor	Momuse Comidor	Manuse Conidor	Momose Comidor	Momose Comidor	Momose Comidor	Momase Comidor	Momose Comidor	Momose Comidor	Momose Comidor
No. Program					2.0 CPNG	2.01 CPNG	2.02 CPNG	2.08 CPNG	2.04 CPNG	2.05 CPNG	2.05 CPNG	2.07 CPNG	2.08 CPNG	2.09 CPNG	2.10 CPNG	2.11 CPNG	2.12 CPNG	2.13 CPNG	2.14 CRNG	2.15 CRVG	2.16 CPNG	2.17 CPNG	2.18 CPNG	2.19 CPNG

Phase 1 ESTIMATE (PGK, mittion)	(2021-2027)	10,263.020		28.165	3.108	4.140	54,660	16.123	129.640	125.672	30.458	80.000	80.000	1 105 0.00	1,230.006	1,235.006	29.062	000.00	80.000	25'65	130.000	0.666
unuu	2027	3,7 00.405	51)	1.041	1.036	1.380	17.909	6.449	64.20	•	6.199	20.000	20.000	10000	440.901	440.901	6.428	27.000	24.000	14.050	39.000	0.222
, million) per Al	2026	3,355,230	ASE 1 (2020 -20	7.041	1.036	1.380	17.909	6.449	51.856	41.891	8.199	20.000	20.000	of other	311.343	377.343	6.428	27.000	24.000	14.030	39.000	0.222
I Cost Est. (PGK	202.5	1,870.660	H	7.041	1.066	1.380	13.686	3.225	12.964	41.891	09016	20.000	20.000	110210	241,941	247.941	11.227	27.000	24.000	14.030	39.000	0.222
Annua	2024	1,336.724		7.041	•	•	4.944	•	•	41.891	4.961	20.000	2000	000 007	168.820	168.820	4.899	00016	8.000	17.836	13.000	•
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Highway Management	Highwoy Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Field Operations	Field Operations				Highway Nanagement	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management
Stafus (2024)				Contract Chonge scope	Proposed	New Start	Procurement	Procurement	Proposed	Ongoing	Procurement	Ongoing	Ongoing				Procurement	Procurement	Procurement	Completed	Procurement	Proposed
Type of Works				LTNC	LTPBMC	Maintenance	LINC	LINC	Upgrading	Upgrading	LINC	Upgrading	EanlyWorks				LTPBMC	Rehabilitae / Upgrading	Rehabilitae / Upgrading	LTPBMC	Upgrading	LTPBMC
Est. Length (Km)		9,529.9		117.4	25.9	10.0	181.5	41.0	37.0	40.0	76.4	100.0	180.0	1.011.1	1,443.4	1,443.4	76.5	47.0	33.0	126.4	222	4.0
D es cription		GRAND TOTAL		Maprik FM Tower to Wewalk	Awar to Bogia	Nubà Junction to Bosmun	Bogia Station EOS (CH181+500MA) to Madang Airport Jnc (CH0+000MA)	Madang Airport Jnc. (CH171-000MJ) to Mupu Br. (CH130-000MJ)	Tapo Bridge to Ono Bridge	Cho Mountain to Yakura Bridge - CPNG	Yokura Br. (CH76-440KM) to Viatarais Jinc (CH0+000M)	Fisika Road	Brgo-Sepik Highway. Ambunti-Maramuni	1 TO A		Kenma-POM-Aldtau	Kerema Town (CH275+500M) toMalabua Station Fid Jnc (CH199+000M) - T55P	Matalaua to Apanaipi Bridge	Apanaipi Bridge to Bereina Jnc	Bereina Junction to Brown River	Brown River Bridge to Laloki Bridge	Latoki Bridgeto 9 Mile Round about
Road Name				Sepk Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Ramu Hwy	Ramu Hwy	Ramu Hwy	Ramu Hwy	Fisika Highway	Ambunt- Maramuni		Hiritano Hwy &	Magi Hwy (Missing Link)	HiritanoHwy	HiritanoHwy	HiritanoHwy	HiritanoHwy	HiritanoHwy	HiritanoHwy
Province				East Sepik	probein	probotiv	grebelv	Quebelik	grebeli	Modang	Morobe/Modung	Morobe	East Sepik		Culf Certral	Milne Bay & Oro	Guif	Guif	Central	Centrol	Centrol	Centrol
Prov Code				4	4	8	1	\$	8	4	42)43	43	4	4	en Co	•	g	8	8	8	8	8
Comidor				Momose Corridor	Momage Corridor	Momoge Corridor	Momase Corritor	Momase Corridor	Momage Corridor	Momage Corridor	Momase Corridor	Momase Corridor	Momage Corridor		Priority 3_South	Priority 3_Southern Corridor	Southern Carridor	Southern Carridor	Southern Caridor	Southern Carridon	Southern Caridor	Southern Carridor
Program				ONG	SPNG	SPNG	SPNG	SPNG	CRNG	SPNG	SHIG	BNG	DNG			SPNG	DING	DNG	ORIG	DING	CRNG	DNG
NO.				220	221	222	223 (2.24 (225	2.26	227 (2.26	229			8	301	3.02	3.03	3.04	3.05	3.06

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	10,652.191		55.508	11.733	9.60	105.211	29.776	8.890	11.200	45.951	140.000	570.140	1,501.871	1,501.871	41.543	11.280	051	102.131	5.328	4236
	2034	776.135		4.694	1.036	1.380	1,260	1.640	1,482	1.600	3.056	20.000	163.380	76.032	76.032	3.060	1.880	1.320	14.030	0.888	0.240
	2033	970.884		1691	3276	1380	1280	1640	1482	1600	3.058	20000	163.380	71.992	71992	3.060	1880	1320	15.990	0.888	0240
) per Amum	2032	1,011.974	028 - 2034)	4.694	3.276	1.380	22.960	5.187	1.482	1.600	9.670	20.000	163.380	84.609	84.609	779.6	1.880	1.320	15.990	0.688	0.240
(PGK, million	2031	648.522	PHASE 2 (2	4.694	1.036	1.380	22.960	5.187	1.482	1.600	0/976	2000	2000	88.680	8.680	179.9	1.880	1.320	14.030	0.888	1.536
nual Cost Est.	2030	1,491.251		14.845	1.006	1.30	8.54	3.225	1.482	1.600	4.099	20.000	20.000	202216	202.216	3.214	1.880	1.20	14.000	0.886	1.506
A	2029	2,430.894		14.845	1036	1380	17.909	6779	1482	1600	8.199	20000	20000	465 265	465.265	6428	1880	1320	14.030	0.888	0222
	2 0 2 8	3,322,531		7041	1036	1380	17.909	6449	•	1600	8.199	20000	20000	507.077	507.077	6428		•	14.030	•	0222
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Highway Management	Highway Management	HighwayManagement	Highway Management	Highway Managemert	Highwoy Monogement	Highway Nanagemen	Field Operations	Field Operations			Highway Nanagement	HighwoyManagement	HighwayNonogement	Highway Management	Highway Management	Highway Management
Status (2024)				Contract Chunge scope	Proposed	New Start	Procurement	Procurement	Proposed	Crigoing	Procurement	Crigoing	Crigoing			Procurement	Procurement	Procurement	Completed	Procurement	Proposed
Type of Works				CILING	LTPBMC	Maintenance	CITING	UNIC	Upgrading	Upgrading	LTINC	Upgrading	EarlyWorks			LTPBIAC	Rehabilitate/ Upgrading	Rehabilitate/ Upgrading	LTPBMC	Upgrading	LTPBMC
Est Langth (Km)		9,529,9		1174	25.9	10.0	181.5	41.0	37.0	40.0	76.4	1001	180.0	1,443.4	1,443.4	76.5	47.0	33.0	126.4	222	40
Description		GRAND TOTAL		Maptik FM Tower to Wewalk	Awar to Bogia	Nubà Jundion b Bosmun	Bogia Station ECS (CH161-500KN) to Madang Arport.Inc(CH0-000MN)	Madang Airport Jnc. (CH171-000KM to Mupu Br. (CH130-000KM	Tapo Bridge to Orto Bridge	Cho Mountain to Yakuna Bridge - CPNG	Yakuna Br. (CHT6+440KM) to Watanais Jnc (CH0+000KM)	FisikaRood	Erga-Sepik Highway. Ambunti-Maramuni	Total	Kerema-POM-Alctau	Kerema Town (CH275+500KM) to Mblatura Station Rd Jnc (CH199+000KM) - TSSP	Matalauato Apanaipi Bridge	Apanaipi Bridge to Bereina Jnc	Bereina Junction to Brown River	Brown River Bridge to Laloki Bridge	Latoki Bridge to 9 Mile Round about
Road Name				Sepk Hwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	Ramu Hwy	Ramu Hwy	Rumu Hwy	Ramu Hwy	Fiska Higtwoy	Ambunti- Maramuni		Hiritano Hwy & Magi Hwy (Missing Link)	Hiritano Hwy	HiritanoHwy	HiritanoHwy	HiritanoHwy	HiritanoHwy	Hiritano Hwy
Province				East Seplk	probein	Modang	Modang	proban	Modang	Probability	MorobeModoro	Morobe	East Sepik	rridor	Gulf, Central, Milne Bay & Oro	G	Gui	Central	Central	Central	Central
Prov				4	\$	\$	3	4	1	8	42143	4	4	em Co	•	8	8	8	8	8	8
Comidor				Vomage Corridor	Nomage Corridor	Nomase Corridor	Nomase Corridor	Nomase Corridor	Momage Corridor	Viomase Corridor	Viomase Corridor	Nomase Contidor	Nomase Corridor	Priority 3_Southe	Priority 3_Southern Corridor	Southern Comidor	Southern Comidor	Southern Comidor	Southern Comidor	Southern Comidor	Southern Corridor
No. Program				2.20 CPNG	2.21 CPNG	2.22 CPNG	2.23 CPNG	2.24 CPNG	2.25 CPNG	2.26 CPNG	2.27 CPNG	2.28 CPNG	2.29 CPNG		3.0 CPNG	3.01 CPNG	3.02 CPNG	3.03 CPNG	3.04 CPNG	3.05 CPNG	3.06 CPNG

Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	5,044.664		48,467	6.216	16.600	260 260	13.387	15.298	16.520	24.958	166.000	64.800	652.073	622.073	41.616	19.411	13.629	84.182	9.169	4.032
	2040	649.174		4.694	1.006	0.400	22.960	5.187	1,482	1.600	0/9/6	4.000	10.600	103.371	103.371	14.688	1.880	1.320	14.030	0.688	1.536
L	2039	636.779	9	14.845	1036	0/100	7.260	1640	1482	1600	3056	4000	10.800	124.304	124.304	14.638	1880	1320	14.030	0.688	1536
million) per A	2038	714.992	SE 3 (2035 - 2)	14.845	1.036	0.400	1280	1640	1.422	1.600	3.055	4.000	10.800	133.075	133.075	3.060	1.680	1320	14.030	0.688	0.240
st Est. (PGK,	2037	773.342	PHAS	4.694	1.005	0.400	927	1640	4.605	1.600	3.055	4.000	10.800	120.982	120.982	3.060	396.S	<u>क</u> 1.4	14.030	2.606	0.240
Amual Cor	2036	1,143.094		4.694	1.036	1,500	1,260	1,640	4.686	5.060	3.058	75.000	10.800	89.591	165.68	3.060	5.946	4.175	14.030	2.806	0.240
	2035	1,067.284		4.694	1.036	7.500	1.260	1.640	1.482	5.060	3.058	75.000	10.800	80.751	80.751	3.060	1.880	1.320	14.030	0.688	0.240
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Field Operations	Field Operations			Highway Naragement	Highway Maragement	Highwoy Maragement	Highway Maragement	Highway Maragement	Highway Maragement
Status (2024)				Contract Change scope	Proposed	New Start	Procrement	Procrement	Proposed	Orgoing	Procrement	Orgoing	Orgoing			Procrement	Procurement	Procurement	Completed	Procurement	Proposed
Type of Works				LINC	LTPBAC	Maintenance	LINC	LINC	Upgrading	Upgrading	LINC	Upgrading	Early Viorks			LTPBAC	Rehabilitate / Upgrading	Rehabilitate / Upgrading	LTPBAC	Upgrading	LTPBMC
Est. Lengh (Km)		9,529.9		117.4	259	10.0	1815	410	37.0	40.0	764	100.0	180.0	1,443.4	1,443.4	765	47.0	330	1264	22	4.0
Description		GRAND TOTAL		Maprik F.M. Tower to Wewak	Awar to Bogia	Nubia Junction to Bosmun	Bogia Station EOS (CH181-500KU) to Madang Airport Jrc (CH0-000KU)	Modang Airport Jinc. (CH171-000KM) to Mupu B- (CH130-000KM)	Tapo Bridge to Ono Bridge	Ono Mbuntain to Yakura Bridge- CPNG	Yakura Br. (CH76+440MM) Ib Watarais Jinc (CH0+000MM)	Fisika Road	Enga-Sepik Highway. Ambunti-Ntramuni	Total	Kerema-POM-Aldau	Kerema Town (CH275-500KM) to Matalaua Station Fid Jinc (CH199-000KM) - T55P	Malabua to Apanaipi Bridge	Apanaipi Bridge to Bereina Jric	Bereina Junction to Brown River	Brown River Bridge to Latoki Bridge	Laloki Bridge to 9 Mile Round about
R oa d Name				SepikHwy	Coastal Hwy	Coastal Hwy	Coastal Hwy	RamuHwy	RamuHwy	RamuHwy	RamuHwy	FisikaHighway	Ambunti- Manauni		Hintano Hwy & Magi Hwy (Missing Link)	Hitano Hwy	Hirtano Hwy	Hiritano Hwy	Hirtano Hwy	Hiritano Hwy	Hirtano Hwy
Province				East Sepik	Mbdang	Mbdang	Andang	Madang	Mbdang	Mbdang	MbrobeMadang	Mbrobe	East Sepk	midor	Gulf, Central, Mine Bay& Oro	Gif	Guif	Certral	Central	Central	Certral
Prov Code				4	8	8	4	9	4	8	42043	ø	4	nern Co	•	ต	8	8	8	8	8
Comidor				Monuse Comidor	Momose Comidor	Monuse Comidor	Monuse Comidor	Mamase Comidor	Momose Comidor	Momose Comidor	Momase Comidor	Momose Comidor	Momose Comidor	Priority 3_South	Priority3_Southern Comidor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor
No. Program				2.20 CRVG	2.21 CRNG	2.22 CRNG	2.23 CPNG	2.24 CRVG	2.25 CRNG	2.26 CRNG	2.27 CING	2.26 CPNG	2.29 CPNG		3.0 CPNG	3.01 CPNG	3.02 CING	3.00 CPNG	3.04 CIFNG	3.05 CPNG	3.06 CRNG

NRNS (Recurrent Maintenance), PGK, millions	(2021 - 2040)	7,605.851	TOTAL	132.139	21.057	15.400	219.131	59.205	24.187	27.720	101.366	16.000	64.800		196.606,1	112.241	30.691	21.549	246.241	14.497	8.933
Connect PNG (Capital Works) PGK, millions	(2021 - 2040)	18,354.025	TOTAL			15.000	•		129.640	125.672	1	370.000	650.140		1,998.989		000105	80.000	•	130.000	
Total (Phase1, 2 \$ 3) ESTIMATE (PGK, million)	(2021 - 2040)	25,959.875	TOTAL	132.139	21.057	30.400	219.131	59.205	153.627	153.392	101.366	386.000	714.940		055.885,5	112.241	120.691	101.549	246.241	144.497	8.933
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Highway Maragement	Highway Maragement	Highwoy Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Field Operations	Field Operations			Highwoy Morogement	Highway Maragement	Highway Maragement	Highway Maragement	Highwoy Maragement	Highway Marpoement
Status (2024)				Contract Change sape	Proposed	New Stort	Procurement	Procurement	Proposed	Ongoing	Procurement	Ongoing	Ongoing			Procurement	Procurement	Procurement	Completed	Procurement	Proposed
Type of Works				CTING	LTPBMC	Maintenance	LINC	CIMIC	Upgrading	Upgrading	CIINC	Upgrading	Early Works			LTPBAC	Rehobilitate / Upgrading	Rehobiltote / Upgrading	LTPBAC	Upgrading	LTPBAC
Est. Length (Km)		9,529.9		117.4	259	10.0	1615	410	37.0	40.0	764	100.0	180.0		1,4434	76.5	470	330	1264	222	40
Description		GRAND TOTAL		Maprik F.M. Tower to Wewalk	Awar to Bogia	Nubia Junction to Bosmun	Boglia Station ECS (CH181+5000M) to Madang Airport Jinc (CH0+0000M)	Madang Airport.Jnc. (CH171-0000M) to Mupu Br. (CH130-0000M)	TapoBridge to Ono Bridge	Ono Mountain to Yakura Bridge - CPNG	Yakura Br. (CH76+440/M) to Watarais Jinc (CH0+000/M)	Fisika Road	Enga-Sepik Highway: Ambunti-Abramuni		I Oldi Kereme-POM-Aldau	Kerema Town (CH275+500000) to Maldiaua Station Rd Jinc (CH199+000000) - T55P	Matabua to Appnaipi Bridge	Apanaipi Bridge to Bereina Jinc	Bereina Junction to Brown River	Brown River Bridge to Latoki Bridge	Laloki Bridge to 9 Mile Round
R oad Name				SepikHwy	Coostal Hwy	Coastal Hwy	Coastal Hwy	RamuHwy	RamuHwy	KamuHwy	KamuHwy	Fiska Highway	Antbunti- Maramuni		Hiritano Hwy & Magi Hwy	Hirtuno Hwy	Hirtano Hwy	Hirbino Hwy	Hirtbro Hwy	Hirtano Hwy	Hirtano Hwv
Province				Enst Sepik	Madang	Madang	Madang	Modang	Madang	Madang	AbrobeModong	Mbrobe	East Sepk	:	Guf, Central, Mine Bay &	5 j	Gui	Central	Central	Central	Central
Prov Code				4	4	8	8	ą	ą	4	42143	ø	4	0	•	8	8	8	8	8	8
Corridor				Marrase Comidor	Momase Comidor	Momose Comidor	Mamase Comidor	Momose Comidor	Momose Comidor	Mamase Comidor	Momose Comidor	Momose Comidor	Manase Conidor		Priority 3_5 out Priority3_Southern Comidor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor
No. Program				2.20 CRNG	2.21 CRNG	2.22 CPNG	2.28 CPNG	2.34 CRNG	2.25 CPNG	2.25 CPNG	2.27 CRNG	2.28 CPNG	2.20 CPNG		3.0 CPNG	3.01 CPVG	3.02 CPNG	3.05 CPNG	3.04 CRVG	3.05 CPNG	3.06 CPNG

8

DEPARTMENT OF WORKS AND HIGHWAYS

Phase 1 ESTIMATE (PGK, million)	(2021-2027)	10,263.020		1.922	59.272	143.392	360.000	5.505	4.32	3.391	3.511			•		19676	5.840	25.327
unuu	2027	3,700.405	51)	0.651	14.616	•	240.000	•		•		•		•	•			3.618
, million) per Al	2026	3,355230	ASE 1 (2020 -20	0.651	14.616	47.797	120.000	•		•				•	•	•		7.236
I Cost Est. (PGK	2025	1,870.660	Ηd	0.661	14.616	47.797	•	2.753	2.181	1.855	1.76	•	•	•	•	4.903	2.900	7.226
Annua	2024	1,336.724		•	14.618	47.797	•	2.753	2.181	1.695	1.756		•	•		4.993	2.920	7.236
RESPONSIBLE ROAD MANAGEMENT WING				Highway Management	Highwoy Management	Highwoy Management	Highwoy Management	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mongement	Highway Nangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Management
Stafus (2024)				Proposed	Ongoing	Ongoing	Procurement	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
Type of Works				LTPBMC	LTPBMC	upgrading	Design & Construction	EanlyWorks	EarlyWorks	EanlyWorks	EarlyWorks	EanlyWorks	EanlyWarks	EarlyWorks	EanlyWorks	Upgrading	Upgrading	QUL
Est. Length (Km)		9,529.9		10.8 (148.2	54.6	242.0											127.0
D es cription		GRAND TOTAL		6 Mile to Boutomo Bridge	Butama Roundatout to Imila Bridge	Imila Bridge to Moreguina Tum-Off	Moreguina to Gadahisu	Missing Link from Mareguina to Gadoguina Bridge, 2048km - CPNG	Missing Link from Gadoguina Bridge to Cloudy Bay Camp, 2146km - CPVG	Missing Link from Churdy Bay Campto Liba River, 30km - CPNG	Missing Link from Liba River to Bonua River, 26.5km - CPNG	Missing Link from Bonua River to Tavanei River - CPNG	Missing Link from Tavanei Rr to Tanubada Rr - CRNG	Missing Link from Tanubada Jinc to Crigiuna River, 22km - CPVG	Missing Link from Grigiuna River to Gadaisu Jinc, 19.7km - CRVG	Missing Link from Tanubada Junction to Nunumai, 36km - CPNG	Missing Link from Nunumai to Bonua River, 23.4km - CPNG	LTNC from Gadaisu to Golbrial Bridge, 1277m
Road Name				WH IDEN	WhiteM	Weigethwy	Magi Highway,	WHIDOW	Wedita	WHIDOW	WHIDOW	WHIP	Magi Highway,	MagiHighway,	Nagi Highway,	Nagi Highway,	Nagi Highway,	MagiHwy
Province				Central	Central	Central	Central /Milne Boy	Central	Central	Central	Central	Milme Boy	Central	Central	Mime Boy	Mine Boy	Mine Bay	Mine Bay
Prov Code				8	8	8	33/35	8	8	8	8	8	8	8	S	S	S	8
Comidar				Southern Caridor	Southern Caridor	Southern Caridor	Southern Carridor	Southern Carridor	Southern Carridor	Southern Carridor	Southern Carridor	Southern Carridor	Southern Caridor	Southern C anidor	Southern Carridor	Southern Carridor	Southern Carridor	Southern Caridor
Program				CRNG	CPNG	CRNG	CRNG	CRNG	CIRVIG	CIPNG	CRNG	CRNG	CRNG	CRNG	CPNG	CPNG	CPNG	CRNG
ů.				3.07	3.06	3.09	3.10	3.11	3.12	3.13	3.14	3.15	3.16	3.17	3.18	3.19	3.20	3.21

