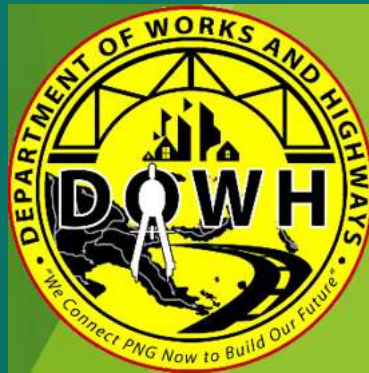


ROAD MANAGEMENT AND MAINTENANCE PLAN 2025 - 2040

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



DEPARTMENT OF WORKS AND HIGHWAYS

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 multi-year 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

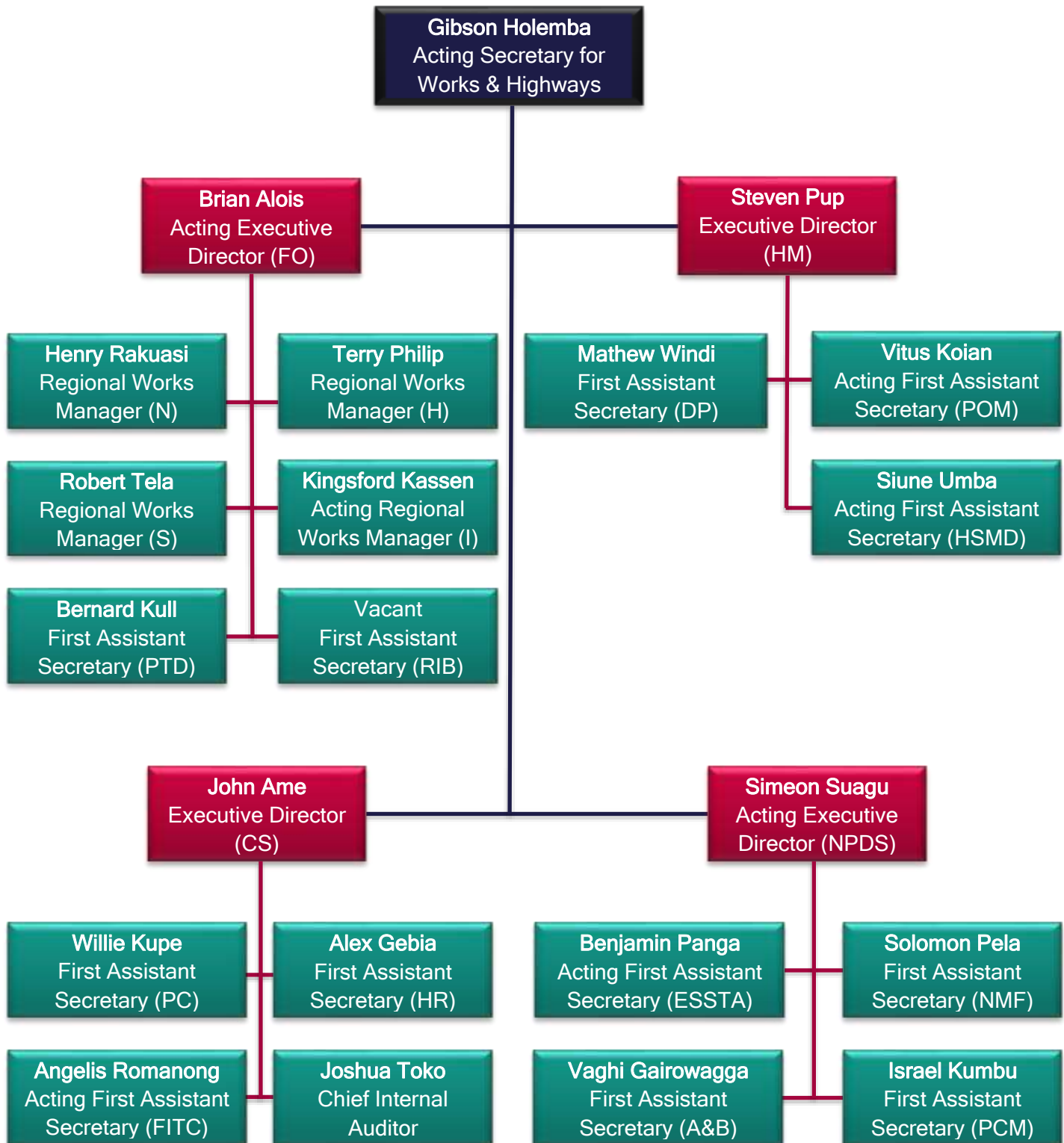


Figure 3: DOWH Senior Management Organizational Structure

Contact Information

Document Information

Department of Works & Highways	Prepared for:	Mr. Simeon Suagu
Network Management & Funding Division	Designation:	Acting Executive Director (NPD&S)
Headquarters, Port Moresby PO Box 1108	Document Title:	Road Management and Maintenance Plan (RMMP) 2025 - 2040
Boroko, NCD	Date:	14 th of November, 2024
National Capital District Papua New Guinea	Prepared by:	Mr. Solomon Pela
Tel: (+675) 324 1257	Designation:	First Assistant Secretary
Fax: (+675) 324 1256	Division:	Network Management & Funding
Email: spela@works.gov.pg	Revision:	0
Website: www.works.gov.pg	Version:	1

Division/Wing Head Information

Mr. Solomon Pela	Mr. Simeon Suagu
First Assistant Secretary	Acting Executive Director
Network Management & Funding Division	Network Planning, Design & Standards Wing
Network Planning, Design & Standards Wing	National Capital District, Port Moresby
National Capital District, Port Moresby	Headquarters, 4 Mile
Tel: 324 1258	Tel: 324 1402/1137
Email: spela@works.gov.pg	Email: ssuagu@works.gov.pg

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:

- 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.

- **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

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

TABLE OF CONTENTS

MESSAGE FROM THE MINISTER OF WORKS AND HIGHWAYS	3
MESSAGE FROM THE ACTING SECRETARY OF WORKS AND HIGHWAYS	5
VISION, MISSION AND VALUES OF THE DEPARTMENT	7
DEPARTMENT OF WORKS & HIGHWAYS SENIOR MANAGEMENT ORGANIZATIONAL STRUCTURE	8
EXECUTIVE SUMMARY	10
TABLE OF CONTENTS	16
LIST OF TABLES AND FIGURES.....	19
ACRONYMS AND ABBREVIATIONS	20
SECTION 1: INTRODUCTION (PURPOSE OF PLAN)	21
1.1 Purpose of the Road Management and Maintenance Plan 2025 - 2040	21
1.2 Importance of Road Management and Maintenance.....	21
1.3 Road Management and Maintenance Mission Statement	22
1.4 Road Management and Maintenance Strategy	22
SECTION 2: POLICY FRAMEWORK.....	23
2.1 Objectives of the Road Management and Maintenance Plan (RMMP) 2025 - 2040	23
2.2. Policy Co-ordination	23
2.3 Road Asset Management.....	25
2.4 Risk Management	26
2.5 Sustainable Road Management and Maintenance.....	27
SECTION 3: PERFORMANCE EVALUATION AND CONTINUOUS IMPROVEMENT	28
3.1 Performance Evaluation and Management Reviews	28
3.2 Principles of Service Delivery	28
3.3 Consultation	28
3.4 Information and Publicity	28
3.5 Public Transport Service Reliability	29
3.6 Community Relations and Contact.....	29

3.7 Customer Care Code	29
3.8 Involvement of Employees, Contractors and Agents	30
3.9 Training and Development	30
3.10 Management of Claims	30
SECTION 4: LEGAL & POLICY FRAMEWORK	31
4.1 Road Maintenance Legal & Policy Framework	31
4.2 Health and Safety	33
SECTION 5: STRATEGY AND HIERARCHY	34
5.1 Department of Works and Highways	34
5.2 Road Management and Maintenance Strategy	34
5.3 Designing to Minimize Maintenance	35
5.4 Maintenance Management System using RAMS	35
5.5 Network Inventory	36
5.6 The Road Network Hierarchy	38
5.7 Maintenance Types and Categories	41
SECTION 6: INSPECTION, ASSESSMENT AND RECORDING REGIME ..	43
6.1 Inspection	43
6.2 Categories of Inspection	43
6.3 Safety Inspections	44
6.4 Service Inspections	49
6.5 Road Condition Surveys	50
6.6 Defects and Response Times	50
6.7 Health and Safety	52
6.8 Competency	54
SECTION 7: CONDITION STANDARDS AND INVESTIGATORY LEVELS .	55
SECTION 8: PERFORMANCE MANAGEMENT	58
8.1 Performance Management Systems	58
SECTION 9: PROGRAMMING AND PRIORITIES	60
SECTION 10: CLIMATE RESILIENT INFRASTRUCTURE AND OTHER EMERGENCIES	62
SECTION 11: ROAD CORRIDOR AND VERGE MAINTENANCE	64
SECTION 12: STREET LIGHTING	66

SECTION 13: SUSTAINABLE ROAD MAINTENANCE.....	67
13.1 Sustainable Development Policy	67
13.2 Quality of Life	67
13.3 Materials, Products and Treatments.....	68
13.4 Technical Specifications and Guidance.....	68
13.5 Quality Management Training and Development	68
13.6 Noise	69
13.7 Materials Utilization, Waste Management and Recycling	69
13.8 Pollution Control	70
13.9 Nature Conservation and Biodiversity	71
13.10 Dealing with injurious weeds	71
13.11 Environmental Intrusion.....	71
13.12 Environmental Consultation and Assessment	72
SECTION 14: FINANCIAL MANAGEMENT AND INVESTMENT PLAN	73
CONCLUSION	74
APPENDICES.....	75
Annex 1. 2024 National Road and Bridges Maintenance Plan	77
<i>2024 National Roads Maintenance Plan</i>	78
<i>2024 National Bridge Maintenance Plan (To be included in 2025)</i>	92
Annex 2. National Road Network 2024 Cash Flow Summary.....	93
Annex 3. NRN Maintenance Activities & Costings - 15 Year Plan	103
Annex 4. NRN Maintenance Activities & Costings by Status - 15 Years	161
Annex 5. Maps - National and Sub National Roads.....	226
Annex 6. Maintenance Cost Unit Rates.....	248

LIST OF TABLES AND FIGURES

Table 1: Frequency of Safety Inspections	45
Table 2: Service Inspections	49
Table 3: Risk Matrix	51
Table 4: Carriageway, Footway and Cycleways	55
Table 5: Drainage System	56
Table 6: Traffic Signs, Bollards, and Pedestrians Crossings	56
Table 7: Fences and Barriers	56
Table 8: Road Markings and Studs	57
Table 9: Verges, Landscaped Areas and Trees	57
Figure 1: Map of Connect PNG Plan 2020 - 2040	2
Figure 2: Our Vision, Our Mission & Our Core Values	7
Figure 3: DOWH Senior Management Organizational Structure	8
Figure 4: Connect PNG Multimodal Transport Infrastructure	15
Figure 5: Road Management and Maintenance Strategy	22
Figure 6: The RMMP in PNG's Planning, Strategy and Budgeting Process	24
Figure 7: Asset Management Process	26
Figure 8: Wutung Bridge, Coastal Highway, Vanimo, West Sepik Province	39
Figure 9: PNG Road Hierarchy Framework	40
Figure 10: Magi Road (Goilanai to Gadaisu), Milne Bay Province	42
Figure 11: East West Highway, Manus Province	42
Figure 12: Yalo Bridge, Southern Highlands Province	54
Figure 13: Boluminsky Highway, New Ireland Province	59
Figure 14: West Coast Road, New Ireland Province	59
Figure 15: Koroba Road (Nipa to Ambua section), Hela Province	61
Figure 16: Highlands Highway (Lae to Nadzab section), Morobe Province	61
Figure 17: Trans National Highway (Aseki to Poiyu section), Morobe Province	63
Figure 18: Coastal Highway (Poko to Serra Junction), West Sepik Province	65
Figure 19: Magi Highway (Beleya River to Olena Hill No. 2), Milne Bay Province	65

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	2. Road Network Serviceability	3. Road Network Sustainability
<ul style="list-style-type: none"> • Provide a safe environment for all road users • Complying with statutory obligations • Meeting user's needs 	<ul style="list-style-type: none"> • Ensuring network availability • Achieving network integrity • Maintaining network reliability • Enhancing network condition 	<ul style="list-style-type: none"> • 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.

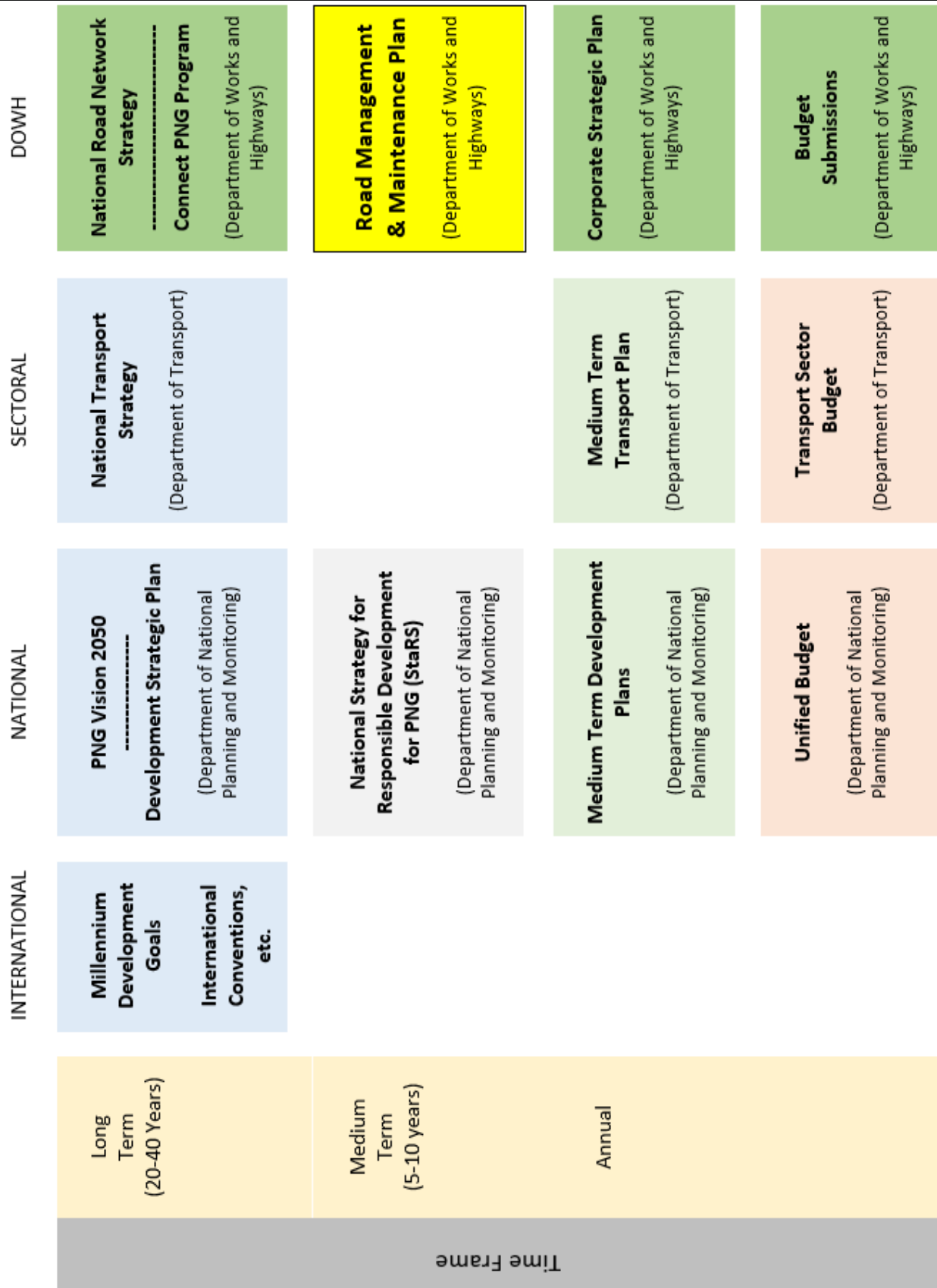


Figure 6: The RMMP in PNG’s Planning, Strategy and Budgeting Process

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.

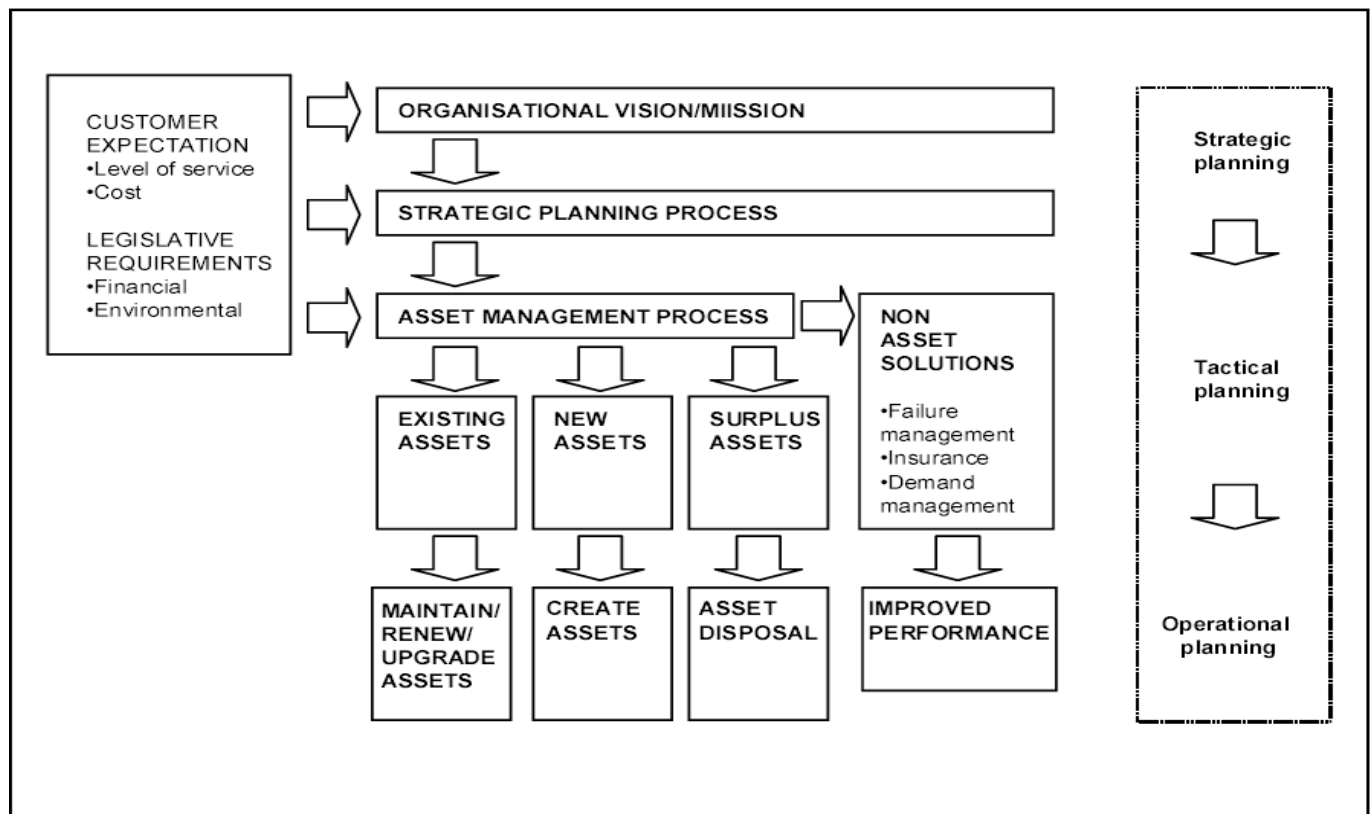


Figure 7: Asset Management Process

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.

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 stipulates 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

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 through 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

PNG ROAD HIERARCHY FRAMEWORK

RURAL					URBAN				
1. PURPOSE									
- CARRY THROUGH TRAFFIC ACROSS THE COUNTRY - PROVIDE ACCESS TO NATIONALLY SIGNIFICANT REGIONS, AREAS & LOCATIONS					- COLLECT PROVINCIAL, DISTRICT AND LOCAL TRAFFIC - PROVIDE ACCESS TO LOCAL PROPERTIES				
2. ROAD HIERARCHY CLASS									
MOTORWAY	PRIMARY HIGHWAY	SECONDARY HIGHWAY	TERTIARY ROAD	LOCAL ROAD	INSTITUTIONAL/RURAL ROAD	EXPRESSWAY / FREEWAY	URBAN ARTERIAL ROAD	COLLECTOR ROAD	URBAN LOCAL ROAD
3. CHARACTERISTICS									
- 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 MULTIPLE LANED ROAD - ROUNDABOUT OR TRAFFIC SIGNALS AT INTERSECTIONS - PEDESTRIAN FACILITIES - DUAL CARRIAGEWAY OR MAY INCLUDE MEDIAN DIVIDERS IN SOME SECTIONS - LIMITED ENTRY AND EXIT POINTS IN SOME SECTIONS	- GENERALLY TWO-LANE ROAD SOMETIMES WITH TURNING LANES - ROUNDABOUT OR TRAFFIC SIGNALS AT MAJOR INTERSECTIONS - PEDESTRIAN FACILITIES - DESIGNATED FOR MODERATE TRAFFIC VOLUMES	- GENERALLY NARROW LOWER SPEED LIMITS - PEDESTRIAN FACILITIES - DESIGNATED FOR LOCAL TRAFFIC ONLY
4. FUNCTIONS									
- 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 BUSINESSES AND COMMUNITY 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 METROPOLITAN REGION.	- HANDLE SIGNIFICANT TRAFFIC VOLUMES WITHIN URBAN AREAS, CONNECTING MAJOR CENTERS, NEIGHBOURHOODS, COMMERCIAL AREAS AND PROVIDING ACCESS TO PUBLIC FACILITIES.	- GATHER TRAFFIC FROM LOCAL STREETS WITHIN RESIDENTIAL AND COMMERCIAL AREAS, FUNNELING IT TO ARTERIAL ROADS AND IMPROVING LOCAL TRAFFIC FLOW.	- SERVE NEIGHBOURHOODS, WITHIN SUBURBS, COMMERCIAL AND INDUSTRIAL AREAS, PROVIDING ACCESS TO RESIDENCES, LOCAL BUSINESSES AND COMMUNITY SERVICES.
5. PNG ROAD HIERARCHY DESIGNATIONS									
NATIONAL ROADS					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/AVENUE (UA)	WAY/BOULEVARD/ROAD (CR)	STREET/PLACE/COURT (UL)
6. MANAGEMENT									
DEPARTMENT OF WORKS AND HIGHWAYS / DESIGNATED 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 AUTHORITY / TOWN OR URBAN COUNCIL			
7. DESIGN									
DEPARTMENT OF WORKS ROAD DESIGN MANUAL					AUSTROADS URBAN ROAD DESIGN MANUAL				
8. CONSTRUCTION									
DEPARTMENT OF WORKS SPECIFICATION FOR ROAD AND BRIDGE WORKS / DEPARTMENT OF WORKS HIGHWAY MAINTENANCE SPECIFICATIONS									

Figure 9: PNG Road Hierarchy Framework

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

¹ ix, x, xi & xii are also specific maintenance

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 (Gollanai to Gadaisu), Milne Bay Province



Figure 11: East West Highway, Manus Province

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

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.

Table 1:. Frequency of Safety Inspections

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

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	<p>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.</p> <p>This survey would include all aspects of the network including drainage, embankments, trees and scrub, fences, traffic signs and road markings.</p>	Whole carriageway network is driven annually.
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 → Impact ↓	Very Low (1)	Low (2)	Medium (3)	High (4)	Very High (5)
Very Low (1)	Cat 5 No Response	Cat 5 No Response	Cat 5 No Response	Cat 5 No Response	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.

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	<ol style="list-style-type: none"> 1. Nature, extent, and location of surface defects 2. Nature and extent of kerb and edge defects 3. Nature and extent of surface skidding resistance where 4. appropriate
Serviceability	<ol style="list-style-type: none"> 1. Nature and extent of surface defects 2. Ride quality of the surface 3. Extent of encroachment and weed growth 4. The slipperiness of the surface 5. Noise and vibration
Sustainability	<ol style="list-style-type: none"> 1. Nature and extent of surface defects 2. Nature and extent of carriageway deflection

Drainage Systems

Table 5:. Drainage System

Key Objectives	
Safety	1. Accumulation of water on carriageway, footway, or cycle route
Serviceability	2. Accumulation of water on carriageway, footway, or cycle route
Sustainability	1. Control flooding 2. Control pollution 3. 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	1. Identification of risk to users 2. Separation of potential traffic conflicts 3. Key safety contributor for vulnerable road users
Serviceability	1. Contributes to network efficiency and ease of use 2. Contributes to network integrity
Sustainability	1. Support of sustainable transport mode 2. Contributes to local economy 3. Heavy traffic routing can optimize maintenance

Fences and Barriers

Table 7:. Fences and Barriers

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

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	1. Support of sustainable transport modes 2. Edge delineation to reduce edge damage

Verges, Landscaped Areas and Trees

Table 9:. Verges, Landscaped Areas and Trees

Key Objectives	
Safety	1. Obstruction to user visibility 2. Leaf fall and debris from trees and bushes causing slippery surfaces 3. Root growth affecting surface regularity
Serviceability	1. Improved quality of user experience
Sustainability	1. Landscape conservation 2. Support for habitat and biodiversity 3. 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

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

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

SECTION 10: CLIMATE RESILIENT 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

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, mid-year 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

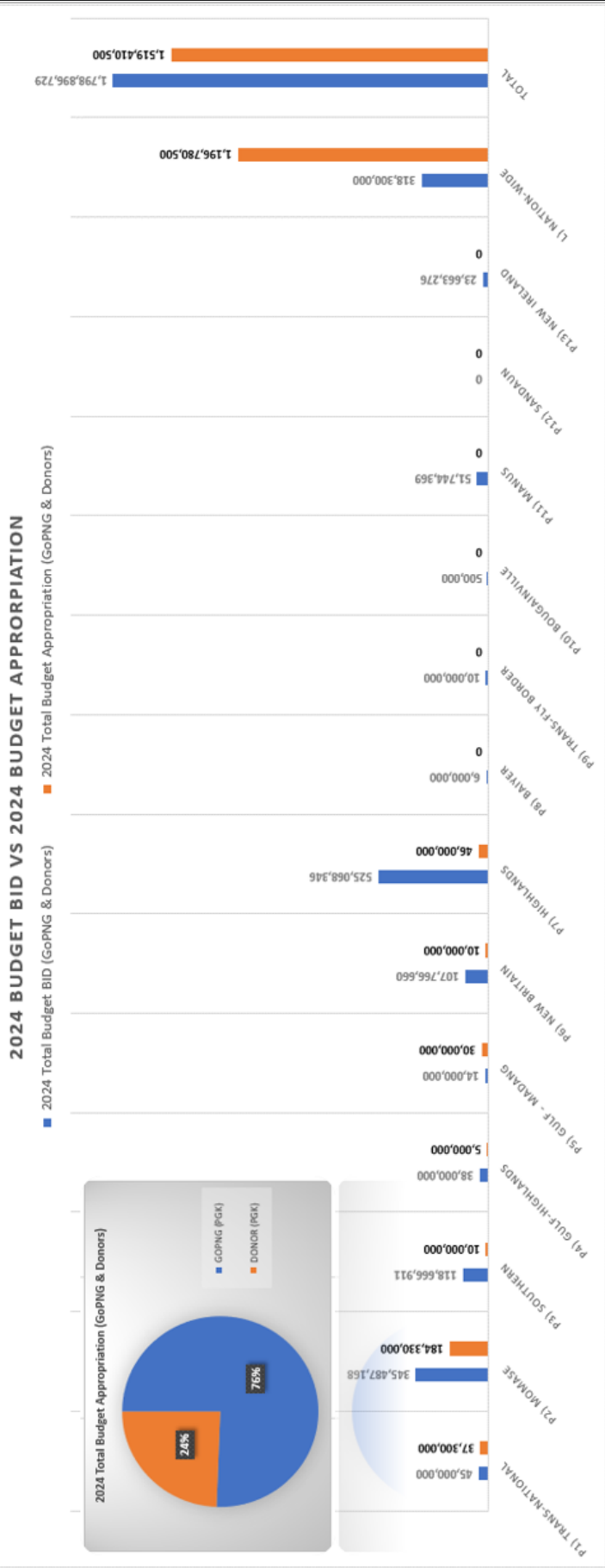
Annex 1. 2024 National Road and Bridges Maintenance Plan

2024 National Roads Maintenance Plan

1.1 SUMMARY

2024 ANNUAL WORK PLAN
TABLE 1: TOTAL CAPITAL INVESTMENT WORKS PROGRAM & OPERATIONAL MAINTENANCE - BY STRATEGIC ECONOMIC CORRIDORS AND NATION-WIDE DISTRIBUTION

CORRIDOR	Length [km]	2024 Budget Appropriation (GoPNG & Donors)			TOTAL (PGK)	2025			2026			2027			2024-2027		
		GoPNG (PGK)	DONOR (PGK)	TOTAL (PGK)		GoPNG (PGK)	DONOR (PGK)	TOTAL (PGK)	GoPNG (PGK)	DONOR (PGK)	TOTAL (PGK)	GoPNG (PGK)	DONOR (PGK)	TOTAL (PGK)	GoPNG (PGK)	DONOR (PGK)	TOTAL (PGK)
P1) TRANS-NATIONAL	424.8	10,000,000	27,300,000	37,300,000	52,858,151	52,241,098	25,925,232	34,125,232	164,949,712								
P2) MOMASE	1,568	86,000,000	98,330,000	184,330,000	355,466,761	576,769,666	790,504,342	806,530,464	2,529,271,132								
P3) SOUTHERN	1,114.2	10,000,000	-	10,000,000	192,905,011	248,123,319	243,223,836	221,619,661	905,471,828								
P4) GULF-HIGHLAND	432.6	5,000,000	-	5,000,000	92,382,743	83,397,473	73,416,159	16,010,000	265,206,375								
P5) GULF - MADANG	46.0	30,000,000	-	30,000,000	24,948,350	21,000,000	21,000,000	26,000,000	92,948,350								
P6) NEW BRITAIN	834.34	10,000,000	-	10,000,000	163,807,764	545,094,702	536,060,664	597,143,965	1,844,107,095								
P7) HIGHLANDS	1,827.5	36,000,000	10,000,000	46,000,000	576,775,081	475,065,323	414,769,079	243,768,167	1,710,378,250								
P8) BAYER	30.00	-	-	-	6,000,000	9,000,000	9,000,000	18,000,000	42,000,000								
P9) TRANS-FLY BDR	300.00	-	-	-	26,425,000	59,268,750	59,268,750	70,268,750	215,231,250								
P10) BOUGAINVILLE	47.5	-	-	-	10,687,500	50,765,625	50,765,625	50,765,625	162,984,375								
P11) MANUS	119.2	-	-	-	53,249,932	47,531,216	6,325,240	16,738,340	124,444,728								
P12) SANDAUN	179.0	-	-	-	-	62,650,000	281,925,000	281,925,000	626,500,000								
P13) NEW IRELAND	496.7	-	-	-	24,415,209	32,392,387	21,489,039	31,107,587	109,404,221								
L) NATION-WIDE	995.4	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	1,148,780,500	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								



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

DESCRIPTION	Est. Length (km)	2024 BUDGET BID	2024 BUDGET APPROPRIATION				2024 - 2027 WORK PLAN ESTIMATE (per)			
			GOPNG (PGK)	DONOR (PGK)	TOTAL (PGK)	2024	2025	2026	2027	2024 - 2027
E: CAPITAL INVESTMENT PROGRAMS	8,415.0	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
A) ONGOING & NEW PRIORITIES (STARTS)	4,390.3	1,378,856,730	1,137,000,000	376,630,000	1,507,630,000	2,044,360,174	3,055,609,947	3,237,072,410	3,014,261,381	11,351,303,912
A1) CONNECT PNG STRATEGIC NATIONAL ECONOMIC HIGHWAYS DEVELOPMENT PROGRAM	3,010	1,068,396,730	857,000,000	320,630,000	1,177,630,000	1,139,445,686	826,889,330	690,089,289	915,721,121	2,971,139,427
A2) CONNECT PNG MISSING LINKS PROGRAM	1,066	129,000,000	155,000,000	-	135,000,000	210,016,955	198,371,806	187,986,412	243,186,412	839,561,585
A3) SUB-NATIONAL ROAD NETWORK PROGRAM	313	29,500,000	130,000,000	-	130,000,000	166,401,277	216,219,710	168,726,529	160,768,435	710,115,951
A4) BRIDGE MAINTENANCE AND REPLACEMENT PROGRAM	1	152,000,000	15,000,000	50,000,000	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	-	-	-	300,686,195	1,227,381,298	1,628,587,724	1,813,885,715	4,978,940,932
B1) CONNECT PNG STRATEGIC NATIONAL ECONOMIC HIGHWAYS DEVELOPMENT PROGRAM	1,861	95,000,000	-	-	-	263,468,194	832,038,297	1,251,596,057	1,437,494,048	3,785,596,596
B2) CONNECT PNG MISSING LINKS PROGRAM	695	-	-	-	-	37,218,001	395,343,001	376,391,667	376,391,667	1,185,344,336
B3) SUB-NATIONAL ROAD NETWORK PROGRAM	-	-	-	-	-	-	-	-	-	-
B4) BRIDGE MAINTENANCE AND REPLACEMENT PROGRAM	-	-	-	-	-	-	-	-	-	-
C) PROPOSED	1,468.7	16,000,000	-	-	-	10,850,000	248,306,449	249,506,449	169,323,650	678,306,588
C1) CONNECT PNG STRATEGIC NATIONAL ECONOMIC HIGHWAYS DEVELOPMENT PROGRAM	727	13,000,000	-	-	-	-	55,134,800	60,634,800	71,634,800	188,404,400
C2) CONNECT PNG MISSING LINKS PROGRAM	60	3,000,000	-	-	-	3,000,000	3,000,000	3,000,000	3,000,000	12,000,000
C3) SUB-NATIONAL ROAD NETWORK PROGRAM	681	-	-	-	-	7,350,000	189,671,649	186,271,649	93,688,850	475,982,188
C4) BRIDGE MAINTENANCE AND REPLACEMENT PROGRAM	0	-	-	-	-	500,000	500,000	-	-	1,000,000
II: OPERATIONAL RECURRENT MAINTENANCE, ROAD NETWORK MONITORING AND REGULATORY SERVICES PROGRAM		119,800,000	11,780,500	-	11,780,500	11,780,500	102,860,000	102,860,000	102,860,000	320,360,500

NOTES

- 2024 TOTAL BUDGET BID = K1,798 BILLION
- 2024 TOTAL BUDGET APPROPRIATION = K1,508 BILLION
- GOPNG FUNDED COMPONENT = K1,149 BILLION (76%)
- DONORS FUNDED COMPONENT = K370,630 MILLION (24%)
- 4.1 Direct Capital Investment = K1,202.9 Billion (33%)
- 4.2 Through Programs = K249,730 Billion (67%)
- 2024 WORK PLAN DISTRIBUTION
- 5.1 Ongoing and New Priorities is K225.2 million more than 2024 Appropriation on Capital Investment
- 5.2 Proposed projects planned for implementation in 2024 is just over K300 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 totalling nearly K1.1 million which are planned to be procured this year (2024).
- BID SUBMISSION OF K190 MILLION FOR SUB-NATIONAL ROADS AND BRIDGES WAS NOT APPROPRIATED FUNDING IN 2024.