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	10,652.191		11.578	67.135	15.274	040.698											I62.07
	2034	776.135		0.651	5.928	2.162	08916	•		•		•		•	•	·	•	7.620
	2033	970.884		0661	5928	2182	0895											1620
perAmum	2032	1,011.974	(28 - 2034)	0.651	5.928	2.182	08916	•		•		•	•		•	•	•	7.620
(PGK, million)	2031	648.522	PHASE 2 (2)	4.163	5.928	2.162	•										•	1,620
mual Cost Est	2030	1,491.251		4.163	5.908	2.182	120.000											7.620
A	2029	2,430,894		0661	18747	2162	360000						•					16066
	2 0 2 8	3,322,531		0661	18747	2162	360000						•					16.066
RESPONSIBLE ROAD MANAGEMENT WING				Highway Managemen	Highway Management	Highway Management	Ніфіли у Мападетет	Highway Mangement	Highway Nangemert	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Nangemert	HighwayManagement
Status (2024)				Proposed	Crigoing	Crigoing	Procurement	Ongoing	Crigoing	Crigoing	Crigoing	Ongoing	Crigoing	Crigoing	Ongoing	Crigoing	Ongoing	Crigoing
Type of Works				LTPBMC	LTPBMC	Upgrading	Design & Construction	EarlyWorks	EanlyWorks	EarlyWorks	EarlyWorks	EarlyWorks	Early Works	Early Works	EarlyWorks	Upgrading	Upgrading	LTMC
Est Length (Km)		9,529.9		10.8	148.2	54.6	242.0											127.0
Description		GRAND TOTAL		6 Mile to Boutomo Bridge	Bautama Roundabout to Imita Bridge	Imila Bridge to Moreguina Tum-Off	Moreguina to Gadahisu	Missing Link from Moreguina to Gadoguina Bridge, 20.48km - CPNG	Missing Link itom Gadoguina Bridge to Cloudy Bay Camp, 21.48km - CPNG	Missing Link from Cloudy Bay Camp to Liba River, 30km - CRNG	Missing Link from Lba River to Bonua River, 26.5km- CPVG	Missing Link from Bonua River to Tavanei River - CPNG	Missing Link from Tavanei Rr to Tanubada Rr - CRNG	Missing Link itom Tanuboda Unc to Origium River, 22km - CRVG	Missing Link from Orgiuna River to Gadaisu Jing, 19.7km - CRVG	Missing Link from Tanubada Junction to Nunumai, 36km - CRNG	Missing Link from Nunumai to Borua River, 23.4km - CPNG	LTIAC from Cadalisu to Calibral Bridge, 1270m
Road Name				Magi Hwy	MagiHwy	MagiHwy	Magi Highway,	Whigeh	Whige M	(WHigeN	үмнірси	Wegi Hwy	Magi Highway,	Magi Highway,	Magi Highway,	Nagi Highway,	Magi Highway,	MagiHwy
Province				Central	Central	Central	Central / Mine Bay	Central	Central	Central	Central	Mithe Boy	Central	Central	Mithe Boy	Mithe Boy	Mitre Bay	Mine Bay
Prov				8	8	8	33/35	8	8	8	8	8	8	8	8	8	8	8
Comidor				Southern Comidor	Southern Comidor	Southern Comidor	Southern Comidon	Southern Comidor	Southern Comidor	Southern Corridor	Southern Comidor	Southern Comidor	Southern Comidor	Southern Comidor	Southern Corridor	Southern Comidor	Southern Comidor	Southern Comidor
No. Program				3.07 CPNG	3.08 CPNG	3.09 CPNG	3.10 CPNG	3.11 CPNG	3.12 CPNG	3.13 CPNG	3.14 CPNG	3.15 CPNG	3.16 CPNG	3.17 CPNG	3.18 CPNG	3.19 CPNG	3.20 CPNG	3.21 CPNG

Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	5,044.664		10.928	61.207	22.529	946'66										•	62.611
	2040	649.174		4.163	5.928	2.182	089'6	•		•					•	•	•	7.620
Unuc	5039	636.779	40)	4.163	5928	2182	30.613					•		•	•	•	•	7.620
million) per Al	2038	714.992	E 3 (2035 - 20	19910	18.747	2.122	30.613					•	•		•		•	16.066
st Est. (PGK, I	2037	773.342	PHAS	0.651	18.747	2.122	689.6	•		•		•			•	•	•	16.066
Annual Co	2036	1,143.094		0.651	5.928	6.901	089'6					•		•	•		•	7.620
	2035	1,067.284		0.651	5.928	6.901	089'6						•	•				7.620
RESPONSIBLE ROAD MANAGEMENT WING				Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Mangement	Highway Nangement	Highway Mangement	Highway Mangement	Highway Mangement	Highwoy Mangement	Highway Mangement	Highway Nangement	Highway Mangement	Highway Nangement	Highwoy Maragement
Status (2024)				Proposed	Orgoing	Orgoing	Procurement	Orgoing	Orgoing	Orgoing	Orgoing	Orgoing	Orgoing	Orgoing	Orgoing	Orgoing	Orgoing	Orgoing
Type of Works				LTPBAC	LTPBAC	Upgrading	Design & Construction	Early Vibrits	Early Works	Early Vibrits	Early Vibrits	Errly Vibrits	Errly Works	Early Viorks	Errly Vibrits	Upgrading	Upgrading	LINC
Est. Lengh (Km)		9,529.9		10.6	1482	54.6	2420											127.0
Description		GRAND TOTAL		6 Mile to Boutomo Bridge	Bautama Roundabout to Imila Bridge	Imita Bridge to Moreguina Tum-Off	Moreguina to Gadahiau	Missing Link from Moreguina to Gadoguina Bridge, 20.48km - CPNG	Missing Link from Godoguina Bridge to C budy Bay Camp, 21.46km - CPNG	Missing Link from Cloudy Bay Camp to Liba River, 30km - CPNG	Missing Link from Liba River to BonuaR iver, 26.5km - CPNG	Missing Link from Bonua River to Tavanel River - CPNG	Missing Link from Taxanei Rr to Tanubada Rr - CPNG	Missing Link from Tanubada Jinc to Origiuna River, 22km- CPNG	Missing Link from Origiuna River to Gadaisu Jnc, 19.7km - CPNG	Missing Link from Tanuboda Jundion to Nurumai, 38km - CPNG	Missing Link from Nunumai to Bonua River, 23.4km - CPNG	LTNC from Gadaisu to Golanai Bridge, 127km
R oa d Name				Magi Hwy	Mog Hwy	Magi Hwy	Magi Highway,	WH (DOW)	WH (Job	WH (DEV)	WH (DOM	WH (COM	Magi Highway,	,yawingi Higaway	, Yawingi Higew	, Yawingi Hi gew	, Yawingi Hi gew	White Hwy
Province				Centrol	Centrol	Centrol	Central / Mithe Bay	Certral	Central	Certral	Central	MineBay	Centrol	Certral	MineBay	MineBay	MineBay	MineBay
Prov Code				8	8	8	33/35	8	8	8	8	18	8	8	8	18	8	88
Comidor				Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor
No. Program				3.07 CPNG	3.08 CPNG	3.09 CPNG	3.10 CIRIG	3.11 CRNG	3.12 CPNG	3.13 CPNG	3.14 CPNG	3.15 CPNG	3.15 CPNG	3.17 CPNG	3.16 CPNG	3.19 CPNG	3.20 CPNG	3.21 CPNG

NRNS (Recurrent Mainte na nos), PGK, millions	(2021 - 2040)	7,605.851	TOTAL	24.458	187.613	37,803	128.986	•					•					158.169
Connect PNG (Capital Works) PGK, millions	(2021 - 2040)	18,354.025	TOTAL		•	143.392	1,200.000	5.506	4.362	3.391	3.511					285-6	5.840	•
Total (Phasel, 2 & 3) ESTIMATE (PGK, million)	(20 21 - 20 40)	25,959.875	TOTAL	24.458	187.613	181.195	1,328.986	5.506	4362	3.391	3.511					795-6	5.840	158.169
RESPONSIBLE ROAD MANAGEMENT WING				Highway Naragement	Highwoy Morragement	Highwoy Maragement	Highwoy Maragement	Highway Mangement	Highway Margement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Margement	Highway Mangement	Highway Mangement	Highway Mangement	Highway Maragement
Status (2.024)				Proposed	Ongoing	Ongoing	Procurement	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing	Origping	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
Type of Works				TPBMC	TPBINC	lograding	Design & Construction	Early Vibrits	Eurly Works	Early Works	Surly Works	Surly Works	Surly Works	Surly Works	Surly Works	pgrading	pribergel	ONE.
Est. Length (Km)		9,529.9		10.8 (1482	546	2420											1270
Description		GRAND TOTAL		6 Mile to Boutomo Bridge	Bautama Roundabout to Imita Bridge	Imila Bridge to Moreguina Tum-Off	Monguina to Gadahisu	Missing Link from Moreguina to Gadoguina Bridge, 20.48km- OPNG	Missing Link Form Gadoguina Bridge to Cloudy Bay Camp, 21.46km - OPNG	Missing Link from Cloudy Bay Camp to Liba River, 30km - CPNG	Missing Link from Liba River to Bonua River, 26.5km - CPNG	Missing Link from Bonua River to Tavanei River - CPNG	MissingLink from Tavanei Rr to Tanubada Rr - CPNG	MissingLink from Tanubada Uncto Origiuna River, 22km - CPNG	Missing Link from Origiuna River to Cadaisu Jrc, 19.7km - CPWG	Missing Link from Tanubada Jundion to Nurumai, 38km - CPNG	Missing Link Rom Nunumai to Bonua River, 23.4km - CPNG	LTMC from Gadaisu to Golanai Bridge, 127km
R oad Name				WH ipelv	WhigeW	WhigeW	Magi Highway,	White	WHipph	WagiHwy	WhiteW	WagiHwy	Magi Highway,	Magi Highway,	, Vawingi Higaway,	, Yawingi Higaw	, Vawingi Higaway,	Whigh
Province				Central	Central	Central	Certral / Mitne Bay	Central	Central	Central	Central	MineBay	Central	Central	MineBay	MineBay	MineBay	MineBoy
Prov Code				8	8	8	33/35	8	8	8	8	8	8	8	88	18	88	8
C omidor				Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor
No. Program				3.07 CPNG	3.08 CRNG	3.09 CPNG	3.10 CRVG	3.11 CRNG	3.12 CPNG	3.13 CPNG	3.14 CRNG	3.15 CPNG	3.15 CRVG	3.17 CPNG	3.18 CRNG	3.19 CRNG	3.20 CRNG	3.21 CRNG

(2021-2	10,263		3	m	10	4			292	8		5	2	4	2	•	+		185	ŝ	+
2027	3,7 00.405	50	5.991	5.027	45.900	10.000	2.942	1275	45.250	45.20	2.326	•	1.600	15.180	•	17.940	5.000	3.204	47.284	47.24	2.000
2026	3,355,230	ASE 1 (2020-20)	5.991	10.053	45.900	10.000	2962	1275	85.024	85.024	2.326	16.734	•	15.180	24,640	17.940	5.000	3.204	47.284	17.284	2000
2025	1,870.660	H	5.91	10.053	15.300	10.000	2.942	1.275	95.005	96.005	2.206	16.734	10.234	15.180	24,640	17.940	4.638	3.204	47.284	17.284	2.000
2024	1,336.724		1886	10.053		000.01	•	•	976	976.39	•	16.734	10.294		34,640	10.620	4.688	•	43.948	3948	6.951
			Highway Management	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations
			Procurement	Ongoing	Procurement	New Start	Proposed	Proposed			Proposed	New Start	Ongoing	Proposed	New Start	Ongoing	Ongoing	Proposed			Ongoing
			LTING	LTMC	Upgrading	EanlyWorks	LTPBMC	LTPBMC			LTFBMC	Upgrading	Construction	Maintenance	Upgrading	Mointenance	Maintenance	LTPBMC			EanlyWorks
	9,529.9		699	179.0	34.0	212.5	49.0	21.3	545.8	545.8	36.6	34.0	40.0	110.0	19.2	130.0	120.4	53.4	197.0	197.0	8.0
	GRAND TOTAL		Golibrial Bridge (CH0+000KM) to East Cape Jetty (CH55+920MM) - TSSP	LTMC_Northern Hwy & Kokoda Rd	Emagu C'way (Ch46.00) to FalaBr. (Ch80.00) - Upgrade and sect	Abre Scha-Kupiano ML (Northern Corridor)	Gabogaba Jinc to Hub	Kinakon to Sogeri NHS	Total		miseropoi-Kagua	Mukiri (Kagua) to Erave Station	Brave Station to Semberigi Station	Brave to Kikori	Rindidta Junction to Kware Station	Kalam Junction to More	Missing Link Road (Gulf - G+P)	lafou-Pangia-Wiru Loop	Total		Tua Rr to Wara Sina (ML)
			Nagi Highway,	Oro Hwy & Kokoda Rd	Kokoda Highway,	Atore-Sufo- Kupiano Rood	Hula Road	Sogeri Raad		G ufi/SHP Hwy. Tari-Pogera & Kaiam-Moro	Erave Road (SHP/Guilf Hwy)	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Kaiam-Komo	GURSHPHWY	laibu-Pangia-Wiru Loop		G uf-Simbu- Madang Hwy	Karamui Rd ML
			Mine Bry	8	g	Gro/Central	Centrol	Central	ands Corrido	Gulf / Highlanda	Southern Hightands	Southern Hightands	Southern Hightands	Gulf	Southern Hightands	QUE/9HP	Gulf	Southern Hightands	Corridor	Gulf / Highlands	Simbu
			8	8	8	33/36	8	8	Highle	32137	37	37	37	37/32	37	37	32/37	37	Abdano	32137	8
			Southern Caridor	Southern Caridor	Southern Corridor	Southern Carridor	Southern Carridor	SouthernCorridor	Priority 4 Guff	Priority 4_Guf - Highlands Comidor	GuirHightands Corridor	Guit-Highbrids Corridor	Gulf - Hightends Corridor	Guit-Highbrids Corridor	GuirHightands Corridor	Guif - Hightends Corridor	Gulf - Highbrids Corridor	Guif-Hightends Corridor	Priority 5 Gulf-I	Priority 5_ Guf - Madang Comidor	Gulf-Madang Comidor
			CRNG	CRNG	CRNG	CRNG	CRNG	CRNG		CPNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG		CPNG	CING
			322	3.23	3.24	3.25	3.26	3.27		\$	4.01	4.02	4.03	4.04	4.05	4.06	4.07	4.06		99	5.01
	2024 2025 2026 2027 (2021-2	GRAND TOTAL 9,529.9 2024 2025 2026 2027 (2021-2	2024 2025 2026 2027 (2021-2 GRAND TOTAL 9,529.9 1,336.724 1,870.660 3,355.230 3,700.405 10,263	Image: Normal and Section and Sectin and Section and Section and Section and Section and Se	Image: Notice Image: N	Image: black I	Image: 1 Image: 1 Image: 2 Image: 2	I I	I I	Image:	Image:	$ \ \ \ \ \ \ \ $	Image: balance into a constrained of constrained of a constrained of a constrained of a constrained of a constrained of constrained of a constrained of constrained of a constrained of constrai	$ \ \ \ \ \ \ \ $	III <th< td=""><td>III<th< td=""><td>III</td><td>III</td><td>Image: 1Image: 1Image:</td><td>Image: 1Image: 1Image:</td><td>Image: 1Image: 1Image:</td></th<></td></th<>	III <th< td=""><td>III</td><td>III</td><td>Image: 1Image: 1Image:</td><td>Image: 1Image: 1Image:</td><td>Image: 1Image: 1Image:</td></th<>	III	III	Image: 1Image:	Image: 1Image:	Image: 1Image:

Phase 2 ESTIMATE (PGK, million)	(20.28 - 20.34)	10,652.191		32.841	26.96	52.700	70.000	27.111	14.535	302 803	504.32	21.439	65.2	14.600	178.200	5.376	210.00	35.000	29.530	519.208	519.208	25.62
	2034	776.135		2237	10.740	1.360	10.000	2.942	1.275	37 348	27.318	2.326	1.360	5.060	4400	0.768	5.200	5.000	3.204	33.220	33.220	0.480
	2033	970.884		2237	10.740	1360	10000	2942	1275	23.858	23658	2326	1360	1600	4400	0.768	5200	5000	3204	33.220	33220	0480
) per Amum	2032	1,011.974	028 - 2034)	2237	10.740	1.360	10.000	2.942	1.275	21.858	23.858	2.326	1.360	1.600	4.400	0.768	5.200	5.000	3.204	33.220	33.220	0.480
(PGK, million	2031	648.522	PHASE 2 (2	7.074	10.740	1.360	10.000	6.202	4.080	20 387	20.367	4.904	1.360	1.600	•	0.768	•	5.000	6.755	33.220	33.220	0.480
nual Cost Est.	2030	1,491.251		7.074	10.740	1.360	10.000	6.202	4.060	14.0.387	140.387	4.904	1.360	1.600	25.000	0.768	66.000	5.000	6.755	26.260	26.250	•
An	2029	2,430,894		2331	22644		10000	2942	1275	124 258	134.258	2326	1360	1600	22000	0.768	65000	2000	3204	180.034	180.034	14000
	2028	3,322,531		5991	22644	45900	10000	2942	1275	124 258	134,258	2326	1360	1600	55.000	0.768	65000	5000	3204	180.034	180.034	14,000
RESPONSIBLE ROAD MANAGEMENT WING				Highway Nanagement	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations
Status (2024)				Prouvement	Crigoing	Procurement	New Sort	Proposed	Proposed			Proposed	New Sort	Crigoing	Proposed	New Start	Crigoing	Crigoing	Proposed			Ongoing
Type of Works				CINC	LINC	Upgrading	EarlyWorks	LTPBMC	LTPBMC			LTPBMC	Upgrading	Construction	Noirtenance	Upgrading	Maintenance	Noirtenance	LTPBMC			Early Works
Est Langth (Km)		9,529.9		69 <u>9</u>	179.0	34.0	212.5	49.0	21.3	545.8	545.8	36.6	34.0	40.0	110.0	19.2	130.0	120.4	53.4	197.0	197.0	8.0
Description		GRAND TOTAL		Golanoi Bróge (CHD-000KU) to Elist Cape Jethy (CH55+920KU) - TSSP	LTINC_Northern Hwy & Kokoda Rid	Errogu C'way (Ch45.00) to Fala Br. (Ch80.00) - Upgrade and seal	Atre-Safa-Kupiano ML (Northern Corridor)	Galagaba Jirc to Hub	KinaKon to Sogeri NHS	Total		Kserapoi-Kagua	Mulkin (Kagua) to Erave Station	Brave Station to Semberigi Station	Erove to Kikori	Rindidta Junction to Kuare Station	Kalam Junction to More	Missing Link Road (Gulf - SHP)	lalbu-Panga-Winu Loop	Total		Tua Rr to Wara Sina (ML)
Road Name				Magi Highway,	Cro Hwy & Kokoda Rd	Kokoda Highway,	Altre-Safia- Kupiano Road	Hula Road	Sogeri Roco		GulishP Hwy. Tai-Pogera & Kaiam Moro	Erave Road (SHP/Gulf Hwy)	Erove Rood (SHPIGulf Hwy)	Erove Rood (SHPIGulf Hwy)	Erave Road (SHPIGulf Hwy)	Erove Rood (SHPIGulf Hwy)	Kaiam-Komo	GURSHP Hwy	laibu-Rangia-Miru Loop		G uff Simbu- Madang Hwy	Karamui RdML
Province				Mine Bay	g	g	CroiCentral	Central	Central	ands Corrid	Gulf / Highlands	Southern Highbruck	Southern Highbrids	Southern Highbrots	olf	Southern Highbrots	GULFISHP	alf	Southern Highbinds	Corridor	G ulf / Highlands	Simbu
Prov				R	8	8	33/36	8	8	Hinh	32(37	37	37	37	37/32	37	32	32/37	37	ladang	32/37	4
Comidor				Southern Corridor	Southern Comidor	Southern Comidor	Southern Corridor	Southern Comidor	Southern Comidor	Drineity & Cuff	Priority 4 _ Gulf · Highlands Corridor	Guf-Highlands Corridor	Guif-Highlands Corridor	Guf - Highlands Corridor	Guif-Highlands Corridor	GuftHighlands Corridor	Guf-Highlands Corritor	Gulf - Highlands Corridor	GuiFH ghlands Corridor	Priority 5_Gulf-N	Priority 5_Gulf - Madang Corridor	GuiFiNtadang Comidor
mengond				SNG	DNG	SNG	SNG	SNG	SNG		SNIC	SNG	SNG	SNG	DNG	DNG	SNG	DNG	DNG		SPNG	SNG
ġ				320	3230	3.24 (3.25 (3.26 0	327 0		4	4.01	4.02 0	4.03 0	4.04	4.05 0	4.06 0	4.07 0	4.08 0		5.0	5.01 0

Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	5,044.664		23.095	88.247	14.042	60.000	24.170	13.260	270.310	270.310	19.113	14.042	13.060	73.260	1,930	86.580	30.000	26.326	112 014	11.071		3944
	2040	649.174		7.074	10.740	1.360	10.000	6.202	4.080	81.107	81.107	4.904	1.360	1.600	27.830	0.768	<u>32</u> 890	5.000	6.755	000 00	100 m		0.480
Ę	2039	636.779	(0)	7.074	10.740	1360	10.000	6.202	4.080	81.107	20118	4904	1360	1600	27.630	0.768	32.890	2000	6755	10001	topot		1012
nillion) per Ar	2038	714.992	E 3 (2035 - 20	2237	22.644	4.301	10.000	296	1275	23.858	23.658	2.326	1.360	1.600	4.400	0.768	5.200	5.000	3.204	1000		7	1.012
t Est. (PGK, n	2037	773.342	PHAS	2237	22.644	4.301	10.000	290	1275	23.858	23,858	2.326	1.360	1.600	4.400	0.768	5.200	5.000	3.204	CLOUD.	110.00		0.480
A nnual Cos	2036	1,143.094		2.237	10.740	1.360	10.000	2942	1.275	28.460	28.460	2.326	4.301	1.600	4.400	2429	5.200	5.000	3.204	000.00	N22.00		0.480
	2035	1,067.284		2.237	10.740	1.360	10.000	2.942	1.275	31.920	31.920	2.326	4.301	5.060	4,400	2.429	5.200	5.000	3.204	000 00	N33.00		0.480
RESPONSIBLE ROAD MANAGEMENT WING				Highway Maragement	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations				Field Operations
Status (2024)				Procurement	Orgoing	Procurement	New Start	Proposed	Proposed			Proposed	New Start	Orgoing	Proposed	New Start	Orgoing	Orgoing	Proposed				Orgoing
Type of Works					CINC	Upgrading	Erry Vibrits	LTPBMC	LTPBAC			LTPBMC	Upgrading	Construction	Maintenance	upgrading	Maintenance	Maintenance	LTPBMC				Early Works
Est. Length (Km)		9,529.9		655	1790	340	2125	49.0	21.3	545.8	8458	366	340	400	1100	192	1300	1204	534	0.007	0.151		80
Description		GRAND TOTAL		Golanai Bridge (CH0+000141) to East Cape Jethy (CH55+ 920101) - T55P	LTINC_N of them Hwy & Koleda Rd	Emagu C'May (Ch46.00) to Fala Br. (Ch80.00) - Upgrade and seal	Afore-Sufia-Kupiano ML (Northern Comidor)	Gabagaba Jinc to Hula	Kinakon to Sogeri NHS	Total		Kitsenapoi-Kagua	Mukiri (Kagua) to Erave Station	Erave Station to Semberigi Station	Erave to Kitori	Rindicita Junction to Kware Station	Kaiam Jundion to Moro	Missing Link Road (Guf- SHP)	laibu-Pangia-Wiru Loop	1.44	8		TuaRr to WaraSina (ML)
R oa d Name				Nagi Highway,	CroHwy & Kokoda Rd	Kakada Highway,	Atre-Safa- Kupiano Road	Hub Rood	Sogeri Road	La La	GulfiSHPHwy, Tari-Pogera & Kaiam-Moro	Erave Road (SHP/Gulf Hwy)	Erake Road (SHP)(Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Erave Road (SHP/Gulf Hwy)	Kajam-Komo	GURSHPHWy	laibu-Panga-Wiru Loop		Gulf-Simbu	Madang Hwy	Karamui Rd ML
P rovince				MineBay	8	8	ColCentral	Central	Central	nds Corrid	Guf / Highlands	Southern Highlands	Southern Highlands	Southern Highlands	GIF.	Southern Highlands	GULFISHP	Guif	Southern Highlands		Guf I	Highlands	Simbu
Prov				я	8	8	33/36	8	8	Highla	32(2	ы	ba	ba	37/22	ba	ba	32/57	63		E.C.		9
C orridor				Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Southern Corridor	Priority 4 _ Gulf -	Priority4_Guf - Hightands Comidor	Guif-Hightands Comidor	Guit-Hightands Comidor	Gulf - Highlands Comidor	Gulf-Hightands Comidor	Guif-Hightands Comidor	Gulf - Highlands Comidor	Gulf - Highlands Comidor	GulfHightands Comidor	Determine Contem	Prioritys_Guf-	Madang Corridor	Guir-Madang Corridor
No. Program				3.22 CRNG	3.23 CPNG	3.24 CING	3.25 CPNG	3.26 CPNG	3.27 CPNG		4.0 CPNG	4.01 CPNG	4.02 CPNG	4.03 CPNG	4.04 CPNG	4.05 CPNG	4.05 CPNG	4.07 CPNG	4.08 CPNG		000		5.01 CPNG

	D	EPA	RT	MEN	ГΟ	F W	ORł	<mark><</mark> S	A	ND	HIG	HW	/AY	′S				
C millions	21 - 2 040)	7,605.851	TOTAL	167.68	127773	20.842		60.106	31.620	367.826	367.826	47.530	23.562	29.320	86.460	13.306	102.180	65.468

No. Prog	ram comidor	Prov	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phasel, 2 & 3) ESTIMATE (PGK, million)	Connect PNG (Capital Works) PGK, millions	NRNS (Recurrent Maintenance), PGK, millions
										(20.21 - 20.40)	(2021 - 2040)	(2021 - 2040)
					GRAND TOTAL	9,529.9				25,959.875	18,354.025	7,605.851
										TOTAL	TOTAL	TOTAL
3.22 CPVG	Southern Corridor	8	MineBay	Magi Highway,	Golandi Bridge (CH0-000km) to EastCape Jethy (CH55-920km) - T55P	1 699	UNC	Procurement	Highway Noragement	157.791		83.791
3.25 CPNG	Southern Corridor	8	8	Cro Hwy 8 Kokoda Rid	LTINC_N of them Hwy & Kokoda Rd	1 0621	CIINC	Ongoing	Field Operations	222.421	•	222.421
3.24 CPNG	Southern Corridor	8	8	Kakada Highway,	Emagu C'vay (Ch46.00) to Fab Br. (Ch80.00) - Upgrade and seal	34.0 (pribering	Procurement	Field Operations	173.842	153.000	20.842
3.25 CPNG	Southern Corridor	33/36	ColCentral	Aktre-Sofa- Kupiano Road	Aitore-Sofia-Kupiano ML (Northern Corridor)	2125	Erry Viorks	New Start	Field Operations	170.000	170.000	•
3.26 CPNG	Southern Corridor	8	Central	Hub Road	Galoogaba Jinc to Hulla	49.01	LTPBMC	Proposed	Field Operations	60.106		60.106
3.27 CPNG	Southern Corridor	8	Central	Sogeri Road	KinaKan to Sogeri NHS	21.3 1	LIPBAC	Proposed	Field Operations	31.620	•	31.620
	Priority 4 Gul	f - High	ands Corrido		Total	545.8				1.066.890	699.065	367.826
4.0 CPNG	Priority 4 _ Gulf - Highlands Corrido	32/37	Guf / Highlands	GulfiSHPHwy. Tan-Pogera & KaiamMoro		545.8				1,066.890	699.065	367.826
4.01 CPNG	Gulf-Hightands Comidor	la	Southem Highlands	Erave Road (SHP/Gulf Hwy)	Kisenapoi Kagua	36.6	LTPBMC	Proposed	Field Operations	47.530		47.530
4.02 CPNG	Gulf-Hightands Comidor	63	Southem Highlands	Erave Road (SHP/Gulf Hwy)	Mukiri (Kagua) to Erave Station	34.0 (bupedelo	New Start	Field Operations	73.765	50.203	23.562
4.08 CPNG	Gulf - Highlands Comidor	la	Southern Highlands	Erove Road (SHP/Gulf Hwy)	Erove Station to Semberigi Station	400	Construction	Ongoing	Field Operations	49.908	20.588	29.320
4.04 CPNG	Gulf-Hightands Comidor	37/22	Guif	Erave Road (SHP/Gulf Hwy)	Erove to Kikori	1100	Maintenance	Proposed	Field Operations	297.000	210.540	86.450
4.05 CPNG	GulfHightands Comidor	la:	Southem Highlands	Erove Rood (SHP/Gulf Hwy)	Rindidita Junction to Kware Station	192	pribergelu	New Start	Field Operations	87.224	73.919	13.306
4.05 CPNG	Gulf - Highlands Comidor	63	GULFISHP	Kalam-Komo	Kalam Jundion to Nbro	1300	Maintenance	Ongoing	Field Operations	361.620	259.440	102.180
4.07 CPNG	Gulf - Highlands Comidor	32/37	Guif	GUIRSHPHWY	Missing Link Road (Guf - SHP)	1204	Vointenance	Ongoing	Field Operations	84.375	84.375	
4.06 CPNG	GuiltHightands Comidor	5	Southern Highlands	laíbu-Pangia-Wiru Loop	laibu-Pangia-Wiru Loop	534	LTPBMC	Proposed	Field Operations	65.468	•	65.468
						0.000				010 L 10		
	Priority5_Gui	-wadan	g Corridor Guf /	GulfSimbu	1 0031	0.781				872.349	0/0.948	104.046
5.0 CPNG	Madang Corridor	32/32	Highlands	Madang Hwy		0191				922.549	576.948	345.601
S.01 CPNG	GuirAndong Corrid	8	Smbu	Karamu Ro ML	Tua Rr to Wbra Sina (ML)	80	Early Works	Ongoing	Field Operations	46.815	40.951	5.864

Phase 1 ESTIMATE (PGK, million)	(2021-2027)	10,263.020		12.997	3.822	00076	6.000	6.000	40.000	80.000	15.000	1,671255	1,671.255	48.996	110.420	92.250	3.000	6.000	4.500	10.260	116.660
mu	2027	3,7 00.405	21)	2.000	1.204	3.000	2.000	2.000	10.000	20.000	5.000	772.910	772.910	15.224	30.140	42.750	1.000	2.000	1.500	0.453	•
, million) per A	2026	3,355230	ASE 1 (2020 -20	2.000	1.204	3.000	2.000	2.000	10.000	20.000	5.000	514.869	514.869	15.204	30.140	42.750	1.000	2.000	1.500		36.867
I Cost Est. (PGK	2025	1,870.660	Æ	2.000	124	3.000	2.000	2.000	10.000	20.000	5.000	277.919	616-112	12.555	30.140	6.750	1.000	2.000	1.500	4.903	36.867
Annua	2024	1,336.724		6.997	•	•	•	•	00000	2000		105.558	105.558	4.592	2000	•	•	•	•	4.903	38.887
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Highway Management	Highway Nangement	Highway Management	Highway Mangement	Highway Mangement	Highway Mangement	Highwory Management	Highwoy Management
Stafus (2024)				Ongoing	Proposed	Proposed	Proposed	Proposed	New Start	New Start	New Start			Procurement	Ongoing	Procurement	Proposed	Proposed	Proposed	Procurement	Ongoing
Type of Works				EarlyWorks	LTPBMC	RehabMaint	Maintenance	Maintenance	EarlyWorks	EarlyWorks	EanyWorks			LTING	Detail Design & Construction	Upgrading	Maintenance	Maintenance	Maintenance	Upgrading	Upgrading
Est. Length (Km)		9,529.9		80	21.0	10.0	40.0	40.0	10.0	10.0	50.0	832.9	832.9	49.1	30.0	30.0	25.0	52.0	36.0	11.3	40.0
D es cription		GRAND TOTAL		Vibra Sina to Karamui Station	Geup-Gembogl	Kundiava-Geua	Mundiawa-Gumine	Gumine Tuo River	Kundiana-Gembogi Missing Lirik Road Early Works	Karamui Missing Link Rd Early Works	Lufa - Karamui Missing Link Rid Early Works	Total		Kokopo Sec. School Rubout (CH0+000K0A) to Kasaka (CH49+100K0A) - TSSP	Vunopolating (Kasiska) - Aukasam (Baining) - CPNG EPC	Alakasam (Baining) and Ch. 108.100km	Alakasam - Lower Toriu	Lower Toniu to Pole (TR.P)	Pole to Pondi River	Pandi (Gamuga) Jinc (CH0+000K0M) to Nuau Pri. Sch. (CH11+\$30K0M) - T55P	Nuau Primary School to Esmus Bridge-CPNG
Road Name				Karamui Rd ML	BundiHwy	BundiHwy	Karamui Access	Gumine-Karamui Rd	Bundi Hwy	Karamui Rd ML	Luto - Karamui		New Bitain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy
Province				Simbu	Simbu	Simbu	Simbu	Simbu	Simbu	Simbu	Simbu/ BHP	Corridor	ENB/MB	EIE	80	ENB	ENB	ENB	ENB	MIB	MB
Prov				8	8	8	4	4	4	8	40/41	ritain (48(49	8	85	8	8	8 4	8 4	49	49
Comider				Guil-Madang Comidor	GulfHightands Corritor	Guit-Hightands Corridor	GuitHightands Comition	Gulf-Hightands Corridor	Guir-Madang Comidor	Guil-Madang Comidor	Gulf-Madang Comidor	Priority 6_New B	Priority 6_New Britain Comidor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor
Program				CRNG	CING	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG		CPNG	CRNG	ORIG	CRNG	CRNG	CRNG	CRNG	CRNG	CRNG
N				5.02	5.03	5.04	5.05	5.06	5.07	5.08	5.09		9	6.01	6.02	6.03	6.04	6.05	6.06	6.07	6.06

Phase 2 ESTIMATE (PGK, minion)	(2028 - 2034)	10,652.191		29.92	8.87	17.70	70.800	149.60	37.40	140.000	35.000	799.978	212.027	56.161	7.200	48.750	75.063	154.904	108.09	4.12	11.200
	2034	776.135		0.480	1.260	0.600	2.400	2.400	0.600	20.000	5.000	36.614	36.614	1.964	1200	1200	1.513	3.146	2.178	1,433	1.600
	2033	970.884		0480	1260	0090	2400	2400	0090	20000	5000	35.634	35634	1961	1200	1200	1513	3.146	2178	0453	1600
) per Amum	2032	1,011.974	028 - 2034)	0.450	1.260	0.600	2.400	2.400	0.600	20.000	5.000	48.751	48.751	6.211	1200	1.200	1.513	3.146	2.178	0.453	1.600
(PGK, million	2031	648.522	PHASE 2 (2	0.480	1.260	0.600	2400	2400	0.600	2000	5.000	47.551	1957	6211	1200	1200	1.513	3.146	2.178	0.453	1.600
nual Cost Est.	2030	1,491251		•	1260	•	•	•	•	20.000	5.000	166217	166217	7.962	120	120	1.513	70.200	2.178	0.453	1.600
Ar	2029	2,430.894		14.000	1284	7660	30600	20000	17.500	20000	5000	254.470	254470	15924	1200	•	33,750	70.200	48.600	0453	1600
	2 0 2 8	3,322,531		14,000	1284	1660	30.600	70000	17.500	20000	2000	210.741	210.741	15924	•	42750	33,750	2000	48.600	0453	1600
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Highway Nanagemert	Highway Mangement	Highway Management	Highway Mangement	Highway Mangement	Highway Mangement	Highway Management	Highway Management
Status (2024)				Ongoing	Proposed	Proposed	Proposed	Proposed	New Surf	New Start	New Start			Prouvement	Ongoing	Procurement	Proposed	Proposed	Proposed	Procurement	Crigoing
Type of Works				EarlyWorks	LTPBMC	Retabilit	Maintenance	Maintenance	Early Works	Early Works	Early Works			LTINC	Detail Design & Construction	Upgrading	Maintenance	Maintenance	Maintenance	Upgrading	Upgrading
Est Langth (Km)		9,529.9		8.0	21.0	10.0	40.0	40.0	10.0	10.0	50.0	832.9	832.9	49.1	30.0	30.0	25.0	52.0	36.0	11.3	40.0
Description		GRAND TOTAL		Vitra Sina to Karamui Station	Geus-Gembagl	Kundiava-Geua	Kundiava-Gumine	Gumine-Tua River	Kundiawa-Gembogi Missing Link Road Early Works	Karamui Missing Link Rd Early Works	Luta- Karamui Missing Link Rd Early Works	Total		Kotopo Sec. School Rabout (CH0+000KM) to Kasaka (CH49+100KM) - TSSP	Vunopoloding (Kasaska) - Atikasam (Baining) - CPWG ERC	Abkasam (Baining) and Ch.109.100km	Abkasım - Lover Tariu	Lower Toniu to Pale (TRP)	Pale to Pandi River	Pandi (Gumuga) Jinc (CH0+000KM) to Nuau Pri Sati. (CH11+330KM) - T56P	Nuau Primary School to Bamus Bridge-CPNG
Road Name				Karamui RdML	BundiHwy	BundiHwy	Karamui Access	Gumine-Karamui Rd	BundiHwy	Karamui RdML	Luta - Karamui		New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy
Province				Sinbu	Simbu	Simbu	Sinbu	Simbu	Simbu	Simbu	Simbu/ EHP	Corridor	ENB/WNB	ENB	ENB	ENB	ENB	ENB	ENB	MNB	8NNB
Prov				8	8	8	8	8	9	8	40(41	itain (48(49	48	약	8	8	85	8	49	6
Corridor				Gulf-Madang Comidor	Guf-Highlands Corridor	Guf-Highlands Corridor	Guf-Highlands Combor	GufHighlands Corridor	Sul-Madang Comidor	Gulf-Madang Comidor	Gulf-Madang Comidor	P riority 6_New BI	Priority 6 _New Britain Corridor	Vew Britain Corridor	Vew Britain Corridor	Vew Britain Corridor	New Britain Corridor	New Britain Corridor	Vew Britain Corridor	Vew Britain Corridor	New Britain Corridor
Program				CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG	CPNG		CPNG	CPNG	CPNG	CPNG	CPNG	S CPNG	CPNG	CPNG	CPNG
Ś.				5.02	5.00	5.04	5.00	5.00	5.07	5.00	5.05		99	6.01	6.00	6.00	6.04	6.00	6.0	6.07	6.00

Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	5,044.664		3944	10.35	493	19.720	19.72	493	120.000	30.000	459.964	439.964	16.031	12.390	12.390	40.825	85.982	58.788	3.699	16.520
	2040	649.174		0.480	1.260	0.600	2,400	2.400	0.600	20,00	5.000	40.160	40.160	6211	1.200	1.200	1.000	2.080	1,440	0.453	1.600
m	5039	617.969	40)	1012	1260	1265	5060	5060	1265	20.000	5000	35.913	36.913	1961	1200	1200	1000	2080	1440	0453	1600
nillion) per Ar	2038	714,992	E 3 (2035 - 20	1.02	2.657	1.266	5.060	5.080	126	20.000	5.000	52.168	52.168	981 1	1200	3.796	1.00	•	1.440	0.453	1.600
st Est. (PGK, I	2037	773.342	PHAS	0.480	2.657	0.600	2400	2400	0.600	20.000	5.000	110.259	110.259	1.964	3.796	3.796	•	39.338	•	0.453	1.600
Armual Co	2036	1,143.094		0.480	1.260	0.600	2.400	2400	0.600	20.000	5.000	138.935	138.935	1.964	3.795	1200	18.913	39.338	27.234	0.453	5.060
	2035	1,067.284		0.480	1.260	01600	2.400	2.400	0.600	20.000	5.000	82.530	82.530	1.964	1.200	1200	18.913	3.145	27.234	1.433	5.060
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Highway Naragement	Highway Nangement	Highway Maragement	Highway Mangement	Highway Mangement	Highwoy Mongement	Highway Maragement	Highway Maragement
Status (2024)				Orgoing	Proposed	Proposed	Proposed	Proposed	New Start	New Start	New Start			Procrement	Orgoing	Procurement	Proposed	Proposed	Proposed	Procrement	Orgoing
Type of Works				Early Works	LTPBMC	Rehob/Maint	Maintenance	Maintenance	Erry Viorius	Early Works	Early Works			LTNC	Detail Design & Construction	Upgrading	Maintenance	Maintenance	Maintenance	Upgrading	Upgrading
Est. Length (Km)		9,529.9		80	210	100	40.0	400	100	100	500	832.9	8329	491	300	30.0	250	520	360	113	40.0
Description		GRAND TOTAL		Wara Sina to Karamui Station	Geup-Gembog	Kundawa-Ceua	Kundawa-Gumine	Gumine-Tup River	Kundawa-Gembogi Missing Link Road Early Works	Karamui Missing Link Rd Early Works	Luta - Karamui Missing Link Rd Eanly Works	Total		Kokopo Sec. School Riabout (CH0-000kn) to Kasaka (CH49+100kn) - TSSP	Vunapabding (Kasaska) - Alakasam (Baining) - CPNG EPC	Alakasam (Baining) and Ch.109.100km	Alakasam- Lawer Toniu	Lower Toriuto Pale(TRP)	Poleto Pandi River	Pandi (Gamuga) Jinc (CH0-0004M) to Nuau Pri. Sch (CH11+3304M) - TSSP	Nucu Primary School to Bomus Bridge-CPNG
Road Name				Karamui Rol ML	Bundi Hwy	Bundi Hwy	Karamui Access	Gumine-Karamui Rd	Burdi Hwy	Karamui Rd ML	Lufa-Karamui		New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Huy	New Britain Huy	New Britain Huy	New Britain Hwy	New Britain Hwy	New Britain Hug
Province				Simbu	Simbu	Simbu	Simbu	Simbu	Simbu	Simbu	Smbu/EHP	Corridor	BNMAB	BVB	BIG	BVB	BNB	BVB	BVB	MNB	MNB
Prov				9	ą	ą	9	9	9	ą	40(4)	Britain (48(8	9	-	4	역	4	역	-9	8
C omidor				Guir-Madang Corridor	Gulf-Hightands Comidor	GulfHightands Comidor	GulfHightands Comidor	Guit-Hightands Comidor	Gulf-Madang Corridor	Guil-Madang Corridor	Guil-Madang Corridor	Priority 6_New E	Priority 6_New Britain Corridor	New Brtain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor
No. Program				5.02 CING	S.03 CPNG	S.04 CPNG	S.05 CPNG	5.05 CPNG	S.07 CPNG	5.08 CPNG	SUB CRNG		6.0 CPNG	6.01 CPNG	6.02 CPNG	6.08 CRNG	6.04 CING	6.05 CPNG	6.05 CPNG	6.07 CPNG	6.08 CRNG

NRNS (Recurrent Maintenence), PGK, minions	(2021 - 2040)	7,605.851	TOTAL	5.864	23.07	31.63	96.520	175.32	88.1	•	•	647.728	647.728	121.168	19.590	18.390	10.563	19.890	15.210	8.305	27.720
Connect PNG (Capital Works) PGK, millions	(2021 - 2040)	18,354.025	TOTAL	40.997	•	•	•	•	75.00	340.000	80.000	2,283.469	2,283,469		110.420	135.000	108.325	227.076	156.168	2.807	116.660
Total (Phasel, 2 \$ 3) ESTIMATE (PGK, million)	(20.21 - 20.40)	25,959.875	TOTAL	46.861	23.07	31.63	96.520	175.32	82.33	340.000	80.000	2,931.197	2,931.197	121.188	130.010	153.390	118.888	246.966	171.378	18.112	144.380
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Highway Maragement	Highway Mangement	Highway Maragement	Highway Mangement	Highway Nangement	Highway Mangement	Highway Maragement	Highway Maragement
Status (2024)				Ongoing	Proposed	Proposed	Proposed	Proposed	New Start	New Start	New Start			Procurement	Ongoing	Procurement	Proposed	Proposed	Proposed	Procurement	Ongoing
Type of Works				Early Works	LTPBMC	RehabMaint	Vointenance	Vointenance	Early Vibriks	Erry Works	Erry Works			CTINC	Detail Design & Construction	upgrading	Vointenance	Vointenance	Vointenance	bupeubi	Upgrading
Est. Length (Km)		9,529.9		80	210	100	400	400	100	100	500	832.9	8329	491	300	300	250	520	36.0	113	400
Description		GRAND TOTAL		Wara Sina to Karamui Station	Geuo-Gembogl	Kundawa-Geua	Kundawa-Gumine	Gumine-Tua River	Kundava-Gembogi Missing Link Road Early Works	Karamui Missing Link Rd Early Works	Luto - Karamui Missing Link Rd Eanly Works	Total		Kokepo Sec. School Ruabout (CH0+000RM) to Kasaka (CH49+100RM) - TSSP	Vunapatiding (Kasaska) - Alakasam (Baining) - CPNG EPC	Alakosam (Baining) and Ch. 109.100km	Alakasam- Lower Toniu	Lower Toriu to Pale (TRP)	Paleto Pandi River	Pandi (Gamuga) Jinc (CH0-0004A) to Nuau Pri. Sch. (CH11-33004A) - T55P	Nuau Primary School to Bamus Bridge-CPNG
R oad Name				Karamu Rd ML	Bundi Hwy	Bundi Hwy	Karamu Access	Gumine-Karamui Rd	Bundi Hwy	Karamui Rd ML	Lufa - Karamui		New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy	New Britain Hwy
P rovince				Simbu	Simbu	Simbu	Simbu	Simbu	Simbu	Smbu	Simbul BHP	Corridor	BWWWB	BIB	BVB	BNB	BVB	88	BVB	SMN	MIB
Prov Code				9	ą	9	ą	ą	9	ą	40/41	ritain (48/49	9	-	4	4	4	4	8	9
Corridor				Gulf-Madang Corridor	Guit-Hightands Comidor	Gult-Hightands Comidor	GuirHightands Comidor	Gulf-Hightands Comidor	Gulf-Madang Corridor	Guil-Madang Corridor	Guil-Madang Cornidor	Priority 6_New B	Priority 6_New Britain Corridor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor
No. Program				5.02 CPNG	5.08 CPNG	5.04 CPNG	5.05 CPNG	5.06 CPNG	SUT CPNG	5.06 CPNG	5.09 CPNG		CENG	6.01 CPNG	6.02 CPVG	6.00 CPNG	6.04 CPNG	6.05 CPNG	6.05 CPNG	6.07 CPVG	6.08 CRNG

Road Management & Maintenance Plan 2025 - 2040

No.