1.2 DETAILS



DEPARTMENT OF WORKS AND HIGHWAYS
2024 WORK PLAN AND CASH FLOW PROJECTION - CONNECT PNG PHASE 1 (2022-2027) BY CORRIDOR STATUS



Table with columns: No., Priority, Corridor, Prov. Code, Province, Road Name, Description, Est. Length (km), Budget Type, Agency, Status, 2024 Budget Ed, 2024 Budget App, 2024 Budget, 2025, 2026, 2027, 2024-2027 Work Plan Estimate (P04)



DEPARTMENT OF WORKS AND HIGHWAYS
2024 WORK PLAN AND CASH FLOW PROJECTION - CONNECT PNG PHASE 1 (2022-2027) BY CORRIDOR STATUS



Table with columns: No., Priority, Corridor, Prov. Code, Road Name, Description, Est. Length (km), Budget Funding Agency, Status, Responsible Road Manager/Officer, 2024 Budget ID, 2024 Budget, 2024-2027 Total PWD, 2024-2027 Total PWD, 2024-2027 Work Plan Estimate (PwE)



DEPARTMENT OF WORKS AND HIGHWAYS
2024 WORK PLAN AND CASH FLOW PROJECTION - CONNECT PNG PHASE 1 (2022 -2027) BY CORRIDOR STATUS



Project No.	Corridor	Prov. Code	Road Name	Description	Est. Length (km)	Type of Works Code (P/F Agency)	Budget FY	RESPONSIBLE ROAD MANAGEMENT WING	2024 BUDGET APPROPRIATION				2024-2027 WORK PLAN ESTIMATE (P/F)	
									2024	2025	2026	2027		
3.0 CPWG Priority 1, New State Corridor									11,000,000	4,428,543	104,367,410	108,896,700	104,286,224	433,451,284
3.1 CPWG	New State Corridor	49	EBE	Kakao Secondary School (CHM-10000) to Bulu Lunda (CHM-10001) - TSP	26.3	Rehabilitate	2021 TSP	Highway Management	1,000,000	4,324,221	-	-	5,164,843	
3.2 CPWG	New State Corridor	49	EBE	Kakao Secondary School (CHM-10001) to Kuesia (CHM-10002) - TSP	45.10	179C	2021 TSP	Highway Management	-	1,362,178	15,042,238	527,54,532	75,821,108	
3.3 CPWG	New State Corridor	49	WMB	Ferd Glimauq Jct (CHM-10000) to Nua-Pi, Ska (CHM-10001) - TSP	11.33	Upgrade	2021 TSP	Highway Management	1,000,000	4,302,487	-	-	5,932,285	
3.4 CPWG	New State Corridor	49	WMB	Bun-Bilim (CHM-10000) to Tulu, Bona (CHM-10001) - TSP	82.54	179B/C	2021 TSP	Highway Management	-	2,811,004	5,663,889	16,821,300	28,319,483	
3.5 CPWG	New State Corridor	49	WMB	Buna-Ba, Candi (CHM-10001) to Tulu Bona (CHM-10001) - TSP	-	Rehabilitate	2021 TSP	Highway Management	-	4,897,760	-	-	5,987,019	
3.6 CPWG	New State Corridor	49	EBE	Kakao (CHM-10001) to Bulu Lunda (CHM-10001) - TSP	30.10	Upgrade	2023 SPWG	Highway Management	-	6,700,000	42,700,000	42,700,000	65,000,000	
3.7 CPWG	New State Corridor	49	EBE	1000 Road to Bulu Lunda (CHM-10001) to Bulu Lunda (CHM-10001) - TSP	11.87	Upgrade	2023 SPWG	Highway Management	5,000,000	21,178,221	66,328,692	66,328,692	21,178,221	
4.0 CPWG Priority 7, Upgrade Corridor									15,000,000	52,323,545	104,867,690	114,182,117	114,182,117	416,300,741
4.01 CPWG	Manus Corridor	42	Manus	Bonari, Suka, Sukaout (CHM-20000) to Mawa (CHM-20001) - TSP	47.8	Maintenance	2023 SPWG	Highway Management	-	4,380,000	4,380,000	-	8,760,000	
4.02 CPWG	Highway Corridor	39	WHP	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	28.0	179B/C	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.03 CPWG	Highway Corridor	39	Engepinha	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	28.2	179B/C	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.04 CPWG	Highway Corridor	39	Engepinha	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	28.5	179B/C	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.05 CPWG	Highway Corridor	39	Engepinha	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	24.4	179B/C	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.06 CPWG	Highway Corridor	39	Engepinha	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	19.4	179B/C	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.07 CPWG	Highway Corridor	39	WHP	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	29.0	179B/C	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.08 CPWG	Highway Corridor	37	Engepinha	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	30.0	179B/C	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.09 CPWG	Highway Corridor	37	Engepinha	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	30.5	179B/C	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.10 CPWG	Highway Corridor	37	Engepinha	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	30.0	Upgrade	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.11 CPWG	Highway Corridor	39	WHP	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	30.0	Upgrade	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
4.12 CPWG	Highway Corridor	37	Engepinha	Engepinha to Waka, Janda (CHM-20001) to Waka, Janda (CHM-20001) - TSP	30.0	Upgrade	2023 SPWG	Highway Management	5,000,000	2,461,000	2,461,000	2,461,000	9,343,000	
5.0 CPWG Priority 10, Upgrade State Corridor									18,600,000	90,795,625	90,795,625	90,795,625	90,795,625	182,384,375
5.1 CPWG	Manus Corridor	50	Manus	Kakao Road to Waka, Janda (CHM-30000) to Waka, Janda (CHM-30001) - TSP	47.5	Upgrade	2023 SPWG	Highway Management	5,000,000	50,795,625	50,795,625	50,795,625	152,384,375	
6.0 CPWG Priority 11, Manual Corridor									7,601,306	1,961,620	3,525,240	13,738,340	13,738,340	27,387,326
6.1 CPWG	Manus Corridor	46	Manus	Manus Road to Waka, Janda (CHM-40000) to Waka, Janda (CHM-40001) - TSP	27.0	Rehabilitate	2021 TSP	Highway Management	1,681,336	-	-	-	1,681,336	
6.2 CPWG	Manus Corridor	46	Manus	Manus Road to Waka, Janda (CHM-40001) to Waka, Janda (CHM-40001) - TSP	-	179C	2021 TSP	Highway Management	-	1,961,620	3,525,240	13,738,340	19,226,200	

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

Annex 2. National Road Network 2024 Cash Flow Summary

NRM Cashflow

PROGRAM/PROJECT NAME: CONSTRUCTION & UPGRADING OF NATIONAL ROADS/MAINTENANCE OF NATIONAL PRIORITY ROADS
 EXECUTING AGENCY: DEPARTMENT OF WORKS AND HIGHWAYS
 EXPENDITURE VOTE NO: 11632000-0000-0-000

ITEM NO.	DESCRIPTION OF ITEM	DONOR CODE ^{1/2}	ORIGINAL BUDGET	REVISED BUDGET	JAN Cash	FEB Cash	MAR Cash	1st QTR CASH	APR Cash	MAY Cash	JUN Cash	2ND QTR	JUL Cash	AUG Cash	SEP Cash	3RD QTR	OCT Cash	NOV Cash	DEC Cash	4TH QTR	ANNUAL TOTAL
227	Substantial/Specific Maintenance		2,557.1				511.5	511.5	511.4	511.4	511.4	1,534.2	511.4			511.4					2,557.1
								0.0								0.0					0.0
			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

^{1/2}Donor Codes:

- 0 = GoPNG
- 1 = ADB
- 2 = World Bank
- 3 = European Union
- 4 = IFAD
- 5 = OECF
- 6 = JICA
- 7 = NEW ZEALAND
- 8 = AusAID
- 9 = Other

FINANCIER	DONOR CODE	ORIGINAL BUDGET	REVISED BUDGET	JAN Cash	FEB Cash	MARCH Cash	1st Qtr	APR Cash	MAY Cash	JUN Cash	2nd Qtr	JUL cash	AUG Cash	SEP Cash	3rd Qtr	OCT Cash	NOV Cash	DEC Cash	4th Qtr	Total		
	0	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		
	1																				0.0	
	2																					
	3																					
	4																					
	5																					
	6																					0.0
	7																					
	8																					
	9	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	0.0	2,557.1	
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	0.0	2,557.1	

NBM Cashflow

Emergencies Cashflow

PROGRAM/PROJECT NAME: GENERAL ADMINISTRATIVE SERVICES/EMERGENCY ROADS AND BRIDGES FUNDING
EXECUTING AGENCY: DEPARTMENT OF WORKS AND HIGHWAYS
EXPENDITURE VOTE NO: 12172/264-3601-6-112

ITEM NO.	DESCRIPTION OF ITEM	DONOR CODE ^{1/}	ORIGINAL BUDGET	REVISED BUDGET	JAN Cash	FEB Cash	MAR Cash	1st QTR CASH	APR Cash	MAY Cash	JUN Cash	2ND QTR	JUL Cash	AUG Cash	SEP Cash	3RD QTR	OCT Cash	NOV Cash	DEC Cash	4TH QTR	ANNUAL TOTAL	
277	Sub/Specific Maint	0	1,552.1				620.8	620.8			465.6	465.6			465.6	465.6				-	1,552.1	
			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	465.6	0.0	0.0	0.0	0.0	0.0	0.0	1,552.1

^{1/}Donor Codes:

- 0 = GoPNG
- 1 = ADB
- 2 = World Bank
- 3 = European Union
- 4 = IFAD
- 5 = OECF
- 6 = JICA
- 7 = NEW ZEALAND
- 8 = AusAID
- 9 = Other

FINANCIER	DONOR CODE	ORIGINAL BUDGET	REVISED BUDGET	JAN Cash	FEB Cash	MARCH Cash	1st Qtr	APR Cash	MAY Cash	JUN Cash	2nd Qtr	JUL cash	AUG Cash	SEP Cash	3rd Qtr	OCT Cash	NOV Cash	DEC Cash	4th Qtr	Total	
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	465.6	465.6	0.0	0.0	0.0	0.0	1,552.1	
ADBL	1																				
WBL	2																				
EU	3																				
IFAD	4																				
OECF	5																				
JICA	6																				
NZAID	7																				
AusAID	8																				
CHINA & OTHERS	9																				
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	465.6	465.6	0.0	0.0	0.0	0.0	0.0	1,552.1

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

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

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million)
											2024	2025	2026	2027	
GRAND TOTAL											1,015.163	827.517	859.141	438.304	3,140.124
Total											39.040	32.097	143.923	235.498	450.557
PHASE 1 (2020 -2027)															
Priority 1_ Trans National Corridor															
1.0	CPNG	Priority 1_ Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Aseki Rd et al...		612.7								
1.01	CPNG	Trans National Corridor	42	Morobe	Wau Road (9 Mile to Pine Top Bridge)	Wau-Bulolo Hwy Rehab (GoA DFAT Grant K20m/AIFFP-Loan-K7.3m)	111.3	LTM/C	Ongoing	Highway Management	8.925	8.925	8.925	8.925	35,701
1.03	CPNG	Trans National Corridor	42	Morobe	Hidden Valley to Kol Wara Mountain	Emergency Upgrading	44.9	Upgrading	Ongoing	Highway Management	2.562	2.064	52.383	52.383	109,393
1.04	CPNG	Trans National Corridor	42	Morobe	Kol Wara Mountain to Owa	Emergency Upgrading	35.5	Upgrading	Ongoing	Highway Management	0.972	1.632	41.417	41.417	85,438
1.05	CPNG	Trans National Corridor	42	Morobe	Owa to Poiyu	Maintenance	16.9	Upgrading	Ongoing	Highway Management	0.882	0.777	19.717	19.717	41,093
1.06	CPNG	Trans National Corridor	42	Morobe	Poiyu to Kotidanga	Poiyu to Kotidanga	81.2	Early Works	Ongoing	Highway Management	3.159	3.159	3.159	94,733	104,209
1.07	CPNG	Trans National Corridor	32	Gulf	Kotidanga to Mt. Hauemanga	Kotidanga to Mt. Hauemanga	50.8	Early Works	Ongoing	Highway Management	4.731	4.731	7.010	7,010	23,483
1.08	CPNG	Trans National Corridor	32	Gulf	Mt. Hauemanga to Murua	Mt. Hauemanga to Murua Br.	24.0	Early Works	Ongoing	Highway Management	2.808	2.808	3.312	3,312	12,241
1.11	CPNG	Trans National Corridor	42	Morobe	40 Mile to Menyanya Rd	40 Mile to Menyanya Road	105.3	Early Works	Ongoing	Field Operations	10.000	5.000	5.000	5,000	25,000
1.12	CPNG	Trans National Corridor	42/33	Morobe/Central	Wau - Waria - Gollala Rd	Wau-Waria-Gollala Road	142.9	Early Works	Ongoing	Field Operations	5.000	3.000	3.000	3,000	14,000

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum						Phase 2 ESTIMATE (PGK, million) (2028 - 2034)							
											2028	2029	2030	2031	2032	2033		2034						
GRAND TOTAL											671,805	645,437	493,427	232,657	304,573	304,573	314,302	2,966,773						
PHASE 2 (2028 - 2034)											356,399	319,827	228,985	102,407	22,583	22,583	22,583	1,075,367						
Priority 1 Trans National Corridor											Total						612.7	612.7	612.7	612.7	612.7	612.7	612.7	612.7
1.0	CPNG	Priority 1 Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Asaki Rd et al...		612.7					356,399	319,827	228,985	102,407	22,583	22,583	22,583	1,075,367					
1.01	CPNG	Trans National Corridor	42	Morobe	Wau Road (9 Mile to Pine Top Bridge)	Wau-Bulolo Hwy Rehab (GoA DFAT Grant K20m/AIFP-Loan-KT 3m)	111.3	L/TMC	Ongoing	Highway Management		129,827	129,827	129,827	-	4,451	4,451	4,451	402.83					
1.03	CPNG	Trans National Corridor	42	Morobe	Hidden Valley to Kol Wara Mountain	Emergency Upgrading	44.9	Upgrading	Ongoing	Highway Management		52,383	-	1,796	1,796	1,796	1,796	1,796	81,363					
1.04	CPNG	Trans National Corridor	42	Morobe	Kol Wara Mountain to Owa	Emergency Upgrading	35.5	Upgrading	Ongoing	Highway Management		41,417	-	1,420	1,420	1,420	1,420	1,420	48,517					
1.05	CPNG	Trans National Corridor	42	Morobe	Owa to Poyu	Maintenance	16.9	Upgrading	Ongoing	Highway Management		19,717	-	0,676	0,676	0,676	0,676	0,676	23,097					
1.06	CPNG	Trans National Corridor	42	Morobe	Poyu to Kotsibanga	Poyu to Kotsibanga	81.2	Early Works	Ongoing	Highway Management		94,733	94,733	-	3,248	3,248	3,248	3,248	202,459					
1.07	CPNG	Trans National Corridor	32	Gulf	Kotsibanga to Mt. Hauenzanga	Kotsibanga to Mt. Hauenzanga	50.8	Early Works	Ongoing	Highway Management		7,010	59,267	59,267	59,267	2,032	2,032	2,032	190,906					
1.08	CPNG	Trans National Corridor	32	Gulf	Mt. Hauenzanga to Muna	Mt. Hauenzanga to Muna Br.	24.0	Early Works	Ongoing	Highway Management		3,312	28,000	28,000	28,000	0,960	0,960	0,960	90,192					
1.11	CPNG	Trans National Corridor	42	Morobe	40 Mile to Menyama Rd	40 Mile to Menyama Road	105.3	Early Works	Ongoing	Field Operations		5,000	5,000	5,000	5,000	5,000	5,000	35,000						
1.12	CPNG	Trans National Corridor	42/33	Morobe/Central	Wau - Waria - Gollala Rd	Wau-Waria-Gollala Road	142.9	Early Works	Ongoing	Field Operations		3,000	3,000	3,000	3,000	3,000	3,000	21,000						

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)	
											2035	2036	2037	2038	2039			2040
GRAND TOTAL											283,668	275,905	179,543	193,857	198,653	180,415	1,312,042	7,418,939
PHASE 3 (2035 - 2040)											22,583	22,583	31,000	38,023	45,703	38,679	198,572	1,724,496
TOTAL											22,583	22,583	31,000	38,023	45,703	38,679	198,572	1,724,496
Priority 1_Trans National Corridor											Wau Hwy & Asaki Rd et al...							
1.0	CPNG	Priority 1_Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Asaki Rd et al...		612.7		Ongoing	Highway Management	4,451	4,451	4,451	4,451	14,077	45,959	484,493	
1.01	CPNG	Trans National Corridor	42	Morobe	Wau Road (9 Mile to Pine Top Bridge)	Wau-Bulalo Hwy Rehab (GoA DFAT Grant K20m/AFPP-Loan-K7.3m)	111.3	LTM	Ongoing	Highway Management	4,451	4,451	4,451	4,451	14,077	45,959	484,493	
1.03	CPNG	Trans National Corridor	42	Morobe	Hidden Valley to Kol Wara Mountain	Emergency Upgrading	44.9	Upgrading	Ongoing	Highway Management	1,796	5,680	5,680	1,796	1,796	18,544	189,300	
1.04	CPNG	Trans National Corridor	42	Morobe	Kol Wara Mountain to Owa	Emergency Upgrading	35.5	Upgrading	Ongoing	Highway Management	1,420	4,491	4,491	1,420	1,420	14,862	148,616	
1.05	CPNG	Trans National Corridor	42	Morobe	Owa to Poiyu	Maintenance	16.9	Upgrading	Ongoing	Highway Management	0,676	2,138	2,138	0,676	0,676	6,880	71,169	
1.06	CPNG	Trans National Corridor	42	Morobe	Poiyu to Koridanga	Poiyu to Koridanga	81.2	Early Works	Ongoing	Highway Management	3,248	3,248	10,272	10,272	3,248	33,536	340,203	
1.07	CPNG	Trans National Corridor	32	Gulf	Koridanga to Mt. Hauemanga	Koridanga to Mt. Hauemanga	50.8	Early Works	Ongoing	Highway Management	2,032	2,032	2,032	6,426	6,426	20,880	235,369	
1.08	CPNG	Trans National Corridor	32	Gulf	Mt. Hauemanga to Murua	Mt. Hauemanga to Murua Br.	24.0	Early Works	Ongoing	Highway Management	0,960	0,960	0,960	3,036	3,036	9,912	112,345	
1.11	CPNG	Trans National Corridor	42	Morobe	40 Mile to Menyamya Rd	40 Mile to Menyamya Road	105.3	Early Works	Ongoing	Field Operations	5,000	5,000	5,000	5,000	5,000	30,000	90,000	
1.12	CPNG	Trans National Corridor	4233	Morobe-Central	Wau - Wara - Gollala Rd	Wau-Wara-Gollala Road	142.9	Early Works	Ongoing	Field Operations	3,000	3,000	3,000	3,000	3,000	18,000	53,000	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)
											2024	2025	2026	2027	
GRAND TOTAL											1,015,163	827,517	859,141	438,304	3,140,124
PHASE 1 (2020 -2027)											140,675	140,675	134,126	47,581	463,057
Priority 2_Momase Corridor											486.4	486.4			
2.0	CPNG	Priority 2_Momase Corridor	0	WSP, ESP & MAD	Coastal, Sepik & Ramu Hwy										
2.02	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Sawmil Junction to DPI Station	9.0	Upgrading	Ongoing	Highway Management	6,549	6,549	-	0,540	13,637
2.06	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Altope End of Seal and Hareich Bridge (CPNG)	40.0	Upgrading	Ongoing	Highway Management	45,194	45,194	45,194	-	135,583
2.20	CPNG	Momase Corridor	44	East Sepik	Sepik Hwy	Maprik FM Tower to Wewak	117.4	LTMG	Contract Change scope	Field Operations	7,041	7,041	7,041	7,041	28,165
2.26	CPNG	Momase Corridor	43	Madang	Ramu Hwy	Ono Mountain to Yakuro Bridge - CPNG	40.0	Upgrading	Ongoing	Highway Management	41,891	41,891	41,891	-	125,872
2.28	CPNG	Momase Corridor	42	Monobe	Fisika Highway	Fisika Road	100.0	Upgrading	Ongoing	Field Operations	20,000	20,000	20,000	20,000	80,000
2.29	CPNG	Momase Corridor	44	East Sepik	Anikumbi-Maramuni	Enga-Sepik Highway: Ambunt-Maramuni	180.0	Early Works	Ongoing	Field Operations	20,000	20,000	20,000	20,000	80,000
Priority 3_Southern Corridor											635.2	635.2			
3.0	CPNG	Priority 3_Southern Corridor	0	Gulf, Central, Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)	Kerema-POM-Alotau									
3.04	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Bereina Junction to Brown River	126.4	LTPBMC	Completed	Highway Management	17,836	14,030	14,030	14,030	59,927
3.08	CPNG	Southern Corridor	33	Central	Magi Hwy	Saudama Roundabout to Imila Bridge	149.2	LTPBMC	Ongoing	Highway Management	14,818	14,818	14,818	14,818	59,272
3.09	CPNG	Southern Corridor	33	Central	Magi Hwy	Imila Bridge to Moresuina Turn-Off	54.6	Upgrading	Ongoing	Highway Management	47,797	47,797	47,797	-	143,392
3.11	CPNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Moresuina to Gadoquina Bridge, 20.48km - CPNG		Early Works	Ongoing	Highway Management	2,753	2,753	-	-	5,506
3.12	CPNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Gadoquina Bridge to Cloudy Bay Camp, 21.46km - CPNG		Early Works	Ongoing	Highway Management	2,181	2,181	-	-	4,362
3.13	CPNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Cloudy Bay Camp to Libai River, 30km - CPNG		Early Works	Ongoing	Highway Management	1,695	1,695	-	-	3,391
3.14	CPNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Libai River to Bonua River, 26.5km - CPNG		Early Works	Ongoing	Highway Management	1,756	1,756	-	-	3,511
3.15	CPNG	Southern Corridor	35	Milne Bay	Magi Hwy	Missing Link from Bonua River to Tavanevi River - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)					
											2035	2036	2037	2038	2039			2040				
GRAND TOTAL												283,668	275,905	179,543	193,857	198,653	180,415	1,312,042	7,418,939			
PHASE 3 (2035 - 2040)												101,753	101,154	23,234	33,385	33,385	23,234	316,145	1,571,628			
PHASE 3 (2035 - 2040)												101,753	101,154	23,234	33,385	33,385	23,234	316,145	1,571,628			
Priority 2, Momase Corridor												TOTAL						486.4				
2.0	CPNG	Priority 2_Momase Corridor	0	WSP, ESP & MAD	Coastal, Sepik & Ramu Hwy																	
2.02	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Sawmil Junction to DPI Station	9.0	Upgrading	Ongoing	Highway Management	1.139	0.540	0.540	0.540	0.540	3.839	21.854					
2.06	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Alape End of Seal and Hareich Bridge (CPNG)	40.0	Upgrading	Ongoing	Highway Management	5.060	5.060	1.600	1.600	1.600	18.520	163.303					
2.20	CPNG	Momase Corridor	44	East Sepik	Sepik Hwy	Magrik FM Tower to Wewak	117.4	LTCM	Contract Change scope	Field Operations	4.694	4.694	4.694	14.845	4.694	48.467	132.139					
2.26	CPNG	Momase Corridor	43	Madang	Ramu Hwy	Oro Mountain to Yakura Bridge - CPNG	40.0	Upgrading	Ongoing	Highway Management	5.060	5.060	1.600	1.600	1.600	18.520	153.392					
2.28	CPNG	Momase Corridor	42	Morobe	Fisika Highway	Fisika Road	100.0	Upgrading	Ongoing	Field Operations	75.000	75.000	4.000	4.000	4.000	166.000	386.000					
2.29	CPNG	Momase Corridor	44	East Sepik	Ankumt-Maramani	Engs-Sepik Highway: Ankumt-Maramani	180.0	Early Works	Ongoing	Field Operations	10.800	10.800	10.800	10.800	10.800	64.800	714.940					
Priority 3, Southern Corridor												TOTAL						635.2				
3.0	CPNG	Priority 3_Southern Corridor	0	Gulf, Central, Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)	Kerema-FOM-Atotau	635.2															
3.04	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Bereina Junction to Brown River	126.4	LTPBMC	Completed	Highway Management	14.030	14.030	14.030	14.030	14.030	84.182	248.241					
3.08	CPNG	Southern Corridor	33	Central	Magi Hwy	Bautama Roundabout to Imila Bridge	148.2	LTPBMC	Ongoing	Highway Management	5.928	5.928	18.747	18.747	5.928	61.207	187.813					
3.09	CPNG	Southern Corridor	33	Central	Magi Hwy	Imila Bridge to Moreguina Turn-Off	54.6	Upgrading	Ongoing	Highway Management	6.901	6.901	2.182	2.182	2.182	22.529	181.195					
3.11	CPNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Moreguina to Gologuina Bridge, 20.48km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	5.506					
3.12	CPNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Gologuina Bridge to Clouly Bay Camp, 21.46km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	4.362					
3.13	CPNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Clouly Bay Camp to Likia River, 30km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	3.391					
3.14	CPNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Likia River to Bonus River, 26.5km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	3.511					
3.15	CPNG	Southern Corridor	35	Milne Bay	Magi Hwy	Missing Link from Bonus River to Tavanai River - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-					

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)			
											2024	2025	2026		2027		
GRAND TOTAL											3,304.5	1,015.163	827.517	859.141	438.304	3,140.124	
PHASE I (2020-2027)																	
3.16	CPNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tavonei Rr to Tanubada Rr - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-			
3.17	CPNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tanubada Jnc to Origijuna River, 22km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-			
3.18	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	Missing Link from Origijuna River to Gadaisu Jnc, 19.7km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-			
3.19	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	Missing Link from Tanubada Junction to Nunumai, 36km - CPNG		Upgrading	Ongoing	Highway Management	4.993	4.993	-	9.987			
3.20	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	Missing Link from Nunumai to Bonus River, 23.4km - CPNG		Upgrading	Ongoing	Highway Management	2.920	2.920	-	5.840			
3.21	CPNG	Southern Corridor	35	Milne Bay	Magi Hwy	LTMC from Gadaisu to Gollanal Bridge - 127Km	127.0	LTMC	Ongoing	Highway Management	7.236	7.236	7.236	25.327			
3.23	CPNG	Southern Corridor	36	Oro	Oro Hwy & Kokoda Rd	LTMC, Northern Hwy & Kokoda Rd	179.0	LTMC	Ongoing	Field Operations	10.053	10.053	10.053	35.187			
Priority 4 - Gulf - Highlands Corridor											Total	343.6	66.976	74.295	64.314	24.540	230.125
4.0	CPNG	Priority 4 - Gulf - Highlands Corridor	32/37	Gulf / Highlands	Gulf/SHP Hwy, Tari-Pogera & Kaiam-Moro		343.6				86.976	74.295	84.314	24.540			
4.02	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Mukir (Kagua) to Erave Station	34.0	Upgrading	New Start	Field Operations	16.734	16.734	16.734	-			
4.03	CPNG	Gulf - Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Erave Station to Sembengi Station	40.0	Construction	Ongoing	Field Operations	10.294	10.294	-	1.600			
4.05	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Riniditia Junction to Kwave Station	19.2	Upgrading	New Start	Field Operations	24.640	24.640	24.640	-			
4.06	CPNG	Gulf - Highlands Corridor	37	GULF/SHP	Kaiam-Komo	Kaiam Junction to Moro	130.0	Maintenance	Ongoing	Field Operations	10.620	17.940	17.940	64.440			
4.07	CPNG	Gulf - Highlands Corridor	32/37	Gulf	Gulf/SHP Hwy	Missing Link Road (Gulf-SHP)	120.4	Maintenance	Ongoing	Field Operations	4.688	4.688	5.000	19.375			
Priority 5 - Gulf-Madang Corridor											Total	16.0	13.948	4.000	4.000	4.000	25.948
5.0	CPNG	Priority 5 - Gulf - Madang Corridor	32/37	Gulf / Highlands	Gulf-Simbu-Madang Hwy		16.0				13.948	4.000	4.000	4.000			
5.01	CPNG	Gulf-Madang Corridor	40	Simbu	Karamur Rd M/L	Tua Rr to Wara Sina (M/L)	8.0	Early Works	Ongoing	Field Operations	6.951	2.000	2.000	2.000			
5.02	CPNG	Gulf-Madang Corridor	40	Simbu	Karamur Rd M/L	Wara Sina to Karamui Station	8.0	Early Works	Ongoing	Field Operations	6.997	2.000	2.000	2.000			

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)					
											2028	2029	2030	2031	2032		2033	2034			
GRAND TOTAL												3,304.5						2,966.773			
PHASE 2 (2028 - 2034)																					
3.16	CPNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tanimel Rv to Tanubada Rv - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-				
3.17	CPNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tanubada Jnc to Ongiawa River, 22km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-				
3.18	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	Missing Link from Originea River to Gabaisu Jnc, 19.7km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-				
3.19	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	Missing Link from Tanubada Junction to Nunuma, 36km - CPNG		Upgrading	Ongoing	Highway Management	-	-	-	-	-	-	-				
3.20	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	Missing Link from Nunamal to Bonusa River, 23.4km - CPNG		Upgrading	Ongoing	Highway Management	-	-	-	-	-	-	-				
3.21	CPNG	Southern Corridor	35	Milne Bay	Magi Hwy	LTM from Gabaisu to Gollanal Bridge, 127km	127.0	LTM	Ongoing	Highway Management	16,066	7,620	7,620	7,620	7,620	7,620	70,231				
3.23	CPNG	Southern Corridor	36	Oro	Oro Hwy & Kokoda Rd	LTM, Northern Hwy & Kokoda Rd	179.0	LTM	Ongoing	Field Operations	22,644	10,740	10,740	10,740	10,740	10,740	98,987				
Priority 4 _Gulf - Highlands Corridor							Total	343.6						73,728	73,728	73,728	8,728	13,928	13,928	17,388	275,156
4.0	CPNG	Priority 4 _Gulf - Highlands Corridor	32/37	Gulf / Highlands	Gulf/SHP Hwy, Tari-Pogera & Kalam-Moro		343.6				73,728	73,728	73,728	8,728	13,928	13,928	17,388	275,156			
4.02	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Mukin (Kogua) to Erave Station	34.0	Upgrading	New Start	Field Operations	1,360	1,360	1,360	1,360	1,360	1,360	1,360	8,520			
4.03	CPNG	Gulf - Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Erave Station to Semkerigi Station	40.0	Construction	Ongoing	Field Operations	1,600	1,600	1,600	1,600	1,600	1,600	1,600	14,060			
4.05	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Rinaldia Junction to Kware Station	19.2	Upgrading	New Start	Field Operations	0,768	0,768	0,768	0,768	0,768	0,768	0,768	5,376			
4.06	CPNG	Gulf - Highlands Corridor	37	GULFSHP	Kalam-Komo	Kalam Junction to Moro	130.0	Maintenance	Ongoing	Field Operations	65,000	65,000	65,000	-	5,200	5,200	5,200	210,60			
4.07	CPNG	Gulf - Highlands Corridor	32/37	Gulf	Gulf/SHP Hwy	Missing Link Road (Gulf-SHP)	120.4	Maintenance	Ongoing	Field Operations	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000			
Priority 5 _Gulf-Madang Corridor							Total	16.0						28,000	28,000	28,000	0,960	0,960	0,960	59,840	
5.0	CPNG	Priority 5 _Gulf-Madang Corridor	32/37	Gulf / Highlands	Gulf-Simbu-Madang Hwy		16.0				28,000	28,000	28,000	0,960	0,960	0,960	0,960	59,840			
5.01	CPNG	Gulf-Madang Corridor	40	Simbu	Karamul Rd MIL	Tua Rv to Wara Sina (MIL)	8.0	Early Works	Ongoing	Field Operations	14,000	14,000	14,000	0,480	0,480	0,480	0,480	28,920			
5.02	CPNG	Gulf-Madang Corridor	40	Simbu	Karamul Rd MIL	Wara Sina to Karamul Station	8.0	Early Works	Ongoing	Field Operations	14,000	14,000	14,000	0,480	0,480	0,480	0,480	28,920			

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)								
											2035	2036	2037	2038	2039			2040							
GRAND TOTAL												3,304.5						1,312,042	7,418,939						
PHASE 3 (2035 - 2040)												TOTAL													
3.16	CPNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tazaree Rr to Tanubada Rr - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	-							
3.17	CPNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tanubada Jnc to Ongiana River, 22km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	-							
3.18	CPNG	Southern Corridor	35	Mine Bay	Magi Highway,	Missing Link from Ongiana River to Gadaisu Jnc, 19.7km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	-							
3.19	CPNG	Southern Corridor	35	Mine Bay	Magi Highway,	Missing Link from Tanubada Junction to Nanumai, 38km - CPNG		Upgrading	Ongoing	Highway Management	-	-	-	-	-	-	-	9,887							
3.20	CPNG	Southern Corridor	35	Mine Bay	Magi Highway,	Missing Link from Nanumai to Bonaia River, 23.4km - CPNG		Upgrading	Ongoing	Highway Management	-	-	-	-	-	-	-	5,840							
3.21	CPNG	Southern Corridor	35	Mine Bay	Magi Hwy	LTM from Gadaisu to Colibanal Bridge, 127km	127.0	LTM	Ongoing	Highway Management	7,620	7,620	16,066	7,620	7,620	7,620	62,611	158,169							
3.23	CPNG	Southern Corridor	36	Oro	Oro Hwy & Kokoda Rd	LTM, Northern Hwy & Kokoda Rd	179.0	LTM	Ongoing	Field Operations	10,740	10,740	22,644	10,740	10,740	10,740	88,247	222,421							
Priority 4 _Gulf - Highlands Corridor												Total	343.6	21,990	18,530	13,928	13,928	41,618	41,618	151,612	656,892				
4.0	CPNG	Priority 4 _Gulf - Highlands Corridor	3237	Gulf / Highlands	Gulf/SHHP Hwy, Tari-Pogera & Kalam-Moro		343.6				21,990	18,530	13,928	13,928	41,618	41,618	151,612	656,892							
4.02	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHPI/Gulf Hwy)	Mukin (Kagapa) to Erave Station	34.0	Upgrading	New Start	Field Operations	4,301	4,301	1,360	1,360	1,360	1,360	14,042	73,765							
4.03	CPNG	Gulf - Highlands Corridor	37	Southern Highlands	Erave Road (SHPI/Gulf Hwy)	Erave Road to Sankengi Station	40.0	Construction	Ongoing	Field Operations	5,060	1,600	1,600	1,600	1,600	1,600	13,980	49,908							
4.05	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHPI/Gulf Hwy)	Rinaldia Junction to Kiwara Station	19.2	Upgrading	New Start	Field Operations	2,429	2,429	0,768	0,768	0,768	0,768	7,600	87,224							
4.06	CPNG	Gulf - Highlands Corridor	37	GULF/SHHP	Kalam-Komo	Kalam Junction to Moro	130.0	Maintenance	Ongoing	Field Operations	5,200	5,200	5,200	32,890	32,890	86,590	361,620								
4.07	CPNG	Gulf - Highlands Corridor	3237	Gulf	Gulf/SHHP Hwy	Missing Link Road (Gulf-SHP)	120.4	Maintenance	Ongoing	Field Operations	5,000	5,000	5,000	5,000	5,000	30,000	84,375								
Priority 5 _Gulf-Madang Corridor												Total	16.0	0,960	0,960	2,024	2,024	0,960	0,960	7,888	93,676				
5.0	CPNG	Priority 5 _Gulf - Madang Corridor	3237	Gulf / Highlands	Gulf-Simbu-Madang Hwy		16.0				0,960	0,960	2,024	2,024	0,960	0,960	7,888	93,676							
5.01	CPNG	Gulf-Madang Corridor	40	Simbu	Karamul Rd ML	Tua Rr to Wara Sina (ML)	8.0	Early Works	Ongoing	Field Operations	0,480	0,480	1,012	1,012	0,480	0,480	3,944	46,815							
5.02	CPNG	Gulf-Madang Corridor	40	Simbu	Karamul Rd ML	Wara Sina to Karamul Station	8.0	Early Works	Ongoing	Field Operations	0,480	0,480	1,012	1,012	0,480	0,480	3,944	46,861							