Phase 1 ESTIMATE PGK, million)	(2021-2027)	10,263.020		24.157	118.250	15.000	221.762	450.000	450.000	2,772.348	1,626.151	236.580	8.423	1.572	226.585	339.510	68.000	108.921	00	
E.	2027	3,7 00.405	la La	5.664	70.96	5.000	62:39	270.000	261.000	716.489	338.104	1.712	1.18	0.524	•	29.63				
, million) per An	2 0 2 6	3,355,230	ASE 1 (2020-202	5.664	35.475	5.000	625.99	135.000	135.000	878.951	399.542	11241	1.18	0.524	75.528	29.863				
I Cost Est. (PGK	2025	1,870.660	1HJ	1881	11.225	5.000	68.89	45.000	44.000	562.994	369.159	370:076	3.023	0.524	75.528	29.663				,
Annual	2024	1,336.724		4.999		•	22.176	•	10.000	613.913	519.346	78.552	3.023	•	75.528	249.921	68.000	108.921	ũ	
RESPONSIBLE ROAD MANAGEMENT WING				themese Management	Highway Management	Highway Management	Highway Management	Field Operations	Fied Operations				Highway Management	Highway Management	Highway Management		Highway Management	Highway Management	Highway Management	Highway Management
Status (2024)				Procurement	Procurement	Ongoing	New Start	Procurement	Procurement				Procurement	Proposed	Ongoing		Ongoing	Ongoing	Ongoing	Ongoing
Type of Works				LTPBIAC	LTPBMC	Upgrading	Upgrading	DetailDesign & Construction	Detail Design & Construction				Mointenance	LTPBMC	Maintenance		Maintenance	Reconstruction	Mointenance	Maintenance
Est. Length (Km)		9,529.9		102.5	215.0	30.0	12.0	100.0	100.0	2,107.6	1,041.5	61.5	10.8	8.7	42.0	448.5	220.5	57.0	151.0	
Des cription		GRAND TOTAL		Bamus Bröge (CH56+728K0) to Tlaru Bröge No.1 (CH102+538K0)) T53P	Bamus Bridge (CH66+726KM) to DOM Junction	Hoskins - Kimbe Rid (Indian Exim Bank)	LMM/Fhidabout to Tokua Arport & Misme FdFad About to Kokopo Sociandary Fad about - EPC 4 Lane.	Design & Construction of Pomio to Kandrain Road	Design & Construction of Kimbe to Kandrian Road in WNBP.	Total		ae - Nadžab Airport (4 Lane)	Boundary Rd Rindsbout (CH2+200KM) to 9Mile Jinc (CH13+000MA)	9 Mile to Yolu Bridge (LTMC)	Yolu Bridge-Natzab Road (4 Lane)	(hway (Nadzab - Kagamuga)	Nadzab Arport Junction to Hengmont Bridge #2 (SHHIP Tranche 1 CW1)	Mangiro Bridge to Munde Bridge (SHHIP Tranche 1 - RIC)	Hengunofi Bridge #1 to Mungiro Bridge (SHHIP Tranche 1- CW2)	Munde Bridge to Kagamuga Junction (SHHIP Tranche 1 - CVIZ)
Road Name				New Britain Hwy	New Britain Hwy	New Britain Hwy	Tokua Road	South Coast Hwy	Kandrian Road		Highlands Highwa	-	Hightands Highway	Hightands Highway	Hightands Highway	Highlands Hig	Hightands Highway	Hightands Highway	Hightands Highway	Hightands Highway
Province				SWA	MIB	MIB	ENB	ENBWNB	MB	orridor	Lae-Mend, Mend - Kooiaco		Morobe	Morobe	Morobe		MorobelBHP	Chimbu	£	dHWXW
Prov Code				49	49	64	85	48/49	48	ands Co	•		4	4	4		4241	40	4	39a/39
Comidar				New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	New Britain Corridor	Priority 7_Highk	Prionity 7_Highlands Corridor		Hightands Corridor	Hightands Corridor	Hightands Corridor		Hightands Corridor	Hightands Corridor	Highlands Corritor	Hightands Corridor
Program				CRNG	CING	CRNG	CPNG	CRNG	CING		CPNG		CRNG	CRNG	CRNG		CING	CRNG	CRNG	CRNG
ġ				89	6.10	6.11	6.12	6.13	6.14				1012	2012	7.03		1.04	7.05	2.06	2012

Road Management & Maintenance Plan 2025 - 2040

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Phase 2 ESTIMATE (PGK, million)	(20.28 - 20.34)	10,652.191		48.305	515	183.600	2.673	24.000	24.000	1,272.856	483.467	32.433	8.672	6.120	17.640	262.826				
	2034	776.135		4.102	8.600	1.200	0.479	4.000	4.000	118.800	61.626	4.843	1.366	19510	2.520	22.272				
	2033	970.884		4102	8600	1200	0479	4000	4000	156.358	99.184	4843	1366	0957	2520	69950				
n) perAmum	2032	1,011.974	(028 - 2034)	12971	8.600	1.200	0.479	4.000	4.000	156.179	500.05	4.665	1.188	0.957	2.520	69.950				
(PGK, millio	2031	648.522	PHASE 2 (12971	8.600	•	0.479	4.000	4.000	119.163	51.590	4.809	1.168	1.101	2.520	20.463				
nnual Cost Est	2030	1,491.251		2.832	8.600	60.000	0.479	4.000	4,000	118.752	51.390	4.809	1.188	1.101	2.500	20.463				
ā	2029	2,430.894		5664	8600	60.000	0479	4000	4000	176.342	62856	4232	1.168	0524	2520	29.863				
	2 0 2 8	3,322,531		5664		60000		•	•	427 263	\$7,616	4232	1168	0.524	2520	29.863				
RESPONSIBLE ROAD MANAGEMENT WING				Highway Nanagemen	Highway Management	Highway Management	Highway Nanagement	Field Operations	Field Operations				Highway Management	Highway Management	Highway Management		Highway Management	Highway Management	Highway Management	Highway Management
Status (2024)				Procurement	Procurement	Crigoing	New Sort	Procurement	Procurement				Procurement	Proposed	Crigoing		Orgoing	Ongoing	Ongoing	Crigoing
Type of Works				LTPBMC	LTPBMC	Upgrading	Upgrading	Detail Design & Construction	Detail Design & Construction				Maintenance	LTPBMC	Maintenance		Maintenance	Reconstruction	Maintenance	Mointenance
Est. Length (Km)		9,529.9		102.5	215.0	30.0	12.0	100.0	100.0	2,107.6	1,041.5	61.5	10.8	8.7	42.0	448.5	220.5	57.0	0.634	20
Description		GRAND TOTAL		Bamus Bridge (CH56+726KM) to Tlauru Bridge No.1 (CH102+538KM). TSSP	Bamus Bridge (CH56726K0A) to DOW Junction	Hoskins - Kimbe Rd (Indian Exim Bank)	UM/PhdobuttoTokus Arport & Wilsme PdPhd/boat toKekepo Socandny Phd sboat - EPC 4 Lane.	Design & Construction of Pomio to Kondrain Road	Design & Construction of Kimbeto Kandrian Road in WNEP.	Total		Lae - Nadzab Airport (4 Lane)	Boundary Rd Rindsbout (CH2+200KM) to 9 Mile Jnc (Ch13+000KM)	9 Mile to Yalu Bridge (LTMC)	Yalu Bridge-Nadzala Road (4 Lane)	phway (Nadzab - Kagamuga	Nadzab Arport Junction to Hengarofi Bridge #2 (SHHIP Tranche 1 CMI)	Mangiro Bridge to Miunde Bridge (SHHIP Thanche 1 - RUC)	Hengarofi Bridge #1 to Mangino Bridge (SHHIP Tranche 1 - CW2)	Munde Bridge to Kagamuga Junction (SHHIP Tranche 1 - CW2)
Road Name				New Britain Hwy	New Britain Hwy	New Britain Hwy	Tokua Road	South Coast Hwy	Kandrian R cod		Highlands Highwa	-	Hightends Highway	Hightands Highway	Hightands Highway	Highlands Hig	Hightends Highway	Highlands Highway	Hightands Highway	Hightends Highway
Province				BWM	MNB	MNB	ENB	ENBMUB	BNN	orridor	Lae Mend, Mendi - Koniam		Morobe	Morobe	Monobe		MonobelBHP	Chimbu	БР	JWKWHP
Prov C ode				64	69	6	85	48/49	왂	nds C	۰		4	4	4		42(41	8	4	39a/39
Comidor				lew Britain Corridor	lew Britain Corridor	lew Britain Corridor	lew Britain Corridor	lew Britain Corridor	lew Britain Corridor	Priority 7_Highla	Priority Highlands Corridor		lightands Comidor	lightands Comidor	lightands Comidor		lightends Comidor	lightends Comidor	lightands Comidor	lightands Comidor
Program				CENIG	CPNG	CPNG	C CPNG	CPNG	CPNG		CPNG		CPNB	CPNG	CPNG		L CPNG	C CPNG	CPNG	CPNG
9				603	6.10	6.11	6.12	6.13	6.14		072		1012	2012	2.06		1.04	2072	2.06	10.7

Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	5,044.664		24.610	86.795	12.390	4944	41.300	41.300	911.122	396.215	38.344	7.128	10.510	20.706	134,962				
	2040	649.174		4.102	8.600	3.795	0.479	4,000	4.000	123.212	80.03	7.049	1.188	3.341	2.520	22.272				
Ę	2039	62779	(9	4.102	8600	3.795	0479	4000	4000	127.001	55.639	7.049	1.168	3341	2520	22.22				
nillion) per Ar	2038	714.992	E 3 (2035 - 20	4.102	8.600	1200	1.514	12.650	12.680	174.384	56.581	4.665	1.18	0.957	2.520	22.22				
st Est. (PGK, 1	2037	773.342	PHAS	4.102	27.196	1200	1.54	12.650	12.650	189.139	67.913	4.665	1.18	0.957	2520	22.272				
Amual Cos	2036	1,143.094		4.102	27.196	1200	0.479	4.000	4.000	152.904	80.327	7.458	1.188	0.957	5.313	22.937				
	2035	1,067.284		4.102	8.600	1.200	0.479	4.000	4.000	144.481	79.116	7.458	1.188	795/0	5.313	22.937				
RESPONSIBLE ROAD MANAGEMENT WING				Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Field Operations	Field Operations				Highway Maragement	Highway Maragement	Highway Maragement		Highway Maragement	Highway Naragement	Highway Maragement	Highway Maragement
Status (2024)				Procrement	Procurement	Orgoing	New Start	Procurement	Procrement				Procurement	Proposed	Orgoing		Orgoing	Orgoing	Orgoing	Orgoing
Type of Works				LTPBNC	LTPBAC	Upgrading	Upgrading	Detai Design & Construction	Detai Design & Construction				Maintenance	LTPBAC	Maintenance		Maintenance	Reamshudion	Maintenance	Maintenance
Est. Length (Km)		9,529.9		1025	2150	300	120	1000	1000	2,107.6	1,0415	615	108	87	420	4485	2205	57.0		2
Description		GRAND TOTAL		Bamus Bridge (CH56+728404) to Tiauru Bridge No.1 (CH102+538404)- T55P	Bamus Bridge (CH56+728KM) to DOW Junction	Hoskins- Kimbe Rd (Indian Exim Bank)	LMA/Pad short to Takus Airport & Milliams PH Phid About to Katego Secondary Phidabout - EPC 4 Lane.	Design & Construction of Pomio to Kandrain Road	Design & Construction of Kimbe to Kandhan Road in WNBP.	Total	4	ae- Nadzab Airport (4 Lane)	Boundary Rd Rindabout (CH2+200MA) to 9 Mile Jinc (Ch13+000MA)	9 Mile to YaluBridge (LTMC)	Yalu Bridge-Nadzab Road (4 Lane)	(Nadzab-Kagamuga)	Nadzab Arport Jundion to Henganofi Bridge #2(SHHP Trandre 1 CW1)	Mangiro Bridge to Munde Bridge (SHHIP Tranche 1 - RIC)	Henganofi Bridge #1 to Mangiro Bridge (SHHIP Trandre 1 - CW2)	Miunde Bridge to Kogamuga Jundion (SHHIP Tranche 1 - CM2)
R cad Name				New Britain Hwy	New Britain Hwy	New Britain Hwy	Tokua R cod	South CoastHwy	Kandrian Road		Highlands Highwa		Highlands Highway	Highlands Highway	Highlands Highway	Highlands Hig	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highwoy
Province				BINI	MNB	MB	BNB	BWNB	IMB	orridor	Lae-Mendi, Mendi - Koniano		Abrobe	Mbrobe	Mbrobe		NtrobelEHP	Chimbu	đ	MKWHP
Prov Code				8	-	9	-	48(49	-	nds Co	•		a	9	ø		42141	ą	4	39a/39
Corridor				New Brbain Comidor	New Brbain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	Priority 7_Highla	Priority 7. Highlands Comiter		Highlands Corridor	Highlands Corridor	Highlands Comport		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor
No. Program				6.09 CPNG	6.10 CRNG	6.11 CRVG	6.12 CPNG	6.13 CPNG	6.14 CING		7.0 CPNG		7.01 CRNG	7.02 CING	7.08 CPNG		7.04 CIRNG	7.05 CIFNG	7.06 CIRNG	7.07 CRNG

NRNS (Recurrent Mainte na nos), PGK, millions	(2021 - 2040)	7,605.851	TOTAL	57.072	140.395	30.990	7.816	65.300	65.300	1,785.485	992.375	117.08	24.223	18.202	38.346	437.377				
Connect PNG (Capital Works) PGK, millions	(2 021 - 20 40)	18,354.025	TOTAL		118.250	180.000	221.762	450.000	450.000	3,170.840	1,512,457	226.585		•	226.585	299.921	68.000	108.921	00 23	
Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(20 21 - 20 40)	25,959.875	TOTAL	57.072	258.645	210.990	229.579	515.300	515.300	4,956.326	2,504,832	307.356	24.223	18.202	264.931	737.298	68.000	108.921	900 23	
RESPONSIBLE ROAD MANAGEMENT WING				Highwoy Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Field Operations	Field Operations				Highway Noragement	Highway Maragement	Highway Maragement		Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement
Status (2024)				Procurement	Procurement	Ongoing	New Stort	Procurement	Procurement				Procurement	Proposed	Ongoing		Ongoing	Ongoing	Ongoing	Ongoing
Type of Works				LTPBMC	LTPBNC	Upgrading	Upgrading	Detail Design & Construction	Detai Design & Construction				Maintenance	LTPBAC	Maintenance		Maintenance	Reanstruction	Maintenance	Maintenance
Est. Length (Km)		9,529.9		1025	215.0	300	120	1000	1000	2,107.6	1,0415	615	108	8.7	420	448.5	2205	57.0	0191	2
Description		GRAND TOTAL		Bamus Bridge (CH56+72640() to Tipuru Bridge No.1 (CH102+53840() T56P	Bamus Bridge (CH56+726MM) to DOW Jundion	Hoskins - Kimbe Rd (Indian Exim Banki	UM/Phd about to Toles Aliport & Williams PH Phd About to Kdrepo Secondary Phd about - EPC 4 Lane	Design & Construction of Pomio to Kandrain Road	Design & Construction of Kimbe to Kandrian Road in WNBP.	Total		ae- Nadžab Airport (4 Lane)	EOUINGJNY KI KINGJDOUT (CH2+200MAI) to 9 Mile Jinc (Ch13+ 000KAI)	9 Mile to YaluBridge (LTMC)	Yalu Bridge-Nodzab Rood (4 Lane)	(Nway (Nadzab- Kagamuga)	Nodzab Arport Jundion to Henganofi Bridge #2 (SHHIP Tranche 1 CIV1)	Mangino Bridge to Munde Bridge (SHHIP Tranche 1 - RIC)	Henganofi Bridge #1 to Mangiro Bridge (SHHIP Tranche 1 - CW2)	Miunde Bridge to Kogamuga Jundion (SHHIP Tranche 1 - CW2)
R cad Name				New Britain Hwy	New Britain Hwy	New Britain Hwy	Tokua Raad	South CoastHwy	Kandrian Road		Highlands Highwo		Highlands Highway	Highlands Highway	Highlands Highway	Highlands High	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway
Province				MNB	MVB	WNB	BIB	BURNUB	BMV	orridor	Lae-Mendi, Mendi - Koolago,		Mbrobe	Mbrobe	Mbrobe		MbrobeEHP	Chimbu	с Д	dHWXW
Prov Code				9	8	8	8	48/49	-9	ands C	•		ą	а	ą		42)41	9	Ŧ	390(39
C omidor				New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	New Britain Comidor	Priority 7_Highk	Priority 7_Highlands Comdor		Highlands Corridor	Highlands Comition	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor
No. Program				6.09 CIRIG	6.10 CPNG	6.11 CRVG	6.12 CPNG	6.13 CPNG	6.14 CPNG		7.0 CPNG		7.01 CPNG	7.02 CRNG	7.08 CPNG		7.04 CIFNG	7.05 CPNG	7.06 CRNG	7.07 CRNG

Phase I RestrimATE Fock, million) 05 10,263.020 05 10,263.020 06 8.000 06 8.000 06 8.000 06 8.000 07 70,263.020 08 8.000 09 8.000 00 8.000 01 8.100 02 2.000 03 9.000 04 0.000 05 2.000 060 8.000 070 8.104 080 8.005 091 0.000 000 10.000 000 8.000 000 8.000 000 8.000 000 8.000 0000 9.000 0000 9.0000 00000 9.0000 00000 9.0000 00000 9.0000 00000 9.0000 00000 9.0000

ESTIN FDR	(2021-	10,2																					
E	2027	3,700.405	51)	10.000	2.865	2.961	2.810	2.784	2.680	3.041	2.701	20.031	0.656	2.500	10.000	4.175	2.500	286.498	•	•	1.120	1.120	20.668
, million) per Ar	2026	3,355,230	ASE 1 (2020 -20)	10.000	2.865	2.961	2.610	2.784	2.680	3.041	2.701	20.031	0.656	2.500	10.000	4.175	2.500	272.407	61.918	50.554	•	•	20.868
I Cost Est. (PGK	202.5	1,870.660	H	10.000	2.005	2961	2.810	2.784	2.600	3.041	2.701	18.895	0.666	2.500	10.000	3.039	2.500	241.224	61.918	50.554	41.447	13.670	20.668
Annual	2024	1,336.724		10,000			•				•	18.039	•	2.500	10.000	3.039	2500	172.834	61.918	80.554	41.447	13.870	3.295
RESPONSIBLE ROAD MANAGEMENT WING				Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highway Management	Highwoy Management		Highway Management	Highway Management	Highway Management	Highway Management	Highway Management		Highway Management	Highway Management	Highway Management	Field Operations	Field Operations
Status (2024)				New Start	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement		Proposed	Procurement	Ongoing	Ongoing	Procurement		Ongoing	Ongoing	Ongoing	Ongoing	Procurement
Type of Works				Contruction	LTPBMC	LTPBMC	LTPBMC	LTPBMC	LTPBMC	LTPBMC	LTPBMC		LTPBMC	LTPBMC	Upgrading	LTPBMC	LTPBMC		Upgrading	upgrading	upgrading	Upgrading	Upgrading
Est. Length (Km)		9,529.9		10.0	•		•	•	•	,	•	156.5	29.0	29.0	35.0	33.0	30.5	375.0	58.6	53.4	28.0	28.0	35.0
D es cription		GRAND TOTAL		Goroka 4 Lane Construction on Highlands Highway	Nadzala Ariport TumiO#bo Leron Bridge (56.5km)	Leron Bridge to Yung Bridge (53.8km)	Yung Bridge to Honerangka (46.6km)	Umbaka Br. to Taraboro (50.1km)	Taraboro Br. to Magino Br. (52.4km)	Magiro Br. To Miunde Br. (52.3km)	Munde Br. To Kagamuga Tum Off (49.5km)	y- Kagamuga to Kiburu Inc	Kagamuga Airport to Togotia Junction	Togoba Jnc to Kagul Br.	Kaugel to Kisenopoi Jundion (Reconstruction)	Ksenapoi Jnc to Angula Br.	Angula Br. to Kiburu Jnc	ands Highway Western End	Mendi (Kiburu Jundion) to Nipa Secondary School	Nipa Secondary School to Ambua	Haimbu (Tari) to Fugua Jnc (Koroba Station)	Maria to Tuku	Avi Bridge to LakeKopiago, Hela province.
Road Name				Hightands Highway	Hightands Highway	Hightands Highway	Hightands Highway	Hightands Highway	Hightands Highway	Hightands Highway	Hightands Highway	Highlands Highwa	Hightands Highway	Highlands Highway	Highbrids Highwoy	Highbads Highway	Highbads Highway	piaga/Komo (High)	Highbads Highway	Highbads Highway	Highbads Highway	Hightands Highway	Highbads Highway
Province				đ	Morobe	Morobe	đ	EP	đ	Simbu	£		dHM	dHM	SHP	ЯЮ	SР	lendi - Tari - Ko	ЧS	SHPHelo	Heb	Heb	Heb
Prov Code				41	4	4	41	4	4	4	4		8	8	37	37	31	1	37	37/37a	37a	373	37a
Corridor				Hightands Corridor	Hightands Corridor	Hightands Corridor	Hightands Corridor	Hightands Corridor	Hightands Corridor	Hightands Corridor	Hightands Corridor		Hightands Corridor	Hightands Corridor	Hightands Corridor	Hightands Corridor	Hightands Corridor		Hightands Corridor	Highlands Corridor	Highlands Corridor	Hightands Corridor	Hightands Corridor
Program				CRNG	CRNG	CRNG	CRNG	CRNG	CIRNG	CIRIG	CRNG		CRNG	CRNG	CING	CRNG	CRNG		CRNG	CRNG	CRNG	CING	CRNG
No.				7.08	6012	2.10	1171	7.12	7.13	7.14	7.15		7.16	2172	7.18	7.19	7.20		1.21	1.22	7.23	7.24	125

Phase 2 ESTIMATE (PGK, million)	(20.28 - 20.34)	10,652.191		23.000	36.625	35.733	31.92	33.361	195.55	36.366	32.784	75.733	14.270	16.07	14.700	13.860	16.867	112.476	16.408	14.922	10.262	10.262	8.400
	2034	776.135		0.600	3.390	3.226	2.796	3.006	3.144	3.136	2.970	962.6	1.740	1.740	2.100	1.980	1.630	25.121	2344	2.136	3.542	3.542	1.400
	2033	970.884		0090	10.848	10330	8947	9619	10.061	10.042	1052	0605	1740	1.740	2100	1980	1830	15.000	2344	2136	1120	1120	1400
) per Amum	2032	1,011.974	028 - 2034)	0.600	10.848	10.330	8.947	9.619	10.061	10.042	9.504	060.6	1.740	1.740	2.100	1.900	1.630	15.000	2.344	2.136	1.120	1.120	1.400
(PGK, million	2031	648.522	PHASE 2 (2	0.600	2.885	2.961	2.810	2.784	2.680	3.041	2.701	11.319	3.669	1.740	2.100	1.980	1.630	15.000	2.344	2.136	1.120	1.120	1400
nual Cost Est.	2030	1,491.251		0.600	2865	2961	2.810	2.784	2.680	3.041	2.701	11.319	3.669	1.740	2.100	1.900	1.80	15.000	2.344	2.136	1.120	1.120	1.400
An	2029	2,430,894		10000	2885	2961	2810	2784	2680	3041	2701	12463	0.856	3,669	2:100	1980	3856	16.298	2344	2.136	1120	1.120	1400
	2028	3,322.531		10000	2885	2961	2610	2764	2680	3041	2701	12463	0856	3669	2100	1980	3858	11.058	2344	2.136	1.120	1.120	•
RESPONSIBLE ROAD Management Wing				Highway Management	Highway Management	Highway Management	Highwoy Management	Highway Management	Highway Management	Highway Management	Highway Management		Нідіма у Мападетет	Highway Management	Highway Management	Highway Management	Нідіма у Мападетет		Нідтику Мападетен	Highway Management	Highway Management	Field Operations	Field Operations
Status (2024)				New Stort	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement		Proposed	Procurement	Crigoing	Crigoing	Procurement		Crigoing	Crigoing	Crigoing	Crigoing	Procurement
Type of Works				Contruction	LTPBMC	LTPBMC	LTPBMC	LTPBMC	LTPBINC	LTPBMC	LTPBMC		LTPBMC	LTPBMC	Upgrading	LTPBMC	LTPBMC		Upgrading	Upgrading	Upgrading	Upgrading	Upgrading
Est Langth (Km)		9,529.9		10.0	•	•	•	•			•	156.5	29.0	29.0	36.0	33.0	30.5	375.0	58.6	53.4	26.0	26.0	35.0
Description		GRAND TOTAL		Gordsa 4 Lane Construction on Highlands Highway	Nadzab Airport Tumi Off to Leron Bridge (56.5km)	Leron Bridge to Yung Bridge (53.8km)	Yung Bridge to Honer angka (46.6km)	Umbaka Br. to Taraboro (50.1km)	Taraboro Br. to Magiro Br. (52.4km)	Magiro Br. To Miunde Br. (52.3km)	Munde Br. To Kagamuga Tum Off (49.5km)	y - Kagamuga to Kiburu Jinc	Kagamuga Aiport to Togdoa Junction	Togoba Jinc to Kagul Br.	Kaugel to Kisenopoi Junction Reconstruction)	Kisentpoi Jnc to Angula Br.	Angula Br. to Kiburu Jnc	ands Highway Western End	Merali (Kiburu Junction) to Nipa Secondary School	Nipa Secondary School to Ambua	Halimbu (Tar) to Fugwa Jnc (Koroba Station)	Maria to Tuku	Awi Bridgeto Lake Kopiago, Heb province.
Road Name				Hightands Highway	Hightands Highuay	Hightands Highway	Hightands Highway	Highbrids Highway	Hightands Highuay	Highbrids Highuay	Highbrids Highway	Highlands Highwa	Highbords Highway	Highbrids Highway	Hightands Highway	Highlands Highway	Highbrids Highway	piagotkomo (Highl	Highbrids Highway	Highbrids Highway	Highlands Highway	Highbads Highway	Highbrids Highway
Province					Morobe	Morobe		снь		Simbu			dHM	dHM	SHP	SHP	SHP	lendi- Tari- Ko	SHP	SHPIHED	Helo	Helo	Helo
Prov Code				4	4	4	41	4	4	4	4		8	8	31	31	31		31	37/37a	37a	37a	379
Comidor				fightands Comidor	Highlands Comidor	Highlands Comidor	Highlands Comidor	Highlands Comidor	Highlands Comidor	fightands Comidor	Hightands Comidor		Hightands Comidor	Hightands Comidor	Hightands Comidor	Hightands Comidor	Hightands Comidor		Hightands Comidor	Hightands Comidor	Hightands Comidor	Hightands Comidor	Hightands Comidor
Program				CPNG	D CPNG	CPNG H	1 CPNG	2 CPNG	S CPNG	1 CPNG	S CPNG		S CPNG	CPNG	S CPNG	CPNG H	CPNG		I CPNG	CPNG H	S CPNG	1 CPNG	S CPNG
No.				2.00	7.05	7.10	11.7	212	212	174	7.16		31.7	117	7.18	31.1	7.20		7.21	7.2	7.2	7.24	27

17.255 144.755 24.202 77.155 15.037 9.142 9.142 Phase 3 ESTIMATE PGK, million) 5,044.664 4930 20.340 19.368 16.776 18.036 18.864 18.826 17.820 14.297 14.297 16.269 22.054 4455 (2035 - 2040) 3.138 2970 11.319 3.669 1.740 2.100 8 183 15.000 2.344 2.136 1.120 1.120 ę. 649.174 000 3.390 3.228 2.796 3.006 3.144 2040 0000 5 2100 22 15.000 1128 12 đ 3390 2796 3:138 2010 11.319 3669 <u>8</u> 2344 2:136 617.969 3228 3006 3144 200 Annual Cost Est. (PGK, million) per Annum PHASE 3 (2035 - 2040) 0.600 2,18 3.858 8 118 3.390 328 2.796 3005 3.14 3.138 2.97 13.34 1.740 3.689 8 16.298 2.344 2.136 714,992 2038 27.629 2.136 13.347 773.342 0.600 3.18 1.740 3.689 2:10 8 3.858 118 118 4.428 3.390 328 2.796 3006 3.14 5 2.34 2037 13.912 36.020 1.740 17 4.175 1830 7.413 1.120 1.128 4.428 1,143.094 1265 3.390 3.228 2.796 3.006 3.144 3.138 2970 4.428 6.755 2036 13.912 34,809 1.740 176 4.175 1830 7,413 3.542 ŝ 1,067.284 1265 3.390 3.228 2.796 3.144 3.138 2,970 4.428 6.755 3.542 3006 2035 Highway Maragement Highway Maragemen Highway Maragemen Highway Maragemer Highway Maragemer Highway Maragemer MANAGEMENT RESPONSIBLE Field Operations Field Operations ROAD WING Procurement Status (2024) New Start Proposed Orgoing Orgoing Orgoing Orgoing Orgoing Orgoing Type of Works Contruction 58.6 Upgrading 28.0 Upgrading 28.0 Upgrading 35.0 Upgrading 35.0 Upgrading upgrading LTPBMC LTPBMC LTPBMC 30.5 LTPBMC LTPBMC LTPBMC 29.0 LTPBMC 290 LTPBMC 33.0 LTPBMC LTPBMC LTPBMC Est. Length (Km) 9,529.9 ĝ 375.0 22 156.5 • . i . ï ï **GRAND TOTAL** Highlands Highway - Kagamuga to Kiburu Jnc Kagamuga Airport to Togoba Kaugel to Kisenopoi Junction fightands Highway Western End Highlands Highway Goroka 4 Lane Construction on Highbards Highway Leron Bridge to Yung Bridge Halimbu (Tari) to Pugua Jnc Awi Bridge to Lake Kopiago, Hela province. Yung Bridge to Honerangka Kisenapoi Jincto Angula Br. Nodzab Arport Tum/Off to Leron Bridge (56.5km) Mendi (Kburu Jundion) to Taraboro Br. to Mbgiro Br. MiundeBr. To Kagamuga Nipa Secondary School to Magiro Br. To Munde Br. (523km) Angula Br. to Kiburu Jnc Umbaka Br. to Taraboro Togoba Jincto Kagul Br. Nipa Secondary School Description Tum Off (49.5km) (Reconstruction) (Kordba Station) Maria to Tuku (53.8km) (50.1km) (524km) 46.6km) Jundion Ambug Highlands Highway R oad Name K opiago/Komo (Highlands Highway Highlands Highway Highlands Yawngh Highlands Highway Highlands Highlands Highlands Highlands Highlands Highlands Highway Highway Highway Highway Highlands Highlands Highlands Highlands Highway Highway Highway Highway Highway Highway Highway Highway Highway P rovince Mendi - Tari GEPTED Mbrobe Mbrobe Sinbu H H 5 8 물 물 문 퉒 뷺 뷺 뷺 8 3 7 37/370 Prov g ß g Ŧ ų Q, Ŧ Ŧ Ŧ Ŧ Ŧ 8 8 63 5 5 5 Highlands Corridor Highlands Comidor Highlands Corridor Comidor Program 7.08 CPNG 7.09 CPNG 7.10 CRVG 7.11 CRVG 7.12 CPNG 7.13 CRVG 7.14 CPNG 7.15 CPNG 7.16 CPNG 7.17 CRVG 7.18 CPNG 7.19 CPNG 7.20 CPNG 7.21 CPNG 7.22 CPNG 7.23 CRVG 7.34 CPNG 7.25 CPNG ģ

DEPARTMENT OF WORKS AND HIGHWAYS

NRNS (Recurrent Maintenance), PGK, millions	(2021 - 2040)	7,605.851	TOTAL	1,930	65.620	53.985	57.140	59.769	60.887	61.138	58.708	189.884	31.136	40.334	31.955	44.556	41.903	100	40.610	37.006	20.524	20.524	22.855
Connect PNG (Capital Works) PGK, millions	(2021 - 2040)	18,354.025	TOTAL	60.000		•		•				40.000			40.000	•		200	185.754	151.663	82.894	27.740	65.900
Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	(2021 - 2040)	25,959.875	TOTAL	67.930	65.620	535-13	57.140	59.769	60.887	63.338	58.708	229.884	31.136	40.334	71.955	44.556	41.903	107.007	226.364	188.670	103.418	48.264	88.755
RESPONSIBLE ROAD MANAGEMENT WING				Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement		Highway Maragement	Highway Maragement	Highway Maragement	Highway Maragement	Highway Naragement		Highway Maragement	Highway Maragement	Highway Maragement	Field Operations	Field Operations
Status (2024)				New Start	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement	Procurement		Proposed	Procurement	Ongoing	Ongoing	Procurement		Ongoing	Ongoing	Ongoing	Ongoing	Procurement
Type of Works				Contruction	LTPBAC	LTPBAIC	LTPBAIC	LTPBAC	LTPBAIC	LTPBAC	LTPBMC		LTPBMC	LTPBAC	Upgrading	LTPBAC	LTPBMC		Upgrading	Upgrading	Upgrading	Upgrading	Upgrading
Est. Length (Km)		9,529.9		100	•	•	•	•			•	1565	290	290	350	330	305	nele	586	53.4	26.0	260	350
Description		GRAND TOTAL		Goroka 4 Lane Construction on Highbuds Highway	Nadzab Airport Tumi Off to Leron Bridge (56.5km)	Leron Bridge to Yung Bridge (53.8km)	Yung Bridge to Honerangka (46.6km)	Umbaka Br. b Taraboro (50.1km)	Taraboro Br. to Magino Br. (524km)	Magiro Br. To Miunde Br. (523km)	Miunde Br. To Kagamuga Tum Off (49.5km)	y - Kagamuga to Kiburu Jno	Kagamuga Airport to Togotia Junction	Togdaa Jincto Kagul Br.	Kaugel to Kisenopoi Junction (Reconstruction)	Kisenapoi Jnc to Anguta Br.	Anguta Br. to Kiburu Jinc	and a manage of the second second	Mendi (Kiburu Jundion) to Nipa Secondary School	Nipa Secondary School to Ambua	Halimbu (Tari) to Fugwa Jrc (Koroto Station)	Maria to Tuku	Awi Bridge to Lake Kopiago, Hela province.
Road Name				Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highbrids Highwa	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	inful ou poup fee	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway
P rovince				dна	Mbrobe	Mbrobe	머머	ВЪ	머머	Simbu	4		dHN	ЧНР	анр	바	9-P		ЧР	SHP (Helo	Heb	Hela	Heb
Prov Code				4	а	а	4	4	4	4	4		8	8	5	68	6		la:	87/878	379	379	ę
C ortidor				Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor
No. Program				7.08 CPNG	7.09 CPNG	7.10 CPNG	7.11 CRNG	7.12 CRNG	7.13 CPNG	7.14 CIRVG	7.15 CPNG		7.16 CPNG	7.17 CPNG	7.18 CRNG	7.19 CRNG	7.20 CING		7.21 CRNG	7.22 CPNG	7.25 CPNG	7.24 CRNG	7.25 CPNG

Phase 1 ESTIMATE (PGK, million)	(2021-2027)	10,263.020		135.000	157.500	139.500	2.000	17.873	255.871	33.391	04515	29676	13.468	207.480	06516	05515	170.000	17.500	15.000	15.000	369.000	30.000
unuu	2027	3,7 00.405	51	61.000	94.500	83.700	1.730	2.440	66.124	9.254	2.455	2.496	4.274	51.870	2.496	2.496	42,500	4.375	5.000	5.000	174.500	15.000
million) per Al	2026	3,355,230	ASE 1 (2020 -20	40.500	47.250	41.660	1.750	77.7	66.124	9.254	248	2.496	4.274	51.870	2.498	2.496	42.500	4375	5.000	5.000	174.500	15.000
Cost Est. (PGK	2025	1,870.660	Ē	13.500	15.750	13.560	1.750	212/2	64.311	1.441	2.485	2.496	2.460	51.870	2.498	2.498	42.500	4.375	5.000	5.00	10.000	
Annual	2024	1,336.724		×.	•	•	1.750	•	9 .311	7.441	2.485	2.496	2.450	51.870	2.498	2.498	42,500	4.375	•	•	000'01	
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations		Fied Operations	Field Operations	Field Operations	Field Operations		Field Operations		Field Operations
Status (2024)				Procurement	Procurement	Procurement	Proposed	Proposed			Procurement	Procurement	Contract Ongoing		Procurement	Procurement	Proposed	Proposed		n Procurement		Procurement
Type of Works				Upgrading	Upgrading	Upgrading	LTPBMC	LTPBMC			LTPBMC	LTPBMC	LTPBMC		LTPBMC	LTPBMC	Upgrading	Rehabilitation		Reconstruction		EarlyWorks
Est. Length (Km)		9,529.9		30.0	35.0	31.0	15.0	61.0	326.5	94.7	28.0	28.2	38.5	161.8	24.4	19.4	66.0	50.0	70.0	70.0	445.0	45.0
Des cription		GRAND TOTAL		Tuku to Kopiago (Maria- Kopiago Rd)	Karola to Bitiri Br.	Bitri Br. To Kopiago Station	Ambua - Tań (Halimbu)	Tari (Halimbu) - Komo	Enga Hwy, Wabag-Mendi, Laiagam Pogera et al	Enga Hwy	Brga Highway, Togoba Junction to WHREnga Brdr	Brga Highway, WHPEnga Border to Pousa Lai Bridge	Briga Highway, Pausa Lai Bridge to Wictoog Town	Wabag-Mendi	Enga Highway, Wabag Town (Okm) to Lama Br. (24.4km)	Brga Highway, Lama Br. (24.4km), to Lagaji Br. (19.4km)	NROS - Laiogam Kandep Jinc- Kandep Sti	NR05 - Kundep Stn - Merdi	Pogera Road	Laiogam - Pogera	go-Oksapim-Teleformin Highway	Porgera to Paieto, Enga province.
Road Name				Highbrids Highway	Highlands Highway	Hightands Highway	Highbrids Highway	Highbads Highway	Enga Hway. Wabag Mendi Hwy & Pogera		Enga Highway	Enga Highway	Enga Highway		Enga Highway	Enga Highway	Waba-Mendi Hway	Waba-Mendi Hway		Pogera Road	Pogera K opia	Porgera Teleformin Highway
Province				Heb	Helb	Helo	Heb	Helo	WHP, ENGA, SHP.& HELA		dНМ	Engo	Engo		gug	Enga	Engo	ers B		Engo	Nation-wide	Erg
Prov Code				37a	37.	373	53	53	•		8	8	8		8	8	8	37		8	•	8
Corridor				Hightands Corridor	Highlands Corridor	Hightands Corridor	Hightands Corridor	Hightands Corridor	Priority 7_Highlands Corridor		Highlands Corridor	Hightands Cornidor	Hightands Corridor		Hightands Corridor	Highlands Comidor	Hightands Corridor	Hightands Corridor		Highlands Corridor	Priority 7_Highlands Corridor	Highlands Corridor
Program				CRNG	CRNG	CING	CRNG	CING	CPNG	CPNG	CENG	CENG	CING	CPNG	CPNG	CRNG	CING	CRNG	CPNG	CPNG	CPNG	CRNG
Ň				977	121	7.28	7.29	7.30			131	7.32	7.33		7.34	7.35	96.7	1.37		7.38		1.39

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	10,652.191		7.200	8.400	7.440	6.796	22.357	247.435	26.516	7.840	1.896	10.780	46.409	10.077	8.012	16.32	12.000	174.510	174.510	321.500	24.000
	2034	776.135		1200	1.400	1.240	0.600	7777	14,450	3.768	1.120	1.128	1.540	6.472	0.976	0.776	2.720	2000	4.200	4.200	27.400	1.800
	2033	970.884		1200	1400	1240	0090	2440	14450	3.788	1:120	1.128	1540	6472	0976	0.776	2720	2000	4200	4200	27.400	1800
) per Annum	2032	1,011.974	028 - 2034)	1200	1.400	1.240	0.600	2.440	14.460	3.788	1.120	1.126	1.540	6.472	0.976	0.776	2.720	2000	4.200	4.200	27,400	1.800
(PGK, million	2031	648.522	PHASE 2 (2	1200	1.400	1.240	0.600	2.440	14,460	3.768	1.120	1.128	1.540	6.472	0.976	0.776	2.720	2.000	4.200	4.200	27.400	1.800
nual Cost Est.	2030	1,491.251		120	1.400	1.340	0.600	2.440	14.049	3.788	1.120	1.128	1.540	10.261	3.067	2.454	2.720	2.000		•	27.400	1.800
Ar	2029	2,430.894		1200	1400	1240	1898	2440	92904	3768	1.120	1.128	1.540	10.261	3.067	2454	2720	2000	78.855	78.855	10.000	
	2 028	3,322,531				•	1.898	2440	82643	3768	1.12	1.128	1.540	•			•		78.855	78.855	174500	15.000
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations	Field Operations		Field Operations		Field Operations
Status (2024)				Procurement	Procurement	Procurement	Proposed	Proposed			Procurement	Procurement	Contract Ongoing		Procurement	Procurement	Proposed	Proposed		Procurement		Procurement
Type of Works				Upgrading	Upgrading	Upgrading	LTPBMC	LTPBMC			LTPBMC	LTPBMC	LTPBMC		LTPBMC	LTPBMC	Upgrading	Rehabilitation		Reconstruction		Eanly Works
Est Langth (Km)		9,529.9		30.0	35.0	31.0	15.0	61.0	326.5	94.7	28.0	26.2	38.5	161.8	24.4	19.4	68.0	50.0	70.0	70.0	445.0	45.0
Description		GRAND TOTAL		Tuku ti Kopiago (Ntria- Kaniano Rali	Karobato Bitri Br.	Bitiri Br. To Kopiago Station	Ambua - Tari (Halimbu)	Tari (Halimbu) - Komo	Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al	Enga Hwy	Erga Highway, Togoba Junction to WHREnga Brot	Erga Highway, WHP/Enga Border to Pausa Lai Bridge	Erga Highway, Pausa Lai Bridge to Watog Town	Wabag-Mendi	Erga Highway, Wabag Town (0km) to Lama Br. (24.4km)	Erga Highwoy, Lama Br. (24.4km).to LagaipBr. (19.4km)	NROS - Laiogam Kandep Jnc- Kandep Stn	NR05 - Kandep Sth - Mend	Pogera Road	Labgam - Pogera	go-Oksapim Teleformin Highway	Pargena to Raieta, Enga province.
Road Name				Highbrids Highbrids	Hightands Highway	Hightands Highway	Highlands Highway	Highbrids Highway	Enga Hway. Wabag-Mendi Hwy & Pogera		Enga Highway	Enga Highway	Enga Highway		Enga Highway	Enga Highway	Waba-Mendi Hway	Waba-Mendi Hway		Pogera Road	Pogen-Kopia	Porgera Teleformin Highway
Province				Helo	Helo	Hela	Hela	Helo	WHP, ENG A, SHP & HELA		ЧНР	Enga	Enga		Enga	Enga	Engo	SHP		Enga	Nation-wide	Engo
Prov C ode				37a	87a	873	3	bs.	•		8	8	8		8	8	8	37		66	•	8
Corridor				Hightands Comidor	Highlands Comidor	Highbrids Comidor	Hightands Comidor	Highlands Comidor	Priority 7_Highlands Corridor		Highbods Comidor	Hightands Comidor	Highbinds Comidor		Hightands Comidor	Hightands Comidor	Hightands Comidor	Hightands Comidor		Hightands Comidor	Priority 7_Highlands Corridor	Hightands Comidor
No. Program				7.26 CPNG	7.27 CPNG	7.28 CPNG	7.29 CPNG	7.30 CPNG	CPNG	CPNG	7.31 CPNG	7.32 CPNG	7.33 CPNG	CPNG	7.34 CPNG	7.35 CPNG	7.36 CPNG	7.37 CPNG	CPNG	7.38 CPNG	CPNG	7.39 CPNG

Phase 3 ESTIMATE (PGK, million)	(20.35 - 20.40)	5,044.664		12.390	14.455	12.803	6.195	119.917	140.445	39.111	11.564	11.647	15.901	66.823	10.077	8.012	28.064	20.650	34.510	34.510	239.655	18.585
	2040	649.174		1200	1.400	1.240	0.600	2.440	14.460	3.768	1.120	1.128	1.540	6.472	976.0	0.776	2.720	2.000	4.200	4.200	27.400	1.800
E C	2039	6477.969	40)	1200	1400	1240	0600	2440	18.249	3.768	1.120	1.128	1540	10.261	3067	2454	2720	2000	4200	4200	27.400	1.800
nillion) per Al	2038	714,992	E 3 (2035 - 20	1200	1.400	1.240	1.696	2,440	27.72	3.768	1.120	1.128	1.540	14.586	3.067	2454	2.720	6.325	8.855	8.855	65.028	5.693
K Est. (PGK, 1	2037	773.342	PHAS	3.796	4428	3.922	1.696	2,440	29.322	3.768	1.120	1.128	1.540	16.679	¥60	0.776	8.602	6.325	8.855	8.855	65.028	5.693
A mual Cos	2036	1,143.094		3.795	4.426	3.922	0.600	2.440	28.534	11.980	3.542	3.567	4.670	12.354	976.0	0.776	8.602	2.000	4.200	4.200	27.400	1.800
	2035	1,067.284		1.200	1.400	1.240	0.600	2122	22.652	11.980	3.542	3.567	4.870	6.472	9/5/0	0.776	2.720	2000	4.200	4.200	27.400	1.800
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations	Field Operations		Field Operations		Field Operations
Status (2024)				Procurement	Procurement	Procurement	Proposed	Proposed			Procurement	Procurement	Contract Orgoing		Procurement	Procurement	Proposed	Proposed		Procurement		Procurement
Type of Works				Upgrading	Upgrading	Upgrading	LTPBAC	LTPBMC			LTPBMC	LTPBAC	LTPBAC		LTPBAIC	LTPBAC	Upgrading	Rehabilitation		Reconstruction		Erry Vorks
Est. Length (Km)		9,529.9		300	35.0	310	150	610	3265	947	28.0	282	385	1618	244	194	680	500	70.0	700	445.0	450
Description		GRAND TOTAL		Tuku to Kopiago (Maria- Koobao Rali	Koroba to Bitri Br.	Bitri Br. To Kopiago Station	Ambua - Tari (Halimbu)	Tari (Halimbu) - Komo	Enga Hwy, Wabag Mend, Laiagam Pogera et al	Enga Hwy	Enga Highway, Togoba Junction to/MHP/Enga Brdr	Enga Highway, WHP/Enga Border to Pausa Lai Bridge	Enga Highway, Pausa Lai Bridge to Walaag Town	Wabag - Mend	Engo Highway, Wabog Town (0em) to Lama Br. (24.4em)	Enga Highway, Lama Br. (24.4km), to Lagaip Br. (19.4km)	NR05 - Laiogam Kandep Jnc - Kandep Sin	NROS - Kandep Stn - Mendi	Pogea Road	Laiogan - Pogera	ago-Oksapim-Teleformin Highway	Porgera to Païela, Enga province:
R cad Name				Highlands Highwav	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Enga Hway. Wabag-Mendi Hwy & Pogera		Erga Highuay	Erga Highuay	Erga Highway		Erga Highuay	Erga Highuay	Vibito-Nendi Hway	Vibio-Mendi HVIDV		Pogera Rood	Родна-Корі	Pargera Telefarmin Highway
P rovince				HeD	HeD	Heb	Heb	Heb	WHP, ENGA, SHP & HELA		dHM	côug	Enga		côug	Biga	enga	망		ebig	Nation-wide	ebig
Prov Code				g	ß	ß	37	37	۰		8	8	8		8	8	8	5		8	۰	8
Comidor				Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Priority 7_Highlands Comidor		Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor	Priority 7_Hightands Comidor	Highlands Corridor
No. Program				7.26 CPNG	7.27 CPNG	7.28 CPNG	7.29 CPNG	7.30 CPNG	CING	CPNG	7.31 CPNG	7.22 CRNG	7.33 CPNG	CING	7.34 CING	7.35 CING	7.36 CPNG	7.37 CRNG	CPNG	7.38 CPNG	CING	7.39 CPNG