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million)		
											2024	2025	2026	2027			
GRAND TOTAL											3,304.5						
Total											100.0	58,887	74,027	74,027	35,140	242,080	
PHASE 1 (2020-2027)																	
Priority 6_New Britain Corridor																	
6.0	CPNG	Priority 6_New Britain Corridor	48/49	ENB/WNB	New Britain Hwy		100.0				58,887	74,027	74,027	35,140	242,080		
6.02	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Vunajalading (Kasaska) - Alakasam (Baining) - CPNG EPC	30.0	Detail Design & Construction	Ongoing	Highway Management	20,000	30,140	30,140	30,140	110,420		
6.08	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Nuzu Primary School to Bamus Bridge-CPNG	40.0	Upgrading	Ongoing	Highway Management	38,887	38,887	38,887	-	118,860		
6.11	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Hoskins - Kimbe Rd (Indian Exim Bank)	30.0	Upgrading	Ongoing	Highway Management	-	5,000	5,000	5,000	15,000		
Priority 7_Highlands Corridor											703.5	518,495	329,086	324,282	37,496	1,209,359	
7.0	CPNG	Priority 7_Highlands Corridor	0	Mendi - Koroiaoo	Highlands Highway		683.5				483,238	253,318	198,001	12,240	958,787		
7.03	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Lae - Nadzab Airport (4 Lane) Yalu Bridge- Nadzab Road (4 Lane)	42.0	Maintenance	Ongoing	Highway Management	75,528	75,528	75,528	-	228,585		
7.04	CPNG	Highlands Corridor	42/41	Morobe/EHP	Highlands Highway	Nadzab Airport Junction to Hengarofi Bridge #2 (SH/HP Tranche 1 CW1)	220.5	Maintenance	Ongoing	Highway Management	68,000	-	-	-	68,000		
7.05	CPNG	Highlands Corridor	40	Chimbu	Highlands Highway	Mangiro Bridge to Miunde Bridge (SH/HP Tranche 1 - R/C)	57.0	Reconstruction	Ongoing	Highway Management	108,921	-	-	-	108,921		
7.06	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Hengarofi Bridge #1 to Mangiro Bridge (SH/HP Tranche 1 - CW2)	161.0	Maintenance	Ongoing	Highway Management	63,000	-	-	-	63,000		
7.07	CPNG	Highlands Corridor	39a/39	JWK/WHP	Highlands Highway	Miunde Bridge to Kagamuga Junction (SH/HP Tranche 1 - CW2)		Maintenance	Ongoing	Highway Management							
7.18	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Highlands Highway - Kagamuga to Kiburu Jnc	35.0				10,000	10,000	10,000	10,000	40,000		
7.21	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Kaugal to Kisenopoi Junction (Reconstruction)	35.0	Upgrading	Ongoing	Highway Management	10,000	10,000	10,000	10,000	40,000		
7.22	CPNG	Highlands Corridor	37/37a	SHP/Hela	Highlands Highway	Mendi - Tari - Kopiaio/Komo (Highlands Highway Western End)	188.0				187,789	167,789	112,472	2,240	459,281		
7.23	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Mendi (Kiburu Junction) to Nipa Secondary School	58.6	Upgrading	Ongoing	Highway Management	61,918	61,918	61,918	-	185,754		
7.24	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Nipa Secondary School to Ambua	53.4	Upgrading	Ongoing	Highway Management	50,554	50,554	50,554	-	151,663		
						Halimbu (Tari) to Fuguro Jnc (Koroia Station)	28.0	Upgrading	Ongoing	Highway Management	41,447	41,447	-	1,120	84,014		
						Maria to Tuku	28.0	Upgrading	Ongoing	Field Operations	13,870	13,870	-	1,120	28,860		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)			
											2028	2029	2030	2031	2032		2033	2034	
GRAND TOTAL												3,304.5	671,805	645,437	493,427	232,657	304,573	314,302	2,966,773
PHASE 2 (2028 - 2034)												61,600	62,800	62,800	2,800	4,000	4,000	4,000	202,000
PHASE 2 (2028 - 2034)												81,600	62,800	62,800	2,800	4,000	4,000	4,000	202,000
Priority 6 - New Britain Corridor												100.0							202,000
Priority 6 - New Britain Corridor												100.0							202,000
6.0	CPNG	New Britain Corridor	48/49	ENB/WNB	New Britain Hwy	Vungataing (Kasaska) - Alakassam (Baining) - CPNG EPC	30.0	Detail Design & Construction	Ongoing	Highway Management	1,200	1,200	1,200	1,200	1,200	1,200	7,200		
6.08	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Nusu Primary School to Bannus Bridge-CPNG	40.0	Upgrading	Ongoing	Highway Management	1,600	1,600	1,600	1,600	1,600	1,600	11,200		
6.11	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Hoskins - Kimbe Rd (Inidan Exim Bank)	30.0	Upgrading	Ongoing	Highway Management	60,000	60,000	-	1,200	1,200	1,200	183,800		
Priority 7 - Highlands Corridor												703.5	11,340	12,540	12,540	12,540	12,540	17,384	91,424
Priority 7 - Highlands Corridor												683.5	11,340	11,340	11,340	11,340	11,340	16,184	84,224
7.0	CPNG	Highlands Corridor	0	Mendi - Koroiazo	Highlands Highway	Lae - Nadzab Airport (4 Lanes)	42.0	Maintenance	Ongoing	Highway Management	2,520	2,520	2,520	2,520	2,520	2,520	17,640		
7.03	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Yalu Bridge - Nadzab Road (4 Lanes)	42.0	Maintenance	Ongoing	Highway Management	2,520	2,520	2,520	2,520	2,520	2,520	17,640		
Highlands Highway (Nadzab - Kagamuga)												438.5							-
7.04	CPNG	Highlands Corridor	42/41	Morobe/EHP	Highlands Highway	Nadzab Airport Junction to Hengaroti Bridge #2 (SHHIP Tranche 1 CW1)	220.5	Maintenance	Ongoing	Highway Management							-		
7.05	CPNG	Highlands Corridor	40	Chimbu	Highlands Highway	Mangiro Bridge to Munde Ridge (SHHIP Tranche 1 - R/C)	57.0	Reconstruction	Ongoing	Highway Management							-		
7.06	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Hengaroti Bridge #1 to Mangiro Bridge (SHHIP Tranche 1 - CW2)	161.0	Maintenance	Ongoing	Highway Management							-		
7.07	CPNG	Highlands Corridor	39a/39	JWK/WHP	Highlands Highway	Munde Bridge to Kagamuga Junction (SHHIP Tranche 1 - CW2)	161.0	Maintenance	Ongoing	Highway Management							-		
7.16	CPNG	Highlands Corridor	37	SHIP	Highlands Highway	Highlands Highway - Kagamuga to Kiburu Jnc	35.0	Upgrading	Ongoing	Highway Management	2,100	2,100	2,100	2,100	2,100	2,100	14,700		
Mendi - Tari - Kopragokomo (Highlands Highway Western End)												188.0	6720	6720	6720	6720	6720	11,584	51,884
7.21	CPNG	Highlands Corridor	37	SHIP	Highlands Highway	Kauaga to Kesenogoi Junction (Reconstruction)	35.0	Upgrading	Ongoing	Highway Management	2,100	2,100	2,100	2,100	2,100	2,100	14,700		
7.22	CPNG	Highlands Corridor	37/37a	SHIP/Hela	Highlands Highway	Mendi (Kiburu Junction) to Nipa Secondary School	58.6	Upgrading	Ongoing	Highway Management	2,344	2,344	2,344	2,344	2,344	2,344	16,408		
7.23	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Nipa Secondary School to Ambua	53.4	Upgrading	Ongoing	Highway Management	2,136	2,136	2,136	2,136	2,136	2,136	14,952		
7.24	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Haimbu (Tari) to Fagua Jnc (Koroka Station)	28.0	Upgrading	Ongoing	Highway Management	1,120	1,120	1,120	1,120	1,120	1,120	10,262		
7.24	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Maru to Tuku	28.0	Upgrading	Ongoing	Field Operations	1,120	1,120	1,120	1,120	1,120	1,120	10,262		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)	
											2035	2036	2037	2038	2039			2040
GRAND TOTAL							3,304.5				283,668	275,905	179,543	193,857	180,415	1,312,042	7,418,939	
PHASE 3 (2035 - 2040)																		
Priority 6_ New Britain Corridor												41,300	485,380					
6.0	CPNG	New Britain Corridor	48/49	ENB/WNB	New Britain Hwy	Total	100.0				7,460	10,055	6,595	4,000	6,595	6,595	41,300	485,380
6.02	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Vunapatsang (Kasaska) - Aakasam (Baining) - CPNG EPC	30.0	Detail Design & Construction	Ongoing	Highway Management	1,200	3,795	3,795	1,200	1,200	1,200	12,300	130,010
6.08	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Niau Primary School to Bamus Bridge-CPNG	40.0	Upgrading	Ongoing	Highway Management	5,060	5,060	1,600	1,600	1,600	1,600	16,520	144,380
6.11	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Hoskins - Kimbe Rd (Indian Exim Bank)	30.0	Upgrading	Ongoing	Highway Management	1,200	1,200	1,200	1,200	3,795	3,795	12,300	210,900
Priority 7_Highlands Corridor												112,361	1,413,144					
7.0	CPNG	Highlands Corridor	0	Mendi - Koroiaoo	Highlands Highway	Total	683.5				30,993	26,149	11,340	11,340	11,340	102,501	1,143,522	
7.03	CPNG	Highlands Corridor	42	Moroka	Highlands Highway	Las - Nadzab Airport (4 Lane) Yalu Bridge- Nadzab Road (4 Lane)	42.0	Maintenance	Ongoing	Highway Management	5,313	5,313	2,520	2,520	2,520	20,706	264,931	
7.04	CPNG	Highlands Corridor	42/41	Monke/EHP	Highlands Highway	Highlands Highway	220.5	Maintenance	Ongoing	Highway Management	5,313	5,313	2,520	2,520	2,520	20,706	264,931	
7.05	CPNG	Highlands Corridor	40	Chimbu	Highlands Highway	Nadzab Airport Junction to Henganofi Bridge #2 (SHHP Tranche 1 - CW1)	57.0	Reconstruction	Ongoing	Highway Management								68,000
7.06	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Mangiro Bridge to Miunde Bridge (SHHP Tranche 1 - CW2)	181.0	Maintenance	Ongoing	Highway Management								108,921
7.07	CPNG	Highlands Corridor	39a/39	JWK/WHP	Highlands Highway	Henganofi Bridge #1 to Mangiro Bridge (SHHP Tranche 1 - CW2)	35.0	Maintenance	Ongoing	Highway Management								63,000
7.18	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Highlands Highway - Kagamuga to Kiburu Jnc Kaugai to Kisenopoi Junction (Reconstruction)	35.0	Upgrading	Ongoing	Highway Management	4,428	4,428	2,100	2,100	2,100	17,255	71,955	
7.21	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Mendi (Kiburu Junction) to Nipa Secondary School	188.0	Upgrading	Ongoing	Highway Management	21,252	18,408	6,720	6,720	6,720	64,540	588,715	
7.22	CPNG	Highlands Corridor	37/37a	SHP/Hela	Highlands Highway	Nipa Secondary School to Aneku	58.6	Upgrading	Ongoing	Highway Management	7,413	7,413	2,344	2,344	2,344	24,202	228,364	
7.23	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Haimbu (Tan) to Fugwa Jnc (Koroka Station)	53.4	Upgrading	Ongoing	Highway Management	6,755	6,755	2,136	2,136	2,136	22,054	188,070	
7.24	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Mara to Tuku	28.0	Upgrading	Ongoing	Highway Management	3,542	1,120	1,120	1,120	1,120	9,142	103,418	
							28.0	Upgrading	Ongoing	Field Operations	3,542	1,120	1,120	1,120	1,120	9,142	48,284	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)	
											2024	2025	2026	2027		
GRAND TOTAL											3,304.5	1,015.163	827.517	859.141	438.304	3,140.124
PHASE I (2020 -2027)																
CPNG	Priority 7_Highlands Corridor	0	WHP, ENGA, SHP & HELA	Enga Hwy, Enga, Wabag-Mendi Hwy & Pogera	Enga Hwy, Wabag-Mendi, Laiagam-Pogera et al...											
CPNG	Priority 7_Highlands Corridor	0	Nation-wide	Pogera-Kopiago-Oksapim-Teleformin Highway												
CPNG	Priority 7_Highlands Corridor	0	Highlands	Various	Highlands Core Road Network	20.0					25.256	75.768	126.281	25.256	252.561	
7.51	Sub-Nation Highlands Corridor	39	WHP	Hagen Town Roads	Design & Construction	20.0	Upgrading	Procurement		Field Operations	25.256	75.768	126.281	25.256	252.561	
Priority 8_Baiyer Corridor							Total									
8.0	CPNG	Priority 8_Baiyer Corridor	0	WHP/Madang	Madang - Baiyer											
Priority 9_Trans Fly Border Corridor							Total									
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly ML											
CPNG	Priority 9_Trans Fly Border Corridor	31	Western	Tabubil - Teleorman Highway												
Priority 10_Bougainville Corridor							Total	110.0				10.000	10.000	10.000	10.000	40.000
10.0	CPNG	Priority 10_Bougainville Corridor	50	AROB	Arope Rd		110.0				10.000	10.000	10.000	10.000	40.000	
10.01	CPNG	Bougainville Corridor	50	AROB	Arope Rd	Kiabo Bridge to Toimamapu Bridge	45.0	Reconstruction	Ongoing	Field Operations	5.000	5.000	5.000	5.000	20.000	
10.02	CPNG	Bougainville Corridor	50	AROB	Arope Rd	Toimamapu Bridge to Buin Kangu Wharf	65.0	Reconstruction	Ongoing	Field Operations	5.000	5.000	5.000	5.000	20.000	
CPNG	Priority 10_Bougainville Corridor	50	AROB	Buka Rd												
CPNG	Priority 10_Bougainville Corridor	50	AROB	Buka Rd, Laluai-Panakei Rd												
Priority 11_Manus Corridor							Total	32.2				42.569	42.569	1.288	86.425	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)			
											2028	2029	2030	2031	2032		2033	2034	
GRAND TOTAL							3,304.5				671,805	645,437	493,427	232,657	304,573	304,573	314,302	2,966,773	
PHASE 2 (2028 - 2034)																			
CPNG	Priority 7_Highlands Corridor	0	WHP, ENGA, SHP & HELA	Enga Hwy, Wabag-Mendi Hwy & Pogera	Enga Hwy, Wabag-Mendi, Laigam-Pogera et al....	-	-	-	-	-	-	-	-	-	-	-	-	-	
CPNG	Priority 7_Highlands Corridor	0	Nation-wide	Pogera-Kopiago-Oksapim-Telefomin Highway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CPNG	Priority 7_Highlands Corridor	0	Highlands	Various	Highlands Core Road Network	20.0	-	-	-	-	1,200	1,200	1,200	1,200	1,200	1,200	1,200	7,200	
7.51	State-Nator-Highlands Corridor	39	WHP	Hagen Town Roads	Design & Construction	20.0	Upgrading	Procurement	-	-	1,200	1,200	1,200	1,200	1,200	1,200	1,200	7,200	
Priority 8_Bajyer Corridor							Total	-	-	-	-	-	-	-	-	-	-	-	-
8.0	CPNG	Priority 8_Bajyer Corridor	0	WHP/Madang	Madang - Bajyer	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Priority 9_Trans Fly Border Corridor							Total	-	-	-	-	-	-	-	-	-	-	-	-
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly ML	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CPNG	Priority 9_Trans Fly Border Corridor	31	Western	Tabubil - Telefoman Highway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Priority 10_Bougainville Corridor							Total	110.0	-	-	-	4,400	4,400	4,400	4,400	4,400	4,400	4,400	30,800
10.0	CPNG	Priority 10_Bougainville Corridor	50	AROB	Aropa Rd	-	110.0	-	-	-	4,400	4,400	4,400	4,400	4,400	4,400	4,400	30,800	
10.01	CPNG	Bougainville Corridor	50	AROB	Aropa Rd	Kieta Bridge to Tomamapu Bridge	45.0	Reconstruction	Ongoing	Field Operations	1,800	1,800	1,800	1,800	1,800	1,800	1,800	12,600	
10.02	CPNG	Bougainville Corridor	50	AROB	Aropa Rd	Tomamapu Bridge to Bain Kangu Wharf	65.0	Reconstruction	Ongoing	Field Operations	2,600	2,600	2,600	2,600	2,600	2,600	2,600	18,200	
CPNG	Priority 10_Bougainville Corridor	50	AROB	Buka Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CPNG	Priority 10_Bougainville Corridor	50	AROB	Buka Rd, Laluai-Panakei Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Priority 11_Manus Corridor							Total	32.2	-	-	-	1,288	1,288	1,288	1,288	1,288	1,288	4,073	11,801

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)						
											2035	2036	2037	2038	2039			2040					
GRAND TOTAL												3,304.5			283,668	275,905	179,543	193,857	188,653	180,415	1,312,042	7,418,939	
PHASE 3 (2035 - 2040)																	TOTAL						
CPNG	Priority 7_Highlands Corridor	0	WHP, ENGA, SHP & HELA	Enga Hwy, Wabag-Mendi, Laigam-Pogera et al...	Enga Hwy, Wabag-Mendi, Laigam-Pogera		-																
CPNG	Priority 7_Highlands Corridor	0	Nation-wide	Pogera-Kopiago-Oksajimi-Teleformin Highway			-																
CPNG	Priority 7_Highlands Corridor	0	Highlands	Various	Highlands Core Road Network		20.0					1,200	2,530	1,200	1,200	1,200	9,860	289,821					
7.51	Sub-Nator Highlands Corridor	39	WHP	Hagen Town Roads	Design & Construction		20.0	Upgrading	Procurement	Field Operations		1,200	2,530	1,200	1,200	1,200	9,860	289,821					
Priority 8_Baiyer Corridor												Total					-	-	-	-			
8.0	CPNG	Priority 8_Baiyer Corridor	0	WHP	Madang - Baiyer		-					-	-	-	-	-	-	-					
Priority 9_Trans Fly Border Corridor												Total					-	-	-	-			
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly ML		-					-	-	-	-	-	-	-					
CPNG	Priority 9_Trans Fly Border Corridor	31	Western	Tabubil - Teleorman Highway			-					-	-	-	-	-	-	-					
Priority 10_Bougainville Corridor												Total					13,915	13,915	4,400	4,400	4,400	45,430	116,230
10.0	CPNG	Priority 10_Bougainville Corridor	50	AROB	Aropa Rd		110.0					13,915	13,915	4,400	4,400	4,400	45,430	116,230					
10.01	CPNG	Bougainville Corridor	50	AROB	Aropa Rd	Keta Bridge to Toimangu Bridge	45.0	Reconstruction	Ongoing	Field Operations		5,693	5,693	1,800	1,800	1,800	18,585	51,185					
10.02	CPNG	Bougainville Corridor	50	AROB	Aropa Rd	Toimangu Bridge to Suin Kanga Wharf	65.0	Reconstruction	Ongoing	Field Operations		8,223	8,223	2,600	2,600	2,600	26,845	65,045					
CPNG	Priority 10_Bougainville Corridor	50	AROB	Buka Rd			-					-	-	-	-	-	-	-					
CPNG	Priority 10_Bougainville Corridor	50	AROB	Buka Rd, Laluai-Panakei Rd			-					-	-	-	-	-	-	-					
Priority 11_Manus Corridor												Total					4,073	1,288	1,288	1,288	10,513	108,740	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, millions) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)	
											2024	2025	2026		2027
GRAND TOTAL											1,015.163	827.517	859.141	438.304	3,140.124
PHASE 1 (2020 - 2027)															
11.0	CP NG	Priority 11_Manus Corridor	46	Manus	East West Hwy		32.2				42.569	42.569	-	1.268	86.425
11.01	CP NG	Manus Corridor	46	Manus	East West Hwy	NBC Junction to Kawa Primary School Turn-off	32.2	Reconstruction	Ongoing	Field Operations	42.569	42.569	-	1.268	86.425
	CP NG	Priority 11_Manus Corridor	46	Manus	Momote & Lombum Road		-				-	-	-	-	-
Priority 12_Sandau Border Corridor							Total	-	-	-	-	-	-	-	-
12	CP NG	Priority 12_Sandau Border Corridor	45	West Sepik	Bewani Road		-				-	-	-	-	-
Priority 13_New Ireland Corridor							Total	265.0			10.535	10.535	10.535	5.267	36.871
13	CP NG	Priority 13_New Ireland Corridor	47	New Ireland	Bubiminsky Hwy		265.0				10.535	10.535	10.535	5.267	36.871
13.01	CP NG	New Ireland Corridor	47	NIP	Solumniki Highway	Kwiling Court House Jnc to Namaral (Salum Bridge) (CP-265-000011)	265.0	LTMIC	Ongoing	Field Operations	10.535	10.535	10.535	5.267	36.871
	CP NG	Priority 13_New Ireland Corridor	47	New Ireland	Bubiminsky Hwy		-				-	-	-	-	-
	CP NG	Priority 13_New Ireland Corridor	47	New Ireland	West Coast Road		-				-	-	-	-	-

Notations:

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

NOTES:

- Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)
- Sections demarcated as per contracted/proposed/proposed sections as delineated and based with 2023 condition to determine respective treatments for those proposed.
- Missing Link Sections programmed thru New Roads Construction Rates
- Road Upgrading Sections programmed thru Road Upgrading Rates
- Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
- Without traffic data, as rule of thumb, for asset preservation for sealed roads, resurfacing is programmed after 7 years whilst routine maintenance rate of 660,000/km/yr is used for heavy traffic roads or fair condition roads. New Seal - RTN Maintenance Rate is 140,000/km/yr. This is reduced by a quarter from 110,912/km/yr based on PBMC Rates in recent based by NRA to maintain cost within the CP NG 2020-2040 Multi-year Financing Plan. Unsealed Rates used as applicable (Refer to RAMS Unit Rates table for details).

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (p.p.K, million) per Annum					Phase 2 ESTIMATE (p.p.K, million) (2028 - 2034)		
											2028	2029	2030	2031	2032		2033	2034
GRAND TOTAL												3,304.5						
PHASE 2 (2028 - 2034)																		
41.0	CPNG	Priority11_Manus Border Corridor	45	Manus	East West Hwy		322					1,288	1,288	1,288	1,288	1,288	4,073	11,801
11.01	CPNG	Manus Corridor	45	Manus	East West Hwy	NSJ Junction to Kesh Primary School Turn-off	322	Reconstruction	Ongoing	Field Operations		1,288	1,288	1,288	1,288	1,288	4,073	11,801
	CPMG	Priority11_Manus Corridor	45	Manus	Wenotee & Lomraun Road		-					-	-	-	-	-	-	-
Priority 12_Sandaua Border Corridor												Total						
12	CPNG	Priority12_Sandaua Border Corridor	45	West Sepik	Bewani Road		-					-	-	-	-	-	-	-
Priority 13_New Ireland Corridor												Total						
13	CPNG	Priority13_New Ireland Corridor	47	New Ireland	Bulominsky Hwy		265.0					10,600	10,600	10,600	10,600	10,600	10,600	74,200
13.01	CPNG	New Ireland Corridor	47	NP	Bulominsky Hwy	Kaleng Court House Jct to Namanani (Salamun Bridge) (CP955-000X(U))	265.0	LTI/C	Ongoing	Field Operations		10,600	10,600	10,600	10,600	10,600	10,600	74,200
	CPMG	Priority13_New Ireland Corridor	47	New Ireland	Bulominsky Hwy		-					-	-	-	-	-	-	-
	CPNG	Priority13_New Ireland Corridor	47	New Ireland	West Coast Road		-					-	-	-	-	-	-	-

Notations:
Ongoing & New Starts: Strategic National Economic Highway Development (S N E HD) / Missing Link (ML)

- NOTES:**
- Unit Rates used a current rates of AMB/RAMS (Subject to review in future.)
 - Sections delineated as per contracted/proposed/posposed sections as delineated and based with 2023 condition to determine respective treatments for those proposed.
 - Missing Link Sections programmed thru New Roads Construction Rates
 - Road upgrading/Sections programmed thru Road Upgrading Rates
 - Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
 - Without traffic data, as rule of thumb, for asset preservation for sealed roads, resurfacing is programmed after 7 years whilst routine maintenance rate of 160,000/km/yr is used for heavy traffic roads or for condition roads. New Seal - RTM Maintenance Rate is 840,000/km/yr. This is reduced by a quarter (from 810,912/km/yr) based on PBM 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).

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK million) per Annum					Phase 3 ESTIMATE (PGK million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK million) (2021 - 2040)		
											2035	2036	2037	2038	2039			2040	
GRAND TOTAL											3,304.5	283,688	275,905	179,543	183,857	188,653	180,415	1,312.042	7,418.839
PHASE 3 (2035 - 2040)											TOTAL								
11.0	CPNG	Priority 11_Manus Corridor	45	Manus	East West Hwy		32.2			4073	1,288	1,288	1,288	1,288	1,288	10,513	4087.40		
11.01	CPNG	Manus Corridor	45	Manus	East West Hwy	NSC Junction to Keme Primary School Turn-off	32.2	Reconstruction	Ongoing	Field Operations	4073	1,288	1,288	1,288	1,288	10,513	4087.40		
	CPNG	Priority 11_Manus Corridor	46	Manus	Memote & Lombium Road		-				-	-	-	-	-	-	-		
Priority 12_Sandaun Border Corridor											TOTAL								
12	CPNG	Priority 12_Sandaun Border Corridor	45	West Sepik	Bewani Road		-				-	-	-	-	-	-	-		
Priority 13_New Ireland Corridor											TOTAL								
13	CPNG	Priority 13_New Ireland Corridor	47	New Ireland	Bulominisky Hwy		265.0				33,523	33,523	10,600	10,600	10,600	109,445	220,516		
13.01	CPNG	New Ireland Corridor	47	NP	Bulominisky Highway	Kaileng Court House Jnc to Namatani (Salimun Bridge) (Cr.255-000(U))	265.0	LT/MC	Ongoing	Field Operations	33523	33523	10,600	10,600	10,600	109,445	220,516		
	CPNG	Priority 13_New Ireland Corridor	47	New Ireland	Bulominisky Hwy		-				-	-	-	-	-	-	-		
	CPNG	Priority 13_New Ireland Corridor	47	New Ireland	West Coast Road		-				-	-	-	-	-	-	-		

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

- NOTES:**
- Unit Rates used at AMB/RAMS (Subject to review in future.)
 - Sections demarcated as per contracted/proposed/proposed sections as delineated and based with 2023 condition to determine respective treatments for those proposed.
 - Missing Link Sections programmed thru New Roads Construction Rates
 - Road upgrading Sections programmed thru Road Upgrading Rates
 - Road construction/ reconstruction/ rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
 - Without traffic data, as rule of thumb, for asset preservation for sealed roads, resurfacing is programmed after 7 years while routine maintenance rate of 650,000/km/yr is used for heavy traffic roads or fair condition roads. New Seal / RTM Maintenance Rate is 450,000/km/yr. This is reduced by a quarter from 1110,912/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).

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

No.	Program	Corridor	Prov Code	Provinces	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)	
											2024	2025	2026	2027		
GRAND TOTAL											3,747.8	190.937	761.918	1,979.734	2,788.762	5,721.351
PHASE 1 (2020 -2027)																
Priority 1_ Trans National Corridor											Total					-
1.0	CPNG	Priority 1_ Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Aseki Rd et al...											
Priority 2_ Momase Corridor											Total					1,420.344
2.0	CPNG	Priority 2_ Momase Corridor	0	WSP, ESP & MAD	Coastal, Sepik & Ramu Hwy		734.9					13.705	189.433	556.103	661.103	1,420.344
2.03	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Vanimo DPI Junction 182km to Aitape End of Seal	182.0	Upgrading	Procurement	Highway Management		63.700	191.100	191.100	191.100	445.900
2.04	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Pasi Bridge to Imbio Junction, 50km	-	Upgrading	Procurement	Highway Management		8.750	55.417	55.417	55.417	119.583
2.05	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Yalinge River, 40km to Aitape Primary School	-	Upgrading	Procurement	Highway Management		7.000	33.250	33.250	33.250	73.500
2.10	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Hogi RCBC - Kreeer Heights Jnc	54.0	LTP/BMC	Procurement	Highway Management		3.780	3.780	3.780	3.780	15.120
2.14	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Passam Junction to Angoram	100.0	Upgrading	Procurement	Highway Management		45.000	135.000	135.000	135.000	315.000
2.19	CPNG	Momase Corridor	45	West Sepik	Sepik Hwy	Lumi to Maprik FM Tower	100.0	Upgrading	Procurement	Field Operations		95.000	105.000	210.000	210.000	350.000
2.23	CPNG	Momase Corridor	43	Madang	Coastal Hwy	Bogis Station EOS (CH171+800KM) to Madang Airport Jnc (CH0+000KM)	181.5	LTM/C	Procurement	Highway Management		4.944	13.888	17.909	17.909	54.660
2.24	CPNG	Momase Corridor	43	Madang	Ramu Hwy	Madang Airport Jnc. (CH171+800KM) to Mupu Br. (CH130+000KM)	41.0	LTM/C	Procurement	Highway Management		-	3.225	6.449	6.449	16.123
2.27	CPNG	Momase Corridor	42/43	Morobe/Madang	Ramu Hwy	Yakura Br. (CH76+40KM) to Wabaras Jnc (CH0+000KM)	76.4	LTM/C	Procurement	Highway Management		4.981	9.080	8.199	8.199	30.458

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)			
											2028	2029	2030	2031	2032		2033	2034	
PHASE 2 (2028 - 2034)																			
Priority 1_Trans National Corridor																			
1.0	CPNG	Priority 1_Trans National Corridor	0	Marobe, Gulf & Central	Wau Hwy & Awaki Rd et al...														
Grand Total											3,747.8								
Priority 2_Momase Corridor																			
2.0	CPNG	Priority 2_Momase Corridor	0	W.P, ESP & IMAD	Coastal, Sepik & Ramu Hwy														
Total											734.9								
2.03	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Vanimo DFI Junction 182km to Atiage End of Seal	182.0	Upgrading	Procurement	Highway Management	191,100	-	7,280	7,280	7,280	7,280	7,280	227,500	
2.04	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Pasi Bridge to Inbio Junction, 50km	-	Upgrading	Procurement	Highway Management	55,417	-	2,000	2,000	2,000	2,000	2,000	65,417	
2.05	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Yalinge River 40km to Atiage Primary School	-	Upgrading	Procurement	Highway Management	33,250	-	1,600	1,600	1,600	1,600	1,600	41,250	
2.10	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Hog RCB - Keer Heights Jnc	54.0	LTPBMC	Procurement	Highway Management	3,780	6,831	6,831	-	2,160	2,160	2,160	24	
2.14	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Pasam Junction to Angoram	100.0	Upgrading	Procurement	Highway Management	135,000	-	1,600	1,600	1,600	1,600	1,600	143,000	
2.19	CPNG	Momase Corridor	45	West Sepik	Sepik Hwy	Lumi to Maipik FM Tower	100.0	Upgrading	Procurement	Field Operations	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000	
2.23	CPNG	Momase Corridor	43	Madang	Coastal Hwy	Bogia Station EOS (CH181+500(KM) to Maboing Airport Jnc (CH+000(KM))	181.5	LTMC	Procurement	Highway Management	17,909	17,909	8,954	22,960	22,960	7,260	7,260	105,211	
2.24	CPNG	Momase Corridor	43	Madang	Ramu Hwy	Maboing Airport Jnc. (CH171+000(KM) to Wau Br. (CH130+000(KM))	41.0	LTMC	Procurement	Highway Management	6,449	6,449	3,225	5,187	5,187	1,640	1,640	26,776	
2.27	CPNG	Momase Corridor	42/43	Morobe/Madang	Ramu Hwy	Yakua Br. (CH76+440(KM) to Watarais Jnc (CH0+000(KM))	76.4	LTMC	Procurement	Highway Management	8,199	8,199	4,099	9,670	9,670	3,058	3,058	45,851	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)		
											2035	2036	2037	2038	2039			2040	
GRAND TOTAL												207.234	245.023	332.772	341.860	270.050	252.299	1,649.238	12,258.036
Priority 1_Trans National Corridor												PHASE 3 (2035 - 2040)					TOTAL	-	
1.0	CPNG	Priority 1_Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Aseki Rd et al...														
Priority 2_Momase Corridor												39.248	39.248	57.586	57.586	35.269	61.127	290.062	2,420.432
2.0	CPNG	Priority 2_Momase Corridor	0	VRSP, ESP & MAD	Coastal, Sepik & Ramu Hwy														
Total												734.9	734.9	23.023	23.023	7.280	7.280	75.166	748.566
2.03	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Vanimo DPI Junction 182km to Altaga End of Seal	182.0	Upgrading	Procurement	Highway Management	7.280	7.280	23.023	7.280	7.280	75.166	748.566		
2.04	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Fasi Bridge to Imliko Junction, 50km	-	Upgrading	Procurement	Highway Management	2.000	2.000	6.325	2.000	2.000	20.650	205.650		
2.05	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Yalinge River, 40km to Altaga Primary School	-	Upgrading	Procurement	Highway Management	1.600	1.600	5.060	1.600	1.600	16.520	131.270		
2.10	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Hogi RCBC - Keer Heights Jnc	54.0	LTPBMC	Procurement	Highway Management	2.160	2.160	2.160	6.831	6.831	22.302	81.344		
2.14	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Passam Junction to Angoram	100.0	Upgrading	Procurement	Highway Management	1.600	1.600	5.060	1.600	1.600	16.520	474.520		
2.19	CPNG	Momase Corridor	45	West Sepik	Sepik Hwy	Lumi to Maprik FM Tower	100.0	Upgrading	Procurement	Field Operations	12.650	12.650	4.000	4.000	4.000	41.300	419.300		
2.23	CPNG	Momase Corridor	43	Madang	Coastal Hwy	Bogia Station EOS (CH181+500KM) to Madang Airport Jnc (CH0+000KM)	181.5	LTMC	Procurement	Highway Management	7.260	7.260	7.260	7.260	22.960	59.260	219.131		
2.24	CPNG	Momase Corridor	43	Madang	Ramu Hwy	Madang Airport Jnc (CH171+000KM) to Miguu Br. (CH130+000KM)	41.0	LTMC	Procurement	Highway Management	1.640	1.640	1.640	1.640	5.187	13.387	59.285		
2.27	CPNG	Momase Corridor	42/43	Monkele/Madang	Ramu Hwy	Yakura Br. (CH76+40KM) to Wainais Jnc (CH0+000KM)	76.4	LTMC	Procurement	Highway Management	3.058	3.058	3.058	3.058	9.670	24.958	101.366		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)	
											2024	2025	2026	2027		
GRAND TOTAL											190,937	761,918	1,979,734	2,788,762	5,721,351	
PHASE 1 (2020 -2027)											44,781	122,618	268,319	388,319	824,037	
Priority 3_Southern Corridor											44,781	122,618	268,319	388,319	824,037	
3.0	CPNG	Priority 3_Southern Corridor	0	Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)	Kerema-POMAlotau	510.6					44,781	122,618	268,319	388,319	824,037
3.01	CPNG	Southern Corridor	32	Gulf	Hiritano Hwy	Kerema Town (CH275+500KM) to Malalaua Station Rd Jnc (CH199+000KM) - TSSP	76.5	LTPBMC	Procurement	Highway Management		4,899	11,327	6,428	6,428	29,082
3.02	CPNG	Southern Corridor	32	Gulf	Hiritano Hwy	Malalaua to Aponajai Bridge	47.0	Rehabilitate / Upgrading	Procurement	Highway Management		9,000	27,000	27,000	27,000	90,000
3.03	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Aponajai Bridge to Bereina Jnc	33.0	Rehabilitate / Upgrading	Procurement	Highway Management		8,000	24,000	24,000	24,000	80,000
3.05	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Brown River Bridge to Laliki Bridge	22.2	Upgrading	Procurement	Highway Management		13,000	39,000	39,000	39,000	130,000
3.10	CPNG	Southern Corridor	33/35	Central / Milne Bay	Magi Highway,	Moreguina to Gadahisau	242.0	Design & Construction	Procurement	Highway Management		-	-	120,000	240,000	360,000
3.22	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	Golimai Bridge (CH0+000KM) to East Cape Jetty (CH55+920KM) - TSSP	55.9	LTMC	Procurement	Highway Management		9,881	5,991	5,991	5,991	27,855
3.24	CPNG	Southern Corridor	36	Oro	Kokoda Highway,	Emagu Cway (CH46.00) to Fala Br. (CH80.00) - Upgrade and seal	34.0	Upgrading	Procurement	Field Operations		-	15,300	45,900	45,900	107,100
Priority 4_Gulf - Highlands Corridor											-	-	-	-	-	
4.0	CPNG	Priority 4_Gulf - Highlands Corridor	32/37	Gulf / Highlands	GulfSRHP Hwy, Tari-Pogera & Kaiam-Moro		-					-	-	-	-	-
Priority 5_Gulf-Madang Corridor											-	-	-	-	-	
5.0	CPNG	Priority 5_Gulf - Madang Corridor	32/37	Gulf / Highlands	Gulf-Simbu-Madang Hwy		-					-	-	-	-	-
Priority 6_New Britain Corridor											46,671	199,392	436,342	733,270	1,415,675	
6.0	CPNG	Priority 6_New Britain Corridor	48/49	ENB/MB	New Britain Hwy		619.9					46,671	199,392	436,342	733,270	1,415,675
6.01	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Kokopo Sec. School Roundabout (CH0+000KM) to Kasaka (CH49+100KM) - TSSP	49.1	LTMC	Procurement	Highway Management		4,592	12,555	15,924	15,924	48,996
6.03	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Akakam (Baining) and Ch.109.100km	30.0	Upgrading	Procurement	Highway Management		-	6,750	42,750	42,750	92,250

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)			
											2028	2029	2030	2031	2032		2033	2034	
GRAND TOTAL												1,837,575	1,032,343	557,065	210,103	512,551	467,137	270,673	4,887,448
PHASE 2 (2028 - 2034)												418,319	376,507	135,736	22,199	27,042	20,425	20,425	1,020,652
PHASE 2 (2028 - 2034)												418,319	376,507	135,736	22,199	27,042	20,425	20,425	1,020,652
Priority 3_Southern Corridor												510.6							
3.0	CPNG	Priority 3_Southern Corridor	0	Gulf, Central, Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)		510.6												
3.01	CPNG	Southern Corridor	32	Gulf	Hiritano Hwy	Kerema Town (CH275+500KM) to Malabau Station Rd. Jnc (CH199+000KM) - TSSP	76.5	LTPBMC	Procurement	Highway Management	6,428	6,428	3,214	9,677	9,677	3,060	41,543		
3.02	CPNG	Southern Corridor	32	Gulf	Hiritano Hwy	Malabau to Apanajai Bridge	47.0	Rehabilitate / Upgrading	Procurement	Highway Management	-	1,880	1,880	1,880	1,880	1,880	1,880	11,280	
3.03	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Apanajai Bridge to Beesina Jnc	33.0	Rehabilitate / Upgrading	Procurement	Highway Management	-	1,320	1,320	1,320	1,320	1,320	1,320	7,920	
3.05	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Brown River Bridge to Laloki Bridge	22.2	Upgrading	Procurement	Highway Management	-	0,888	0,888	0,888	0,888	0,888	0,888	5,328	
3.10	CPNG	Southern Corridor	33/35	Central / Milne Bay	Magi Highway,	Moreguina to Gadhiau	242.0	Design & Construction	Procurement	Highway Management	360,000	360,000	120,000	-	9,680	9,680	888,040		
3.22	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	Golbarai Bridge (CH0+000KM) to East Cape Jetty (CH55+920KM) - TSSP	55.9	LTMC	Procurement	Highway Management	5,991	5,991	7,074	7,074	2,237	2,237	32,841		
3.24	CPNG	Southern Corridor	36	Oro	Kokoda Highway,	Emagi Cway (CH46.00) to Fala Br. (CH80.00) - Upgrade and seal	34.0	Upgrading	Procurement	Field Operations	45,900	-	1,360	1,360	1,360	1,360	52,700		
Priority 4_Gulf - Highlands Corridor												-							
4.0	CPNG	Priority 4_Gulf - Highlands Corridor	32/37	Gulf / Highlands	Gulf/SHP Hwy, Tari-Pogera & Kaitum-Moro		-												
Priority 5_Gulf-Madang Corridor												-							
5.0	CPNG	Priority 5_Gulf - Madang Corridor	32/37	Gulf / Highlands	Gulf-Simbu-Madang Hwy		-												
Priority 6_New Britain Corridor												619.9							
6.0	CPNG	Priority 6_New Britain Corridor	48/49	ENB/WNB	New Britain Hwy		619.9												
6.01	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Kokopo Sec. School Rinkout (CH0+000KM) to Kasaka (CH49+100KM) - TSSP	49.1	LTMC	Procurement	Highway Management	15,924	15,924	7,962	6,211	6,211	1,964	56,161		
6.03	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Alakasam (Baining) and Ch.103.100km	30.0	Upgrading	Procurement	Highway Management	42,750	-	1,200	1,200	1,200	1,200	48,750		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)		
											2035	2036	2037	2038	2039			2040	
GRAND TOTAL												207,234	245,023	332,772	341,860	270,050	252,299	1,649,238	12,258,036
PHASE 3 (2035 - 2040)												20,425	29,265	32,206	44,299	57,823	36,890	220,908	2,065,597
Priority 3_Southern Corridor																			
3.0	CPNG	Priority 3_Southern Corridor	0	Gulf, Central, Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)	Karema-POM-Alotau	510.6					20,425	29,265	32,206	44,299	57,823	36,890	220,908	2,065,597
3.01	CPNG	Southern Corridor	32	Gulf	Hiritano Hwy	Kerema Town (CH275+500KM) to Malalaua Station Rd Jnc (CH199+000KM) - TSSP	76.5	LTPBMC	Procurement	Highway Management		3,060	3,060	3,060	3,060	14,688	14,688	41,616	112,241
3.02	CPNG	Southern Corridor	32	Gulf	Hiritano Hwy	Malalaua to Apanajai Bridge	47.0	Rehabilitate / Upgrading	Procurement	Highway Management		1,880	5,946	1,880	1,880	1,880	1,880	19,411	120,891
3.03	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Apanajai Bridge to Bereina Jnc	33.0	Rehabilitate / Upgrading	Procurement	Highway Management		1,320	4,175	1,320	1,320	1,320	13,629	101,549	
3.05	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Brown River Bridge to Laloki Bridge	22.2	Upgrading	Procurement	Highway Management		0,888	2,808	0,888	0,888	0,888	0,888	9,169	144,497
3.10	CPNG	Southern Corridor	33/35	Central / Milne Bay	Magi Highway,	Moreguina to Gadaisau	242.0	Design & Construction	Procurement	Highway Management		9,680	9,680	30,613	30,613	9,680	99,946	1,328,986	
3.22	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	Golimai Bridge (CH0+000KM) to East Cape Jetty (CH58+920KM) - TSSP	55.9	LTCM	Procurement	Highway Management		2,237	2,237	2,237	2,237	7,074	7,074	23,095	83,791
3.24	CPNG	Southern Corridor	36	Oro	Kokoda Highway,	Enagu Chwy (CH46.00) to Fala Br. (CH80.00) - Upgrade and seal	34.0	Upgrading	Procurement	Field Operations		1,360	1,360	4,301	4,301	1,360	14,042	173,842	
Priority 4_Gulf - Highlands Corridor																			
4.0	CPNG	Priority 4_Gulf - Highlands Corridor	32/37	Gulf / Highlands	GulfBSP Hwy, Tari-Pogera & Kaiam-Moro														
Priority 5_Gulf-Madang Corridor																			
5.0	CPNG	Priority 5_Gulf - Madang Corridor	32/37	Gulf / Highlands	Gulf-Simbu-Madang Hwy														
Priority 6_New Britain Corridor																			
6.0	CPNG	Priority 6_New Britain Corridor	48/49	ENB/WNB	New Britain Hwy		619.9					25,778	43,395	64,326	45,728	24,798	29,045	233,069	1,908,585
6.01	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Kokopo Sec. School Roundabout (CH0+000KM) to Kasaka (CH49+100KM) - TSSP	49.1	LTCM	Procurement	Highway Management		1,964	1,964	1,964	1,964	1,964	6,211	16,031	121,188
6.03	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Alkasam (Baining) and Ck. 109, 100km	30.0	Upgrading	Procurement	Highway Management		1,200	1,200	3,795	1,200	1,200	1,200	12,390	153,390

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)		
											2024	2025	2026		2027	
GRAND TOTAL											3,747.8	190.937	761.918	1,979.734	2,788.762	5,721.351
PHASE 1 (2020 -2027)																
6.07	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Pané (Gamuga) Jnc (CH0+000KM) to Nuaa Pt. Sub. (CH11+330KM) - TSSP	11.3	Upgrading	Procurement	Highway Management	4,903	4,903	-	0,453	10,280	
6.09	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Banius Bridge (CH56+726KM) to Tiauru Bridge No.1 (CH102+538KM) - TSSP	102.5	LTPBMC	Procurement	Highway Management	4,999	7,831	5,664	5,664	24,157	
6.10	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Banius Bridge (CH56+726KM) to DOW Junction	215.0	LTPBMC	Procurement	Highway Management	-	11,825	35,475	70,95	118,250	
6.12	CPNG	New Britain Corridor	48	ENB	Tokuu Road	UNWY Rd about to Tokuu Airport & Williams Rd Road About to Kopeko Secondary Rd about - EPC 4 Lane.	12.0	Upgrading	New Start	Highway Management	22,176	66,529	66,529	66,529	221,762	
6.13	CPNG	New Britain Corridor	49/49	ENB/WNB	South Coast Hwy	Design & Construction of Pomto to Kanatran Road	100.0	Detail Design & Construction	Procurement	Field Operations	-	45,000	135,000	270,000	450,000	
6.14	CPNG	New Britain Corridor	48	WNB	Kanaitan Road	Design & Construction of Kimbe to Kandrian Road in WNB.	100.0	Detail Design & Construction	Procurement	Field Operations	10,000	44,000	135,000	261,000	450,000	
Priority 7_Highlands Corridor							Total	926.1	26,793	141,804	462,566	592,166	1,223,329			
7.0	CPNG	Highlands Corridor	0	Mandi - Kopiaigo,	Highlands Highway	Boundary Rd Redalout (CH2+200KM) to 9 Mile Jnc (Ch13+000KM)	234.3	Maintenance	Procurement	Highway Management	14,357	94,984	180,894	310,294	600,339	
7.01	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Lae - Nadzab Airport (4 Lane)	10.8	Maintenance	Procurement	Highway Management	3,023	3,023	1,188	1,188	8,423	
7.09	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Nadzab Airport Turn/Off to Lerou Bridge (56.5km)	-	LTPBMC	Procurement	Highway Management	-	2,885	2,885	2,885	8,855	
7.10	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Lerou Bridge to Yung Bridge (53.8km)	-	LTPBMC	Procurement	Highway Management	-	2,961	2,961	2,961	8,884	
7.11	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Yung Bridge to Honerangka (48.6km)	-	LTPBMC	Procurement	Highway Management	-	2,810	2,810	2,810	8,431	
7.12	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Unikaka Br. to Taraloro (50.1km)	-	LTPBMC	Procurement	Highway Management	-	2,784	2,784	2,784	8,352	
7.13	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Taraloro Br. to Miagro Br. (52.4km)	-	LTPBMC	Procurement	Highway Management	-	2,680	2,680	2,680	8,039	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum						Phase 2 ESTIMATE (PGK, million) (2028 - 2034)						
											2028	2029	2030	2031	2032	2033		2034					
GRAND TOTAL												3,747.8							4,887.448				
PHASE 2 (2028 - 2034)																							
6.07	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Panali (Gamuga) Jnc (CH4+000KM) to Nuau Ptl. Sok. (CH11+330KM) - TSSP	11.3	Upgrading	Procurement	Highway Management	0.453	0.453	0.453	0.453	0.453	0.453	1.433	4.152					
6.09	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Banus Bridge (CH56+726KM) to Tiauau Bridge No.1 (CH102+438KM) - TSSP	102.5	LTPBMC	Procurement	Highway Management	5.664	5.664	2.832	12.971	12.971	4.102	4.102	48.305					
6.10	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Banus Bridge (CH56+726KM) to DOW Junction	215.0	LTPBMC	Procurement	Highway Management	-	8.600	8.600	8.600	8.600	8.600	8.600	51.6					
6.12	CPNG	New Britain Corridor	48	ENB	Tokuai Road	UIMV Rnd about Tokua Airport & Wilsons Rd Rnd About to Kokopo Secondary rnd about - EPC 4 Lane.	12.0	Upgrading	New Start	Highway Management	-	0.479	0.479	0.479	0.479	0.479	0.479	2.873					
6.13	CPNG	New Britain Corridor	48/49	ENB/WNB	South Coast Hwy	Design & Construction of Pomio to Kanabain Road	100.0	Detail Design & Construction	Procurement	Field Operations	-	4.000	4.000	4.000	4.000	4.000	4.000	24.000					
6.14	CPNG	New Britain Corridor	48	WNB	Kanabain Road	Design & Construction of Kimbe to Kandrian Road in WNGP.	100.0	Detail Design & Construction	Procurement	Field Operations	-	4.000	4.000	4.000	4.000	4.000	4.000	24.000					
Priority 7_Highlands Corridor							926.1	Total	301.968	45.127	63.302	59.513	109.000	109.179	61.500	749.589							
7.0	CPNG	Highlands Corridor	0	Mendi - Kapiago.	Highlands Highway	Lae - Nadzab Airport (4 Lane) Boundary Rd Redabout (CH2+200KM) to 9 Mile Jnc (CH13+000KM)	234.3	Maintenance	Procurement	Highway Management	30.558	35.798	31.841	31.841	81.328	81.507	33.828	328.702					
7.01	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Highlands Highway	10.8	Maintenance	Procurement	Highway Management	1.188	1.188	1.188	1.188	1.188	1.366	1.366	8.672					
7.09	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Nadzab Airport Turn Off to Lerou Bridge (56.5km)	-	LTPBMC	Procurement	Highway Management	2.885	2.885	2.885	10.848	10.848	3.390	38.628						
7.10	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Leron Bridge to Yung Bridge (53.8km)	-	LTPBMC	Procurement	Highway Management	2.961	2.961	2.961	10.330	10.330	3.228	35.733						
7.11	CPNG	Highlands Corridor	41	EPH	Highlands Highway	Yung Bridge to Homenangka (46.6km)	-	LTPBMC	Procurement	Highway Management	2.810	2.810	2.810	8.947	8.947	2.796	31.932						
7.12	CPNG	Highlands Corridor	41	EPH	Highlands Highway	Umalka Br. to Tarakono (50.1km)	-	LTPBMC	Procurement	Highway Management	2.784	2.784	2.784	9.619	9.619	3.006	33.381						
7.13	CPNG	Highlands Corridor	41	EPH	Highlands Highway	Tarakono Br. to Magiro Br. (52.4km)	-	LTPBMC	Procurement	Highway Management	2.680	2.680	2.680	10.061	10.061	3.144	33.984						

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)	
											2035	2036	2037	2038	2039			2040
GRAND TOTAL											207,234	245,023	332,772	341,860	270,050	252,299	1,649,238	12,258,036
6.07	CPNG	New Britain Corridor	49	WNS	New Britain Hwy	Fanal (Gamuga) Jnc (CH0+000KM) to Naua Pi. Sdh. (CH11+330KM) - TSSP	11.3	Upgrading	Procurement	Highway Management	1.433	0.453	0.453	0.453	0.453	3.889	18.112	
6.09	CPNG	New Britain Corridor	49	WNS	New Britain Hwy	Banus Bridge (CH69+726KM) to Tawau Bridge No.1 (CH102+538KM) - TSSP	102.5	LTPBMC	Procurement	Highway Management	4.102	4.102	4.102	4.102	4.102	24.610	97.072	
6.10	CPNG	New Britain Corridor	49	WNS	New Britain Hwy	Banus Bridge (CH69+726KM) to DOW Junction	215.0	LTPBMC	Procurement	Highway Management	8.600	27.198	27.198	8.600	8.600	88.795	258.645	
6.12	CPNG	New Britain Corridor	48	ENB	Tokua Road	UMW Rd about Tokua Airport & Williams Rd Road About to Isopo Secondary Rd about - EPC 4 Lane.	12.0	Upgrading	New Start	Highway Management	0.479	0.479	1.514	1.514	0.479	4.944	228.579	
6.13	CPNG	New Britain Corridor	48/49	ENB/WNS	South Coast Hwy	Design & Construction of Pomio to Kanthain Road	100.0	Detail Design & Construction	Procurement	Field Operations	4.000	4.000	12.650	4.000	4.000	41.300	515.300	
6.14	CPNG	New Britain Corridor	48	WNS	Kanthein Road	Design & Construction of Kimba to Kandrian Road in WNSP.	100.0	Detail Design & Construction	Procurement	Field Operations	4.000	4.000	12.650	4.000	4.000	41.300	515.300	
Priority 7_Highlands Corridor											71,708	83,040	124,471	116,928	65,111	61,322	522,579	2,495,497
7.0	CPNG	Highlands Corridor	0	Mendi - Koptago.	Highlands Highway	La - Nadzab Airport (4 Lane)	234.3	Maintenance	Procurement	Highway Management	35.845	47.176	48.938	37.607	33.650	236.866	1,163,906	
7.01	CPNG	Highlands Corridor	42	Moroke	Highlands Highway	Boundary Rd Roundabout (CH2+200KM) to 9 Mile Jnc (CH13+000KM)	10.8	Maintenance	Procurement	Highway Management	1.188	1.188	1.188	1.188	1.188	7.128	24.223	
7.09	CPNG	Highlands Corridor	42	Moroke	Highlands Highway	Nadzab Airport Turn/Off to Leron Bridge (36.5km)	-	LTPBMC	Procurement	Highway Management	3.390	3.390	3.390	3.390	3.390	20.340	65.620	
7.10	CPNG	Highlands Corridor	42	Moroke	Highlands Highway	Leron Bridge to Yung Bridge (33.8km)	-	LTPBMC	Procurement	Highway Management	3.228	3.228	3.228	3.228	3.228	19.368	63.865	
7.11	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Yung Bridge to Honesangka (46.6km)	-	LTPBMC	Procurement	Highway Management	2.796	2.796	2.796	2.796	2.796	16.776	57.140	
7.12	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Umaka Br. to Tarakoro (50.1km)	-	LTPBMC	Procurement	Highway Management	3.006	3.006	3.006	3.006	3.006	18.036	59.769	
7.13	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Tarakoro Br. to Maggio Br. (52.4km)	-	LTPBMC	Procurement	Highway Management	3.144	3.144	3.144	3.144	3.144	18.864	60.887	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phases 1 ESTIMATE (PGK, million) (2021 - 2027)		
											2024	2025	2026	2027			
GRAND TOTAL												3,747.8	190.937	761.918	1,979.734	2,788.762	5,721.351
PHASE 1 (2020 - 2027)																	
7.14	CPNG	Highlands Corridor	41	Simbu	Highlands Highway	Majuro Br. To Miarnde Br. (52.3km)	-	LTPBMC	Procurement	Highway Management	-	3.041	3.041	3.041	3.041	9.124	
7.15	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Miarnde Br. To Kagamuga Tum Off (49.5km)	-	LTPBMC	Procurement	Highway Management	-	2.701	2.701	2.701	2.701	8.104	
Highlands Highway - Kagamuga to Kiburu Jnc												92.5	8.039	8.039	9.175	9.175	34.427
7.17	CPNG	Highlands Corridor	39	WHP	Highlands Highway	Togoka Jnc to Kagai Br.	29.0	LTPBMC	Procurement	Highway Management	2.500	2.500	2.500	2.500	10.000		
7.19	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Kisenajoi Jnc to Angula Br.	33.0	LTPBMC	Ongoing	Highway Management	3.039	3.039	4.175	4.175	14.427		
7.20	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Angula Br. to Kiburu Jnc	30.5	LTPBMC	Procurement	Highway Management	2.500	2.500	2.500	2.500	10.000		
Mendi - Tari - Kopiai/Komo (Highlands Highway Western End)												131.0	3.295	64.068	150.488	280.068	487.900
7.25	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Avi Bridge to Lake Kopiai, Hela province	35.0	Upgrading	Procurement	Field Operations	3.295	20.868	20.868	20.868	65.900		
7.26	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Tuku to Kopiai (Mania-Kopiai) Rai	30.0	Upgrading	Procurement	Field Operations	-	13.500	40.500	81.000	135.000		
7.27	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Koroka to Blin Br.	35.0	Upgrading	Procurement	Field Operations	-	15.750	47.250	94.500	157.500		
7.28	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Blin Br. To Kopiai Station	31.0	Upgrading	Procurement	Field Operations	-	13.950	41.850	83.700	139.500		
CPNG	Priority 7_Highlands Corridor		0	WHP, ENGA, SHP & HELA	Enga Hwy, Wabag-Mendi, Wabag-Mendi Hwy & Pogera	Enga Hwy, Wabag-Mendi, Lalagam-Pogera et al...	138.5				12.436	12.436	14.249	14.249	53.371		
CPNG					Enga Hwy	Enga Hwy	94.7				7.441	7.441	9.254	9.254	33.391		
7.31	CPNG	Highlands Corridor	39	WHP	Enga Highway	Enga Highway, Togoka Junction to WHP/Enga Brbr	28.0	LTPBMC	Procurement	Field Operations	2.485	2.485	2.485	2.485	9.940		
7.32	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, WHP/Enga Boreler to Pausa Lai Bridge	28.2	LTPBMC	Procurement	Field Operations	2.496	2.496	2.496	2.496	9.983		
7.33	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Pausa Lai Bridge to Wabag Town (19.4km)	38.5	LTPBMC	Contact Ongoing	Field Operations	2.460	2.460	4.274	4.274	13.468		
CPNG					Wabag - Mendi	Wabag - Mendi	43.8				4.995	4.995	4.995	4.995	19.980		
7.34	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Wabag Town (0km) to Lama Br. (24.4km)	24.4	LTPBMC	Procurement	Field Operations	2.498	2.498	2.498	2.498	9.990		
7.35	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Lama Br. (24.4km), to Lagaij Br. (19.4km)	19.4	LTPBMC	Procurement	Field Operations	2.498	2.498	2.498	2.498	9.990		
CPNG					Pogera Road	Pogera Road	-				-	-	-	-	-		
CPNG	Priority 7_Highlands Corridor		0	Nation-wide	Pogera-Kopiai-Okaipim-Teleformin Highway	Pogera-Kopiai-Okaipim-Teleformin Highway	435.0				-	-	164.500	164.500	329.000		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)				
											2028	2029	2030	2031	2032		2033	2034		
GRAND TOTAL												3,747.8	1,837.575	1,032.343	557.065	210.103	512.551	467.137	270.673	4,987.448
PHASE 2 (2028 - 2034)																				
7.14	CPNG	Highlands Corridor	41	Simbu	Highlands Highway	Maqro Br. To Munde Br. (52.3km)	-	LTPBMC	Procurement	Highway Management	3.041	3.041	3.041	3.041	10.042	10.042	3.138	35.388		
7.15	CPNG	Highlands Corridor	41	ENP	Highlands Highway	Munde Br. To Kagamuga Turn Off (49.5km)	-	LTPBMC	Procurement	Highway Management	2.701	2.701	2.701	2.701	9.504	9.504	2.970	32.784		
Highlands Highway - Kagamuga to Kiburu Jnc												92.5	9.507	9.507	9.550	5.550	5.550	5.550	5.550	46.764
7.17	CPNG	Highlands Corridor	39	WHP	Highlands Highway	Togoka Jnc to Kagul Br.	29.0	LTPBMC	Procurement	Highway Management	3.669	3.669	1.740	1.740	1.740	1.740	1.740	16.037		
7.19	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Kisenapoi Jnc to Angula Br.	33.0	LTPBMC	Ongoing	Highway Management	1.980	1.980	1.980	1.980	1.980	1.980	1.980	13.860		
7.20	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Angula Br. to Kiburu Jnc	30.5	LTPBMC	Procurement	Highway Management	3.858	3.858	1.830	1.830	1.830	1.830	1.830	16.887		
Mendi - Tari - Koptago/Komo (Highlands Highway Western End)												131.0	-	5.240	5.240	5.240	5.240	5.240	5.240	31.440
7.25	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Awi Bridge to Lake Kojaga, Hela province.	35.0	Upgrading	Procurement	Field Operations	-	1.400	1.400	1.400	1.400	1.400	1.400	8.400		
7.26	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Tuku to Kojaga (Mara-Koisaapoi Rd)	30.0	Upgrading	Procurement	Field Operations	-	1.200	1.200	1.200	1.200	1.200	1.200	7.200		
7.27	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Koroka to Bliiri Br.	35.0	Upgrading	Procurement	Field Operations	-	1.400	1.400	1.400	1.400	1.400	1.400	8.400		
7.28	CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Bliiri Br. To Kojaga Station	31.0	Upgrading	Procurement	Field Operations	-	1.240	1.240	1.240	1.240	1.240	1.240	7.440		
CPNG	Priority 7_Highlands Corridor	0	WHP, ENGA, SHP & HELA	Enga Hwy, Wabag-Mendi, Laigam-Pogera et al...	Enga Hwy, Wabag-Mendi, Laigam-Pogera et al...	138.5					3.788	9.329	9.329	5.540	5.540	5.540	5.540	44.805		
CPNG					Enga Hwy	94.7					3.788	3.788	3.788	3.788	3.788	3.788	3.788	26.516		
7.31	CPNG	Highlands Corridor	39	WHP	Enga Highway	Enga Highway, Togoka Junction to WHP/Enga Bar	28.0	LTPBMC	Procurement	Field Operations	1.120	1.120	1.120	1.120	1.120	1.120	1.120	7.840		
7.32	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, WHP/Enga Border to Pausa Lai Bridge	28.2	LTPBMC	Procurement	Field Operations	1.128	1.128	1.128	1.128	1.128	1.128	1.128	7.896		
7.33	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Pausa Lai Bridge to Wabag Town	38.5	LTPBMC	Contract Ongoing	Field Operations	1.540	1.540	1.540	1.540	1.540	1.540	1.540	10.780		
CPNG					Wabag - Mendi	43.8					-	5.541	5.541	1.752	1.752	1.752	1.752	18.089		
7.34	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Wabag Town (0km) to Lama Br. (24.4km)	24.4	LTPBMC	Procurement	Field Operations	-	3.087	3.087	0.976	0.976	0.976	0.976	10.077		
7.35	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Lama Br. (24.4km) to Lagate Br. (19.4km)	19.4	LTPBMC	Procurement	Field Operations	-	2.454	2.454	0.776	0.776	0.776	0.776	8.012		
CPNG					Pogera Road	-	-	-	-	-	-	-	-	-	-	-	-	-		
CPNG	Priority 7_Highlands Corridor	0	Nation-wide		Pogera-Kojaga-Oksapim-Teliformin Highway	435.0					164.500	-	17.400	17.400	17.400	17.400	17.400	251.500		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)		
											2035	2036	2037	2038	2039			2040	
GRAND TOTAL												207,234	245,023	332,772	341,860	270,050	252,299	1,649,238	12,258,036
												PHASE 3 (2035 - 2040)					TOTAL		
7.14	CPNG	Highlands Corridor	41	Simbu	Highlands Highway	Magiro Br. To Mirande Br. (52.3km)	-	LTPBMC	Procurement	Highway Management	3,138	3,138	3,138	3,138	3,138	18,828	63,338		
7.15	CPNG	Highlands Corridor	41	EPH	Highlands Highway	Mirande Br. To Kagamuga Turn Off (49.5km)	-	LTPBMC	Procurement	Highway Management	2,970	2,970	2,970	2,970	2,970	17,820	58,708		
Highlands Highway - Kagamuga to Kiburu Jnc												92.5	7,745	9,507	9,507	5,550	45,603	128,793	
7.17	CPNG	Highlands Corridor	39	WHP	Highlands Highway	Togaka Jnc to Kagul Br.	29.0	LTPBMC	Procurement	Highway Management	1,740	1,740	3,669	1,740	1,740	14,297	40,334		
7.19	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Kisenopai Jnc to Angula Br.	33.0	LTPBMC	Ongoing	Highway Management	4,175	4,175	1,980	1,980	1,980	16,269	44,556		
7.20	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Angula Br. to Kiburu Jnc	30.5	LTPBMC	Procurement	Highway Management	1,830	1,830	3,858	1,830	1,830	15,037	41,903		
Mendi - Tari - Kopiaigo/Komo (Highlands Highway Western End)												131.0	5,240	16,572	5,240	5,240	54,103	583,443	
7.25	CPNG	Highlands Corridor	37a	HELA	Highlands Highway	Awil Bridge to Lake Kopiaigo, Hela province.	35.0	Upgrading	Procurement	Field Operations	1,400	4,428	4,428	1,400	1,400	14,455	88,755		
7.26	CPNG	Highlands Corridor	37a	HELA	Highlands Highway	Tuku to Kopiaigo (Manio-Kopiaigo Rd)	30.0	Upgrading	Procurement	Field Operations	1,200	3,795	3,795	1,200	1,200	12,390	154,590		
7.27	CPNG	Highlands Corridor	37a	HELA	Highlands Highway	Koroka to Bili Br.	35.0	Upgrading	Procurement	Field Operations	1,400	4,428	4,428	1,400	1,400	14,455	180,355		
7.28	CPNG	Highlands Corridor	37a	HELA	Highlands Highway	Bili Br. To Kopiaigo Station	31.0	Upgrading	Procurement	Field Operations	1,240	3,922	3,922	1,240	1,240	12,803	159,743		
CPNG	Priority 7_Highlands Corridor	0	WHP, ENGA, SHP & HELA	Enga Hwy, Wabag-Mendi, Wabag-Mendi Laigam-Pogera et al...	Enga Hwy	138.5					13,732	13,732	5,540	9,329	5,540	57,201	155,177		
												11,980	11,980	3,788	3,788	3,788	38,111	99,018	
7.31	CPNG	Highlands Corridor	39	WHP	Enga Highway	Enga Highway, Togaka Junction to WHP/Enga Bdr	28.0	LTPBMC	Procurement	Field Operations	3,542	3,542	1,120	1,120	1,120	11,564	29,344		
7.32	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, WHP/Enga Border to Pausa Lai Bridge	28.2	LTPBMC	Procurement	Field Operations	3,567	3,567	1,128	1,128	1,128	11,647	29,526		
7.33	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Pausa Lai Bridge to Wabag Town	38.5	LTPBMC	Contract Ongoing	Field Operations	4,870	4,870	1,540	1,540	1,540	15,901	40,148		
Wabag - Mendi												43.8	1,752	1,752	5,541	5,541	18,089	56,159	
7.34	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Wabag Town (0km) to Lama Br. (24.4km)	24.4	LTPBMC	Procurement	Field Operations	0,976	0,976	3,087	3,087	0,976	10,077	30,144		
7.35	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Lama Br. (24.4km), to Lagate Br. (19.4km)	19.4	LTPBMC	Procurement	Field Operations	0,776	0,776	2,454	2,454	0,776	8,012	26,014		
CPNG	Priority 7_Highlands Corridor	0	Nation-wide	Pogera-Kopiaigo-Okaapim-Teleformin Highway	Pogera Road	435.0					17,400	17,400	55,028	17,400	17,400	179,655	760,155		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)
											2024	2025	2026	2027	
GRAND TOTAL											190,937	761,918	1,979,734	2,788,762	5,721,351
PHASE I (2020-2027)															
7.39	CPNG	Highlands Corridor	38	Enga	Pogera Teleformin Highway	Pogera to Paola, Enga province.	45.0	Early Works	Procurement	Field Operations	-	-	15,000	15,000	30,000
7.40	CPNG	Highlands Corridor	3837a	Enga/Hela	Pogera Teleformin Highway	Missing Link from Paala to Kojago – 80.00km length Enga & Hela Province	80.0	Early Works	Procurement	Field Operations	-	-	14,667	14,667	29,333
7.41	CPNG	Highlands Corridor	37a31	Hela/Western	Pogera Teleformin Highway	Kojago to Oksamin in Hela & Western Provinces	90.0	Early Works	Procurement	Field Operations	-	-	16,500	16,500	33,000
7.42	CPNG	Highlands Corridor	31/45	Western/WSP	Pogera Teleformin Highway	Oksamin to Teleformin in Western & West Sepik Provinces	100.0	Early Works	Procurement	Field Operations	-	-	18,333	18,333	36,667
7.43	CPNG	Highlands Corridor	31/45	Hela/Enga	Tari-Pogera Road	Tari to Pogera in Hela & Enga Provinces resp.	120.0	Early Works	Procurement	Field Operations	-	-	100,000	100,000	200,000
CPNG		Priority 7_Highlands Corridor	0	Highlands	Various	Highlands Core Road Network	118.3				-	34,374	103,122	103,122	240,819
7.49	CPNG	Highlands Corridor	37	SHP	Poro Moro Road	Parila Hwy Jnc to Mariti Br. Moro Gate 10 - Design & Construction	100.2	Upgrading	Procurement	Field Operations	-	27,024	81,072	81,072	189,169
7.50	Sub-Nator	Highlands Corridor	39	WHP	Kinding to Nuanga Road Upgrade	Upgrade to Seal by Design & Construction	18.1	Upgrading	Procurement	Field Operations	-	7,350	22,050	22,050	51,450
Priority 8_Baiyer Corridor							Total	160.0			9,000	9,000	9,000	9,000	36,000
8.0	CPNG	Priority 8_Baiyer Corridor	0	WHP/Madang	Madang - Baiyer		160.0				9,000	9,000	9,000	9,000	36,000
8.02	CPNG	Baiyer-Madang Corridor	39/43	WHP/Madang	Madang - Baiyer	Madang - Baiyer	60.0	Early Works	Procurement	Field Operations	3,000	3,000	3,000	3,000	12,000
8.03	CPNG	Baiyer-Madang Corridor	43	Madang	Madang - Baiyer	Simbai to Atoime	50.0	Early Works	Procurement	Field Operations	3,000	3,000	3,000	3,000	12,000
8.04	CPNG	Baiyer-Madang Corridor	43	Madang	Madang - Baiyer	Atoime to Transpapoi (Ramu Hwy Jnc.)	50.0	Early Works	Procurement	Field Operations	3,000	3,000	3,000	3,000	12,000
Priority 9_Trans Fly Border Corridor							Total	475.0			28,425	68,025	120,300	120,300	337,050
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly ML		205.0				21,000	21,000	73,275	73,275	188,550