NRNS (Recurrent Maintenance). PGK, millions	(2021 - 2040)	7,605.851	TOTAL	19.590	22.855	20.243	19.990	60.146	245.170	65.627	19,404	19.543	26.681	113.233	20.154	16.024	44.404	32.650	66.310	66.310	266.655	27.585
Connect PNG (Capital Works) PGK, millions	(2021 - 2040)	18,354.025	TOTAL	135.000	157.500	139.500		•	398.581	33,391	9,940	£9576	13.468	207.480	06616	065-5	170.000	17,500	157.710	157.710	663.500	45.000
Total (Phase1, 2 \$ 3) ESTIMATE (PGK, million)	(2021 - 2040)	25,959.875	TOTAL	154.590	180.355	159.743	19.990	60.146	643.751	99.018	10.344	29.526	40.148	320.713	30.144	26.014	214.404	50.150	224.020	224.020	930.155	72.585
RESPONSIBLE ROAD MANAGEMENT VING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations	Field Operations		Field Operations		Field Operations
Status (2024)				Procurement	Procurement	Procurement	Proposed	Proposed			Procurement	Procurement	Contract Ongoing		Procurement	Procurement	Proposed	Proposed		Procurement		Procurement
Type of Works				Upgrading	Upgrading	Upgrading	LTPBMC	LTPBMC			LTPBNC	LTPBMC	LTPBAC		LTPBMC	LTPBAC	Upgrading	Rehabilitation		Reconstruction		Early Vibriks
Est. Length (Km)		9,529.9		30.0	35.0	310	150	610	3265	947	26.0	282	385	161.8	24.4	194	660	500	700	002	445.0	450
Description		GRAND TOTAL		Tuku to Kopiago (Maria- Kopiago Rel	Koroba to Bitiri Br.	Bitri Br. To Kopiago Station	Ambua - Tari (Halimbu)	Tari (Halimbu) - Komo	Enga Hwy, Wabag Mendi. LaiagamPogera et al	Enga Hwy	Enga Highway, Togoba Jundion to WHP/EngaBrdr	Enga Highway, WHP/Enga Border to Pausa Lai Bridge	Enga Highway, Pausa Lai Bridge to Wabag Town	Wabag - Mendi	Enga Highway, Wabag Town (0km) to Lama B- (24.4km)	Enga Highwoy, Lama Br. (24.4km). to Lagaip Br. (19.4km)	NR05 - Laïogam Kandep Jnc - Kandep Sin	NROS - Kondep Sth - Mendi	Pogera Road	Laiagam- Pogera	ego-Oksapim-Taleformin Highway	Porgera to Palela, Enga province.
R oa d Na me				Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Highlands Highway	Enga Hway. Wabag-Mendi Hwy & Pogera		Erga Highway	Erga Highway	Erga Highway		Erga Highway	Erga Highway	Wato-Nendi Hway	Wcbo-Mendi Hwoy		PogeraRood	Pogera-Kopi	Pargena Teleformin Highway
P rovince				Heb	Held	Held	Helb	Helb	WHP, ENGA, SHP & HELA		dHM	Engo	Enga		ega	Engo	Engo	머		Enga	Nation-wide	Engo
Prov Code				ß	29	6	37	37	•		8	8	8		8	8	8	ы		8	۰	8
Comidor				Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Priority 7_Hightands Comidor		Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor		Highlands Corridor	Priority 7_Hightands Comidor	Highlands Corridor
No. Program				7.26 CRVG	7.27 CRNG	7.26 CPNG	7.29 CRNG	7.30 CRNG	CIPNG	CPNG	7.31 CRNG	7.22 CRNG	7.38 CRNG	CPNG	7.34 CRNG	7.35 CPNG	7.36 CRNG	7.37 CRNG	CPNG	7.38 CRVG	CING	7.39 CPNG

ġ	Program	Corridor	Prov	Province	Road Name	D es cription	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual	Cost Est. (PGK.	million) per An	Ę	Phase 1 ESTIMATE (PGK, miliion)
											2024	2025	2 0 2 6	2027	(2021-2027)
						GRAND TOTAL	9,529.9				1,336.724	1,870,660	3,355230	3,7 00.405	10,263.020
												PHA	SE 1 (2020 -202	9	
7.40	CIENG	Highlands Cornidor	56(575	Engo iHelo	Porgera Telebomin Highway	Missing Link thom Palata to Kopiago - 80.00km length Enga & Heta Province	0.08	EanlyWorks	Procurement	Field Operations			14.667	14.667	28.333
141	CRNG	Hightands Corridor	37a/31	HeloWestern	Porgera Teleformin Highuay	Kopiago b Oksapmin in Heb & Western Provinces	0.02	EarlyWorks	Procurement	Field Operations		•	16.500	16.500	33.000
7.42	CRNG	Hightands Corridor	31145	WestemWSP	Porgera Teletormin Highway	Oksopin to Teleformin in Western & West Sepik Provinces	100.0	EarlyWorks	Procurement	Field Operations		•	18.333	18.333	36.667
143	CRNG	Highlands Corritor	31/45	HelaEnga	Tari-Rorgera Rocd	Tari to Pogera in Hela & Enga Provinces resp.	120.0	EarlyWorks	Procurement	Field Operations		•	100.000	100.000	200.000
7.44	Sub-Nat.	Hightands Corridor	31/37a	Western / Hela	Helo to Western Hwoy	Helb to Western Highwary Construction	10.0	EanlyWorks	New Start	Field Operations	10.000	10.000	10.000	10.000	40.000
	CPNG	Piority 7_Highlands Corridor	•	Highlands	Various	Highlands Core Road Network	294.7				26.256	119.225	238.765	137.761	521.326
7.45	CRNG	Hightands Corridor	41	đ	Henganofi- Nupuru	Hengnofi - Nupuru	34.0	LTPBMC	Proposed	Field Operations	•	2.040	2.040	2.040	6.120
7.46	CRNG	Hightands Corridor	37	SHP	Nípa - Munhu	Nípa - Munihu	27.7	LTPBMC	Proposed	Field Operations	•	1.663	1.683	1.683	4.989
747	CRNG	Hightands Corridor	8	dHM	Penga Kotna Laoram	Penga Kotna Lapram	35.7	LTPBMC	Proposed	Field Operations	•	2.139	2.139	2.139	6.417
7.48	CRNG	Hightands Corridor	39/37	WHPISHP	Mendi Tambul	Mendi Tambul	59.0	LTPBMC	Proposed	Field Operations	•	3.540	3.540	3.540	10.620
7.49	CENG	Hightands Corridor	31	đ	Pore Nore Road	Renta Hinky Und to Mantil Br. Mano Galle 10 - Design & Construction	100.2	Upgrading	Procurement	Field Operations	•	27.004	81.072	81.072	189.169
05.7	Sub-Nation	Hightands Corridor	8	dHM	Kindeng to Nunga Road Upgrade	Upgrade to Seal by Design & Construction	18.1	Upgrading	Procurement	Field Operations	•	09512	22.050	22.050	51.450
1.51	Sub-Nation.	Hightands Corridor	8	dHM	Hagen Town Roads	Design & Construction	20.0	Upgrading	Procurement	Field Operations	25.256	75.768	126.261	25.256	252.561
		Priority 8 Baiver	Corrid	or .		Total	215.7				0006	12341	12.341	12.341	46.022
	CPNG	Priority 8_Baiyer Comidor	•	WHPMadang	Madang- Baiyer		215.7				000'6	12.341	12.341	12.341	46.022
801	CRIG	Buiyer Modang Corridor	8	Western Hightands	Boiyer Rood	Mt Hagen- Baiyer (EoS)	56.7	LTREMC	Proposed	Field Operations		3.341	3.341	3.341	10.022
8.02	CRNG	Baiyer-Madang Corridor	39/43	probet/MHW	Madang - Baiyer ML	Baiyer to Simbai	60.0	EanlyWorks	Procurement	Field Operations	3.000	3.000	3.000	3.000	12.000

12.000

308

808

380

3.000

Field Operations

Procurement

50.0 EarlyWorks

Simboi to Alome

Modong - Boiyer MIL

Madang

4

Baiyer-Madang Corridor

8.03 CPNG

2

8.02 CPNG

DEPARTMENT OF WORKS AND HIGHWAYS

Road Management & Maintenance Plan 2025 - 2040

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Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	10,652.191		30.667	34.500	38.33	124.000	70.000	220.454	18.802	15.328	19.714	32.627	101.112	25.670	7.200	622.964	622.964	43.764	217.200	181.000
	2034	776.135		3.200	3.600	4.000	4.800	10.000	15.314	2.040	1.663	2.139	3.540	4.006	0.724	1200	8.627	8.627	2.227	2.400	2.000
	2033	970.884		3200	3600	4000	4800	10000	15314	2040	1663	2139	3540	4008	0.724	1200	20.487	20.487	14.087	2400	2000
) per Annum	203.2	1,011.974	028 - 2 034)	3.200	3.600	4.00	4.800	10.000	15.314	2.040	1.663	2.139	3.540	4.006	0.724	120	20.487	20.487	14.087	2.400	2.000
(PGK, million	2031	648.522	PHASE 2 (2)	3.200	3.600	4.000	4.800	10.000	Z.713	4.301	3.507	4.510	7.464	4.008	0.724	1200	3.341	3.341	3.341	•	,
mual Cost Est.	2030	1,491.251		3.200	3.600	4.000	4.800	10.000	25.713	4.301	3.507	4.510	7.464	4.006	0.724	1.200	190.007	190.007	3.341	70.000	56.333
A	2029	2,430,894			•	•	•	10000	10.582	2040	1663	2139	3540	•	•	1.200	190.007	190.007	3341	70000	56.333
	2 0 2 8	3,322,531		14.667	16.500	18.33	100.000	10000	112504	2040	1663	2.139	3540	81072	22050	•	190.007	190.007	3341	70000	58.333
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations
Status (202.4)				Procurement	Procurement	Procurement	Procurement	New Start		Proposed	Proposed	Proposed	Proposed	Procurement	Procurement	Procurement			Proposed	Procurement	Procurement
Type of Works				Early Works	Early Works	EanlyWorks	EanlyWorks	Early Works		LTPBMC	LTPBMC	LTPBMC	LTPBMC	Upgrading	Upgrading	Upgrading			LTFBMC	Early Works	Early Works
Est Length (Km)		9,529.9		80.0	0.02	100.0	120.0	10.0	294.7	34.0	27.7	35.7	59.0	100.2	18.1	20.0	215.7	215.7	56.7	60.0	50.0
Description		GRAND TOTAL		Missing Link from Pajalato Kopiago - 80.00km length Enga & Heta Province	Kopiago to Oksapmin in Hela & Western Provinces	Oksapin to Teleformin in Western & West Sepik Provinces	Tari to Pogera in Hela & Enga Provinces resp.	Hela to Western Highway Construction	Highlands Cole Road Network	Hengarofi - Nupuru	Nípa - Munihu	Penga Kotna Lapram	Mendi Tambul	Partahhnwy Jino Martili Br. Moro Gate 10 - Design & Construction	Upgrade to Seal by Design 8. Construction	Design & Construction	Total		Mt Hagen - Baiyer (EoS)	Baiyer to Simbai	Simbaito Aione
Road Name				Porgera Teleformin Highway	Pargera Teleformin Highway	Porgera Telekomin Highway	Tari-Pargera Road	Hela to Western Hway	Various	Henganof- Nupuru	Nipa - Munhu	Penga Kotna Laoram	MendiTambul	Poro Moro Road	Kindeng to Nunga Road Upgrade	Hagen Town Roads		Madang-Bayer	Baiyer Road	Madang - Baiyer M/L	Madang - Baiyer M.L.
Province				Enga/Hela	HeloWestem	WestemWSP	Hela/Enga	Western / Hela	Highlands	đHĐ	SHP	WHP	WHPISHP	SHP	ЧНР	dHM	Į.	WHPMadang	Western Highbruds	WHPMbdang	probeing
Prov				38(37a	37a/31	31/45	31/45	31/37a	•	41	37	8	39/37	31	8	8	Corri	•	8	39/43	8
Comidor				Hightands Comidor	Hightands Comidor	Hightands Comidor	Highlands Comidor	Hightends Comidor	Priority 7_Highlands Corridor	Highlands Comidor	Hightands Comidor	Highlands Comidor	Highlands Comidor	Highlands Comidor	Hightands Comidor	Hightands Comidor	Priority 8_Baiyer	Priority 8_Baiyer Comidor	Baiyer Madang Corridor	Baiyer-Madang Corridor	Baiyer-Nbdang Corritor
Program				10 CPNG	t1 CPNG	12 CPNG	13 CPNG	14 Sub-Not.	CPNG	15 CPNG	46 CPNG	17 CPNG	18 CPNG	19 CPNG	50 Sub-Nation	51 Sub-Nation		CPNG	D1 CPNG	02 CPNG	33 CPNG
Ň				12	1	1	12	12		17	12	17	17	12	1	17		8.0	8	00	8

Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	5,044.664		33.040	37.170	41.300	49.560	60.000	135.808	16.762	13.665	17.575	29.067	41.383	7.475	9.860	79.443	79.443	13.363	24.780	20.650
	2040	649.174		3.200	3.600	4000	4.800	10.00	Z.713	4.301	3.507	4.510	7.464	4.006	0.724	1200	22.467	22.467	2.227	7.590	6.325
mnuu	2039	66.779	(07	3.200	3.600	4.000	4.800	10.000	25.713	4301	3.507	4.510	7464	4.006	0.724	1.200	22.467	22.467	2227	7.590	6325
million) per A	2038	714.992	E 3 (2035 - 2(10.120	11.365	12.650	15.180	10.000	25.54	2.040	1.683	2.139	3.540	12.6 .5	2.290	1200	8.627	8.627	222	2.400	2.000
st Est. (PGK,	2037	773.342	PHAS	10.120	11.365	12.650	15.180	10.000	26.877	2.040	1.683	2.139	3.540	12.675	2.290	2.530	8.627	8.627	222	2.400	2.000
A mual Co	2036	1,143.094		3.200	3.600	4.000	4.800	10.000	16.644	2.040	1.663	2.139	3.540	4.008	0.724	2.530	8.627	8.627	2221	2400	2.000
	2035	1,067.284		3.200	3.600	4.000	4.800	10.000	15.314	2.040	1.663	2.139	3.540	4.008	0.724	1200	8.627	8.627	2.227	2.400	2.000
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	Field Operations
Status (2024)				Procurement	Procurement	Procurement	Procurement	New Stort		Proposed	Proposed	Proposed	Proposed	Procurement	Procurement	Procurement			Proposed	Procurement	Procurement
Type of Works				Erry Viorks	Early Viorks	Erry Works	Early Works	Early Works		LTPBMC	LTPBMC	LTPBMC	LTPBAIC	Upgrading	Upgrading	Upgrading			LTPBMC	Erry Works	Erry Works
Est. Length (Km)		9,529.9		80.0	006	100.0	1200	100	2947	34.0	21.7	357	290	1002	18.1	20.0	215.7	2157	557	600	500
Description		GRAND TOTAL		Missing Link Rom Paida to Kopiago – 80.00km length Enga & Hela Province	Kopiago to Oksapmin in Hela & Western Provinces	Oksapin to Teleformin in Western & West Sepik Provinces	Tarito Pogera in Hela & Brga Provinces resp.	Hela to Western Highway Construction	Hightands Core Road Network	Henganofi - Nupuru	Nipa - Munhu	Penga Kotna Lapram	Mendi Tambul	Parita/Hinky Jincto Mariti Br. Moro Gate 10 - Design & Construction	Upgrade to Seal by Design & Construction	Design & Construction	Total		Mt Hagen - Baijer (BoS)	Baiyer to Sintoai	Simbol to Alome
R cad Name				Pargera Telefarmin Highway	Pargena Telefarmin Highway	Pargera Teleharmin Highnuoy	Tari-Porgera Road	Helo to Western Hwoy	Various	Hengarofi - Nupuru	Nípa - Munihu	Penga Kotna Laoram	Mendi Tambul	Paro Nbro Road	Kindeng to Nunga Road Upgrade	Hagen Town Roadis		Madang-Baiyer	Baiyer Road	Mocting - Boiyer ML	Mocting - Boiyer ML
P rovince				Briga (Heb	HebWestem	WesternWSP	Heb/Engo	Western / Hela	Highlands	ЧЪ	дњ	MHP	WHD/SHD	문	ЧНР	dHM	ja L	WHPMAdang	Western Highlands	probeiment	Mbdang
Prov Code				38/37a	37a/31	31145	31/45	31/37a	•	#	20	8	39/37	ы	8	8	er Corrie	•	ŝ	39/43	4
C amidar				Highlands Corridor	Highlands Conition	Highlands Comition	Highlands Corridor	Highlands Corridor	Priority 7_Highlands Comidor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Highlands Corridor	Priority 8_Baiye	Priority8_Baiyer Comidor	Baiyer Madang Comidor	Buiyer-Modang Comidor	Buiyer-Modang Comidor
No. Program				7.40 CRNG	7.41 CPNG	7.42 CPNG	7.43 CPNG	7.44 Sub-Nat.	CING	7.45 CPNG	7.46 CRVG	7.47 CRVG	7.48 CPNG	7.48 CPNG	7.50 Sub-Nation	7.51 Sub-Nation		8.0 CPNG	8.01 CPNG	8.02 CPNG	8.08 CPNG

No. Program	n comidor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	ROAD MANAGEMENT WING	& 3) & 3) ESTIMATE (PGK, million)	Connect PNG (Capital Works) PGK, millions	(Recurrent Mainte na nos), PGK, millions
										(2021 - 2040)	(2 021 - 20 40)	(2021 - 2040)
					GRAND TOTAL	9,529.9				25,959.875	18,354.025	7,605.851
										TOTAL	TOTAL	TOTAL
7.40 CRNG	Highlands Corridor	36(37a	Briga (Heb	Pargera Teleformín Highuay	Missing Link Pom Paiab to Kopiago - 80.00km lengh Enga 8.Hela Province	800	Erry Vibrics	Procurement	Field Operations	93.040	44.000	49.040
7.41 CPNG	Highlands Combor	STalS1	HebWestem	Pargera Teleformín Highway	Kopiago to Oksapmin in Hela & Western Provinces	0.02	Erry Works	Procurement	Field Operations	104.670	49.500	55.170
7.42 CPNG	Highlands Corridor	31/45	WestemWSP	Pargena Teleformín Highway	Oksapin to Teleformin in Western & West Sepik Provinces	100.0	Erry Works	Procurement	Field Operations	116.300	55.000	61.300
7.43 CPNG	Highlands Corridor	31/45	Heb/Engo	Tari-Porgera Road	Tari b Pogera inHela & Brga Provincesresp.	1200	Eurly Works	Procurement	Field Operations	373.560	300.000	73.560
7.44 Sub-Not.	Highlands Corridor	51/373	Western / Help	Heb to Western Hway	Hela to Western Highway Construction	100	Early Works	New Start	Field Operations	170.000	170.000	•
CIPNG	Priority 7_Highlands Comidor	•	Highlands	Various	Highlands Core Road Network	2947				877.588	596.303	261.265
7.45 CPNG	Highlands Corridor	4	뭑	Hengarofi - Nupuru	Henganof - Nupuru	34.0	LTPBAC	Proposed	Field Operations	41.684		41.684
7.45 CPNG	Highlands Corridor	ы	dн	Nipo - Munihu	Nipa - Munhu	217	LTPBMC	Proposed	Field Operations	33.983		33.983
T.AT CRNG	Highlands Corridor	8	dHb	Penga Kotna Laoram	Penga Kotna Lapram	36.7	LTPBMC	Proposed	Field Operations	43.707		43.707
7.48 CRNG	Highlands Corridor	39/37	MHD/SHP	Mend Tambul	Mendi Tambul	590	LTPBMC	Proposed	Field Operations	72.334		72.334
7.48 CRNG	Highlands Corridor	63	d-6	Paro Maro Road	ParitaHhwy Jinc to Mariti Br. Moro Gate 10 - Design & Construction	1002	Upgrading	Procurement	Field Operations	331.664	270.241	61.423
7.50 Sub-Natio	In Highlands Corridor	8	dHM	Kindeng to Nunga Road Upgrade	Upgrade to Seal by Design & Construction	18.1	Upgrading	Procurement	Field Operations	84.595	73.500	11.095
7.51 Sub-Natio	m Highlands Corridor	8	dHM	Hogen Town Roads	Design & Construction	20.0	Upgrading	Procurement	Field Operations	269.621	252.561	17.060
	Priority 8_Baiye	r Corri	der		Total	215.7				748.430	596.000	152.430
8.0 CPNG	Priority8_Baiyer Corridor	•	Disperiment	Madang-Baiyer		215.7				748.430	596.000	152.430
8.01 CPNG	Baiyer Madang Comidor	8	Western Highlands	Baiyer Road	MitHagen - Baiyer (BoS)	567	LTPBMC	Proposed	Field Operations	67.150	•	67.150
8.02 CPNG	Baiyer-Madang Comidor	39/43	WHPMbdang	Modang - Baiyer M.L.	Baiyer to Simbai	60.0	Erry Vibrits	Procurement	Field Operations	253.980	222.000	31.980
8.08 CPNG	Baiyer-Madang Comidor	4	Madang	Madang - Baiyer ML	Simbol to Alome	500	Early Works	Procurement	Field Operations	213.650	187.000	26.650