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)				
											2028	2029	2030	2031	2032		2033	2034		
GRAND TOTAL												3,747.8	1,837,575	1,032,343	557,065	210,103	512,551	467,137	270,673	4,887,448
PHASE 2 (2028 - 2034)																				
7.39	CPNG	Highlands Corridor	38	Erga	Pogera Telefomin Highway	Pogera to Palala, Erga province.	45.0	Early Works	Procurement	Field Operations	15,000	-	1,800	1,800	1,800	1,800	1,800	24,000		
7.40	CPNG	Highlands Corridor	38/37a	Erga/Hela	Pogera Telefomin Highway	Missing Link from Palala to Kopejago - 80.00km length Erga & Hela Province	80.0	Early Works	Procurement	Field Operations	14,667	-	3,200	3,200	3,200	3,200	3,200	30,867		
7.41	CPNG	Highlands Corridor	37a/31	Hela/Western	Pogera Telefomin Highway	Kopejago to Okcjamin in Hela & Western Provinces	90.0	Early Works	Procurement	Field Operations	16,500	-	3,600	3,600	3,600	3,600	3,600	34,500		
7.42	CPNG	Highlands Corridor	31/45	Western/WSP	Pogera Telefomin Highway	Okcjamin to Telefomin in Western & West Sepik Provinces	100.0	Early Works	Procurement	Field Operations	18,333	-	4,000	4,000	4,000	4,000	4,000	38,333		
7.43	CPNG	Highlands Corridor	31/45	Hela/Erga	Tan-Pogera Road	Tan to Pogera in Hela & Erga Provinces resp.	120.0	Early Works	Procurement	Field Operations	100,000	-	4,800	4,800	4,800	4,800	4,800	124,000		
CPNG	Priority 7_Highlands Corridor	0	Highlands	Various	Highlands Core Road Network		118.3				103,122	-	4,732	4,732	4,732	4,732	4,732	128,782		
7.49	CPNG	Highlands Corridor	37	SHIP	Poro Poro Road	Pantai-Hwy Jnc to Manti Br. Moro Gate 10 - Design & Construction	100.2	Upgrading	Procurement	Field Operations	81,072	-	4,008	4,008	4,008	4,008	4,008	101,112		
7.50	Sub-Nator	Highlands Corridor	39	WHP	Kinlang to Nanga Road	Upgrade to Seal by Design & Construction	18.1	Upgrading	Procurement	Field Operations	22,050	-	0,724	0,724	0,724	0,724	0,724	25,870		
Priority 8_Baiyer Corridor							Total	160.0			186,667	186,667	186,667	6,400	6,400	6,400	6,400	579,200		
8.0	CPNG	Priority 8_Baiyer Corridor	0	WHP/Madang	Madang - Baiyer		160.0				186,667	186,667	186,667	6,400	6,400	6,400	6,400	579,200		
8.02	CPNG	Baiyer-Madang Corridor	39/43	WHP/Madang	Madang - Baiyer M/L	Baiyer to Simkai	60.0	Early Works	Procurement	Field Operations	70,000	70,000	70,000	2,400	2,400	2,400	2,400	217,200		
8.03	CPNG	Baiyer-Madang Corridor	43	Madang	Madang - Baiyer M/L	Simkai to Ayome	50.0	Early Works	Procurement	Field Operations	58,333	58,333	58,333	2,000	2,000	2,000	2,000	181,000		
8.04	CPNG	Baiyer-Madang Corridor	43	Madang	Madang - Baiyer M/L	Aimone to Transogoga (Ramu Hwy Jnc.)	50.0	Early Works	Procurement	Field Operations	58,333	58,333	58,333	2,000	2,000	2,000	2,000	181,000		
Priority 9_Trans Fly Border Corridor							Total	475.0			126,123	95,406	95,406	22,793	262,350	262,350	112,585	977,012		
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly M/L		265.0				82,966	82,966	82,966	10,353	249,910	249,910	100,145	859,215		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)							
											2035	2036	2037	2038	2039			2040						
GRAND TOTAL											3,747.8						207,234	245,023	332,772	341,860	270,050	252,299	1,649,238	12,258,036
											PHASE 3 (2035 - 2040)					TOTAL								
7.39	CPNG	Highlands Corridor	38	Enga	Pongera Teleformin Highway	Pongera to Paleia, Enga province.	45.0	Early Works	Procurement	Field Operators	1,800	1,800	5,693	1,800	1,800	1,800	5,693	1,800	1,800	1,800	18,365	72,365		
7.40	CPNG	Highlands Corridor	38/37a	Enga /Hela	Pongera Teleformin Highway	Missing Link from Paleia to Koiyago – 80.00km length Enga & Hela Province	80.0	Early Works	Procurement	Field Operators	3,200	3,200	10,120	3,200	3,200	3,200	10,120	3,200	3,200	3,200	33,040	93,040		
7.41	CPNG	Highlands Corridor	37a/31	Hela/Western	Pongera Teleformin Highway	Koiyago to Oksapmin in Hela & Western Provinces	90.0	Early Works	Procurement	Field Operators	3,600	3,600	11,385	3,600	3,600	3,600	11,385	3,600	3,600	3,600	37,170	104,670		
7.42	CPNG	Highlands Corridor	31/45	Western/WSP	Pongera Teleformin Highway	Oksapmin to Teleformin in Western & West Sepik Provinces	100.0	Early Works	Procurement	Field Operators	4,000	4,000	12,650	4,000	4,000	4,000	12,650	4,000	4,000	4,000	41,300	116,300		
7.43	CPNG	Highlands Corridor	31/45	Hela/Enga	Tari-Pongera Road	Tari to Pongera in Hela & Enga Provinces resp.	120.0	Early Works	Procurement	Field Operators	4,800	4,800	15,180	4,800	4,800	4,800	15,180	4,800	4,800	4,800	49,560	373,560		
CPNG	Priority 7_Highlands Corridor	0	Highlands	Various	Highlands Core Road Network		118.3				4,732	4,732	14,965	4,732	4,732	14,965	4,732	4,732	4,732	48,958	416,259			
7.49	CPNG	Highlands Corridor	37	SHP	Poro Moro Road	Partial Hwy Jnc to Mariti Br. Moro Gate 10 - Design & Construction	100.2	Upgrading	Procurement	Field Operators	4,008	4,008	12,675	4,008	4,008	4,008	12,675	4,008	4,008	4,008	41,383	331,864		
7.50	Sub-Nabor	Highlands Corridor	39	WHP	Kimbeng to Nungga Road Upgrade	Upgrade to Seal by Design & Construction	18.1	Upgrading	Procurement	Field Operators	0,724	0,724	2,290	0,724	0,724	0,724	2,290	0,724	0,724	0,724	7,475	84,595		
Priority 8_Baiyer Corridor							Total	160.0						6,400	6,400	6,400	6,400	6,400	20,240	20,240	66,080	681,280		
8.0	CPNG	Priority 8_Baiyer Corridor	0	WHP/Madang	Madang - Baiyer		180.0				6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	6,400	66,080	681,280			
8.02	CPNG	Baiyer-Madang Corridor	39/43	WHP/Madang	Madang - Baiyer M/L	Baiyer to Simlial	60.0	Early Works	Procurement	Field Operators	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	24,780	253,860			
8.03	CPNG	Baiyer-Madang Corridor	43	Madang	Madang - Baiyer M/L	Simlial to Atoime	50.0	Early Works	Procurement	Field Operators	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,650	213,650			
8.04	CPNG	Baiyer-Madang Corridor	43	Madang	Madang - Baiyer M/L	Atoime to Transgego (Ramu Hwy Jnc.)	50.0	Early Works	Procurement	Field Operators	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,650	213,650			
Priority 9_Trans Fly Border Corridor							Total	475.0						30,288	30,288	30,288	30,288	30,288	30,288	181,725	1,495,787			
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly M/L		285.0				17,848	17,848	17,848	17,848	17,848	17,848	17,848	17,848	17,848	107,085	1,154,850			

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)
											2024	2025	2026	2027	
GRAND TOTAL							3,747.8				190,937	761,918	1,979,734	2,788,762	5,721,351
PHASE 1 (2020 -2027)															
9.01	CPNG	Trans Border Corridor	31	Western	South Fly Highway	Danu Coast to Soda Border Post	55.0	Early Works	Procurement	Field Operations	3,000	3,000	30,525	30,525	67,050
9.02	CPNG	Trans Border Corridor	31	Western	North Fly Border M/L	Kiunga to Alimbak (Kiunga Smtu to Ramp Site) Road	50.0	Early Works	Procurement	Field Operations	3,000	3,000	27,750	27,750	61,500
9.03	CPNG	Trans Border Corridor	31	Western	North Fly Border M/L	Kiunga to Nomad Hwy (Middle Fly)	100.0	Early Works	Procurement	Field Operations	2,000	2,000	2,000	2,000	8,000
9.04	CPNG	Trans Border Corridor	31	Western	North Fly Border M/L	Osoble Road	10.0	Early Works	Procurement	Field Operations	2,000	2,000	2,000	2,000	8,000
9.05	CPNG	Trans Border Corridor	31	Western	North Fly Border M/L	Tabubil to Telefomin to Oksayemin Road	80.0	Maintenance	Procurement	Field Operations	11,000	11,000	11,000	11,000	44,000
CPNG		Priority 9_Trans Fly Border Corridor	31	Western	Tabubil - Telefoman Highway		180.0				7,425	47,025	47,025	47,025	148,500
9.06	CPNG	Trans Fly Border Corridor	31	Western	Tabubil - Telefoman Highway	Construction of Missing Link from Tabubil to Telefomin	20.0	Early Works	Procurement	Field Operations	2,200	13,933	13,933	13,933	44,000
9.07	CPNG	Trans Fly Border Corridor	31	Western	Tabubil - Telefoman Highway	Missing Link from Morehead to Alimbak	80.0	Early Works	Procurement	Field Operations	1,375	8,708	8,708	8,708	27,500
9.08	CPNG	Trans Fly Border Corridor	31	Western	Tabubil - Telefoman Highway	Missing Link from Bewani to Telefomin	80.0	Early Works	Procurement	Field Operations	3,850	24,383	24,383	24,383	77,000
Priority 10_Bougainville Corridor							Total	47.5				12,825	38,475	38,475	89,775
10.0	CPNG	Priority 10_Bougainville Corridor	50	AROB	Aropa Rd		-				-	-	-	-	-
CPNG		Priority 10_Bougainville Corridor	50	AROB	Buka Rd		47.5				-	12,825	38,475	38,475	89,775
10.03	CPNG	Bougainville Corridor	50	AROB	Buka Road	Arakavot Bridge to Wakunal Bridge	47.5	Upgrading	Procurement	Field Operations	-	12,825	38,475	38,475	89,775
CPNG		Priority 10_Bougainville Corridor	50	AROB	Buka Rd, Laluai-Pamaker Rd		-				-	-	-	-	-
Priority 11_Manus Corridor							Total	27.0				7,681	1,963	3,925	17,494
11.0	CPNG	Priority 11_Manus Corridor	46	Manus	East West Hwy		-				-	-	-	-	-

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)				
											2028	2029	2030	2031	2032		2033	2034		
GRAND TOTAL												3,747.8	1,837.575	1,032.343	557.065	210.103	512.551	467.137	270.673	4,887.448
PHASE 2 (2028 - 2034)																				
9.01	CPNG	Trans Bonder Corridor	31	Western	South Fly Highway	Daru Coast to Soba Bonder Post	55.0	Early Works	Procurement	Field Operations	3,328	3,328	3,328	3,328	49,922	49,922	163,075			
9.02	CPNG	Trans Bonder Corridor	31	Western	North Fly Bonder MIL	Kiunga to Alimbak (Kiunga Smcuto to Ramp Site) Road	50.0	Early Works	Procurement	Field Operations	3,025	3,025	3,025	3,025	45,383	45,383	148,250			
9.03	CPNG	Trans Bonder Corridor	31	Western	North Fly Bonder MIL	Kiunga to Normal Hwy (Middle Fly)	100.0	Early Works	Procurement	Field Operations	2,000	2,000	2,000	2,000	136,150	136,150	280,300			
9.04	CPNG	Trans Bonder Corridor	31	Western	North Fly Bonder MIL	Olsobak Road	10.0	Early Works	Procurement	Field Operations	2,000	2,000	2,000	2,000	13,615	13,615	35,230			
9.05	CPNG	Trans Bonder Corridor	31	Western	North Fly Bonder MIL	Tabukil to Telefomin to Oksepinin Road	80.0	Maintenance	Procurement	Field Operations	72,613	72,613	72,613	-	4,840	4,840	232,360			
CPNG		Priority 9_Trans Fly Bonder Corridor	31	Western	Tabukil - Telefoman Highway		180.0				43,157	12,440	12,440	12,440	12,440	12,440	117,797			
9.06	CPNG	Trans Fly Bonder Corridor	31	Western	Tabukil - Telefoman Highway	Construction of Missing Link from Tabukil to Telefomin	20.0	Early Works	Procurement	Field Operations	13,933	2,760	2,760	2,760	2,760	2,760	30,493			
9.07	CPNG	Trans Fly Bonder Corridor	31	Western	Tabukil - Telefoman Highway	Missing Link from Morehead to Alimbak	80.0	Early Works	Procurement	Field Operations	4,840	4,840	4,840	4,840	4,840	4,840	33,880			
9.08	CPNG	Trans Fly Bonder Corridor	31	Western	Tabukil - Telefoman Highway	Missing Link from Bewani to Telefomin	80.0	Early Works	Procurement	Field Operations	24,383	4,840	4,840	4,840	4,840	4,840	53,423			
Priority 10_Bougainville Corridor							Total	47.5			38,475	-	1,900	1,900	1,900	1,900	47,975			
10.0	CPNG	Priority 10_Bougainville Corridor	50	AROB	Aropa Rd		-				-	-	-	-	-	-	-			
CPNG		Priority 10_Bougainville Corridor	50	AROB	Buka Rd		47.5				38,475	-	1,900	1,900	1,900	1,900	47,975			
10.03	CPNG	Bougainville Corridor	50	AROB	Buka Road	Anakavol Bridge to Wakuai Bridge	47.5	Upgrading	Procurement	Field Operations	38,475	-	1,900	1,900	1,900	1,900	47,975			
CPNG		Priority 10_Bougainville Corridor	50	AROB	Buka Rd, Laluai-Panakei Rd		-				-	-	-	-	-	-	-			
Priority 11_Manus Corridor							Total	27.0			3,925	3,925	1,963	1,620	1,620	1,620	16,293			
11.0	CPNG	Priority 11_Manus Corridor	46	Manus	East West Hwy		-				-	-	-	-	-	-	-			

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)		
											2035	2036	2037	2038	2039			2040	
GRAND TOTAL												207,234	245,023	332,772	341,860	270,050	252,299	1,649,238	12,258,036
												PHASE 3 (2035 - 2040)					TOTAL		
9.01	CPNG	Trans Bomler Corridor	31	Western	South Fly Highway	Dau Coast to Sota Bomler Post	55.0	Early Works	Procurement	Field Operations	3,328	3,328	3,328	3,328	3,328	19,985	250,080		
9.02	CPNG	Trans Bomler Corridor	31	Western	North Fly Bomler M/L	Kuanga to Alimbak (Kuanga Simbu to Ramp Site) Road	50.0	Early Works	Procurement	Field Operations	3,025	3,025	3,025	3,025	3,025	18,150	227,900		
9.03	CPNG	Trans Bomler Corridor	31	Western	North Fly Bomler M/L	Kuanga to Nomadi Hwy (Middle Fly)	100.0	Early Works	Procurement	Field Operations	6,050	6,050	6,050	6,050	6,050	36,300	324,900		
9.04	CPNG	Trans Bomler Corridor	31	Western	North Fly Bomler M/L	Osokiba Road	10.0	Early Works	Procurement	Field Operations	0,605	0,605	0,605	0,605	0,605	3,630	46,880		
9.05	CPNG	Trans Bomler Corridor	31	Western	North Fly Bomler M/L	Tabukili to Teleformin to Oksapamin Road	80.0	Maintenance	Procurement	Field Operations	4,840	4,840	4,840	4,840	4,840	29,040	305,400		
CPNG	Priority 9 Trans Fly Bomler Corridor		31	Western	Tabukili - Teleforman Highway		180.0				12,440	12,440	12,440	12,440	12,440	74,040	340,937		
9.06	CPNG	Trans Fly Bomler Corridor	31	Western	Tabukili - Teleforman Highway	Construction of Missing Link from Tabukili to Teleformin	20.0	Early Works	Procurement	Field Operations	2,760	2,760	2,760	2,760	2,760	16,560	91,053		
9.07	CPNG	Trans Fly Bomler Corridor	31	Western	Tabukili - Teleforman Highway	Missing Link from Morehesal to Alimbak	80.0	Early Works	Procurement	Field Operations	4,840	4,840	4,840	4,840	4,840	29,040	90,420		
9.08	CPNG	Trans Fly Bomler Corridor	31	Western	Tabukili - Teleforman Highway	Missing Link from Bewani to Teleformin	80.0	Early Works	Procurement	Field Operations	4,840	4,840	4,840	4,840	4,840	29,040	158,463		
Priority 10 Bougainville Corridor							Total	47.5			1,900	1,900	6,009	6,009	1,900	1,900	19,618	157,368	
10.0	CPNG	Priority 10 Bougainville Corridor	50	AROB	Anopa Rd		-				-	-	-	-	-	-	-		
CPNG	Priority 10 Bougainville Corridor		50	AROB	Buka Rd		47.5				1,900	1,900	6,009	6,009	1,900	19,618	157,368		
10.03	CPNG	Bougainville Corridor	50	AROB	Buka Road	Aoklavol Bridge to Wakurai Bridge	47.5	Upgrading	Procurement	Field Operations	1,900	1,900	6,009	6,009	1,900	19,618	157,368		
CPNG	Priority 10 Bougainville Corridor		50	AROB	Buka Rd, Laluar-Panakei Rd		-				-	-	-	-	-	-	-		
Priority 11 Manus Corridor							Total	27.0			1,620	1,620	3,416	3,416	1,620	1,620	13,311	47,099	
11.0	CPNG	Priority 11 Manus Corridor	46	Manus	East West Hwy		-				-	-	-	-	-	-	-		

No.	Program	Corridor	Pav Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million)		
											2024	2025	2026		2027	
GRAND TOTAL											3,747.8	190,937	761,918	1,979,734	2,788,762	5,721,351
PHASE I (2020 -2027)																
Priority 11_Manus Corridor																
CPNG		46	Manus	Momote & Lombrum Road		27.0				Field Operations	7,681	1,963	3,925	3,925	17,484	
1103	CPNG	Manus Corridor	46	Manus	Momote Road	Lorogau (CH0-000KM) to Momote (at port) E to Sial - TSSP	27.0	LTMIC	Procurement	Field Operations	7,681	1,963	3,925	3,925	17,484	
Priority 12_Sandaun Border Corridor																
12	CPNG	Sandaun Border Corridor	45	West Sepik	Bewani Road		175.0			Field Operations	-	-	78,750	236,250	315,000	
1201	CPNG	Sandaun Border Corridor	45	West Sepik	Seveni Road	Upgrading & Sealing from Imbo Juc to Green River Station in (USP -CPNG Deal Design & Const.	175.0	Upgrading	Procurement	Field Operations	-	-	78,750	236,250	315,000	
Priority 13_New Ireland Corridor																
13	CPNG	New Ireland Corridor	47	New Ireland	Bulminsky Hwy		71.7			Field Operations	13,881	16,858	5,954	5,954	42,647	
	CPNG	New Ireland Corridor	47	New Ireland	Bulminsky Hwy		71.7			Field Operations	13,881	16,858	5,954	5,954	42,647	
1302	CPNG	New Ireland Corridor	47	New Ireland	Soluminski Highway	Soluminski (O-255-000KM) to Poropobc. (O-335-000KM) - TSSP, 71.7km	71.7	LTMIC	Procurement	Field Operations	13,881	16,858	5,954	5,954	42,647	
	CPNG	New Ireland Corridor	47	New Ireland	West Coast Road		-			Field Operations	-	-	-	-	-	

Notation s:
Procurement: Strategic National Economic Highway Development (S N E H D) / Missing Link (ML)

- NOTES:**
- Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)
 - Sections demarcated as per contracted/proposed/proposed sections as delineated and based with 2023 condition to determine respective treatments for those proposed.
 - Missing Link Sections programmed thru New Roads Construction Rates
 - Road upgrading Sections programmed thru Road Upgrading Rates
 - Road construction/reconstruction/rehabilitation Sections programmed using scaled and unscaled rates based on surface type.
 - Without traffic data, as rule of thumb, for asset preservation for sealed roads, rescaling is programmed after 7 years whilst routine maintenance rate of 160,000/ln/yr is used for heavy traffic roads or fair condition roads. New Seal - RTN Maintenance Rate is 140,000/ln/yr. This is reduced by a quarter from 11,019.12/ln/yr based on PBMC Rates in recent based by MFA to maintain cost within the CPNG 2020-2040 Multi Year Financing Plan. Unscaled Rates used as applicable (Refer to RAMS Unit Rates table for details).

No. Program	Co midor	Prov Code	Province	Road Name	Description	Est. Length (km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million)		
										2028	2029	2030	2031	2032		2033	2034
PHASE 2 (2028 - 2034)										2028	2029	2030	2031	2032	2033	2034	(2028 - 2034)
Priority 11_Manus Comdor										1,837.575	1,032.343	557.065	210.103	512.551	467.137	270.673	4,887.448
CPNG	Manus Comdor	6	Manus	Momote & Lombar Road		27.0				3.925	3.925	1.963	1.620	1.620	1.620	16.203	
11.03 CPNG	Manus Comdor	6	Manus	Momote Road	Lombar (CH-00000) to Momote Airport End of Seal - TSSP	27.0	LTIIC	Procurement	Field Operators	3.925	3.925	1.963	1.620	1.620	1.620	16.203	
Priority 12_Sandaun Border Comdor										236.250	236.250	-	7.000	7.000	7.000	7.000	500.500
12 CPNG	Sandaun Border Comdor	6	West Sepik	Bevani Road		075.0				236.250	236.250	-	7.000	7.000	7.000	500.500	
12.01 CPNG	Sandaun Border Comdor	6	West Sepik	Bevani Road	Upgrading & Sealing from Imbo Ave to Green River Section in MSP - CPNG Detail Design & Const.	075.0	Upgrading	Procurement	Field Operators	236.250	236.250	-	7.000	7.000	7.000	500.500	
Priority 13_New Ireland Comdor										5,954	5,954	2,977	2,868	2,868	2,868	2,868	26,358
13 CPNG	New Ireland Comdor	7	New Ireland	Bulominsky Hwy		-				-	-	-	-	-	-	-	
CPNG	New Ireland Comdor	7	New Ireland	Bulominsky Hwy		71.7				5,954	5,954	2,977	2,868	2,868	2,868	26,358	
13.02 CPNG	New Ireland Comdor	7	New Ireland	Solumioli Highway	Solumioli Br. (CH-35-00000) to Poropo Br. (CH-36-10000) - TSSP, 71.7km	71.7	LTIIC	Procurement	Field Operators	5,954	5,954	2,977	2,868	2,868	2,868	26,358	
CPNG	New Ireland Comdor	7	New Ireland	West Coasa Road		-				-	-	-	-	-	-	-	
Notations:										Procurement Strategic National Economic Highway Development (S N E H D) / Missing Link (ML)							

NOTES:

- Unit Rates used a current rates at AMB/RAMS (subject to review in future.)
- Sections demarcated as per contracted/proposed/proposal sections as delineated and based with 2023 condition to determine respective treatments for those proposed.
- Missing Link Sections programmed thru New Roads Construction Rates
- Road upgrading Sections programmed thru Road Upgrading Rates
- Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
- Without traffic data, as rule of thumb, for asset preservation for sealed roads, rescaling is programmed after 7 years whilst routine maintenance rate of 850,000/km/yr is used for heavy traffic roads or fair condition roads. New Seal - RTM Maintenance Rate is 640,000/km/yr. This is reduced by a quarter (from 410,000/km/yr) based on PBM. Rates in recent based by MRA 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).

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum	Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)
GRAND TOTAL											3,747.8	2,52,289	12,258,038
PHASE 3 (2035 - 2040)													
Priority 11_Manus Corridor		46	Manus	Momote & Lomban Road	27.0						1,620	1,620	47,099
1103	CPNG	Manus Corridor	46	Manus	Momote Road	Lorengau (CH-0-000001) to Momote Airport End of Seal - TSSP	27.0	LTMIC	Procurement	Field Operations	1,620	1,620	47,099
Priority 12_Sandaun Border Corridor		Total											
12	CPNG	Sandaun Border Corridor	45	West Sepik	Berani Road	175.0					7,000	7,000	887,775
1201	CPNG	Sandaun Border Corridor	45	West Sepik	Berani Road	Upgrading & Sealing from into jute to Green River Station in MSP - CPNG Detail Design & Const.	175.0	Upgrading	Procurement	Field Operations	7,000	7,000	887,775
Priority 13_New Ireland Corridor		Total											
13	CPNG	New Ireland Corridor	47	New Ireland	Bulominis Hwy	71.7					2,868	2,868	98,617
1302	CPNG	New Ireland Corridor	47	New Ireland	Bulominis Hwy	71.7	LTMIC				2,868	2,868	98,617
1302	CPNG	New Ireland Corridor	47	New Ireland	Solumeli Highway	Solumeli (CH-35-000001) to P.ropo B. (CH-36-100001) - TSSP, 71.7km	71.7	LTMIC	Procurement	Field Operations	2,868	2,868	98,617
Priority 13_New Ireland Corridor		Total											
13	CPNG	New Ireland Corridor	47	New Ireland	West Coast Road	-					-	-	-
Notations													
Procurement Strategic National Economic Highway Development (S N E H D) / Missing Link (ML)													

NOTES:

1. Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)
2. Sections demarcated as per contracted/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. Road upgrading Sections programmed thru Road Upgrading Rates
5. Road construction/reconstruction/rehabilitation Sections programmed using scaled and unscaled rates based on surface type.
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 650,000/km/yr is used for heavy traffic roads on fair condition roads. New Seal - R/N Maintenance Rate is 640,000/km/yr. This is reduced by a quarter from 1310,000/km/yr based on RBMC Rates in recent based by NFA to maintain cost within the CPNG 2020-2040 Multi-year Financing Plan. Unscaled Rates used as applicable (Refer to RBMC Unit Rates table for details).

ROAD MANAGEMENT & MAINTENANCE PLAN 2025 - 2040**4.3 Maintenance Cost on Proposed (GAPS) Sections**

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)	
											2024	2025	2026		2027
GRAND TOTAL											130.625	281.225	516.354	473.340	1,401.545
PHASE 1 (2020 -2027)															
Priority 1_Trans National Corridor											40.0	5.380	5.380	5.380	16.140
1.0	CPNG	Priority 1_Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Aseki Rd et al...		40.0				-	5.380	5.380	5.380	16.140
1.02	CPNG	Trans National Corridor	42	Morobe	Wau Road	Pine Top Bridge to Wau Monument Rehabilitation	30.0	Rehabilitation	Proposed	Field Operations	-	4.000	4.000	4.000	12.000
1.10	CPNG	Trans National Corridor	32	Gulf	Murua to Epo	Murua Br. to Epo Jnc Maintenance	10.0	Maintenance	Proposed	Highway Management	-	1.380	1.380	1.380	4.140
Priority 2_Momase Corridor											575.1	87.375	126.267	139.231	374.874
2.0	CPNG	Priority 2_Momase Corridor	0	WSP, ESP & IMAD	Coastal, Sepik & Ramu Hwy		575.1				22.000	87.375	126.267	139.231	374.874
2.01	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Wutung to Sawmil Jnc.	47.00	LTPBMC	Proposed	Highway Management	-	2.820	2.820	2.820	8.460
2.07	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Hareich Bridge to Danop Bridge	41.5	Maintenance	Proposed	Highway Management	-	5.721	5.721	5.721	17.164
2.08	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Danop Bridge to Salamin Fords No.1	16.1	Maintenance	Proposed	Highway Management	-	2.227	2.227	2.227	6.682
2.09	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Salamin to Hogi RCBC End of Seal	49.9	Maintenance	Proposed	Highway Management	-	6.889	6.889	6.889	20.667
2.11	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Kreer Heights to Suarumb Village	32.4	Maintenance	Proposed	Highway Management		4.471	4.471	4.471	13.414
2.12	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Wewak (Suarumb Village) to Marenberg	15.0	Feasibility Study/Design	New Start	Highway Management	1.000	2.070	2.070	2.070	7.210
2.13	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Angoram (Marienberg) to Nukia Junction (Missing Link)	75.8	Feasibility Study/Design	New Start	Highway Management	1.000	16.821	16.821	16.821	51.463
2.15	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Angoram to Marenberg	10.0	Maintenance	Proposed	Field Operations	-	1.380	1.380	1.380	4.140
2.16	CPNG	Momase Corridor	45	West Sepik	Sepik Highway	Coastal Hwy Jnc (Umbio)- Karattem-Lumi	50.0	Feasibility Study/Design	Proposed	Field Operations	-	6.900	6.900	6.900	20.700
2.17	CPNG	Momase Corridor	45	West Sepik	Lumi - Amanap Road	Lumi to Amanap	96.2	Maintenance	New Start	Field Operations	10.000	13.281	13.281	13.281	49.843
2.18	CPNG	Momase Corridor	45	West Sepik	Alitape-Falima-Nuku Road	Alitape-Falima-Nuku Rd Maintenance	68.2	Maintenance	New Start	Field Operations	10.000	9.414	9.414	9.414	38.243

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)					
											2028	2029	2030	2031	2032		2033	2034			
GRAND TOTAL												2,477.6						2,797.971			
PHASE 2 (2028 - 2034)																					
Priority 1_ Trans National Corridor												Total	40.0	21,500	4,000	4,000	4,000	4,000	4,400	4,400	64,600
Priority 1_ Trans National Corridor												Total	40.0	21,500	4,000	4,000	4,000	4,000	4,400	4,400	64,600
1.0	CPNG	0	Merobe, Gulf & Central	Wau Hwy & Aseki Rd et al...																	
1.02	CPNG	42	Merobe	Wiau Road	Pine Top Bridge to Wiau Monument Rehabilitation	30.0	Rehabilitation	Proposed	Field Operations	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000			
1.10	CPNG	32	Gulf	Muruu to Epo	Muruu Br. to Epo Jnc Maintenance	10.0	Maintenance	Proposed	Highway Management	17,500	17,500	-	0.400	0.400	0.400	0.400	0.400	36,600			
Priority 2_ Momase Corridor												Total	575.1	214,233	215,715	176,715	53,171	56,586	54,346	54,346	827,352
Priority 2_ Momase Corridor												Total	575.1	214,233	215,715	176,715	53,171	56,586	54,346	54,346	827,352
2.01	CPNG	45	West Sepik	Coastal Hwy	Wutung to Sawmill Jnc.	47.00	LTPBMC	Proposed	Highway Management	2,820	2,820	5,946	2,820	2,820	2,820	2,820	2,820	25,991			
2.07	CPNG	45	West Sepik	Coastal Hwy	Hareich Bridge to Danop Bridge	41.5	Maintenance	Proposed	Highway Management	48,370	48,370	48,370	1,658	1,658	1,658	1,658	1,658	150			
2.08	CPNG	45	West Sepik	Coastal Hwy	Danop Bridge to Salamin Fonde No.1	16.1	Maintenance	Proposed	Highway Management	18,830	18,830	18,830	-	0.646	0.646	0.646	0.646	58			
2.09	CPNG	44	East Sepik	Coastal Hwy	Salamin to Hog ROBCB End of Seal	49.9	Maintenance	Proposed	Highway Management	58,240	58,240	58,240	-	1,997	1,997	1,997	1,997	181			
2.11	CPNG	44	East Sepik	Coastal Hwy	Kreer Heights to Suamumb Village	32.4	Maintenance	Proposed	Highway Management	24,511	24,511	-	1,296	1,296	1,296	1,296	1,296	54,205			
2.12	CPNG	44	East Sepik	Coastal Hwy	Wewick (Suamumb Village) to Marienberg	15.0	Feasibility Study/Design	New Start	Highway Management	11,250	11,250	-	0.600	0.600	0.600	0.600	0.600	24,900			
2.13	CPNG	44	East Sepik	Coastal Hwy	Angoram (Marienberg) to Nubia Junction (Missing Link)	75.8	Feasibility Study/Design	New Start	Highway Management	16,821	16,821	10,456	10,456	10,456	10,456	10,456	10,456	85,923			
2.15	CPNG	44	East Sepik	Coastal Hwy	Angoram to Marienberg	10.0	Maintenance	Proposed	Field Operations	1,380	1,380	1,380	1,380	1,380	1,380	1,380	1,380	9,660			
2.16	CPNG	45	West Sepik	Sepik Highway	Coastal Hwy Jnc (Umboi)-Karaman-Lumi	50.0	Feasibility Study/Design	Proposed	Field Operations	6,900	6,900	6,900	6,900	6,900	6,900	6,900	6,900	48,300			
2.17	CPNG	45	West Sepik	Lumi - Amanap Road	Lumi to Amanap	96.2	Maintenance	New Start	Field Operations	13,281	13,281	13,281	13,281	13,281	13,281	13,281	13,281	92,968			
2.18	CPNG	45	West Sepik	Alape-Falima-Nuku Road	Alape-Falima-Nuku Road Maintenance	68.2	Maintenance	New Start	Field Operations	9,414	9,414	9,414	9,414	9,414	9,414	9,414	9,414	65,901			

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)		
											2035	2036	2037	2038	2039			2040	
GRAND TOTAL												576,382	622,166	261,026	179,275	228,075	216,460	2,083,385	6,282,900
PHASE 3 (2035 - 2040)																			
Priority 1_Trans National Corridor																			
Total												34,195	34,195	0,400	2,465	2,465	1,600	75,320	156,060
1.0	CPNG	Priority 1_Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Aseki Rd et al...		40.0					34,195	34,195	0,400	2,465	2,465	1,600	75,320	156,060
1.02	CPNG	Trans National Corridor	42	Morobe	Wau Road	Fine Top Bridge to Wau Monument Rehabilitation	30.0	Rehabilitation	Proposed	Field Operations		33,795	33,795	-	1,200	1,200	1,200	71,190	111,190
1.10	CPNG	Trans National Corridor	32	Gulf	Munua to Epo	Munua Br. to Epo Jnc Maintenance	10.0	Maintenance	Proposed	Highway Management		0,400	0,400	0,400	1,265	1,265	0,400	4,130	44,870
Priority 2_Momase Corridor																			
Total												319,977	323,181	15,138	28,044	40,470	36,370	763,179	1,965,406
2.0	CPNG	Priority 2_Momase Corridor	0	WSP ESP & MAD	Coastal, Sepik & Ramu Hwy		575.1					319,977	323,181	15,138	28,044	40,470	36,370	763,179	1,965,406
2.01	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Wutung to Sawmi Jnc	47.00	LTPBMC	Proposed	Highway Management		2,820	2,820	2,820	5,946	5,946	23,171	57,622	
2.07	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Hareich Bridge to Danop Bridge	41.5	Maintenance	Proposed	Highway Management		1,658	1,658	1,658	5,245	5,245	17,123	184,373	
2.08	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Danop Bridge to Salamin Fords No.1	16.1	Maintenance	Proposed	Highway Management		0,646	0,646	0,646	2,042	2,042	6,666	71,775	
2.09	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Salamin to Hogh RCBIC End of Seal	49.9	Maintenance	Proposed	Highway Management		1,997	1,997	1,997	6,315	6,315	20,617	221,994	
2.11	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Keer Heights to Suanumb Village	32.4	Maintenance	Proposed	Highway Management		1,296	1,296	4,099	4,099	1,296	13,381	81,000	
2.12	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Weiwak (Suanumb Village) to Marenberg	15.0	Feasibility Study/Design	New Start	Highway Management		0,600	0,600	1,898	1,898	0,600	6,195	38,305	
2.13	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Angoran (Marenberg) to Nubia Junction (Missing Link)	75.8	Feasibility Study/Design	New Start	Highway Management		132,598	132,598	-	3,031	3,031	274,287	411,673	
2.15	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Angoran to Marenberg	10.0	Maintenance	Proposed	Field Operations		7,500	7,500	-	0,400	0,400	16,200	30,000	
2.16	CPNG	Momase Corridor	45	West Sepik	Sepik Highway	Coastal Hwy Jnc (Umbo)-Karalim-Lumi	50.0	Feasibility Study/Design	Proposed	Field Operations		37,500	37,500	-	2,000	2,000	81,000	150,000	
2.17	CPNG	Momase Corridor	45	West Sepik	Lumi - Amanap Road	Lumi to Ananap	96.2	Maintenance	New Start	Field Operations		72,180	72,180	-	3,850	3,850	155,969	298,720	
2.18	CPNG	Momase Corridor	45	West Sepik	Atape-Falima-Nuku Road	Atape-Falima-Nuku Rd Maintenance	68.2	Maintenance	New Start	Field Operations		51,165	51,165	-	2,729	2,729	110,516	214,660	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (FGK, million) per Annum					Phase 2 ESTIMATE (FGK, million) (2028 - 2034)				
											2028	2029	2030	2031	2032		2033	2034		
PHASE 2 (2028 - 2034)																				
GRAND TOTAL												2,477.6	813.151	753.114	440.759	205.761	194.850	199.175	191.161	2,797.971
2.21	CPNG	Momase Corridor	43	Madang	Coastal Hwy	Awar to Biqia	25.9	LTPBMC	Proposed	Highway Management	1,036	1,036	1,036	3,276	3,276	1,036	11,733			
2.22	CPNG	Momase Corridor	43	Madang	Coastal Hwy	Nubia Junction to Bosmun	10.0	Maintenance	New Start	Highway Management	1,380	1,380	1,380	1,380	1,380	1,380	9,660			
2.25	CPNG	Momase Corridor	43	Madang	Ramu Hwy	Tapo Bridge to Ono Bridge	37.0	Upgrading	Proposed	Highway Management	-	1,482	1,482	1,482	1,482	1,482	8,890			
Priority 3_Southern Corridor												297.6	15,089	15,089	25,980	25,980	15,107	15,107	15,107	127,460
3.0	CPNG	Priority 3_Southern Corridor	0	Guif, Central, Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)	Kerema-POM-Aloiau	297.6				15,089	15,089	25,980	25,980	15,107	15,107	127,460			
3.06	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Laloki Bridge to 9 Mile Round about	4.0	LTPBMC	Proposed	Highway Management	0.222	0.222	1.536	1.536	0.240	0.240	4.236			
3.07	CPNG	Southern Corridor	33	Central	Magi Hwy	6 Mile to Bautama Bridge	10.8	LTPBMC	Proposed	Highway Management	0.651	0.651	4.163	4.163	0.651	0.651	11.578			
3.25	CPNG	Southern Corridor	33/36	Oro/Central	Akre-Salei-Kupiano Road	Akre-Salei-Kupiano ML (Northern Corridor)	212.5	Early Works	New Start	Field Operations	10,000	10,000	10,000	10,000	10,000	10,000	70,000			
3.26	CPNG	Southern Corridor	33	Central	Hula Road	Gabagaba Jct to Hula	49.0	LTPBMC	Proposed	Field Operations	2,942	2,942	6,202	6,202	2,942	2,942	27,111			
3.27	CPNG	Southern Corridor	33	Central	Sogesi Road	Kinakon to Sogesi NHS	21.3	LTPBMC	Proposed	Field Operations	1,275	1,275	4,080	4,080	1,275	1,275	14,535			
Priority 4_Guif - Highlands Corridor												202.2	60,530	60,530	11,659	9,930	9,930	9,930	9,930	229,169
4.0	CPNG	Priority 4_Guif - Highlands Corridor	32/37	Guif / Highlands	Guif/SHP Hwy, Tari-Pogera & Kalam-Moro		202.2				60,530	60,530	11,659	9,930	9,930	9,930	229,169			
4.01	CPNG	Guif-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Guif Hwy)	Kisempoi-Hagua	38.8	LTPBMC	Proposed	Field Operations	2,326	2,326	4,904	2,326	2,326	2,326	21,439			
4.04	CPNG	Guif-Highlands Corridor	37/32	Guif	Erave Road (SHP/Guif Hwy)	Erave to Kikoi	110.0	Maintenance	Proposed	Field Operations	55,000	55,000	-	4,400	4,400	4,400	178,200			
4.08	CPNG	Guif-Highlands Corridor	37	Southern Highlands	lalibu-Pangia-Wiru Loop	lalibu-Pangia-Wiru Loop	53.4	LTPBMC	Proposed	Field Operations	3,204	3,204	6,755	3,204	3,204	3,204	29,530			
Priority 5_Guif-Madang Corridor												181.0	152,034	152,034	26,260	32,260	32,260	32,260	32,260	459,368
5.0	CPNG	Priority 5_Guif - Madang Corridor	32/37	Guif / Highlands	Guif-Simbu-Madang Hwy		181.0				152,034	152,034	26,260	32,260	32,260	32,260	459,368			
5.03	CPNG	Guif-Highlands Corridor	40	Simbu	Bundi Hwy	Geua-Gembogi	21.0	LTPBMC	Proposed	Field Operations	1,284	1,284	1,260	1,260	1,260	1,260	8.87			
5.04	CPNG	Guif-Highlands Corridor	40	Simbu	Bundi Hwy	Kundawa-Geua	10.0	Rehabilitant	Proposed	Field Operations	7,650	7,650	-	0,600	0,600	0,600	17.70			
5.05	CPNG	Guif-Highlands Corridor	40	Simbu	Karamul Access	Kundawa-Gumine	40.0	Maintenance	Proposed	Field Operations	30,600	30,600	-	2,400	2,400	2,400	70,800			
5.06	CPNG	Guif-Highlands Corridor	40	Simbu	Gumine-Karamul Rd	Gumine-Yua River	40.0	Maintenance	Proposed	Field Operations	70,000	70,000	-	2,400	2,400	2,400	149.60			
5.07	CPNG	Guif-Madang Corridor	40	Simbu	Bundi Hwy	Kundawa-Gembogi Missing Link Road Early Works	10.0	Early Works	New Start	Field Operations	17,500	17,500	-	0,600	0,600	0,600	37.40			