Phase 1 ESTIMATE (PGK, mittion)	(2021-2027)	10,263.020		12.000	337.050	188.550	67.050	61.500	8.000	8.000	44.000	148.500	44.000	27.500	77.000	472.356	40.000	20.000	20.000	817.98
Ę	2027	3,7 00.405	21)	3.000	120.300	73.275	30.225	27.750	2.000	2.000	11.000	47.025	13.903	8.705	24.303	194.819	10.000	5.000	5.000	38.475
, million) per Al	2026	3,355230	ASE 1 (2020 -20	3.000	120.300	73.275	30.225	27.750	2.000	2.000	11.000	47.025	13.903	8.705	24.333	244.712	10.000	5.000	5.000	38.45
I Cost Est. (PGK	2025	1,870.660	H	3.000	68.025	21.000	3.000	3.000	2.000	2.000	11.000	47.025	13.903	8.706	24.383	22.825	10.000	5.000	5.000	12.855
Annua	2024	1,336.724		3.000	28.425	21.000	3.000	3.000	2.000	2.000	11.000	7.425	2.200	1.375	3.850	10.000	10.000	5.000	5.000	
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	
Status (2024)				Procurement			Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement	Procurement			n Ongoing	n Ongoing	-
Type of Works				EanlyWorks			EarlyWorks	EarlyWorks	EanlyWorks	EarlyWorks	Maintenance		EanlyWorks	EanlyWorks	EarlyWorks			Reconstruction	Reconstruction	
Est. Length (Km)		9,529.9		50.0	475.0	295.0	55.0	50.0	100.0	10.0	80.0	180.0	20.0	80.0	80.0	466.8	110.0	45.0	66.0	47.5
Des cription		GRAND TOTAL		Aimone to Transgogol (Ramu Hwy Jnc.)	Total	- MAL	Danu Coast to Sota Border Post	Klunga to Alambok (Klunga Smotu to Ramp She) Road	Kunga to Nonad Hwy (Middle Fly)	Crisobile Road	Tabubi to Teleformin to Oksipmin Road	van Highway	Construction of Missing Link from Tabubi to Telefonin	Missing Link from Morehead to Aimbak	Missing Link Rom Bewani to Telefomin	Total		Kieta Bridge to Toimampu Bridge	Toimomopu Bridge to Buin Kangu Wharf	
Road Name				Madang - Baiyer ML	-	Noth & South Fly	South Fly Highway	North Fly Barder M.L.	North Fly Barder ML	North Fly Border ML	North Fly Border ML	Tabubil- Telefom	Tabubil- Teleforman Highway	Tabubil- Teleforman Highway	Tabubil- Teleforman Highway		Aropa Rd	Aropa Rd	Aropa Rd	Buka Rd
Province				Modang	rder Corrido	Wætem	Western	Mestern	Western	Western	Western	Wastern	Western	Western	Western	Corridor	AROB	ARCE	ARCE	AROB
Prov				4	Fly Boi	•	સ	ल	ल	5	3	ы.	5	5	5	ainville	8	8	8	8
Corridor				Baiyer-Madang Corridor	Priority 9_Trans	Priority 9_Trans Fly Border Comidor	Thans Bonder Connidor	Thans Border Corridor	Thans Border Corridor	Thans Border Corridor	Thans Bonder Comidor	Priority 9_Trans Fly Border Corridor	Thans Fly Border Corridor	Thans Fly Border Corridor	Thans Fly Border Corridor	Priority 10 Boug	Priority 10_Bougainville Corridor	Bougainville Corridor	Bouginville Corridor	Priority 10. Bougainville Corridor
Program				CRNG		CPNG	CING	CRNG	CRNG	CRNG	CRNG	CPNG	CRNG	CRNG	CRNG		CPNG	CRNG	CING	CPNG
NO				8.04		8	10.9	20.9	50.6	9.04	50.6		90.6	2016	80.6		<u>9</u>	10.01	10.02	

Phase 2 ESTIMATE (PGK, minion)	(2028 - 2034)	10,652.191		181.000	977.012	859.215	163.075	148.250	0001002	35.230	232.360	117.797	30.453	33.680	2772	293.814	30.800	12.600	18.200	47.975
	2034	776.135		2000	112.585	100.145	49.922	45.383	•	•	4.840	12.440	2.760	4.640	4.640	22.996	4400	1.800	2.600	1900
	2033	970.884		2000	262.350	249910	49922	45.383	136150	13615	4.840	12440	2760	4840	4840	22,996	4400	1800	2600	1900
perAmum	2032	1,011.974	28 - 2034)	2000	262.350	349.910	49.922	45.383	136.150	13.615	4.840	12.440	2.760	4.840	4.840	18.671	4400	1.800	2.600	1.900
(PGK, million)	2031	648.522	PHASE 2 (20	•	22.793	59E.01	3.328	3.025	2000	2.000		12.440	2.760	4.840	4.840	18.671	4400	1.800	2.600	1.900
nual Cost Est.	2030	1,491.251		58.333	95.406	82.966	3.226	3.025	2000	2.000	72.613	12.440	2.760	4.640	4.840	18.671	1400	1.800	2.600	1.900
Ŧ	2029	2,430.894		56.333	95.406	82966	3328	3025	2000	2000	72613	12440	2.760	4840	4.840	9.448	0077	1800	2600	•
	2 028	3,322,531		58.333	126.123	82.966	3,326	3025	2000	2000	72613	43157	13903	4.840	24.383	182.361	1100	1800	2600	38475
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	
Status (2024)				Prouvement			Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement	Procurement			Ongoing	Ongoing	
Type of Works				Early Works			Early Works	EarlyWorks	EarlyWorks	EarlyWorks	Maintenance		Early Works	Early Works	Early Works			Reconstruction	Reconstruction	
Est Langth (Km)		9,529.9		50.0	475.0	295.0	55.0	50.0	100.0	10.0	80.0	180.0	20.0	80.0	80.0	466.8	110.0	45.0	65.0	47.5
Description		GRAND TOTAL		Aimone to Transgogol (Ramu Hwy Jnc.)	Total	Tin I	Daru Coast to Sota Border Post	Kunga to Alambak (Kunga Smotu to Ramp Site) Road	Kunga to Norrad Hwy (Middle Fly)	Olsobib Road	Tabubi to Telefornin to Oksipmin Road	an Highway	Construction of Missing Link from Tabubi to Telefornin	Missing Link from Morehead to Aimbak	Missing Link from Bewoni to Telefornin	Total		Kieta Bridge to Toimamapu Bridge	Toimamopu Bridge to Buin Kangu Wharf	
Road Name				Modang - Bolyer M.L.	La La	Noth & South Fly	South Fly Highway	North Fly Border ML	North Fly Border M.L.	North Fly Border ML	North Fly Border ML	Tabubil - Teleforr	Tabubil - Teleloman Highway	Tabubil - Teleforman Highway	Tabubil - Teleforman Highway		AropaRd	Ampo Rd	Aropa Rd	Buka Rd
Province				Madang	rder Corrid	Wetern	Western	Western	Western	Western	Western	Wettern	Western	Western	Western	e Corridor	AROB	ARCB	ARCE	AROB
Prov C ode				\$	Fly Bo	•	55	स्र	5	स	स्र		ਰ	등	ल	ainvill	8	8	8	8
Comidor				Baiyer-Abdang Corridor	Priority 9_Trans (Priority 9_Trans Fly BordenCorridor	Trans Border Corridor	Trans Border Corridor	Trans Border Corridor	Trans Border Corritor	Trans Border Corridor	Priority 9_Trans Fly Border Corridor	Trans Fly Border Corridor	Trans Fly Border Corridor	Trans Fly Border Corridor	Priority 10 Bourd	Priority 10_Bougainville Corridor	Bougainvite Corridor	Bougainvite Corridor	Priority 10_Bougainvite Corridor
No. Program				8.04 CPNG		9.0 CPNG	9.01 CPNG	9.02 CPNG	9.03 CPNG	9.04 CPNG	9.05 CPNG	CPNG	9.06 CPNG	9.07 CPNG	9.08 CPNG		10.0 CPNG	10.01 CPNG	10.02 CPNG	CPNG

Phase 3 ESTIMATE (PGK, million)	(2035 - 2040)	5,044.664		20.650	181.725	107.065	19.965	18.150	36.300	3.630	29.040	74,640	16.560	29.040	29.040	184.126	45.430	18.585	26.845	19.618
	2040	649.174		6.325	30.288	17.848	3.328	3.025	6.050	0.605	4.840	12.440	2.760	4.840	4.840	18.671	4.400	1.800	2.600	1.900
Enge	2039	647.969	(int	6325	30.288	17.848	3.328	3025	6050	0605	4.840	12.40	2.760	4.840	4.840	18.671	4400	1800	2600	1900
million) per A	2038	714,992	E 3 (2035 - 2(2000	30.288	17.848	3.328	3.025	6.030	0.605	4.840	12.440	2.760	4.840	4.840	38.615	4.400	1.800	2.600	6.00
st Est. (PGK, I	2037	773.342	PHAS	2000	30.288	17.848	3.328	3.025	6.030	0.605	4.840	12.440	2.760	4.840	4.840	45207	4.400	1.800	2.600	6.00
A mual Co	2036	1,143.094		2.000	30.288	17.848	3.326	3.025	6.050	0.605	4.840	12.440	2.760	4.840	4.840	34.777	13.915	5.653	8.223	1900
	2035	1,067.284		2000	30.288	17.848	3.326	3.025	6.050	0.605	4.840	12.440	2.760	4.840	4.840	28.186	13.915	5.693	8.223	1900
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	
Status (2024)				Procurement			Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement	Procurement			Orgoing	Orgoing	
Type of Works				Early Works			Erry Votes	Early Vibrits	Erry Works	Early Vibrits	Maintenance		Early VIDAIS	Early Vibrits	Early Works			Reanstruction	Reanstruction	
Est. Lengh (Km)		9,529.9		500	475.0	295.0	55.0	500	1000	100	800	180.0	200	800	80.0	466.8	110.0	450	650	415
Description		GRAND TOTAL		Aimone to Transpogol (Ramu Hwy Jnc.)	Total	, ML	Duru Cassi to Sola Border Post	Kiunga to Alambak (Kunga Smotu to R anp Sile) Road	Kiurga to Nomad Hwy (Middle Fly)	Olsobh Road	Tatubil to Teteformin to Oksapmin Road	van Highway	Construction of Missing Link from Tabubil to Telefornin	Missing Link from Morehead to Aimbak	Missing Link from Bewani to Telefornin	Total		Kieta Bridge to Toimamapu Bridge	Toimamapu Bridge to Buin Kangu Whati	
R oad Name				Moting - Bolyer ML	5	North & South Fly	South Fly Highway	North Fly Border ML	North Fly Border ML	North Fly Border ML	North Fly Border ML	Tabubi - Telefom	Tabubi - Teletrman Highway	Tabubi - Teleforman Highway	Tabubi - Teletaman Highway		Aropa Rd	Arapa Rd	Aropa Rd	Buka Rd
P rovince				Nbdang	rder Corrid	Western	Western	Western	Western	Western	Western	Western	Western	Western	Western	e Corridor	AROB	ROB	ALOB	AROB
Prov				4	Fly Bo	•	ल	रू	ल	ल	6 5	ħ	रू	रू	ल	gainvil	8	8	8	8
Comidor				Boijer-Modang Comidor	Priority 9_Trans	Priority9_Tans Fly Border Comidor	Trans Border Comidor	Trans Border Comidor	Thoms Bonder Comidor	Trans Border Comidor	Trans Border Comidor	Priority9_Tans Fly BorderComidor	Trans Fly Border Comidor	Trans FlyBorder Comidor	Trans Fly Border Comidor	Priority 10 Bou	Priority 10. Bougairville Comidor	Bougainvile Comidor	Bougaimille Comidor	Priority 10_Bougairville Comidor
No. Program				8.04 CRVG		9.0 CPNG	9.01 CRVG	9.02 CPNG	9.03 CRVG	9.04 CING	9.05 CPNG	CRNG	9.05 CPNG	9.07 CPNG	9.08 CPNG		10.0 CPNG	10.01 CPNG	10.02 CRVG	CPNG
NRNS (Recurrent Maintenance), PGK, millions	(2021 - 2040)	7,605.851	TOTAL	26.650	333.135	179.015	33.275	30.250	52.300	19.630	43.560	154.120	33.120	62.920	58.000	345.979	116.230	51.185	65.045	29.118
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Connect PNG (Capital Works) PGK, millions	(2021 - 2040)	18,354.025	TOTAL	187.000	1,162.652	975.835	216.815	197.650	272.300	27.230	261.840	186.817	57.933	27.500	101.383	604.318				128.250
Total (Phaset, 2 5.3) ESTIMATE (PGK, million)	(2021 - 2040)	25,959.875	TOTAL	213.650	1,495.787	1,154,850	250.090	227.900	324,600	46.860	305.400	340.937	51.053	90.420	159.463	950.296	116.230	51.185	65.045	157.368
RESPONSIBLE ROAD MANGEMENT WING				Field Operations			Field Operations	Field Operations	Field Operations	Field Operations	Field Operations		Field Operations	Field Operations	Field Operations			Field Operations	Field Operations	
Status (2024)				Procurement			Procurement	Procurement	Procurement	Procurement	Procurement		Procurement	Procurement	Procurement			Ongoing	Ongoing	
Type of Works				Early Vibriks			Early Vibriks	Early Works	Erry Works	Erry Works	Maintenance		Early Vibriks	Erry Vibrics	Erry Vibrics			Reconstruction	Reconstruction	
Est. Length (Km)		9,529,9		500	475.0	295.0	55.0	500	1000	100	80.0	180.0	200	80.0	800	466.8	1100	450	65.0	475
Description		GRAND TOTAL		Aimore to Transpogol (Ramu Hwy Jrc.)	Total	W.	Daru Caast to Sota Border Post	Kiunga to Alambak (Kiunga Smotu to Ramp Sitej Road	Kiunga to Nomod Hwy (Middle Fly)	Olsobili Road	Tabubil to Teleformin to Olsapmin Road	an Highway	Construction of Missing Link from Tabubil to Telefomin	Missing Link Hom Morehead to Aimbak	Missing Link from Bewani to Telefornin	Total		Kieta Bridge to Toimamapu Bridge	Toimamapu Bridge to Buin Kangu Whorf	
Road Name				Modang - Baiyer ML	L	Noth & South Fly	South Fly Highway	North Fly Border ML	North FlyBorder ML	North FlyBorder ML	North FlyBorder ML	Tabubil - Teleforn	Tabubil- Teleforman Highway	Tabubil- Teleforman Highway	Tabubil- Teleforman Higtway		Aropa Rd	Aropa Rd	Aropa Rd	Buka Rd
P rovince				Mbdang	rder Corrido	Western	Western	Western	Western	Western	Western	Western	Western	Western	Western	e Corridor	AROB	AROB	AROB	AROB
Prov Code				4	Fly Bo	۰	ल	ल	ल	ल	ख	m	रू	ल	रू	Jainvill	8	8	8	8
C omidor				Boiyer-Modong Comidor	Priority 9_Trans	Priority9_Tans Fly Border Comidor	Thans Border Comidor	Trans Border Comidor	Trans Border Comidor	Trans Border Comidor	Trans Border Comidor	Priority9_Tans Ry BorderComidor	Trans Fly Border Comidor	Trans Fly Border Comidor	Trans Fly Border Comidor	Priority 10_Boug	Priority 10_Bougainville Comidor	Bougainvile Comidor	Bougainvile Comidor	Priority 10_Bougainville Comidor
No. Program				8.04 CPNG		9.0 CPNG	9.01 CPNG	9.02 CPNG	9.03 CPNG	9.04 CPNG	9.05 CPNG	CRNG	9.05 CPNG	SVPC CPNG	9.08 CPNG		10.0 CPNG	10.01 CPNG	10.02 CPNG	CPNG

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Phase 1 ESTIMATE (PGK, million)	(2021-2027)	10,263.020		877.98	342.581	274.973	4.000	63.609	116.437	95.425	86.425	000'6	21.011	17.494	3.517	315.000	315.000	315.000	94.518	36.871
unuu	2027	3,7 00.405	21)	38.475	146.344	137.486	2.000	6.83	8.846	4.28	1.288	3.000	4.538	3.925	0.633	236.250	236.250	236.250	16.222	5.267
, million) per A	2 0 2 6	3,355,230	ASE 1 (2020 -20	38.475	196.237	137.486	2.000	56.751	8.367	3.000	•	3.000	5.367	3.925	142	78.750	78.750	78.750	21.489	10.535
I Cost Est. (PGK	2025	1,870.660	H	12.825		•	•	•	48.973	45.509	42.569	3.000	3.405	1.963	1.442				32,392	10.535
Annual	2024	1,336.724		•		•	•	•	50.250	42 569	695.77	•	1.681	1997	•			•	24.415	10.535
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations		Field Operations	Field Operations	Field Operations			Field Operations	Field Operations		Field Operations	Field Operations			Field Operations		
Status (2024)				Procurement		Proposed	Proposed	Proposed			n Ongoing	Proposed		Procurement	Proposed			Procurement		
Type of Works				Upgrading		Rehabilition	LINC	Rehabilition			Reconstruction	EarlyWorks		LINC	Rehabilition			pipologin		
Est. Length (Km)		9,529.9		47.5	£.90£	183.1	50.0	76.2	124.9	92.2	32.2	60.0	32.7	27.0	5.7	175.0	175.0	175.0	496.7	265.0
D es cription		GRAND TOTAL		Arakavol Bridge to Wakunai Bridge	anakei Rd	Rehab & Maintain	Rehab & Maintain	Rehab & Maintain	Total		NBC Jundion to Kava Primary School Tum-off	Bundralis to Ndrauke	um Road	Larengui (CH0+000MA) to Momote Arport End of Seal- TSSP	Rehab & Maintain	Total		Upgrading & Sealing #om Imbio Jnc to Green Kiver Station in WSP- CPNG Detail Design & Const.	Total	
Road Name				Buka Road	Buka Rd, Laluai-F	Buka Road	Buka East Rd	Lalua - Panakei Rd		East West Hwy	East West Hwy	East West Highway	Momde & Lombi	Momote Road	Lombrum Road	Jan Star	Bewani Road	Bewani Rood		Bulominsky Hwy
Province				ARCE	AROB	ARCE	ARCE	ARCE	idor	Manus	Manus	Manus	Manus	Manus	Manus	order Corrid	Wed Sepik	West Sepik	Corridor	New Ireland
Prov				8	8	8	8	8	us Corr	\$	46	46	49	45	46	daun B	4	4	Ireland	41
Comidor				Bougainville Corridor	Priority 10_Bougainville Corridor	Bouginville Corridor	Bougainville Corridor	Bougainville Corridor	Priority 11_Man	Priority 11_Manus Corridor	Manus Combor	Manus Compor	Priority 11_Manus Corritor	Manus Corridor	Manus Compor	Priority 12 Sand	Priority 12 Sandaun Border Corridor	Sombun Border Corritor	Priority 13_New	Priority 13_New Ireland Corridor
Program				CRNG	CPNG	CRNG	CING	CRNG		CPNG	CRNG	CRNG	CPNG	CRNG	CRNG		CPNG	CRIG		CPNG
NO.				10.05		10.04	10.05	10.06		11	11.01	11.02		11.06	11.04		12	12.01		12

Phase 2 ESTIMATE (PGK, million)	(2028 - 2034)	10,652.191		51 <u>9</u> 75	215.039	174.101	22.650	18.208	54,333	32.801	11.801	21.000	21.531	16.29	5.23	500.500	500.500	500.500	135.558	74.200
	2034	776.135		1.900	16.696	7.323	6.325	3.048	10.135	210.7	4.073	3.000	3.062	1.620	1.442	7.000	2.000	00072	18.468	10.600
	2033	970.884		1900	16696	7323	6325	3.048	6.541	4288	1288	3000	2253	1620	0633	7.000	2000	0002	18.468	10.600
) per Annum	2032	1,011.974	028 - 2034)	1,90	12.371	7.323	2.000	3.048	6.541	4.208	1.288	3.000	2.253	1.80	0.633	7.000	00072	1.000	18.468	10.600
(PGK, millior	2031	648.522	PHASE 2 (2	1900	12.371	7.323	2.000	3.048	6.541	4.208	1.288	3.000	2.253	1.620	0.633	7.000	7.000	2,000	18.468	10.600
nual Cost Est.	2030	1,491.251		1.900	12.371	7.223	2.000	3.048	6.883	4.28	1.28	3.000	2.595	1.963	0.633	•	•		18.577	10.600
An	2029	2,430.894		•	5.048	•	2000	3.048	8.846	4208	1288	3000	4558	3925	0633	236.250	236.250	236.250	21.554	10.600
	2 028	3,322,531		38475	139.486	137.486	2000		8.846	4208	1288	3000	4558	3925	0633	236.250	236.250	236.250	21.554	10.600
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations		Field Operations	Field Operations	Field Operations			Field Operations	Field Operations		Field Operations	Field Operations			Field Operations		
Status (202.4)				Procurement		Proposed	Proposed	Proposed			Crigoing	Proposed		Procurement	Proposed			Procurement		
Type of Works				Upgrading		Rehabilition	LTINC	Rehabilition			Reconstruction	EarlyWorks		LTINC	Rehabilition			bujpađu		
Est Langth (Km)		9,529.9		47.5	309.3	183.1	50.0	76.2	124.9	92.2	32.2	60.0	32.7	27.0	5.7	175.0	175.0	175.0	496.7	265.0
Description		GRAND TOTAL		Arakavol Bridge to Wakurai Bridge	bnakei Rd	Rehab & Mairtain	Rehab & Maintain	Rehab & Mairtain	Total		NBC Junction to Kowa Primary School Tum-off	Bundrafisto N drauke	um Road	Lorengau (CH0+000MM) to Momote Airport End of Seal- TSSP	Rehab & Mairtain	Total		Upgrading & Sealing Rom Imbo Jincto Green River Station in WSP- CPNG Detail Design & Const.	Total	
Road Name				Buka Rood	Buka Rd, Laluá-F	Buka Road	Buka EastRd	Laluai-Panokei Rd		East West Hwy	East WestHwy	East West Highway	Momdes Lombr	Momote Road	Lombrum Rood	br	Bewani Road	Bewani Rood		Bulominsky Hwy
Province				ARCE	AROB	ARCE	ARCE	ARCE	ider	Manus	Manus	Manus	Manus	Morus	Manus	order Corric	West Sepik	West Sepik	Corridor	New Iteland
Prov				8	8	8	8	8	IS Corr	\$	4	45	\$	65	8	aun Be	\$	8	Ireland	41
Comidor				Bougainvite Corridor	Priority 10_Bougainville Corridor	Bougainvite Corridor	Bougainvite Corridor	Bougainvite Corritor	Priority 11_Manu	Priority 11_Nanus Corridor	Manus Corridor	Manus Corridor	Priority 11_Manus Corridor	Manus Conridor	Manus Corridor	Priority 12 Sand	Priority 12_Sandaun Border Corridor	Sondaun Border Corritor	Priority 13_New	Priority 13_New Ireland Corridor
No. Program				10.03 CPNG	CPNG	10.04 CPNG	10.05 CPNG	10.06 CPNG		11.0 CPNG	11.01 CPNG	11.02 CPNG	CPING	11.03 CPNG	11.04 CPNG		12 CPNG	12.01 CPNG		13 CPNG