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)		
											2035	2036	2037	2038	2039			2040	
GRAND TOTAL												2,477.6						2,083.385	6,282.900
PHASE 3 (2035 - 2040)																	TOTAL		
2.21	CPNG	Momase Corridor	43	Madang	Coastal Hwy	Awar to Bogja	25.9	LTPBMC	Proposed	Highway Management	1.036	1.036	1.036	1.036	1.036	1.036	6.216	21.057	
2.22	CPNG	Momase Corridor	43	Madang	Coastal Hwy	Nukia Junction to Bosmun	10.0	Maintenance	New Start	Highway Management	7.500	7.500	0.400	0.400	0.400	0.400	16.600	30.400	
2.25	CPNG	Momase Corridor	43	Madang	Ramu Hwy	Tapo Bridge to Ono Bridge	37.0	Upgrading	Proposed	Highway Management	1.462	4.686	1.462	1.462	1.462	1.462	15.298	153.827	
Priority 3 - Southern Corridor												297.6	Total					112.389	295.117
3.0	CPNG	Southern Corridor	0	Central	Hiritano Hwy & Magi Hwy (Missing Link)	Kerema-POM-Alubau	297.6				15.107	15.107	15.107	15.107	15.107	15.107	112.389	295.117	
3.06	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Laloki Bridge to 9 Mile Round about	4.0	LTPBMC	Proposed	Highway Management	0.240	0.240	0.240	0.240	1.536	1.536	4.032	8.933	
3.07	CPNG	Southern Corridor	33	Central	Magi Hwy	6 Mile to Buzama Bridge	10.8	LTPBMC	Proposed	Highway Management	0.651	0.651	0.651	4.163	4.163	10.928	24.458		
3.25	CPNG	Southern Corridor	33/36	Oro/Central	Afene-Safis-Kupiano ML (Northern Corridor)	Afene-Safis-Kupiano ML	212.5	Early Works	New Start	Field Operations	10.000	10.000	10.000	10.000	10.000	60.000	170.000		
3.26	CPNG	Southern Corridor	33	Central	Hula Road	Gaagaka Jnc to Hula	49.0	LTPBMC	Proposed	Field Operations	2.942	2.942	2.942	6.202	6.202	24.170	60.106		
3.27	CPNG	Southern Corridor	33	Central	Soger Road	Kinaikon to Soger NHS	21.3	LTPBMC	Proposed	Field Operations	1.275	1.275	1.275	4.000	4.000	13.260	31.620		
Priority 4 - Gulf - Highlands Corridor												202.2	Total					118.699	409.998
4.0	CPNG	Highlands Corridor	32/37	Gulf / Highlands	Gulf/SHP Hwy, Tari-Pogera & Kalam-Moro		202.2				9.930	9.930	9.930	9.930	39.489	39.489	118.699	409.998	
4.01	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Kisenapi-Kagua	38.8	LTPBMC	Proposed	Field Operations	2.326	2.326	2.326	4.904	4.904	19.113	47.530		
4.04	CPNG	Gulf-Highlands Corridor	37/32	Gulf	Erave Road (SHP/Gulf Hwy)	Erave to Kilkon	110.0	Maintenance	Proposed	Field Operations	4.400	4.400	4.400	27.830	27.830	73.260	297.000		
4.08	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Ialibu-Pangia-Wiru Loop	Ialibu-Pangia-Wiru Loop	53.4	LTPBMC	Proposed	Field Operations	3.204	3.204	3.204	6.755	6.755	26.326	65.468		
Priority 5 - Gulf-Madang Corridor												181.0	Total					209.653	828.873
5.0	CPNG	Madang Corridor	32/37	Gulf / Highlands	Gulf-Simbu-Madang Hwy		181.0				32.260	32.260	33.657	40.307	38.910	32.260	209.653	828.873	
5.03	CPNG	Gulf-Highlands Corridor	40	Simbu	Bundi Hwy	Cewa-Gembogi	21.0	LTPBMC	Proposed	Field Operations	1.260	1.260	2.657	2.657	1.260	1.260	10.35	23.07	
5.04	CPNG	Gulf-Highlands Corridor	40	Simbu	Bundi Hwy	Kundiana-Cewa	10.0	Rehab/Maint	Proposed	Field Operations	0.600	0.600	1.265	1.265	0.600	0.600	4.93	31.63	
5.05	CPNG	Gulf-Highlands Corridor	40	Simbu	Karamul Access	Kundawa-Gumine	40.0	Maintenance	Proposed	Field Operations	2.400	2.400	5.060	5.060	2.400	2.400	19.720	96.520	
5.06	CPNG	Gulf-Highlands Corridor	40	Simbu	Gumine-Karamul Rd	Gumine-Tua River	40.0	Maintenance	Proposed	Field Operations	2.400	2.400	5.060	5.060	2.400	2.400	19.72	175.32	
5.07	CPNG	Gulf-Madang Corridor	40	Simbu	Bundi Hwy	Kundawa-Gembogi Missing Link Road Early Works	10.0	Early Works	New Start	Field Operations	0.600	0.600	1.265	1.265	0.600	0.600	4.93	82.33	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)						
											2024	2025	2026	2027							
GRAND TOTAL												2,477.6				130.625	281.225	516.354	473.340	1,401.545	
PHASE 1 (2020-2027)																					
5.08	CPNG	Gulf-Medang Corridor	40	Simbu	Karamul Rd MIL	Karamul Missing Link Rd Early Works	10.0	Early Works	New Start	Field Operations	20,000	20,000	20,000	20,000	80,000						
5.09	CPNG	Gulf-Medang Corridor	40/41	Simbu/ EHP	Lufa - Karamul	Lufa - Karamul Missing Link Rd Early Works	50.0	Early Works	New Start	Field Operations	-	5,000	5,000	5,000	15,000						
Priority 6. New Britain Corridor												113.0					4,500	4,500	4,500	4,500	13,500
6.0	CPNG	Priority 6. New Britain Corridor	48/49	ENB/WNB	New Britain Hwy		113.0				-	4,500	4,500	4,500	13,500						
6.04	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Alakasam - Lower Tonu	25.0	Maintenance	Proposed	Highway Management	-	1,000	1,000	1,000	3,000						
6.05	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Lower Tonu to Pale (TRP)	52.0	Maintenance	Proposed	Highway Management	-	2,000	2,000	2,000	6,000						
6.06	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Pale to Pandi River	36.0	Maintenance	Proposed	Highway Management	-	1,500	1,500	1,500	4,500						
Priority 7. Highlands Corridor												478.1					68,625	92,104	92,104	86,827	339,660
7.0	CPNG	Priority 7. Highlands Corridor	0	Mendi - Koroaoo	Highlands Highway		123.7				11,750	20,847	20,847	15,570	69,014						
7.02	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Lae - Nadzab Airport (4 Lane)	8.7	LTPBMC	Proposed	Highway Management	-	0.524	0.524	0.524	1.572						
7.06	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Goroka 4 Lane Construction on Highlands Highway	10.0	Construction	New Start	Highway Management	10,000	10,000	10,000	10,000	40,000						
7.16	CPNG	Highlands Corridor	39	WHP	Highlands Highway	Kagamuga to Kiburu Jnc	29.0	LTPBMC	Proposed	Highway Management	-	0.856	0.856	0.856	2,569						
7.29	CPNG	Highlands Corridor	37	Heia	Highlands Highway	Mendi - Tari - Kopiago/Komo (Highlands Highway Western End)	76.0	LTPBMC	Proposed	Highway Management	-	0.856	0.856	0.856	2,569						
7.30	CPNG	Highlands Corridor	37	Heia	Highlands Highway	Ambua - Tari (Halimbu)	15.0	LTPBMC	Proposed	Field Operations	1,750	1,750	1,750	1,750	7,000						
CPNG		Highlands Corridor	0	WHP, ENGA, SHP & HELA	Enga Hwy, Wabag-Mendi, Laigam-Pogera et al...		188.0				46,875	51,875	51,875	51,875	202,500						
7.36	CPNG	Highlands Corridor	38	Enga	Waba-Mendi Hwy	Waba-Mendi Hwy	118.0	Upgrading	Proposed	Field Operations	46,875	46,875	46,875	46,875	187,500						
7.37	CPNG	Highlands Corridor	37	SHP	Waba-Mendi Hwy	NR05 - Kamdep Stn - Mendi	50.0	Rehabilitation	Proposed	Field Operations	4,375	4,375	4,375	4,375	17,500						
7.38	CPNG	Highlands Corridor	39	Enga	Pogera Road	Pogera Road	70.0	Reconstruction	Procurement	Field Operations	-	5,000	5,000	5,000	15,000						
CPNG		Highlands Corridor	0	Nation-wide	Pogera-Kopiago-Oksapim-Teleformin Highway		10.0				10,000	10,000	10,000	10,000	40,000						

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)		
											2028	2029	2030	2031	2032		2033	2034
GRAND TOTAL												2,477.6						2,797.971
Priority 6 - New Britain Corridor												113.0						338.137
5.08	CPNG	GulfMadang Corridor	40	Simbu	Karamui Rd ML	Karamui Missing Link Rd Early Works	10.0	Early Works	New Start	Field Operations	20,000	20,000	20,000	20,000	20,000	20,000	140,000	
5.09	CPNG	GulfMadang Corridor	40/41	Simbu/ EHP	Lufa - Karamui	Lufa - Karamui Missing Link Rd Early Works	50.0	Early Works	New Start	Field Operations	5,000	5,000	5,000	5,000	5,000	5,000	35,000	
PHASE 2 (2028 - 2034)																		
6.0	CPNG	New Britain Corridor	48/49	ENB/WNB	New Britain Hwy		113.0			Highway Management	84,350	152,550	73,891	6,837	6,837	6,837	338.137	
6.04	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Aiakasam - Lower Toriu	25.0	Maintenance	Proposed	Highway Management	33,750	33,750	1,513	1,513	1,513	1,513	75,063	
6.05	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Lower Toriu to Pale (TRP)	52.0	Maintenance	Proposed	Highway Management	2,000	70,200	70,200	3,146	3,146	3,146	154,984	
6.06	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Pale to Pandi River	36.0	Maintenance	Proposed	Highway Management	48,600	48,600	2,178	2,178	2,178	2,178	108,09	
Priority 7 - Highlands Corridor												478.1						431.843
7.0	CPNG	Highlands Corridor	0	Mendi - Koroiaoa	Highlands Highway		123.7			Highway Management	15,718	15,718	8,409	6,337	6,337	11,614	72,541	
7.02	CPNG	Highlands Corridor	42	Morobe	Highlands Highway (9 Mile to Yalu Bridge (LTM))	Lae - Nadzab Airport (4 Lane)	8.7	LTP/BMC	Proposed	Highway Management	0.524	0.524	1.101	1.101	0.957	0.957	6,120	
7.06	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Gooka 4 Lane Construction on Highlands Highway	10.0	Construction	New Start	Highway Management	10,000	10,000	0.600	0.600	0.600	0.600	23,000	
7.16	CPNG	Highlands Corridor	39	WHP	Highlands Highway	Kagamuga Airport to Togoba Junction	29.0	LTP/BMC	Proposed	Highway Management	0.856	0.856	3.669	3.669	1.740	1.740	14,270	
7.29	CPNG	Highlands Corridor	37	HELA	Highlands Highway	Ambua - Tari (Halimbu)	15.0	LTP/BMC	Proposed	Field Operations	1,888	1,888	0.600	0.600	0.600	0.600	6,795	
7.30	CPNG	Highlands Corridor	37	HELA	Highlands Highway	Tari (Halimbu) - Komo	61.0	LTP/BMC	Proposed	Field Operations	2,440	2,440	2,440	2,440	2,440	7,717		
Priority 7 - Highlands Corridor												188.0						202,830
7.36	CPNG	Highlands Corridor	38	Erga	Wabag-Mendi Hwy	Enga Hwy, Wabag-Mendi, Wabag-Mendi Hwy & Pogera	118.0	Upgrading	Proposed	Field Operations	78,855	83,575	4,720	8,920	8,920	8,920	202,830	
7.37	CPNG	Highlands Corridor	37	SHP	Wabag-Mendi Hwy	Enga Hwy, Wabag-Mendi, Wabag-Mendi Hwy & Pogera	68.0	Rehabilitation	Proposed	Field Operations	-	-	4,720	4,720	4,720	4,720	28,320	
7.38	CPNG	Highlands Corridor	39	Erga	Pogera Road	Enga Hwy, Wabag-Mendi, Wabag-Mendi Hwy & Pogera	70.0	Reconstruction	Procurement	Field Operations	78,855	78,855	-	4,200	4,200	4,200	174,510	
Priority 7 - Highlands Corridor												10.0						70,000
7.39	CPNG	Nation-wide	0	Nation-wide	Pogera-Kopiago-Teleformin Highway	Pogera-Kopiago-Teleformin Highway	10.0	Reconstruction	Procurement	Field Operations	10,000	10,000	10,000	10,000	10,000	10,000	70,000	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)		
											2035	2036	2037	2038	2039			2040	
GRAND TOTAL												2,477.6						216,460	6,282,900
Priority 6 - New Britain Corridor												113.0						185,595	537,232
Priority 6 - New Britain Corridor												113.0						185,595	537,232
5.08	CPNG	Gulf-Madang Corridor	40	Simbu	Karamui Rd ML	Karamui Missing Link Rd Early Works	10.0	Early Works	New Start	Field Operations	20,000	20,000	20,000	20,000	20,000	120,000	340,000		
5.09	CPNG	Gulf-Madang Corridor	4041	Simbu/ EHP	Lufa - Karamui	Lufa - Karamui Missing Link Rd Early Works	50.0	Early Works	New Start	Field Operations	5,000	5,000	5,000	5,000	5,000	30,000	80,000		
PHASE 3 (2035 - 2040)																	2,083,385		
6.0	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Alakasam - Lower Tonlu	25.0	Maintenance	Proposed	Highway Management	18,913	-	1,000	1,000	1,000	40,825	118,888		
6.05	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Lower Tonlu to Pale (TRP)	52.0	Maintenance	Proposed	Highway Management	3,146	39,338	-	2,080	2,080	85,962	246,966		
6.06	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Pale to Panda River	36.0	Maintenance	Proposed	Highway Management	27,234	-	1,440	1,440	1,440	58,788	171,378		
Priority 7 - Highlands Corridor												478.1						276,182	1,047,685
Priority 7 - Highlands Corridor												123.7						55,948	197,404
7.02	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Lae - Nadzab Airport (4 Lane)	8.7	LTP/BMC	Proposed	Highway Management	0.957	0.957	0.957	0.957	0.957	10,510	18,202		
7.08	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Goroka 4 Lane Construction on Highlands Highway	10.0	Construction	New Start	Highway Management	1,265	1,265	0.600	0.600	0.600	4,930	67,930		
7.16	CPNG	Highlands Corridor	38	WHP	Highlands Highway	Kagamuga Airport to Togloba Junction	29.0	LTP/BMC	Proposed	Highway Management	1,740	1,740	1,740	3,669	3,669	14,297	31,136		
7.29	CPNG	Highlands Corridor	37	HELA	Highlands Highway	Mendi - Tan - Kopiago/Komo (Highlands Highway Western End)	76.0	LTP/BMC	Proposed	Field Operations	8,317	3,040	4,338	3,040	3,040	26,112	80,136		
7.30	CPNG	Highlands Corridor	37	HELA	Highlands Highway	Tan (Halimbu) - Komo	81.0	LTP/BMC	Proposed	Field Operations	7,717	2,440	2,440	2,440	2,440	19,917	60,146		
Priority 7 - Highlands Corridor												188.0						83,244	488,574
Priority 7 - Highlands Corridor												118.0						48,734	264,554
7.36	CPNG	Highlands Corridor	38	Enga	Wabag-Mendi Hwy	Enga Hwy, Wabag-Mendi, Wabag-Mendi Laigam-Pogera et al...	68.0	Upgrading	Proposed	Field Operations	4,720	10,602	14,927	9,045	4,720	48,734	214,404		
7.37	CPNG	Highlands Corridor	37	SHP	Wabag-Mendi Hwy	NR05 - Kandep Sln - Mendi	50.0	Rehabilitation	Proposed	Field Operations	2,720	8,602	8,602	2,720	2,720	28,084	50,150		
Priority 7 - Highlands Corridor												70.0						34,510	224,020
7.38	CPNG	Highlands Corridor	38	Enga	Pogera Road	Pogera Road	70.0	Reconstruction	Procurement	Field Operations	4,200	4,200	8,855	4,200	4,200	34,510	224,020		
Priority 7 - Highlands Corridor												10.0						10,000	170,000

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)								
											2028	2029	2030	2031	2032		2033	2034						
GRAND TOTAL												2,477.6											2,797.971	
PHASE 2 (2028 - 2034)																								
7.44	Sub-Nat.	Highlands Corridor	31/37a	Western / Hela	Hela to Western Hwy	Hela to Western Highway Construction	10.0	Early Works	New Start	Field Operations	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	70,000			
		CPNG	0	Highlands	Various	Highlands Core Road Network	156.4				9,382	9,382	19,781	19,781	9,382	9,382	9,382	9,382	9,382	9,382	86,472			
7.45	CPNG	Highlands Corridor	41	EHP	Henganofi - Nupuru	Henganofi - Nupuru	34.0	LTPBMC	Proposed	Field Operations	2,040	2,040	4,301	4,301	2,040	2,040	2,040	2,040	2,040	2,040	18,802			
7.46	CPNG	Highlands Corridor	37	SHP	Nipa - Murihu	Nipa - Murihu	27.7	LTPBMC	Proposed	Field Operations	1,863	1,863	3,507	3,507	1,863	1,863	1,863	1,863	1,863	1,863	15,328			
7.47	CPNG	Highlands Corridor	39	WHP	Penga Kobra Lapram	Penga Kobra Lapram	35.7	LTPBMC	Proposed	Field Operations	2,139	2,139	4,510	4,510	2,139	2,139	2,139	2,139	2,139	2,139	19,714			
7.48	CPNG	Highlands Corridor	39/37	WHP/SHIP	Mendi Tambul	Mendi Tambul	59.0	LTPBMC	Proposed	Field Operations	3,540	3,540	7,464	7,464	3,540	3,540	3,540	3,540	3,540	3,540	32,627			
Priority 8_Baiyer Corridor												Total	55.7			3,341	3,341	3,341	3,341	14,087	14,087	2,227	43,764	
8.0	CPNG	Priority 8_Baiyer Corridor	0	WHP/Madang	Madang - Baiyer		55.7				3,341	3,341	3,341	3,341	14,087	14,087	2,227	2,227	2,227	43,764				
8.01	CPNG	Baiyer Madang Corridor	39	Western Highlands	Baiyer Road	Mt Hagen - Baiyer (EoS)	55.7	LTPBMC	Proposed	Field Operations	3,341	3,341	3,341	3,341	14,087	14,087	2,227	2,227	2,227	43,764				
Priority 9_Trans Fly Border Corridor												Total	-			-	-	-	-	-	-	-	-	
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly ML		-				-	-	-	-	-	-	-	-	-	-	-			
		CPNG	31	Western	Tabubil - Teleorman Highway		-				-	-	-	-	-	-	-	-	-	-	-			
Priority 10_Bougainville Corridor												Total	309.3			139,486	5,048	12,371	12,371	12,371	16,696	16,696	16,696	215,039
10.0	CPNG	Priority 10_Bougainville Corridor	50	AROB	Aropa Rd		-				-	-	-	-	-	-	-	-	-	-	-			
		CPNG	50	AROB	Buka Rd		-				-	-	-	-	-	-	-	-	-	-	-			
10.04	CPNG	Bougainville Corridor	50	AROB	Buka Road	Rehab & Maintain	183.1	Rehabilitation	Proposed	Field Operations	137,486	-	7,323	7,323	7,323	7,323	7,323	7,323	7,323	7,323	174,101			
10.05	CPNG	Bougainville Corridor	50	AROB	Buka East Rd	Rehab & Maintain	50.0	LTMC	Proposed	Field Operations	2,000	2,000	2,000	2,000	2,000	2,000	6,325	6,325	6,325	6,325	22,650			
10.06	CPNG	Bougainville Corridor	50	AROB	Lalwai - Panakei Rd	Rehab & Maintain	76.2	Rehabilitation	Proposed	Field Operations	-	3,048	3,048	3,048	3,048	3,048	3,048	3,048	3,048	3,048	18,288			
Priority 11_Manus Corridor												Total	65.7			3,633	3,633	3,633	3,633	3,633	3,633	4,442	26,238	
11.0	CPNG	Priority 11_Manus Corridor	46	Manus	East West Hwy		60.0				3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	21,000			

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)		
											2035	2036	2037	2038	2039			2040	
GRAND TOTAL												2,477.6						6,282.900	
7.44	Sub-Nat.	Highlands Corridor	31/07a	Western / Hela	Hela to Western Hwy	Hela to Western Highway Construction	10.0	Early Works	New Start	Field Operations	10,000	10,000	10,000	10,000	10,000	10,000	60,000	170,000	
CPNG Priority 7_Highlands Corridor												156.4						77,090	191,707
7.45	CPNG	Highlands Corridor	41	EHP	Henganofi - Napuru	Henganofi - Napuru	34.0	LTPBMC	Proposed	Field Operations	2,040	2,040	2,040	4,301	4,301	16,762	41,684		
7.46	CPNG	Highlands Corridor	37	SHP	Nipa - Murithu	Nipa - Murithu	27.7	LTPBMC	Proposed	Field Operations	1,663	1,663	1,663	3,507	3,507	13,665	33,983		
7.47	CPNG	Highlands Corridor	39	WHP	Penga Kotna Lapram	Penga Kotna Lapram	35.7	LTPBMC	Proposed	Field Operations	2,139	2,139	2,139	4,510	4,510	17,575	43,707		
7.48	CPNG	Highlands Corridor	39/37	WHP/SHP	Mendi Tambul	Mendi Tambul	59.0	LTPBMC	Proposed	Field Operations	3,540	3,540	3,540	7,464	7,464	29,087	72,334		
CPNG Priority 8_Baiyer Corridor												55.7						13,363	67,150
8.0	CPNG	Priority 8_Baiyer Corridor	0	WHP/Madang	Madang - Baiyer	Madang - Baiyer	55.7				2,227	2,227	2,227	2,227	2,227	13,363	67,150		
8.01	CPNG	Baiyer Madang Corridor	39	Western Highlands	Baiyer Road	Mt Hagen - Baiyer (EoS)	55.7	LTPBMC	Proposed	Field Operations	2,227	2,227	2,227	2,227	2,227	13,363	67,150		
CPNG Priority 9_Trans Fly Border Corridor												-						-	-
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly ML	North & South Fly ML	-				-	-	-	-	-	-	-		
9.01	CPNG	Priority 9_Trans Fly Border Corridor	31	Western	Tabubil - Teleforman Highway	Tabubil - Teleforman Highway	-				-	-	-	-	-	-	-		
CPNG Priority 10_Bougainville Corridor												309.3						119,079	676,699
10.0	CPNG	Priority 10_Bougainville Corridor	50	AROB	Aropa Rd	Aropa Rd	309.3				12,371	18,962	34,798	28,206	12,371	12,371	119,079	676,699	
10.01	CPNG	Bougainville Corridor	50	AROB	Buka Rd	Buka Rd, Laluai-Panakei Rd	309.3				12,371	18,962	34,798	28,206	12,371	12,371	119,079	676,699	
10.04	CPNG	Bougainville Corridor	50	AROB	Buka Road	Rehab & Maintain	183.1	Rehabilitation	Proposed	Field Operations	7,323	7,323	23,158	7,323	7,323	75,698	524,681		
10.05	CPNG	Bougainville Corridor	50	AROB	Buka East Rd	Rehab & Maintain	50.0	LTM	Proposed	Field Operations	2,000	2,000	2,000	2,000	2,000	12,000	38,650		
10.06	CPNG	Bougainville Corridor	50	AROB	Laluai - Panakei Rd	Rehab & Maintain	76.2	Rehabilitation	Proposed	Field Operations	3,048	9,639	9,639	3,048	3,048	31,471	113,367		
CPNG Priority 11_Manus Corridor												65.7						179,926	218,681
11.0	CPNG	Priority 11_Manus Corridor	46	Manus	East West Hwy	East West Hwy	60.0				55,442	54,633	54,633	0.633	7,293	7,293	179,926	218,681	
11.01	CPNG	Priority 11_Manus Corridor	46	Manus	East West Hwy	East West Hwy	60.0				55,442	54,633	54,633	0.633	7,293	7,293	179,926	218,681	

No.	Program	Corridor	Pmv Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)		
											2024	2025	2026		2027	
GRAND TOTAL											2,477.6	1,30.625	2,81.225	516.354	473.340	1,401.545
PHASE 1 (2020-2027)																
11.02	CPMG	Manus Corridor	45	Manus	East West Highway	Bundrels to N bridge	00.0	Early Works	Proposed	Field Operations	-	3.000	3.000	3.000	9.000	
CPMG	Priority 11_Manus Corridor	Manus	46	Manus	Momote & Lombrum Road		6.7				-	1.442	1.442	0.888	3.617	
11.04	CPMG	Manus Corridor	46	Manus	Lombrum Road	Rehab & Maintain	5.7	Rehabiliton	Proposed	Field Operations	-	1.442	1.442	0.633	3.617	
Priority 12_Sandaun Border Corridor											Total	-	-	-	-	-
12	CPMG	12_Sandaun Border Corridor	46	West Sepik	Bewani Road		-				-	-	-	-	-	
Priority 13_New Ireland Corridor											Total	160.0	5.000	5.000	5.000	15.000
13	CPMG	Priority 13_New Ireland Corridor	47	New Ireland	Bulominsky Hwy		-				-	-	-	-	-	
CPMG	Priority 13_New Ireland Corridor	New Ireland	47	New Ireland	Bulominsky Hwy		-				-	-	-	-	-	
CPMG	Priority 13_New Ireland Corridor	New Ireland	47	New Ireland	West Coast Road		160.0				-	6.000	6.000	6.000	18.000	
13.03	CPMG	New Ireland Corridor	47	New Ireland	West Coast Road	Finishing to Bou Jin C, Rehab & Maintain	100.0	Rehabiliton	Proposed	Field Operations	-	5.000	5.000	5.000	15.000	
Notations:																
Proposed identified as "GAPS" for 2024 Procurement readiness and 2025 Budget Bid.																

NOTES:

- Unit Rates used at current rates at AMS/RAAS (Subject to review in future.)
- Sections delineated as per contracts/proposed/proposed sections as delineated and based with 2023 condition to determine respective treatments, for those proposed.
- Missing Link Sections programmed thru New Roads Construction Rates
- Road upgrading Sections programmed thru Road Upgrading Rates
- Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
- Without traffic data, as rule of thumb, for asset preservation for sealed roads, resurfacing is programmed at 7 years with routine maintenance rate of K50,000/km/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 K110,932/km/yr) based on PMAC Rates in recent based by MRA to maintain cost within the CPMG 2020-2040 Multi-year Financing Plan. Unsealed Rates used as applicable (No for to RAAS Unit Rates table for details).

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Types of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est (P&K, million) per Annum					Phase 2 ESTIMATE (P&K, million) (2025 - 2034)	
											2028	2029	2030	2031	2032		2033
GRAND TOTAL											2,477.5						2,797.971
PHASE 2(2028-2034)																	
11.02	CPNG	Manus Corridor	48	Manus	East West Highway	Bundles to Niraula	60.0	Early Works	Proposed	Field Operations	3.000	3.000	3.000	3.000	3.000	3.000	21.000
CPNG	Priority 11	Manus Corridor	48	Manus	Momote & Lombrau Road		6.7			Field Operations	0.888	0.888	0.888	0.888	0.888	1.442	6.238
11.04	CPNG	Manus Corridor	40	Manus	Lombrau Road	Renov & Maintain	5.7	Renovation	Proposed	Field Operations	0.433	0.433	0.433	0.433	0.433	1.442	6.238
Priority 12_Sandaun Border Corridor																	
12	CPNG	Priority 12_Sandaun Border Corridor	46	West Sepik	Bewani Road		-			Field Operations	-	-	-	-	-	-	-
Priority 13_New Ireland Corridor																	
13	CPNG	Priority 13_New Ireland Corridor	47	New Ireland	B Mominsky Hwy		160.0			Field Operations	5.000	5.000	5.000	5.000	5.000	5.000	35.000
CPNG	Priority 13	New Ireland Corridor	47	New Ireland	B Mominsky Hwy		-			Field Operations	-	-	-	-	-	-	-
CPNG	Priority 13	New Ireland Corridor	47	New Ireland	B Mominsky Hwy		-			Field Operations	-	-	-	-	-	-	-
CPNG	Priority 13	New Ireland Corridor	47	New Ireland	West Coast Road		190.0			Field Operations	6.000	6.000	6.000	6.000	6.000	6.000	36.000
13.03	CPNG	New Ireland Corridor	47	New Ireland	West Coast Road	Flangau to Bou Juc, Renov & Maintain	100.0	Renovation	Proposed	Field Operations	5.000	5.000	5.000	5.000	5.000	5.000	36.000

Notations:

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

NOTES:

- Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)
- Sections, demands and per contract/proposed/proposed sections as delineated and based with 2023 condition to determine respective treatments for those proposed.
- Mixing Link Sections programmed thru New Roads Construction Rates
- Road upgrading Sections programmed thru Road Upgrading Rates
- Road construction/ reconstruction/ rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
- Without traffic data, as rule of thumb, for asset preservation for sealed roads, roading is programmed at 7 years which routine maintenance rate of K50,000/km/yr is used for heavy traffic roads or fair condition roads. New Seal - RTN Maintenance Rate is 440,000/km/yr. This is reduced by a quarter from 410,000/km/yr based on P&K Rates in recent based by NGA 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).

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WINGS	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2036 - 2040)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million) (2021 - 2040)		
											2005	2036	2037	2038	2039			2040	
GRAND TOTAL												2,477.6						2,083.385	6,282.900
PHASE 3(2036 - 2040)																	TOTAL		
11.02	CPNG	Manus Corridor	46	Manus	East West Highway	Bundols to Ndrube	0.0	Early Works	Proposed	Field Operations	54.000	54.000	54.000	0.000	0.000	176.000	266.200		
CPNG		Priority 11_Manus Corridor	48	Manus	Momote & Lombum Road		67				1.442	0.883	0.883	0.883	0.883	4.509	13.381		
11.04	CPNG	Manus Corridor	46	Manus	Lombum Road	Rehab. & Maintain	5.7	Rehabiliton	Proposed	Field Operations	1.442	0.833	0.833	0.833	0.833	4.509	13.381		
Priority 12_Sandaun Border Corridor												Total						-	-
12	CPNG	Priority 12_Sandaun Border Corridor	46	West Sepik	Bawal Road		-				-	-	-	-	-	-	-		
Priority 13_New Ireland Corridor												Total						160.0	80.000
18	CPNG	Priority 13_New Ireland Corridor	47	New Ireland	Bulumby Hwy		-				-	-	-	-	-	-	-		
CPNG		Priority 13_New Ireland Corridor	47	New Ireland	Bulumby Hwy		-				-	-	-	-	-	-	-		
CPNG		Priority 13_New Ireland Corridor	47	New Ireland	West coast Road		180.0				6.000	6.000	6.000	6.000	6.000	30.000	80.000		
13.03	CPNG	New Ireland Corridor	47	New Ireland	West Coast Road	Field Ops to Boujuc, Rehab. & Maintain	190.0	Rehabiliton	Proposed	Field Operations	5.000	5.000	5.000	5.000	5.000	30.000	80.000		

Notations:

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

NOTES:

- Unit Rates used a current rates at A.MS/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 proposed.
- Missing Link Sections programmed thru New Road Construction Rates
- Road upgrading Sections programmed thru Road Upgrading Rates
- Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
- Without traffic data, as rule of thumb, for asset preservation for sealed roads, resurfacing is programmed after 7 years whilst routine maintenance rate of 680,000/km/yr is used for heavy traffic roads or fair condition roads. New Seal - RTN Maintenance Rate is 640,000/km/yr. This is reduced by a quarter from 610,912/km/yr based on PAMC Rates in recent based by NTA to maintain cost within the CPNG 2025-2040 Multi-year Financing Plan. Unsealed Rates used as applicable (refer 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

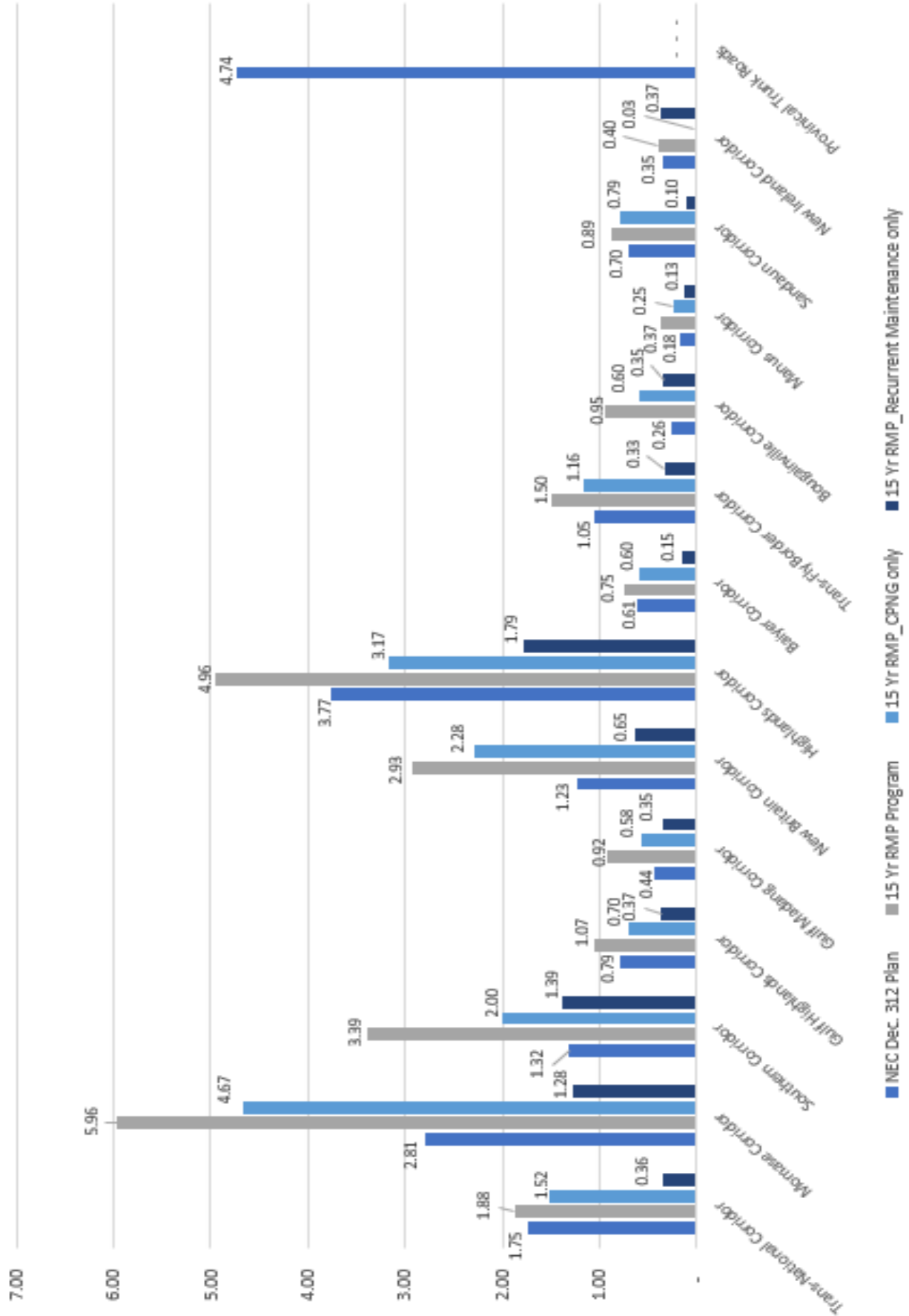
Table 3a: Connect PNG 2020-2040 Multi-year Financing Plan Summary (NCE Decision #13)

Table 3b: 15-Year (2025-2040) Road Maintenance Program Summary

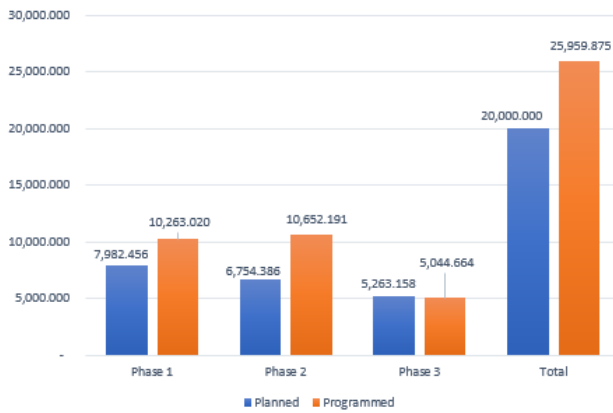
Table 3c: Variance Distribution (in PNG K \$M)

Project #	Strategic Road Link	Commencement Length (km)	Estimated Budget (PNG million)	Proposed Funding Source	Phase			Total (PNG million)	Commencement Length (km)	Phase 1 (2025-2027) (PNG million)	Phase 2 (2028-2034) (PNG million)	Phase 3 (2035-2040) (PNG million)	Total (PNG million)	Variance Phase 1 (2025-2027) (PNG million)			Variance Phase 2 (2028-2034) (PNG million)			Variance Phase 3 (2035-2040) (PNG million)			Total Variance (Phase 1, 2 & 3) (2025-2040) (PNG million)	Concessional (PNG million)	WMS (PNG million)	Total (PNG million)
					2025-2027 (PNG million)	2028-2034 (PNG million)	2035-2040 (PNG million)							2025-2027 (PNG million)	2028-2034 (PNG million)	2035-2040 (PNG million)	2025-2027 (PNG million)	2028-2034 (PNG million)	2035-2040 (PNG million)							
1	Trans-Northern Corridor	302.0	1,743,286	477(GOV)	701,254	538,318	518,318	1,743,286	652.7	1,243,336	477(GOV)	274,852	1,888,556	352.7	-235,027	111,652	-252,242	128,270	73,926	-1,121,62	53,594	1,888,556	4,674.75	1,302.72	5,957.47	
2	Hiwada Corridor	1,138.0	2,807,708	428(W&H GO PNG/Judicial) + 1st Aid	1,140,351	789,424	877,159	2,807,818	1,786.4	3,807,718	428(W&H GO PNG/Judicial) + 1st Aid	1,359,386	5,857,446	478.4	1,117,625	1,548,163	482,185	1,329,448	112,288	1,568.99	1,302.96	3,888.95	690.36	367.31	1,062.89	
3	Southern Corridor	682.0	1,333,789	881(GOV)	438,596	438,596	438,596	1,315,789	1,462.4	1,315,789	881(GOV)	651,873	3,188,950	383.39	785,429	1,661,274	219,477	1,371,392	157,368	1,568.99	1,302.96	3,888.95	578.36	365.05	922.15	
4	Gulf Highlands Corridor	250.0	789,424	731(GOV)	438,596	350,877	350,877	789,474	545.8	789,424	731(GOV)	276,310	1,066,800	205.8	-148,341	253,448	270,320	377,417	15,148	690.36	367.31	1,062.89	1,302.72	3,957.47		
5	Gulf Mading Corridor	388.0	438,596	881(GOV)	438,596	438,596	438,596	438,596	371.0	438,596	881(GOV)	217,541	620,348	271.0	181,300	318,208	221,025	481,923	118,408	578.36	365.05	922.15	1,302.72	3,957.47		
6	New Britain Corridor	629.0	1,228,070	154(GOV) + 1st Aid	438,596	350,877	438,596	1,228,070	821.0	1,228,070	154(GOV) + 1st Aid	438,596	2,081,187	201.0	1,120,659	448,201	31,367	1,201,227	138,808	1,302.72	3,957.47	6,914.28	1,302.72	3,957.47		
7	Highlands Corridor	1,086.0	3,771,930	428(Chire) + 1st Aid	1,174,066	1,378,847	438,596	3,771,930	1,377.0	3,771,930	428(Chire) + 1st Aid	811,221	4,956,126	1,021.0	-1,027,982	308,292	472,223	1,384,398	11,408	1,174.06	1,378.85	4,956.13	1,174.06	1,378.85		
8	Bayley Corridor	397.0	64,025	160(W&H) + 1st Aid	50,827	261,158	64,025	64,025	225.7	64,025	160(W&H) + 1st Aid	79,440	78,600	80.2	-304,025	195,807	79,440	34,395	21,808	596.00	152.43	748.43	1,174.06	1,378.85		
9	Trans-Fly Border Corridor	1,200.0	1,026,822	GOV	438,596	261,158	350,877	1,026,822	475.0	1,026,822	GOV	387,225	1,485,787	-725.0	-301,946	713,854	-189,152	443,155	42,108	1,026.82	350.88	1,485.79	1,026.82	350.88		
10	Bogivalville Corridor	250.0	261,158	GOV/Australian Aid	261,158	261,158	261,158	261,158	466.2	261,158	GOV/Australian Aid	261,158	590,126	211.8	205,138	261,814	184,120	807,218	261,126	694.32	365.98	950.89	1,026.82	350.88		
11	Mindat Corridor	150.0	175,429	GOV/Australian Aid	175,429	175,429	175,429	175,429	124.9	175,429	GOV/Australian Aid	207,750	314,519	23.1	59,002	54,233	283,750	399,582	111,808	175.43	175.43	350.87	1,026.82	350.88		
12	Saheer Corridor	448.0	781,754	GOV/Australian Aid	438,596	261,158	438,596	781,754	375.0	781,754	GOV/Australian Aid	70,275	887,725	274.0	335,000	237,340	386,321	386,321	26,526	781.75	100.28	887.78	1,026.82	350.88		
13	New Ireland Corridor	482.0	392,827	GOV/Australian Aid	392,827	392,827	392,827	392,827	486.2	392,827	GOV/Australian Aid	392,827	785,118	98.2	94,138	47,829	94,121	48,236	13,278	392.83	392.83	785.12	1,026.82	350.88		
14	Provincial Trunk Road	9,000.0	4,756,842	GOV	1,842,165	1,842,165	1,842,165	4,756,842	-	-	-	-	-	9,000.0	-1,842,165	-1,842,165	1,052,232	-4,756,842	-	-	-	-	-	-		
	Total/Grand Total	35,570.0	20,000,000		7,940,406	6,794,986	5,303,158	20,000,000	8,525.9	20,000,000	7,940,406	14,444,884	25,929,875	1,494.1	1,300,594	1,607,905	238,684	1,839,875	29,808	18,544.2	7,685.85	26,550.89	18,544.2	7,685.85		

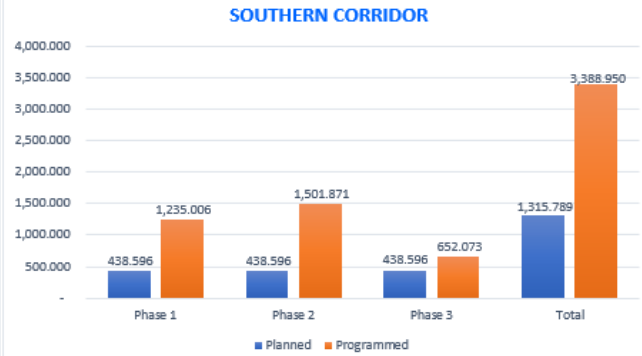
15 Years Funding Estimates (PGK, Billion) by Plan and Program (CPNG vs Recurrent Maintenance) per Corridor



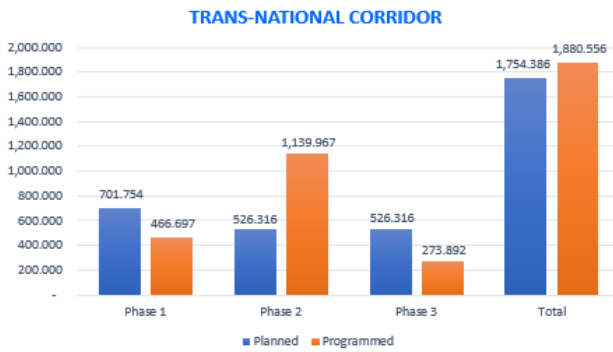
CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



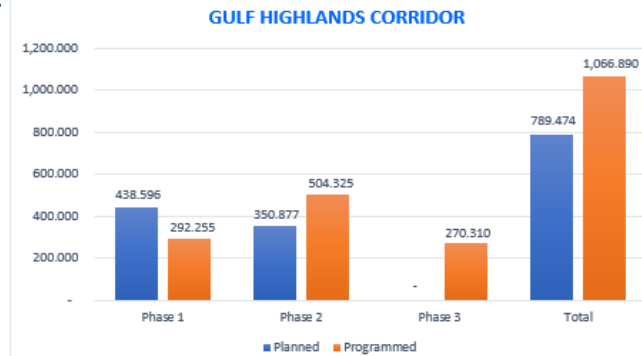
CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



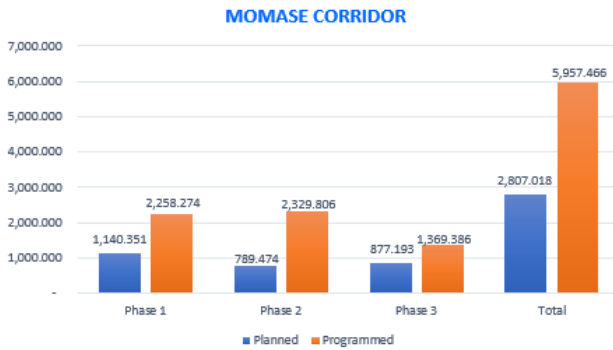
CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



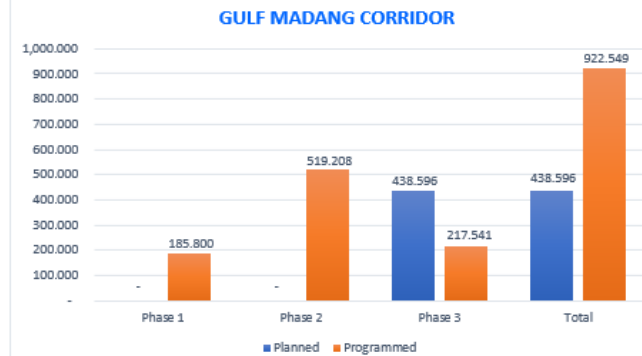
CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases

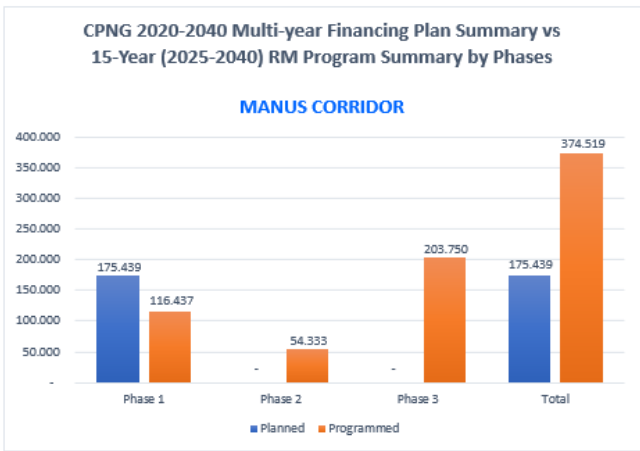
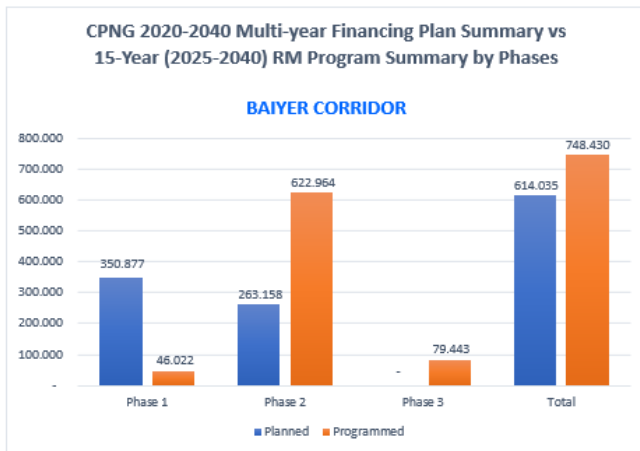
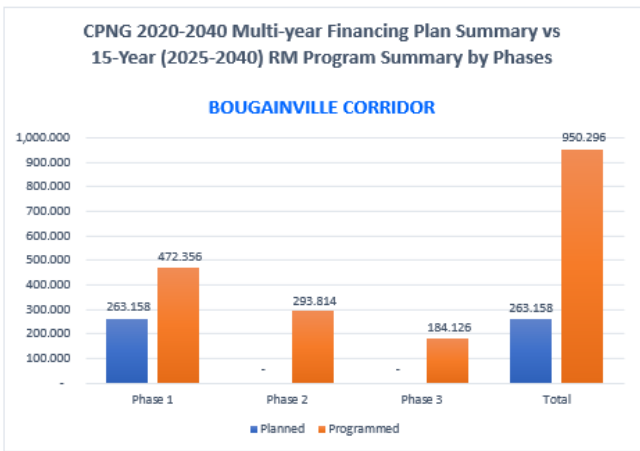
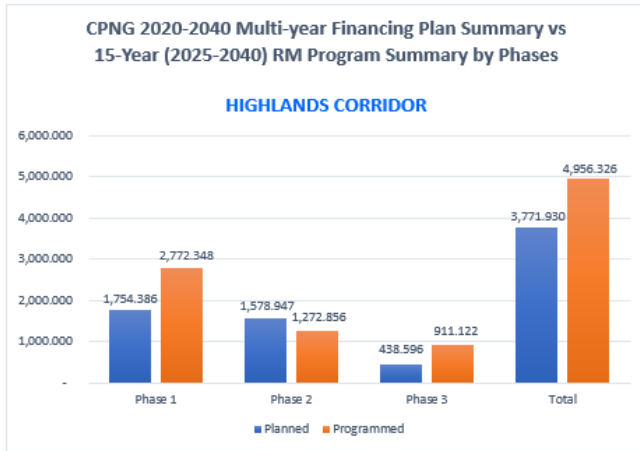
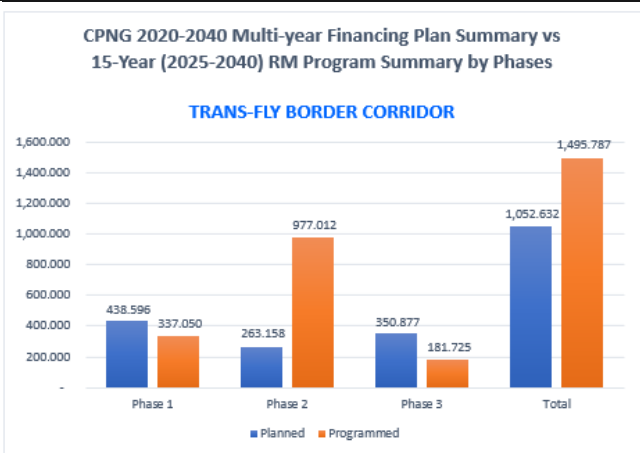
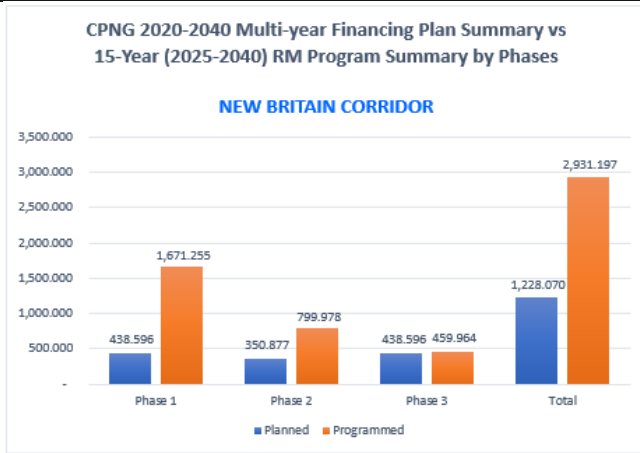


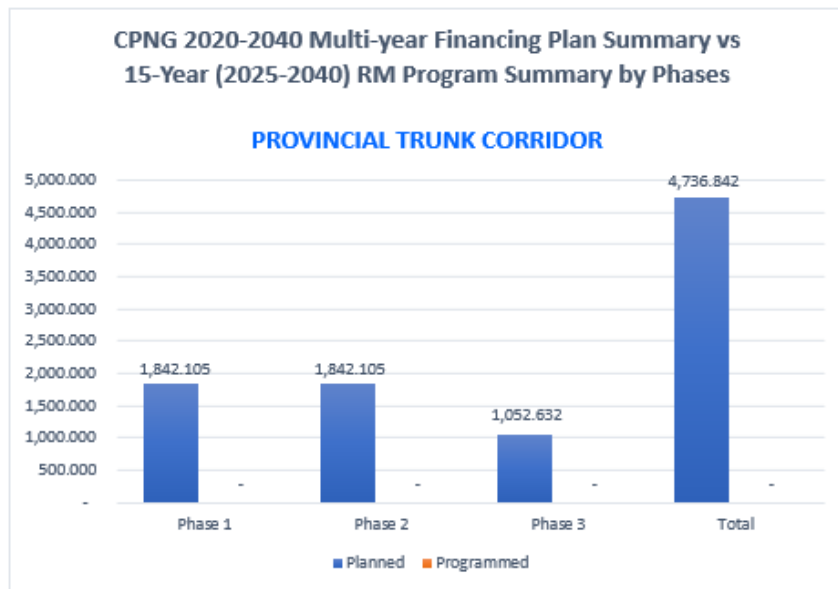
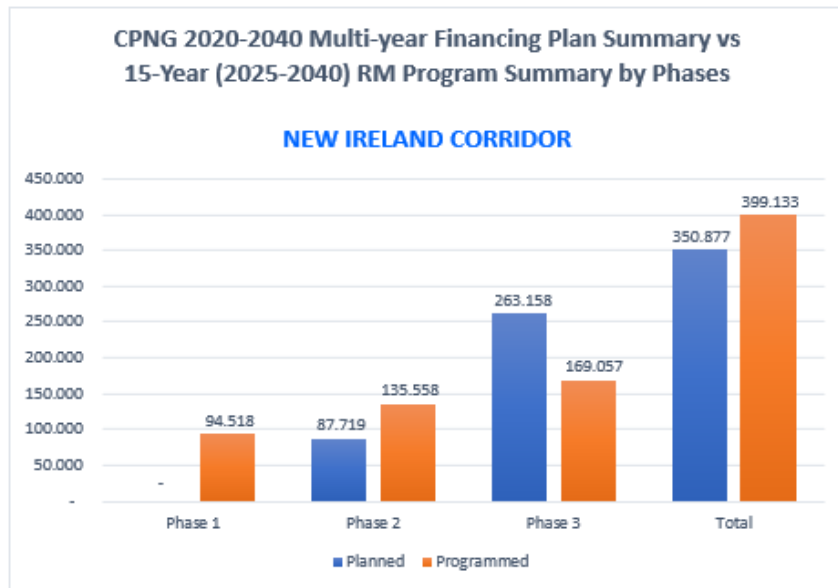
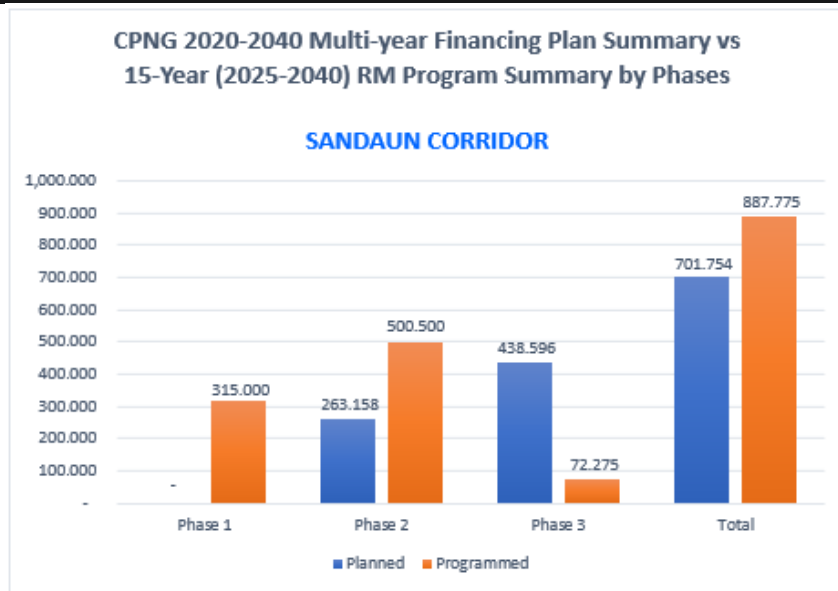
CPNG 2020-2040 Multi-year Financing Plan Summary vs 15-Year (2025-2040) RM Program Summary by Phases



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



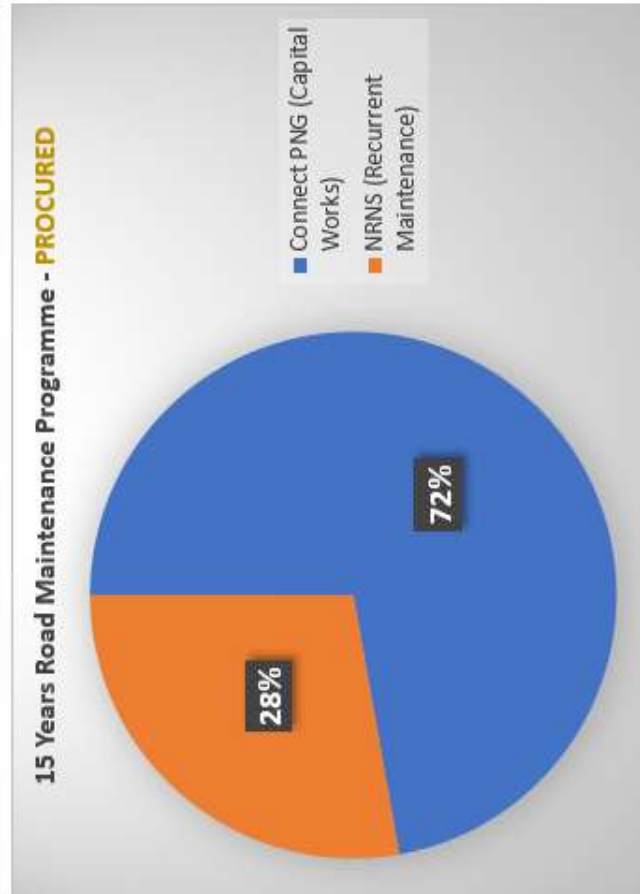
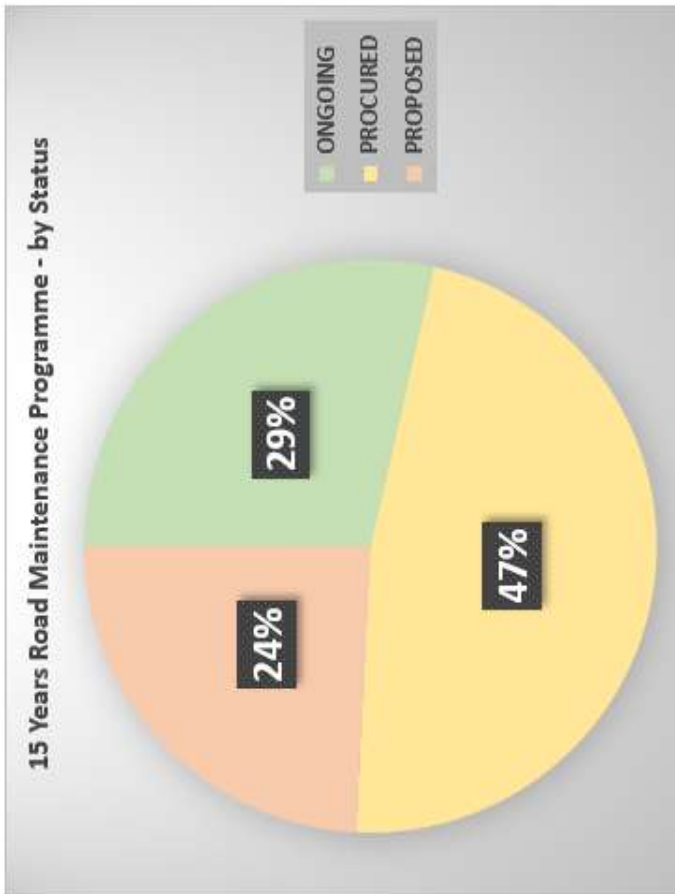
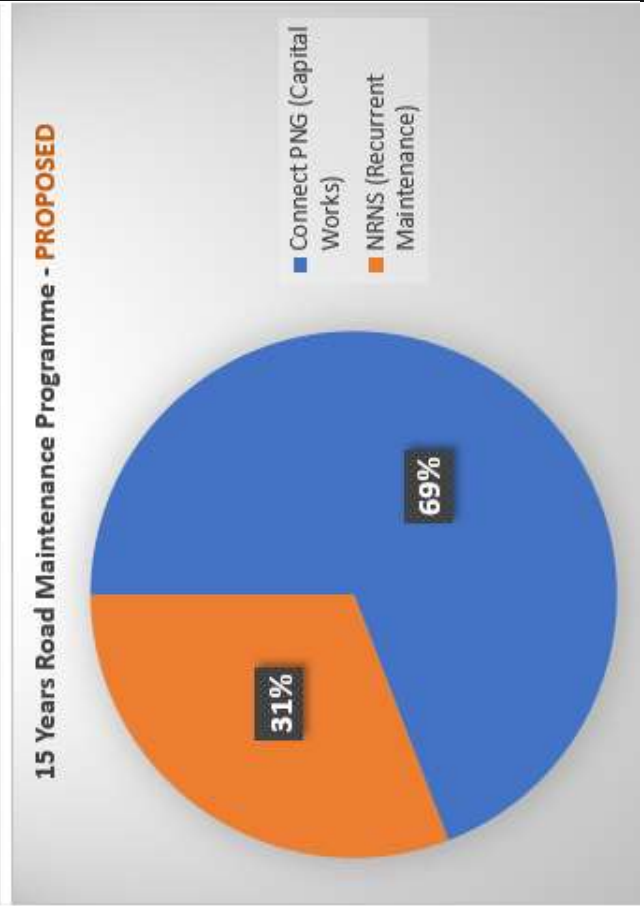
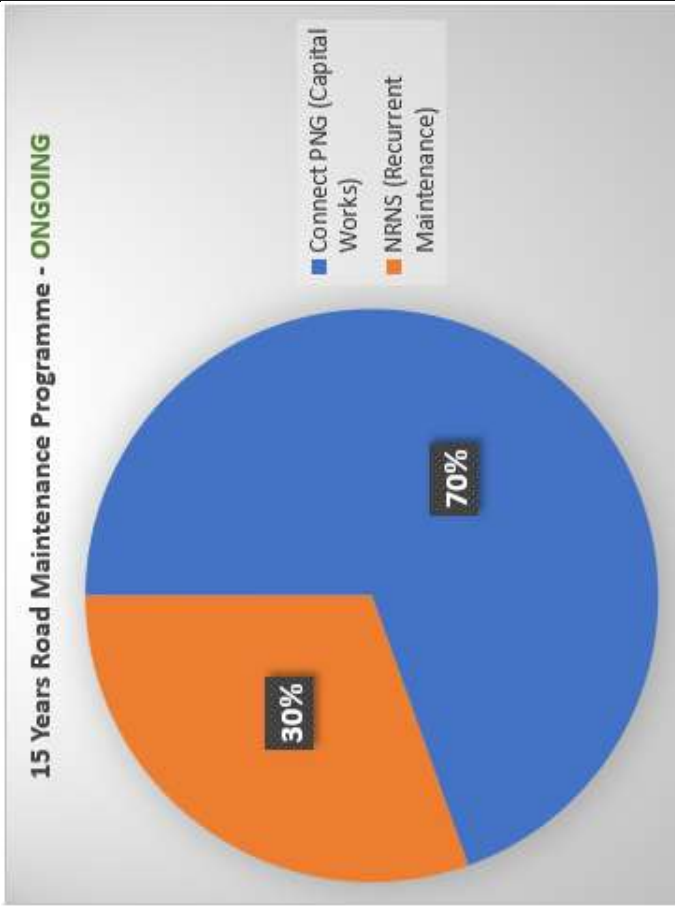




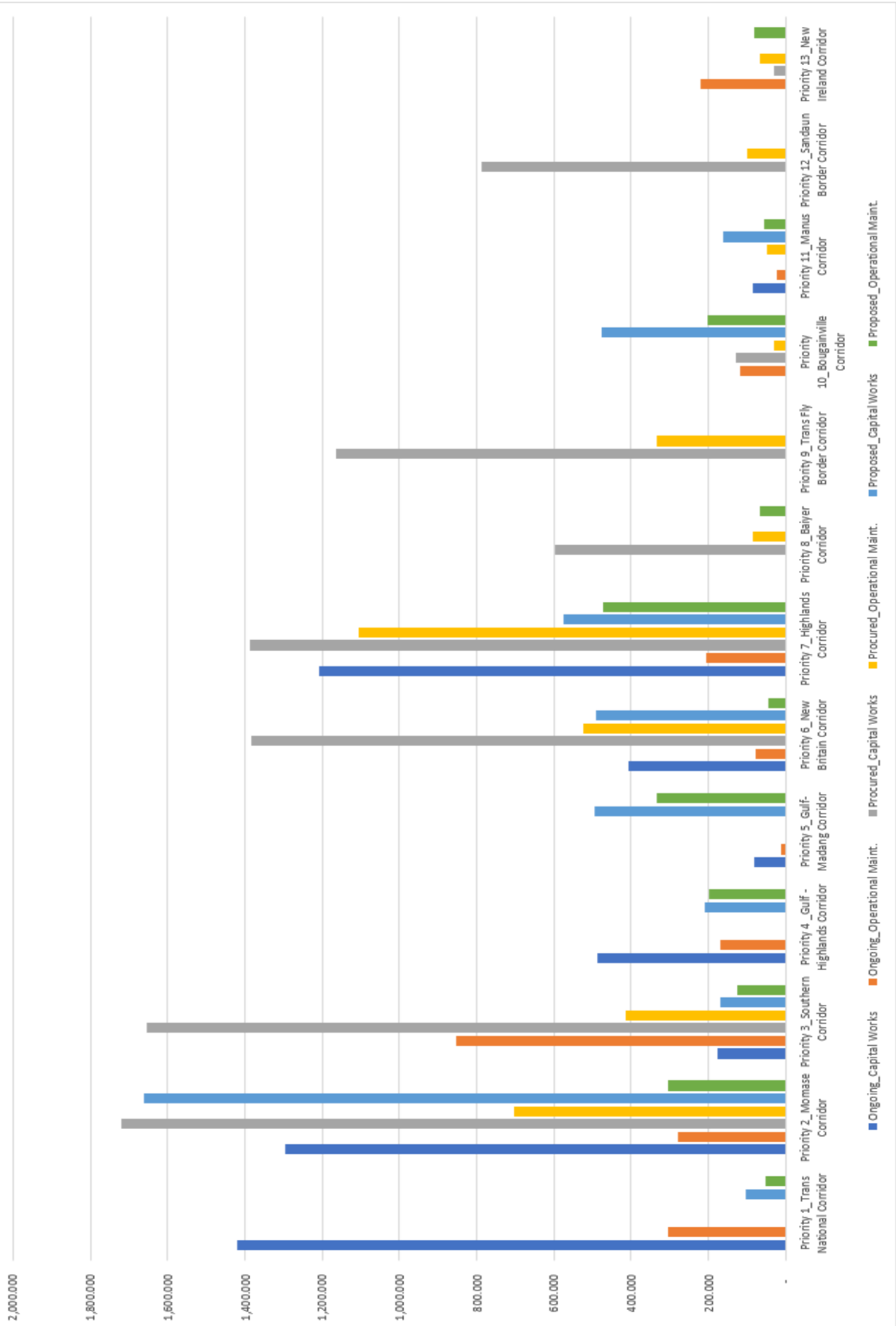
CONNECT PNG ECONOMIC ROAD CORRIDOR DEVELOPMENT PROGRAM 2021 - 2040 : PHASE 1 (2021-2027), PHASE 2 (2028-2034) & PHASE 3 (2035 - 2040)

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

CORRIDORS	Est. Length (Km)	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million)	ONGOING			PROCURED			PROPOSED	
			Connect PNG (Capital Works) PGK, millions	NRNS (Recurrent Maintenance), 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 TOTAL	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_Baiver 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		



Distribution of Cost by Corridors and Works Type Status of the 15 Year Road Maintenance Program



SUMMARY: OPERATIONAL MAINTENANCE ESTIMATES BY PHASES

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

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

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

STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)	2028	2029	2030	2031	2032	2033	2034	Total
		Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance
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

STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)	2035	2036	2037	2038	2039	2040	Total
		Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance
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)
2. 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.
3. 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.