Phase 3 ESTIMATE PGK, million)	(2035 - 2040)	5,044.664		19.618	119.079	75.608	12.000	31.471	203 750	166.633	10.513	175.320	112.11	13.311	4.606	210 01	72.275	72.275	169.057	109.445
	2040	649.174		1500	12.371	7.323	2.000	3.048	10.201	846.7	1288	6.660	2.253	1620	0.633	7 000	2,000	000/2	18.468	10.600
E H	2039	617.969	(0)	1500	12.371	7.323	2000	3.048	11 996	7948	1288	6660	4.048	3416	0633	22.138	22.138	22.138	24.670	10.600
million) per Al	2038	714.992	SE 3 (2035 - 20	6.009	28.206	23.158	2.000	3.048	5 336	1200	1.28	•	4.048	3.416	0.633	20 138	22.138	22.138	24.670	10.600
at Est. (PGK,	2037	773.342	PHAS	6.009	34.798	23.158	2.000	6:976	57 541	55.200	1.288	54.000	2.253	1620	0.633	7 000	2,000	000'2	18.468	10.600
A mual Cos	2036	1,143.094		1.900	18.962	7.323	2.000	9.639	57 541	55.208	1.288	54.000	2.253	1.620	0.633	7 000	00072	000/2	41.391	33.523
	2035	1,067.284		1.900	12.371	7.323	2.000	3.048	64-135	58.073	4.073	24.000	3.062	1.620	1.442	7 000	2,000	2,000	41.391	33.523
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations		Field Operations	Field Operations	Field Operations			Field Operations	Field Operations		Field Operations	Field Operations			Field Operations		
Status (2024)				Procurement		Proposed	Proposed	Proposed			Orgoing	Proposed		Procurement	Proposed			Procurement		
Type of Works				Upgrading		Rehabilition	LTMC	Rehabilition			Reanstruction	Errly Works		UINC	Rehabilition			Upgrading		
Est. Length (Km)		9,529,9		475	309.3	183.1	50.0	76.2	1249	922	322	600	327	27.0	5.7	1750	1750	1750	496.7	265.0
Description		GRAND TOTAL		Arakanol Bridge to Wakunai Bridge	tanakei Rd	Rehab & Maintain	Rehab & Maintain	Rehab & Mantain	Total		NBC Jundion to Kawa Primary School Turn-off	Bundralis to Ndrauke	um Road	Lorengau (CH0+000K0k) to Momote Airport End of Seal - TSSP	Rehob & Maintain	Total		Upgrading & Sealing from Imbio Jnc to Green River Station in MSP - CPNG Detail Design & Const.	Total	
R oa d Name				Buka Road	Buka Rd, Laluai-F	Buka Road	Buka East Rd	Laluai - Parakei Rd		East West Hwy	East West Hwy	East West Highway	Momote & Lombr	Momote Road	Lontrum R ad	5	BewaniRoad	Bewani Rood		Butominsky Hwy
P rovince				AFOR	AROB	AROB	ACOB	AROB	idor	Manus	Manus	Abnus	Manus	Vprins	Abnus	order Comic	West Sepik	West Seplk	1 Corridor	New Instand
Prov				8	ន	ន	ន	8	2	¥	49	4	4	49	4	an B	4	4	Ireland	4
Corridor				Bougainvile Comidor	Priority 10_Bougainville Comidor	Bougainvile Comidor	Bougainvile Comidor	Bougainvite Comidor	Printity 11 Man	Priority 11_Manus Comidor	Manus Comidor	Manus Comidor	Priority 11_Manus Comidor	Manus Comidor	Manus Comidor	Priority 12 Sand	Priority 12_Sandaun Border Comidor	Sandaun Barder Comidor	Priority 13_New	Priority 13_New Iteland Comidor
Мо. Рюдгат				10.05 CPNG	CIRVIG	10.04 CPNG	10.05 CPNG	10.05 CRVG		11.0 CRVG	11.01 CRVG	11.02 CING	CIRVIG	11.03 CPNG	11.04 CRNG		12 CPNG	12.01 CRVG		13 CPNG

NRNS Recurrent sinte na nos). SK, millions	021 - 2040)	7,605.851	TOTAL	29.118	200.631	112 223	38.650	49.759	127 382	66.923	23.603	43.320	60.459	47.099	13.361	100.275	100.275	100.275	368.395	220.516
Connect PNG (Capital Works) M PGK, millions po	(2 021 - 20 40)	18,354.025	TOTAL	128.250	476.068	412.459	•	63.609	247 137	247.137	85.137	162.000			•	787.500	787,500	787.500	30.738	•
Total (Phasel, 2 & 3) ESTIMATE (PGK, million)	(20.21 - 20.40)	25,959.875	TOTAL	157,368	676.699	524.681	38.650	113.367	374 519	314.060	108.740	205.320	60.459	47.099	13.361	887.775	887.775	887.775	399.133	220.516
RESPONSIBLE ROAD MANAGEMENT WING				Field Operations		Field Operations	Field Operations	Field Operations			Field Operations	Field Operations		Field Operations	Field Operations			Field Operations		
Status (2024)				Procurement		Proposed	Proposed	Proposed			Ongping	Proposed		Procurement	Proposed			Procurement		
Type of Works				Upgrading		Rehabilition	LTINC	Rehabilition			Reconstruction	Erry Works		LTMC	Rehabilition			Upgrading		
Est. Length (Km)		9,529,9		475	2.605	183.1	50.0	76.2	1249	922	322	600	327	27.0	5.7	175.0	1750	175.0	496.7	265.0
Description		GRAND TOTAL		Arakavol Bridge to Wakunai Bridge	anakei Rd	Rehab & Maintain	Rehab & Maintain	Rehab & Maintain	Total		NBC Jundion b Kawa Primary School Tum-off	Bundralis to Ndrauke	um Road	Lorengau (CH0+000KM) to Momote ArportEnd of Seal - TSSP	Rehab & Maintain	Total		Upgrading & Sealing thom Imbio Jnc to Green River Station in NSP - CPNGD Baail Design & Const.	Total	
Road Name				Buka Road	Buka Rd, Laluai-F	Buka Road	Buka East Rd	Latuai - Panakei Rd		East West Hwy	East West Hwy	East West Highway	Momote & Lombr	Momde Rood	Lombrum Rood	5	BewaniRoad	Bewri Rood		Butominsky Hwy
P rovince				AROB	AROB	AROB	AROB	AROB	idor	Manus	Vtruus	Abnus	Manus	Abnus	Abrus	order Corrid	West Sepik	West Sepk	I Corridor	New Instand
Prov Code				8	8	ន	ន	8	Sor 1	49	4	4	4	4	4	Jaun B.	4	ų	Ireland	4
Comidor				Bougainvile Comidor	Priority 10_Bougainville Comidor	Bougainvile Comidor	Bougainvile Comidor	Bougaimile Comidor	Priority 11 Man	Priority 11_Manus Comidor	Manus Comidor	Manus Comidor	Priority 11_Manus Comidor	Manus Comidor	Manus Comidor	Priority 12 Sand	Priority 12 Sandaun Border Comidor	Sandaun Barder Comidor	Priority 13_New	Priority 13_New Ireland Comidor
No. Program				10.03 CPNG	CRNG	10.04 CPNG	10.05 CRNG	10.05 CPNG		11.0 CPNG	11.01 CPNG	11.02 CRVG	CIPNG	11.08 CPVG	11.04 CRNG		12 CPNG	12.01 CRNG		13 CPNG

<u>8</u>	Program	Comidor	Prov	Province	Road Name	Des cription	Est. Length (Km)	Type of Works	Status (2024)	ROAD MANAGEMENT WING	Annual	costEst. (PGK	, million) per Ar	E.	Phase 1 ESTIMATE (PGK, million)
											2024	2025	2026	2027	(2021-2027)
						GRAND TOTAL	9,529.9				1,336.724	1,870.660	3,355,230	3,700.405	10,263.020
												H	ASE 1 (2020 -20)	6	
13.01	CRIG	New Ireland C anidor	47	dN	Boluminiski Highuay	Kavieng Court House Jinc to Namutanoi (Salmun Bridge (CH265-000MN))	265.0	UNC.	Ongoing	Field Operations	10.535	10.505	10.505	5.267	36.871
	CPNG	Priority 13_New Ireland Corridor	41	New Ireland	Bulominsky Hwy		LHT.				13.861	16.88	5.954	5.954	42.647
13.02	CRNG	New reland Caridor	41	Newireland	Bouminiski Highway	Salimun Br. (CH265+000KM) to Poropop Br. (CH336+700MM) - TSSP,	214	CILINO	Procurement	Field Operations	13.881	16.858	5.5 <u>6</u>	5.98	42.647
	CPNG	Priority 13_New Ireland Corridor	41	New Ireland	West Coast Road		160.0					5.000	5.000	5.000	15.000
13.03	CRNG	New reland Caridor	47	New Ireland	West Coast Road	Flangalaua to Bou Jnc, Rehab & Maintain	160.0	Rehabilition	Proposed	Field Operations		5.000	5.000	5.000	15.000
		Notations													
				Ongoing & Ne	w Starts: Strategic	National Economic Highway	Development	(SNEHD)/I	Missing Link (N	1					
				Procument: St	rategic National Ec	anomic Highway Developme	ent (SN EH D)	/ Missing Link	(IML)						

NOTES:

1. Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)

 Sections demarcated as per contracted/procured/proposed sections as delineated and based with 2023 condition to determine respective treatments for those proposed.

Proposed identified as "GAPS" for 2024 Procurement readiness and 2025 Budget Bid.

3. Missing Link Sections programmed thru New Roads Construction Rates

4. Road upgrading Sections programmed thru Road Upgrading Rates

5. Road construction/reconstruction/rehabilitation Sections programmed using scaled and unsealed rates based on surface type.

6. Without traffic data, as rule of thumb, for asset preservation for sealed roads, resealing is programmed after 7 years whilst routine maintenance rate of 800,000/km/ yr PBMC Rates in recent based by NRA to maintain cost within the CPMS 2020-2040 Multi-year Financing Plan. Unsealed Rates used as applicable (Refer to RAMS Unit Rates is used for heavy traffic roads or fair condition roads. New Seal - RTN Maintenance Rate is K40,000/km/yr. This is reduced by a quarter/from K110,912/km/yr) based on table for details).

NO. PR	шебо	Comidor	Prov Code	Province	Road Name	Description	Est Langth (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING		An	rual Cost Est.	(PGK, million)	perAmum			Phase 2 ESTIMATE (PGK, million)
											2028	2029	2030	2031	2032	2033	2034	(2028 - 2034)
						GRAND TOTAL	9,529.9				3,322,531	2,430,894	1,491251	648.522	1,011.974	970.884	776.135	10,652.191
														PHASE 2 (20	(1034)			
13.01 CP1	NG	Ireland Comidor	47	dN	Boluminiski Highway	Kovieng Court House Jnc to Namotznoi (Salimun Bridge (CH265-000KM))	265.0 L	JINC	Orgoing	Field Operations	10600	10600	10.600	10.600	10.600	10.600	10.600	74.200
G	NG Prio	rity 13_New nd Corridor	4	New Italand	BulominskyHwy		111				5964	5954	2.977	2.868	2.068	2068	2.868	26.33
13.02 CPI	NG	reland Comidor	47	New reland	Boluminiski Highway	Salimun Br. (CH265- 000KM) to Propop Br. (CH356+700KM) - T55P, 71.7km	1717	UNC.	Procurement	Field Operations	5964	5354	2.977	2.668	2888	2888	2.868	26.38
g	NG Prio	rity 13_New ndCorridor	41	New Ireland	West Coast Road		160.0				2000	5000	5.000	5.000	5.000	5000	5.000	35.000
13.03 CP1	NG New	reland Comidor	47	Newireland	West Coast Road	Flangstaua to Bou Jnc, Rehab & Mairtain	160.0 F	tehobilitation	Proposed	Field Operations	5000	5000	5.000	5.000	5.000	5000	5.000	35.000
		Notations																
				Ongoing & Ne	w Starts: Strategic	National Economic Highway	Development	(SN EH D) / N	fissing Link (N	1								
				Procument: St	trategic National Ec	manic Highway Developm	ent (S N E H D)	/Missing Link	(WL)									
				Proposed iden	tified as "GAPS" fo	or 2024 Procurement reading	es and 2025 Br	udget Bid.										
NOTES:																		
1. Unit Rate	s used a cur	rent rates at Al	MB/RAM	S (Subject to re	wiew in future.)													
2. Sections proposed.	demarcated	as per contract	ted/proc	ured/proposed	factions as delines	ated and based with 2023 co	indition to dete	smine respect	tive treatment	ts for those								
3. Missing L 4. Road upp	ink Section: rading Secti	s programmed t	ohru New ed thru R	Roads Constru-	action Rates Rates													
5. Road con 6. Withoutt	nstruction/m	econstruction/n as rule of thum	etabilita b, for as	tion Sections p set preservation	rogrammed using s n for sealed roads,	scaled and unsealed rates ba resealing is programmed aft	sed on surface or 7 years whil	type. St routine mail	ntenance rate	of K60,000/km/yr								

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is used for heavy traffic roads or fair condition roads. New Seal- RTN Maintenance Rate is K40,000/Am/yr. This is reduced by a quarter/from K110,912/Km/yr) based on PBMC Rates in recent based by NRA to maintain cost within the CPNG 2020-2040 Multi-year Financing Plan. Unsealed Rates used as applicable (Refer to RAMS Unit Rates table for details).

Phase 3 ESTIMATE (PGK, million)	(20.35 - 20.40)	5,044.664		10.445	29.612	29.612	30.000	30.000
	2040	649.174		10.600	2.868	2.868	5.000	5.000
Linuu	5039	62779	(070)	10.600	0102	0709	5,000	5000
million) perA	2038	714.992	SE 3 (2035 - 2)	10.600	010.2	01016	5.000	5.000
st Est. (PCK,	2037	773.342	PHAS	10.600	2.86	2.868	5.000	5.000
A mual Co	2036	1,143.094		33.523	2.868	2.868	5.000	5.000
	2035	1,067.284		33.523	2.868	2.868	5.000	5.000

Field Operations

Procurement

717 LINC

Salimun Br. (CH265+000KM (CH336-700KM) - TSSP,

to Poropop Br. 71.7km

Boumnisk

Highway

New Irebrid

4

New helping Corridor

13.02 CPVG

DEPARTMENT OF WORKS AND HIGHWAYS

30.000

30.000

Field Operations

1600 Rehabilitation Proposed

West Coast Road Rehab & Maintain

New Incland

4

New helping Corridor

13.03 CPNG

Notations:

8

West Coast Road

New Ireland

4

Priority 13_New Instand Comidor

CINC

Ongoing & New Starts: Strategic National Economic Highway Development (S NE H D) / Missing Link (ML)

Procument: Strategic National Economic Highway Development (5 N E H D) / Missing Link (MU)

Proposed identified as "GAPS" for 2024 Procurement readiness and 2025 Budget Bid.

29.612

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z	-	
2	5	
2	2	
	-	

Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)

Sections demarcated as per contracted/proposed sections as delineated and based with 2023 condition to determine respective treatments for those

Missing Link Sections programmed thru New Roads Construction Rates proposed.

Road upgrading Sections programmed thru Road Upgrading Rates

Road construction/reconstruction/rehabilitation/sections programmed using sealed and unsealed rates based on surface type.

6. Without traffic data, as rule of thumb, for asset preservation for as aled roads, resoling is programmed after 7 years whils troutine maintenance rate of K60,000/km/yr PBMC Bates in recent based by NRA to maintain cost within the CPMG 2020-2040 Multi-year Financing Plan. Unsealed Rates used as applicable (Refer to RAMS Unit Rates is used for heavy traffic roads or fair condition roads. New Soal - RTN Maintenance Rate is K40,000(km/yr. This is reduced by a quarter (from K110,912/km/yr) tased on table for details).

,044.664

RESPONSIBLE

ROAD WING

MANAGEMENT

status (2024)

Type of Works

Est. Length

Description

R oad Name

P rovince

Note Page

Comidor

Program

۶.

Ē

109.445

Field Operations

Orgoing

265.0 LTMC

Kavieng Court House Jincto Namatanai (Salimun Bridge

Boluminiski

₽

4

New helping Corridor

13.01 CPNG

Highway

CH265-000KMI)

22

Bulominsky Hwy

New Ireland

4

Priority13_New Instand Comidor

CING

9,529.9

GRAND TOTAL

29.612

DE	PAR	ΤM	IENT	OF	WORK	SA	ND	HIGHWAYS
(2021 - 2040)	7,605.851	TOTAL	220.516	67.879	67.879	80.000	80.000	

No. Prograr	n corridor	Prov	P rovince	R cad Name	Description	Est. Length (K m)	Type of Works	status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase1, 2 & 3) ESTIMATE (PGK, million)	connect PNG (Capital Works) PGK, millions	NRNS (Recurrent Maintenance), PGK, millions
										(20.21 - 20.40)	(2 021 - 20 40)	(2021 - 2040)
					GRAND TOTAL	9,529.9				25,959.875	18,354.025	7,605.851
										TOTAL	TOTAL	TOTAL
13.01 CRVG	New rebind Corridor	4	div	Bouminiski Higtway	Kavieng Court House Jincto Namatanai (Salimun Bridge (CH265-000KM))	265.0 1	UNC.	Ongoing	Field Operations	220.516		220.516
CPNG	Priority 13_New Instand Comidor	4	New Ireland	Butominaky Hwy		117				98.617	30.738	61.879
13.02 CPNG	New retard Corridor	4	Newirebrid	Baluminiski Highway	Salimun Br. (CH265-000604) to Pompop Br. (CH366+700604) - TSSP, 71.7km	171	LINC	Procurement	Field Operations	98.617	30.738	618.19
CPNG	Priority 13_New Instand Comidor	4	New Instand	West Coast Road		1600				80.000		80.000
13.03 CPNG	New Irebnd Corridor	4	New Irebnd	West Coast Road	Fitingalaua to Bou Jhc, Rehab & Maintain	1600	Rehabilitation	Proposed	Field Operations	80.000		80.000
	Notations											
			Ongoing & Ne	w Starts: Strategic	National Economic Highway	/ Development	(SNEHD) / N	Missing Link (N	1			
			Procument: St	rategic National Ec	canamic Highway Developm	ent (S N E H D)	/ Missing Link	(TIW)				
			Proposed iden	tified as "GAPS" fo	or 2024 Procurement readin	ess and 2025 B	udget Bid.					
NOTES:												
1. Unit Rates use	d a current rates at AA	AB/RAN	AS(Subject to re	tview in future.)								
 Sections dem proposed. 	arcated as per contract	ted/prov	cured/proposed	sections as deline	ated and based with 2023 co	andition to det	ermine respec	five treatment	s for those			
 Missing Links Road upgradit 	ections programmed to g Sections programme	sd thru	v Roads Constru Road Upgrading	Ction Rates Rates								
5. Koad construct 6. Without traffi	ction/reconstruction/re c data, as rule of thum!	b, for a	stion sections p. set preservation	n for sealed roads.	caled and unscared rates or resealing is programmed af	ter 7 years whil	type. Istroutine ma	intenance rate	of K60.000 /km/vr			

is used for heavy traffic roads or fair condition roads. New Seal - RTN Maintenance Rate is K40,000(km/yr. This is reduced by a quarter (from K110,912/km/yr) based on PBMC Rates in recent based by NRA to maintain cost within the CPNS 2020-2040 Multi-year Financing Plan. Unsealed Rates used as applicable (Refer to RAMS Unit Rates table for details).

Annex 5. Maps – National and Sub National Roads

2023 National Road Condition Survey Maps by 16 Priority National Roads per Province



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DEPARTMENT OF WORKS AND HIGHWAYS



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Annex 6. Maintenance Cost Unit Rates

[2024 NATIONAL ROAD MAINTENANCE PLAN - OPERATIONAL] February 26, 2024

National Road Network Strategy (NRNS) Unit Rates with 2023 CPI increament on National Roads

Table 15: NRNS Unit Rates

Description	Unit	2022 Unit Rate (PGK)	2023 Unit Rate (PGK)
		(1 01()	
Rehab - Poor to Fair	PGK/Km	250,000	252,072
Rehab - Poor to Fair	PGK/Km	90,000	90,746
Routine Maintenance	PGK/Km/Yr	110,000	110,912
New construction to Class 3 Road	PGK/Km	3,500,000	3,529,007
Rehab - Poor to Good	PGK/Km	2,234,281	2,252,798
Rehab - Poor to Good	PGK/Km	969,565	977,601
Sealed Roads			
Routine Maintenance	PGK/Km/Yr	110,000	110,912
Periodic Maintenance	PGK/Km/Yr	250,000	252,072
Specific Maintenance	PGK/Km/Yr	380,000	383,149
Rehab - Poor to Fair	PGK/Km	1,500,000	1,512,432
Rehab - Poor to Good	PGK/Km	2,234,281	2,252,798
Rehabilitate and maintain for 5 years	PGK/Km	3,294,667	3,321,972
Unsealed Roads			
Routine Maintenance	PGK/Km/Yr	60,000	60,497
Periodic Maintenance	PGK/Km/Yr	90,000	90,746
Specific Maintenance	PGK/Km/Yr	136,800	137,934
Rehab - Poor to Fair	PGK/Km	800,000	806,630
Rehab - Poor to Good	PGK/Km	969,565	977,601
Road Upgrading			
Upgrade from Class IV to Class III (Gravel)	PGK/Km	2,700,000	2,722,377
Upgrade from Class III to Class II (Seal)	PGK/Km	1,500,000	1,512,432
Upgrade from Class II to Class I (Seal)	PGK/Km	1,000,000	1,008,288
New Road Construction			
Pilot Track (flat terrain)	PGK/Km	500,000	504,144
Pilot Track (Rolling Terrain)	PGK/Km	650,000	655,387
Pilot Track (Mountainous Terrain)	PGK/Km	800,000	806,630
Pilot Track (swampy terrain)	PGK/Km	1,100,000	1,109,117
New construction to Class 3 Road	PGK/Km	3,500,000	3,529,007
New construction to Class 2 Road	PGK/Km	5,000,000	5,041,439
New construction to Class 1 Road	PGK/Km	6,000,000	6,049,727
Bridges			
Bridge Maintenance - Routine	PGK/Km/Yr	30,000	30,249
Bridge Maintenance - Periodic	PGK/Km/Yr	22,500	22,686
	49		

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Bridge Rehab (Poor to Good)	PGK/Bridge	1,500,000	1,512,432
Bridge Rehab (Poor to Fair)	PGK/Bridge	450,000	453,729
Bridge Replacement/New	PGK/Bridge	8,000,000	8,066,302

The rates applied to the road network are indicted as per the condition rating above. The sections that are in good condition require general routine maintenance/LTMC hence the costs reflected K110,912/km for sealed sections similar to the Fair K90,746/km and Poor Sealed sections K1,512,432/km.

The unsealed sections rates are given a treatment costs of K60,497/km for good section, K90,746/km for fair and K806,630 for poor sections.

*Note: Unit Rates have been changed for 2023.



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