DEPARTMENT OF WORKS AND HIGHWAYS

SUMMARY: OPERATIONAL MAINTENANCE ESTIMATES BY PHASES PER CORRIDOR

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

STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)	2025	2026	2027	Total
		Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance
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

STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)	2028	2029	2030	2031	2032	2033	2034	Total
		Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance
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

STRATEGIC ECONOMIC CORRIDORS	Est. Length (km)	2035	2036	2037	2038	2039	2040	Total
		Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance	Operational Maintenance
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

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)	
											2024	2025	2026	2027		
GRAND TOTAL											1,336.724	1,870.660	3,355.230	3,700.405	10,263.020	
PHASE 1 (2020 -2027)											39.040	37.477	149.303	240.878	466.697	
Priority 1_ Trans National Corridor											652.7					
1.0	CPNG	Priority 1_ Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Asaki Rd et al...		652.7					39.040	37.477	149.303	240.878	466.697
1.01	CPNG	Trans National Corridor	42	Morobe	Wau Road (9 Mile to Pine Top Bridge)	Wau-Bujab Hwy Rehab (GOA DFAT Grant K20/MIA/FFP-Loan-K7.3m)	111.3	LTMIC	Ongoing	Highway Management	8.925	8.925	8.925	8.925	8.925	35.701
1.02	CPNG	Trans National Corridor	42	Morobe	Wau Road	Pine Top Bridge to Wau Monument Rehabilitation	30.0	Rehabilitation	Proposed	Field Operations	-	4.000	4.000	4.000	4.000	12.000
1.03	CPNG	Trans National Corridor	42	Morobe	Hidden Valley to Kai Wara Mountain	Emergency Upgrading	44.9	Upgrading	Ongoing	Highway Management	2.562	2.064	52.383	52.383	52.383	109.393
1.04	CPNG	Trans National Corridor	42	Morobe	Kai Wara Mountain to Oima	Emergency Upgrading	35.5	Upgrading	Ongoing	Highway Management	0.972	1.632	41.417	41.417	41.417	85.438
1.05	CPNG	Trans National Corridor	42	Morobe	Oima to Poyu	Maintenance	16.9	Upgrading	Ongoing	Highway Management	0.882	0.777	19.717	19.717	19.717	41.093
1.06	CPNG	Trans National Corridor	42	Morobe	Poyu to Kotidanga	Poyu to Kotidanga	81.2	Early Works	Ongoing	Highway Management	3.159	3.159	3.159	94.733	94.733	104.209
1.07	CPNG	Trans National Corridor	32	Gulf	Kotidanga to Mt. Hauemanga	Kotidanga to Mt. Hauemanga	50.8	Early Works	Ongoing	Highway Management	4.731	4.731	7.010	7.010	7.010	23.483
1.08	CPNG	Trans National Corridor	32	Gulf	Mt. Hauemanga to Munua Br.	Mt. Hauemanga to Munua Br.	24.0	Early Works	Ongoing	Highway Management	2.808	2.808	3.312	3.312	3.312	12.241
1.10	CPNG	Trans National Corridor	32	Gulf	Munua to Eppo	Munua Br. to Eppo Jrc Maintenance	10.0	Maintenance	Proposed	Highway Management	-	1.380	1.380	1.380	1.380	4.140
1.11	CPNG	Trans National Corridor	42	Morobe	40 Mile to Menyanja Rd	40 Mile to Menyanja Road	105.3	Early Works	Ongoing	Field Operations	10.000	5.000	5.000	5.000	5.000	25.000
1.12	CPNG	Trans National Corridor	42/33	Morobe/Central	Wau - Warä - Golab Rd	Wau-Warä-Golab Road	142.9	Early Works	Ongoing	Field Operations	5.000	3.000	3.000	3.000	3.000	14.000

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK. million) per annum					Phase 2 ESTIMATE (PGK. million) (2028 - 2034)				
											2028	2029	2030	2031	2032		2033	2034		
GRAND TOTAL											3,322.531	2,430.894	1,491.251	648.522	1,011.974	970.884	776.135	10,652.191		
PHASE 2 (2028 - 2034)													377.899	341.327	232.985	106.807	26.983	26.983	26.983	1,139.967
Priority 1_Trans National Corridor													377.899	341.327	232.985	106.807	26.983	26.983	26.983	1,139.967
1.0	CPNG	Priority 1_Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Aseki Rd et al..		652.7													
1.01	CPNG	Trans National Corridor	42	Morobe	Wau Road (8 Mile to Pine Top Bridge)	Wau-Buloh Hwy/Renab (SOA/DIAT Grant K20m)/A/PFA/Lans-K/3m)	111.3 LT/MC	Ongoing	Highway/Management	129,827	129,827	129,827	-	4,451	4,451	4,451	402.85			
1.02	CPNG	Trans National Corridor	42	Morobe	Wau Road	Pine Top Bridge to Wau Monument Rehabilitation	30.0 Rehabilitation	Proposed	Field Operations	4,000	4,000	4,000	4,000	4,000	4,000	4,000	28,000			
1.03	CPNG	Trans National Corridor	42	Morobe	Hidden Valley to Koi Wana Mountain	Emergency/Upgrading	44.9 Upgrading	Ongoing	Highway/Management	52,383	-	1,796	1,796	1,796	1,796	1,796	61,363			
1.04	CPNG	Trans National Corridor	42	Morobe	Koi Wana Mountain to Oima	Emergency/Upgrading	35.5 Upgrading	Ongoing	Highway/Management	41,417	-	1,420	1,420	1,420	1,420	1,420	48,517			
1.05	CPNG	Trans National Corridor	42	Morobe	Oima to Poju	Maintenance	16.9 Upgrading	Ongoing	Highway/Management	19,717	-	0,676	0,676	0,676	0,676	0,676	23,697			
1.06	CPNG	Trans National Corridor	42	Morobe	Poju to Kotabanga	Poju to Kotabanga	81.2 Early Works	Ongoing	Highway/Management	94,733	94,733	-	3,246	3,246	3,246	3,246	202,459			
1.07	CPNG	Trans National Corridor	32	Gulf	Kotabanga to Mt. Hauemanga	Kotabanga to Mt. Hauemanga	50.8 Early Works	Ongoing	Highway/Management	7,010	59,267	59,267	59,267	2,032	2,032	2,032	190,906			
1.08	CPNG	Trans National Corridor	32	Gulf	Mt. Hauemanga to Muna	Mt. Hauemanga to Muna Br.	24.0 Early Works	Ongoing	Highway/Management	3,312	28,000	28,000	28,000	0,960	0,960	0,960	90,192			
1.10	CPNG	Trans National Corridor	32	Gulf	Muna to Epo	Muna Br. to Epo Jct Maintenance	10.0 Maintenance	Proposed	Highway/Management	17,500	17,500	-	0,400	0,400	0,400	0,400	36,600			
1.11	CPNG	Trans National Corridor	42	Morobe	40 Mile to Meriyamja Rd	40 Mile to Meriyamja Road	105.3 Early Works	Ongoing	Field Operations	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000			
1.12	CPNG	Trans National Corridor	42/33	Morobe/Central	Wau - Wanba-Golaba Rd	Wau-Wanba-Golaba Road	142.9 Early Works	Ongoing	Field Operations	3,000	3,000	3,000	3,000	3,000	3,000	3,000	21,000			

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)	
											2025	2026	2027	2028	2029		
GRAND TOTAL											1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)											56,778	56,778	31,400	40,488	48,168	40,279	273,892
Priority 1 Trans National Corridor											652.7	652.7	31,400	40,488	48,168	40,279	273,892
1.0	CRNG	Priority 1 Trans National Corridor	0	Morobe, Gulf & Central	Wau Hwy & Asaki Rd et al...		652.7										
1.01	CRNG	Trans National Corridor	42	Morobe	Wau Road (9 Mile to Pine Top Bridge)	Wau-Buabo Hwy/Renab (GoA DFAT Grant K20m/AFPLoan-K7.5m)	111.3	L/TMC	Ongoing	Highway Management	4.451	4.451	4.451	4.451	14.077	14.077	
1.02	CRNG	Trans National Corridor	42	Morobe	Wau Road	Pine Top Bridge to Wau Monument Rehabilitation	30.0	Rehabilitation	Proposed	Field Operations	33.795	-	1.200	1.200	1.200	1.200	
1.03	CRNG	Trans National Corridor	42	Morobe	Hidden Valley to Kai Wara Mountain	Emergency Upgrading	44.9	Upgrading	Ongoing	Highway Management	1.796	5.680	5.680	1.796	1.796	18.544	
1.04	CRNG	Trans National Corridor	42	Morobe	Kai Wara Mountain to Oliva	Emergency Upgrading	35.5	Upgrading	Ongoing	Highway Management	1.420	1.420	4.491	4.491	1.420	14.662	
1.05	CRNG	Trans National Corridor	42	Morobe	Oliva to Poiyu	Maintenance	16.9	Upgrading	Ongoing	Highway Management	0.676	2.138	2.138	0.676	0.676	6.980	
1.06	CRNG	Trans National Corridor	42	Morobe	Poiyu to Kaidanga	Poiyu to Kaidanga	81.2	Early Works	Ongoing	Highway Management	3.248	3.248	10.272	10.272	10.272	33.536	
1.07	CRNG	Trans National Corridor	32	Gulf	Kaidanga to Mt. Houtemanga	Kaidanga to Mt. Houtemanga	50.8	Early Works	Ongoing	Highway Management	2.032	2.032	2.032	2.032	6.426	20.980	
1.08	CRNG	Trans National Corridor	32	Gulf	Mt. Houtemanga to Munua	Mt. Houtemanga to Munua Br.	24.0	Early Works	Ongoing	Highway Management	0.960	0.960	0.960	0.960	3.036	9.912	
1.10	CRNG	Trans National Corridor	32	Gulf	Munua to Epo	Munua Br. to Epo Jnc Maintenance	10.0	Maintenance	Proposed	Highway Management	0.400	0.400	0.400	1.265	1.265	4.130	
1.11	CRNG	Trans National Corridor	42	Morobe	40 Mile to Menyamya Rd	40 Mile to Menyamya Road	105.3	Early Works	Ongoing	Field Operations	5.000	5.000	5.000	5.000	5.000	30.000	
1.12	CRNG	Trans National Corridor	42/33	Morobe/Central	Wau - Vitoria - Galiba Rd	Wau-Warba-Galiba Road	142.9	Early Works	Ongoing	Field Operations	3.000	3.000	3.000	3.000	3.000	18.000	

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million)	Connect PNG (Capital Works) PGK, millions	NRNS (Recurrent Maintenance), PGK, millions
										(2021 - 2040)	(2021 - 2040)	(2021 - 2040)
GRAND TOTAL						9,529.9				25,959.875	18,354.025	7,605.851
Priority 1_Trans National Corridor						Total	652.7			1,880.556	1,521.620	358.936
1.0	CPNG	0	Morobe, Gulf & Central	Wau Hwy & Aseki Rd et al...		652.7				1,880.556	1,521.620	358.936
1.01	CPNG	42	Morobe	Wau Road (9 Mile to Pine Top Bridge)	Wau-Bubia Hwy Rehab (GoA DFAT Grant K20m/AIFP-Loan-K7.3m)	1113	LTM/C	Ongoing	Highway Management	484.493	389.480	95.013
1.02	CPNG	42	Morobe	Wau Road	Pine Top Bridge to Wau Monument Rehabilitation	300	Rehabilitation	Proposed	Field Operations	111.190	67.590	43.600
1.03	CPNG	42	Morobe	Hidden Valley to Kai Wara Mountain	Emergency Upgrading	44.9	Upgrading	Ongoing	Highway Management	189.300	157.150	32.150
1.04	CPNG	42	Morobe	Kai Wara Mountain to Oiva	Emergency Upgrading	35.5	Upgrading	Ongoing	Highway Management	148.616	124.250	24.366
1.05	CPNG	42	Morobe	Oiva to Poiyu	Maintenance	16.9	Upgrading	Ongoing	Highway Management	71.169	59.150	12.019
1.06	CPNG	42	Morobe	Poiyu to Kotidanga	Poiyu to Kotidanga	81.2	Early Works	Ongoing	Highway Management	340.203	284.200	56.003
1.07	CPNG	32	Gulf	Kotidanga to Mt. Hausmanga	Kotidanga to Mt. Hausmanga	50.8	Early Works	Ongoing	Highway Management	235.369	177.800	57.569
1.08	CPNG	32	Gulf	Mt. Hausmanga to Munua	Mt. Hausmanga to Munua Br.	24.0	Early Works	Ongoing	Highway Management	112.345	84.000	28.345
1.10	CPNG	32	Gulf	Munua to Epo	Munua Br. to Epo Jnc Maintenance	100	Maintenance	Proposed	Highway Management	44.870	35.000	9.870
1.11	CPNG	42	Morobe	40 Mile to Menyamya Rd	40 Mile to Menyamya Road	105.3	Early Works	Ongoing	Field Operations	90.000	90.000	-
1.12	CPNG	42/33	Morobe/Central	Wau - Wania - Gollala Rd	Wau-Wania-Gollala Road	142.9	Early Works	Ongoing	Field Operations	53.000	53.000	-

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)	
											2024	2025	2026		2027
GRAND TOTAL											1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
Priority 2_Momase Corridor											176.379	417.483	816.496	847.916	2,258.274
WSP, ESP & MAD											176.379	417.483	816.486	847.916	2,258.274
2.0	CPNG	Priority 2_Momase Corridor	0	West Sepik	Coastal, Sepik & Ramu Hwy		1,796.4								
2.01	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Mating to Savmili Jnc.	47.00	LTP/BMC	Proposed	Highway Management	-	2.820	2.820	8.460	
2.02	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Savmili Junction to DPI Station	9.0	Upgrading	Ongoing	Highway Management	6.549	-	0.540	13.537	
2.03	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Vanimo DPI Junction 182Km to Alotape End of Seal	182.0	Upgrading	Procurement	Highway Management	-	63.700	191.100	445.900	
2.04	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Pasi Bridge to Imbio Junction, 50km	-	Upgrading	Procurement	Highway Management	-	8.750	55.417	119.583	
2.05	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Yarige River, 40km to Alotape Primary School	-	Upgrading	Procurement	Highway Management	-	7.000	33.250	73.500	
2.06	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Alotape End of Seal and Harech Bridge (CPNG)	40.0	Upgrading	Ongoing	Highway Management	45.194	45.194	-	135.583	
2.07	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Harech Bridge to Damp Bridge	41.5	Maintenance	Proposed	Highway Management	-	5.721	5.721	17.164	
2.08	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Damp Bridge to Salamin Force No.1	16.1	Maintenance	Proposed	Highway Management	-	2.227	2.227	6.682	
2.09	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Salamin to Hogi R/CBC End of Seal	49.9	Maintenance	Proposed	Highway Management	-	6.889	6.889	20.667	
2.10	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Hogi R/CBC - Krees Heights Jnc	54.0	LTP/BMC	Procurement	Highway Management	3.780	3.780	3.780	15.120	
2.11	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Krees Heights to Suamumo Village	32.4	Maintenance	Proposed	Highway Management	4.471	4.471	4.471	13.414	
2.12	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Wenak (Suamumo Village) to Marenberg	15.0	Feasibility Study/Design	New Start	Highway Management	1.000	2.070	2.070	7.210	
2.13	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Angoram (Marenberg) to Nubia Junction (Missing Link)	75.6	Feasibility Study/Design	New Start	Highway Management	1.000	16.821	16.821	51.463	
2.14	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Pasam Junction to Angoram	100.0	Upgrading	Procurement	Highway Management	-	45.000	135.000	315.000	
2.15	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Angoram to Marenberg	10.0	Maintenance	Proposed	Field Operations	-	1.380	1.380	4.140	
2.16	CPNG	Momase Corridor	45	West Sepik	Sepik Highway	Coastal Hwy Jnc (Umaboi)-Karatem-Lumi	50.0	Feasibility Study/Design	Proposed	Field Operations	-	6.900	6.900	20.700	
2.17	CPNG	Momase Corridor	45	West Sepik	Lumi - Amanap Road	Lumi to Amanap	96.2	Maintenance	New Start	Field Operations	10.000	13.261	13.261	49.843	
2.18	CPNG	Momase Corridor	45	West Sepik	Alotape-Fotimo-Nuku Road	Alotape-Fotimo-Nuku Rd Maintenance	66.2	Maintenance	New Start	Field Operations	10.000	9.414	9.414	38.243	
2.19	CPNG	Momase Corridor	45	West Sepik	Sepik Hwy	Lumi to Maprik FM Tower	100.0	Upgrading	Procurement	Field Operations	-	35.000	105.000	350.000	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Kkm)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)		
											2028	2029	2030	2031	2032		2033	2034
GRAND TOTAL											3,322.531	2,430.894	1,491.251	648.522	1,011.974	970.884	776.135	10,652.191
Priority 2_Momase Corridor											PHASE 2 (2028 - 2034)							
Total											720.117	317.687	274.889	155.901	304.857	278.998	277.356	2,329.806
2.0	CPNG	Priority 2_Momase Corridor	0	WSP ESP & MAD	Coastal Sepik & Ramul Hwy		1,796.4				720.117	317.687	274.889	155.901	304.857	278.998	277.356	2,329.806
2.01	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Muzim to Sawimi Jnc.	47.00	LTP/BMC	Proposed	Highway Management	2.620	2.620	5.946	2.620	2.620	2.620	2.620	25.991
2.02	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Sawimi Junction to DPI station	9.0	Upgrading	Ongoing	Highway Management	0.540	0.540	0.540	0.540	0.540	0.540	1.139	4.379
2.03	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Varimo DR Junction 182km to Alape End of Seal	182.0	Upgrading	Procurement	Highway Management	191.100	-	7.280	7.280	7.280	7.280	7.280	227.500
2.04	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Pasi Bridge to Imbio Junction, 50km	-	Upgrading	Procurement	Highway Management	55.417	-	2.000	2.000	2.000	2.000	2.000	65.417
2.05	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Yalige River, 40km to Alape Primary School	-	Upgrading	Procurement	Highway Management	33.250	-	1.600	1.600	1.600	1.600	1.600	41.250
2.06	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Alape End of Seal and Hatan Bridge (CPNG)	40.0	Upgrading	Ongoing	Highway Management	1.600	1.600	1.600	1.600	1.600	1.600	1.600	11.200
2.07	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Hatan Bridge to Donop Bridge	41.5	Maintenance	Proposed	Highway Management	48.370	48.370	48.370	-	1.658	1.658	1.658	150
2.08	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Donop Bridge to Salamin Fote No.1	16.1	Maintenance	Proposed	Highway Management	18.630	18.630	18.630	-	0.646	0.646	0.646	98
2.09	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Salamin to Hogi RCBC End of Seal	49.9	Maintenance	Proposed	Highway Management	58.240	58.240	58.240	-	1.997	1.997	1.997	181
2.10	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Hogi RCBC - Kieer Heights Jnc.	54.0	LTP/BMC	Procurement	Highway Management	3.760	6.831	6.831	-	2.160	2.160	2.160	24
2.11	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Kieer Heights to Sunumbo Village	32.4	Maintenance	Proposed	Highway Management	24.511	24.511	-	1.296	1.296	1.296	1.296	54.205
2.12	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Wekok (Sunumbo Village) to Momaberg	15.0	Feasibility Study/Design	New Start	Highway Management	11.250	11.250	-	0.600	0.600	0.600	0.600	24.900
2.13	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Agoram (Momaberg) to Nubia Junction (Missing Link)	75.6	Feasibility Study/Design	New Start	Highway Management	16.821	16.821	10.456	10.456	10.456	10.456	10.456	85.923
2.14	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Pasam Junction to Agoram	100.0	Upgrading	Procurement	Highway Management	135.000	-	1.600	1.600	1.600	1.600	1.600	143.000
2.15	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Agoram to Momaberg	10.0	Maintenance	Proposed	Field Operations	1.380	1.380	1.380	1.380	1.380	1.380	1.380	9.660
2.16	CPNG	Momase Corridor	45	West Sepik	Sepik Highway	Coastal Hwy Jnc (Umboh-Karalem-Lumi)	50.0	Feasibility Study/Design	Proposed	Field Operations	6.900	6.900	6.900	6.900	6.900	6.900	6.900	48.300
2.17	CPNG	Momase Corridor	45	West Sepik	Lumi - Anorop Road	Lumi to Anorop	96.2	Maintenance	New Start	Field Operations	13.261	13.261	13.261	13.261	13.261	13.261	13.261	92.968
2.18	CPNG	Momase Corridor	45	West Sepik	Alape-Fatma-Nuku Road	Alape-Fatma-Nuku Rd Maintenance	68.2	Maintenance	New Start	Field Operations	9.414	9.414	9.414	9.414	9.414	9.414	9.414	65.901
2.19	CPNG	Momase Corridor	45	West Sepik	Sepik Hwy	Lumi to Alape FM Tower	100.0	Upgrading	Procurement	Field Operations	4.000	4.000	4.000	4.000	4.000	4.000	4.000	28.000

No. Program	Comidor	Prov Code	Province	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK. million) per Annum					Phase 3 ESTIMATE (PGK. million) (2035 - 2040)			
										2035	2036	2037	2038	2039		2040		
GRAND TOTAL										9,529.9	1,067.284	1,143.094	773.342	714.992	696.779	649.174	5,044.664	
PHASE 3 (2035 - 2040)																		
Priority 2_Momase Corridor										Total	1,796.4	460.977	463.583	95.958	119.014	109.123	120.731	1,369.386
2.0	CPNG		WSP, ESP & MAD	Coastal, Segik & Ramu Hwy		1,796.4					460.977	463.583	95.958	119.014	109.123	120.731	1,369.386	
2.01	CPNG	45	West Segik	Coastal Hwy	Wutung to Sawmill Jnc	47.00	LTPB/C	Proposed	Highway Management		2.820	2.820	2.820	2.820	5.946	5.946	23.171	
2.02	CPNG	45	West Segik	Coastal Hwy	Sawmill Junction to DPI Station	9.0	Upgrading	Ongoing	Highway Management		1.139	0.540	0.540	0.540	0.540	0.540	3.839	
2.03	CPNG	45	West Segik	Coastal Hwy	Vanimo DPI Junction 182Km to Alape End of Seal	162.0	Upgrading	Procurement	Highway Management		7.260	7.260	23.023	23.023	7.260	7.260	75.166	
2.04	CPNG	45	West Segik	Coastal Hwy	Pasi Bridge to Imbio Junction, 50km	-	Upgrading	Procurement	Highway Management		2.000	2.000	6.325	6.325	2.000	2.000	20.650	
2.05	CPNG	45	West Segik	Coastal Hwy	Yalinge River, 40km to Alape Primary School	-	Upgrading	Procurement	Highway Management		1.600	1.600	5.060	5.060	1.600	1.600	16.520	
2.06	CPNG	45	West Segik	Coastal Hwy	Alape End of Seal and Hareich Bridge (CPNG)	40.0	Upgrading	Ongoing	Highway Management		5.060	5.060	1.600	1.600	1.600	1.600	16.520	
2.07	CPNG	45	West Segik	Coastal Hwy	Hareich Bridge to Danop Bridge	41.5	Maintenance	Proposed	Highway Management		1.658	1.658	1.658	1.658	5.245	5.245	17.123	
2.08	CPNG	45	West Segik	Coastal Hwy	Danop Bridge to Sabatin Forte No.1	16.1	Maintenance	Proposed	Highway Management		0.646	0.646	0.646	0.646	2.042	2.042	6.666	
2.09	CPNG	44	East Segik	Coastal Hwy	Sulamin to Hogi/RCBC End of Seal	49.9	Maintenance	Proposed	Highway Management		1.997	1.997	1.997	1.997	6.315	6.315	20.617	
2.10	CPNG	44	East Segik	Coastal Hwy	Hogi RCBC - Kiear Heights Jnc	54.0	LTPB/C	Procurement	Highway Management		2.160	2.160	2.160	2.160	6.831	6.831	22.302	
2.11	CPNG	44	East Segik	Coastal Hwy	Kiear Heights to Suarumb Village	32.4	Maintenance	Proposed	Highway Management		1.296	1.296	4.099	4.099	1.296	1.296	13.381	
2.12	CPNG	44	East Segik	Coastal Hwy	Wewak (Suarumb Village) to Mareneberg	15.0	Feasibility Study/Design	New Start	Highway Management		0.600	0.600	1.898	1.898	0.600	0.600	6.195	
2.13	CPNG	44	East Segik	Coastal Hwy	Anoram (Moneberg) to Nubia Junction (Missing Link)	75.6	Feasibility Study/Design	New Start	Highway Management		132.596	132.596	-	3.031	3.031	3.031	274.287	
2.14	CPNG	44	East Segik	Coastal Hwy	Possam Junction to Anoram	100.0	Upgrading	Procurement	Highway Management		1.600	1.600	5.060	5.060	1.600	1.600	16.520	
2.15	CPNG	44	East Segik	Coastal Hwy	Anoram to Mareneberg	10.0	Maintenance	Proposed	Field Operations		7.500	7.500	-	0.400	0.400	0.400	16.200	
2.16	CPNG	45	West Segik	Segik Highway	Coastal Hwy Jnc (Umboiy-Karolim-Lumi)	50.0	Feasibility Study/Design	Proposed	Field Operations		37.500	37.500	-	2.000	2.000	2.000	81.000	
2.17	CPNG	45	West Segik	Lumi - Amanap Road	Lumi to Amanap	96.2	Maintenance	New Start	Field Operations		72.180	72.180	-	3.650	3.650	3.650	155.909	
2.18	CPNG	45	West Segik	Alape-Falimo-Nuku Road	Alape-Falimo-Nuku Rd Maintenance	68.2	Maintenance	New Start	Field Operations		51.165	51.165	-	2.729	2.729	2.729	110.516	
2.19	CPNG	45	West Segik	Segik Hwy	Lumi to Nagrik FM Tower	100.0	Upgrading	Procurement	Field Operations		12.650	12.650	4.000	4.000	4.000	4.000	41.300	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million)	Connect PNG (Capital Works) PGK, millions (2021 - 2040)	NRNS (Recurrent Maintenance) PGK, millions (2021 - 2040)
<p>Priority 2_Momase Corridor</p> <p>WSP, ESP & MAD Coastal, Sepik & Ramu Hwy</p>													
2.0	CPNG	Priority 2_Momase Corridor	0			Total	1,796.4				5,957,466	4,674,749	1,282,717
<p>GRAND TOTAL 9,529.9 25,959.875 18,354.025 7,605.851</p>													
2.01	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Wutung to Sawmill Jnc	47.00	LTPBVC	Proposed	Highway Management	57,622	-	57,622
2.02	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Sawmill Junction to DPI Station	9.0	Upgrading	Ongoing	Highway Management	21,854	13,097	8,757
2.03	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Vanimo DPI Junction 162Km to Altippe End of Seal	182.0	Upgrading	Procurement	Highway Management	748,566	637,000	111,566
2.04	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Pasi Bridge to Imbio Junction, 50Km	-	Upgrading	Procurement	Highway Management	205,650	175,000	30,650
2.05	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Yalige River, 40km to Altippe Primary School	-	Upgrading	Procurement	Highway Management	131,270	106,750	24,520
2.06	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Altippe End of Seal and Harech Bridge (CPNG)	40.0	Upgrading	Ongoing	Highway Management	163,303	135,583	27,720
2.07	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Harech Bridge to Danop Bridge	41.5	Maintenance	Proposed	Highway Management	184,373	145,110	39,263
2.08	CPNG	Momase Corridor	45	West Sepik	Coastal Hwy	Danop Bridge to Salamin Ford No.1	16.1	Maintenance	Proposed	Highway Management	71,775	56,490	15,285
2.09	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Salamin to Hogi RCBC End of Seal	49.9	Maintenance	Proposed	Highway Management	221,994	174,720	47,274
2.10	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Hogi RCBC - Kreeer Heights Jnc	54.0	LTPBVC	Procurement	Highway Management	61,344	-	61,344
2.11	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Kreeer Heights to Suaruntu Village	32.4	Maintenance	Proposed	Highway Management	81,000	49,021	31,979
2.12	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Wewak (Suaruntu Village) to Marenberg	15.0	Feasibility Study/Design	New Start	Highway Management	38,395	22,500	15,895
2.13	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Angoram (Marenberg) to Nulu Junction (Missing Link)	75.8	Feasibility Study/Design	New Start	Highway Management	411,673	402,581	9,092
2.14	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Passam Junction to Angoram	100.0	Upgrading	Procurement	Highway Management	474,520	450,000	24,520
2.15	CPNG	Momase Corridor	44	East Sepik	Coastal Hwy	Angoram to Marenberg	10.0	Maintenance	Proposed	Field Operations	30,000	28,800	1,200
2.16	CPNG	Momase Corridor	45	West Sepik	Sepik Highway	Coastal Hwy Jnc (Umbilo)-Karitem-Lumi	50.0	Feasibility Study/Design	Proposed	Field Operations	150,000	144,000	6,000
2.17	CPNG	Momase Corridor	45	West Sepik	Lumi - Amanap Road	Lumi to Amanap	96.2	Maintenance	New Start	Field Operations	298,720	287,171	11,549
2.18	CPNG	Momase Corridor	45	West Sepik	Altippe-Fatima-Nulu Road	Altippe-Fatima-Nulu Rd Maintenance	68.2	Maintenance	New Start	Field Operations	214,660	206,474	8,186
2.19	CPNG	Momase Corridor	45	West Sepik	Sepik Hwy	Lumi to Maprik FM Tower	100.0	Upgrading	Procurement	Field Operations	419,300	350,000	69,300

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)		
											2024	2025	2026	2027			
GRAND TOTAL												9,529.9	1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 -2027)																	
2.20	CRNG	Momase Corridor	44	East Sepik	Sepik Hwy	Mazpih Pili Tower to Newak	117.4	L/TMC	Contract Change scope	Field Operators	7.041	7.041	7.041	7.041	28.165		
2.21	CRNG	Momase Corridor	43	Madang	Coastal Hwy	Awar to Bogia	25.9	L/TPBMC	Proposed	Highway/Management	-	1.036	1.036	1.036	3.108		
2.22	CRNG	Momase Corridor	43	Madang	Coastal Hwy	Nubio Junction to Bosmun	10.0	Maintenance	New Start	Highway/Management	-	1.380	1.380	1.380	4.140		
2.23	CRNG	Momase Corridor	43	Madang	Coastal Hwy	Bogia Station EDS (CH181-500KM) to Madang Airport Jnc (CH0-000KM)	181.5	L/TMC	Procurement	Highway/Management	4.944	13.866	17.909	17.909	54.660		
2.24	CRNG	Momase Corridor	43	Madang	Ramu Hwy	Madang Airport Jnc. (CH171-000KM) to Mupu Br. (CH130-000KM)	41.0	L/TMC	Procurement	Highway/Management	-	3.225	6.449	6.449	16.123		
2.25	CRNG	Momase Corridor	43	Madang	Ramu Hwy	Tapo Bridge to Ono Bridge	37.0	Upgrading	Proposed	Highway/Management	-	12.954	51.866	64.820	129.640		
2.26	CRNG	Momase Corridor	43	Madang	Ramu Hwy	Ono Mountain to Yakura Bridge - CPNG	40.0	Upgrading	Ongoing	Highway/Management	41.691	41.691	41.691	-	125.672		
2.27	CRNG	Momase Corridor	42/43	Morobe/Madang	Ramu Hwy	Yakura Br. (CH16-440KM) to Wabaris Jnc (CH0-000KM)	76.4	L/TMC	Procurement	Highway/Management	4.961	9.080	8.199	8.199	30.458		
2.28	CRNG	Momase Corridor	42	Morobe	Fiska Highway	Fiska Road	100.0	Upgrading	Ongoing	Field Operators	20.000	20.000	20.000	20.000	80.000		
2.29	CRNG	Momase Corridor	44	East Sepik	Ambunt-Maramuni	Erga-Sepik Highway Ambunt-Maramuni	180.0	Early Works	Ongoing	Field Operators	20.000	20.000	20.000	20.000	80.000		
Priority 3_Southern Corridor							Total	1,443.4			168.820	247.941	377.343	440.901	1,235.006		
3.0	CPNG	Priority 3_Southern Corridor	0	Guif, Central, Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)	Kaema-POM-Aidau	1,443.4				168.820	247.941	377.343	440.901	1,235.006		
3.01	CRNG	Southern Corridor	32	Guif	Hiritano Hwy	Kereba Town (CH279-500KM) to Mabauba Station Rd Jnc (CH199-000KM) - TSSP	76.5	L/TPBMC	Procurement	Highway/Management	4.699	11.327	6.426	6.426	29.082		
3.02	CRNG	Southern Corridor	32	Guif	Hiritano Hwy	Mabauba to Aponapi Bridge	47.0	Renovitate / Upgrading	Procurement	Highway/Management	9.000	27.000	27.000	27.000	90.000		
3.03	CRNG	Southern Corridor	33	Central	Hiritano Hwy	Aponapi Bridge to Bereina Jnc	33.0	Renovitate / Upgrading	Procurement	Highway/Management	8.000	24.000	24.000	24.000	80.000		
3.04	CRNG	Southern Corridor	33	Central	Hiritano Hwy	Bereina Junction to Brown River	126.4	L/TPBMC	Completed	Highway/Management	17.636	14.000	14.000	14.000	59.927		
3.05	CRNG	Southern Corridor	33	Central	Hiritano Hwy	Brown River Bridge to Lalofo Bridge	22.2	Upgrading	Procurement	Highway/Management	13.000	39.000	39.000	39.000	130.000		
3.06	CRNG	Southern Corridor	33	Central	Hiritano Hwy	Lalofo Bridge to 9 Mile Round about	4.0	L/TPBMC	Proposed	Highway/Management	-	0.222	0.222	0.222	0.666		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (P=K, million) per annum					Phase 2 ESTIMATE (P=K, million) (2028 - 2034)				
											2028	2029	2030	2031	2032		2033	2034		
GRAND TOTAL												9,529.9	3,322.531	2,430.894	1,491.251	648.522	1,011.974	970.884	776.135	10,652.191
PHASE 2 (2028 - 2034)																				
2.20	CPNG	Momase Corridor	44	East Sepik	Sepik Hwy	Magni FM Tower to Newak	117.4 L/TMC	Contract Change Scope	Field Operations		7,041	14,845	14,845	4,694	4,694	4,694	4,694	55,508		
2.21	CPNG	Momase Corridor	43	Mabang	Coastal Hwy	Awar to Bogia	25.9 LTP/BMC	Proposed	Highway Management		1,036	1,036	1,036	1,036	3,276	1,036	1,036	11,733		
2.22	CPNG	Momase Corridor	43	Mabang	Coastal Hwy	Mada Junction to Bosman	10.0 Maintenance	New Start	Highway Management		1,380	1,380	1,380	1,380	1,380	1,380	1,380	9,660		
2.23	CPNG	Momase Corridor	43	Mabang	Coastal Hwy	Explo Station EOS (CH161-000KM) to Iabang Airport Jnc (CH0-000KM)	181.5 L/TMC	Procurement	Highway Management		17,909	17,909	8,954	22,960	22,960	7,260	7,260	105,211		
2.24	CPNG	Momase Corridor	43	Mabang	Ramu Hwy	Iabang Airport Jnc (CH171-000KM) to Mipu Br (CH130-000KM)	41.0 L/TMC	Procurement	Highway Management		6,449	6,449	3,225	5,187	5,187	1,640	1,640	29,776		
2.25	CPNG	Momase Corridor	43	Mabang	Ramu Hwy	Topo Bridge to Oro Bridge	37.0 Upgrading	Proposed	Highway Management		-	1,482	1,482	1,482	1,482	1,482	1,482	8,800		
2.26	CPNG	Momase Corridor	43	Mabang	Ramu Hwy	Oro Mountain to Yabura Bridge - CPNG	40.0 Upgrading	Ongoing	Highway Management		1,600	1,600	1,600	1,600	1,600	1,600	1,600	11,200		
2.27	CPNG	Momase Corridor	42/43	Morobe/Iabang	Ramu Hwy	Yabura Br. (CH76-400KM) to Wataras Jnc (CH0-000KM)	76.4 L/TMC	Procurement	Highway Management		8,199	8,199	4,099	9,670	9,670	3,058	3,058	45,951		
2.28	CPNG	Momase Corridor	42	Morobe	Fiska Highway	Fiska Road	100.0 Upgrading	Ongoing	Field Operations		20,000	20,000	20,000	20,000	20,000	20,000	20,000	140,000		
2.29	CPNG	Momase Corridor	44	East Sepik	Ambunti/Moramoti	Empo-Sepik Highway/ Ambunti-Moramoti	180.0 Early Works	Ongoing	Field Operations		20,000	20,000	20,000	20,000	163,380	163,380	163,380	570,140		
Priority 3_Southern Corridor												1,443.4	507,077	465,265	202,216	88,680	77,992	76,032	1,501,871	
3.0	CPNG	Priority 3_Southern Corridor	0	Gulf, Central, Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)	Karama-POM-Aidau	1,443.4				507,077	465,265	202,216	88,680	77,992	76,032	1,501,871			
3.01	CPNG	Southern Corridor	32	Gulf	Hiritano Hwy	Karema Town (CH275-000KM) to Ibibubia Station Rd Jnc (CH159-000KM) - TSSP	76.5 LTP/BMC	Procurement	Highway Management		6,428	6,428	3,214	9,677	9,677	3,060	3,060	41,540		
3.02	CPNG	Southern Corridor	32	Gulf	Hiritano Hwy	Ibibubia to Apacapi Bridge	47.0 Upgrading	Procurement	Highway Management		-	1,880	1,880	1,880	1,880	1,880	1,880	11,280		
3.03	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Apacapi Bridge to Bereta Jnc	33.0 Upgrading	Procurement	Highway Management		-	1,320	1,320	1,320	1,320	1,320	1,320	7,920		
3.04	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Bereta Junction to Brown River	126.4 LTP/BMC	Completed	Highway Management		14,030	14,030	14,030	14,030	15,990	14,030	14,030	102,131		
3.05	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Brown River Bridge to Lalioi Bridge	22.2 Upgrading	Procurement	Highway Management		-	0,888	0,888	0,888	0,888	0,888	0,888	5,328		
3.06	CPNG	Southern Corridor	33	Central	Hiritano Hwy	Lalioi Bridge to 9 Mile Round about	4.0 LTP/BMC	Proposed	Highway Management		0,222	0,222	1,586	1,536	0,240	0,240	0,240	4,236		

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK. million) per Annum					Phase 3 ESTIMATE (PGK. million) (2035 - 2040)	
										2035	2036	2037	2038	2039		
GRAND TOTAL										1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)																
2.20	CRNG		East Sepik	Sepik Hwy	Moprik Flt Tower to Newak	117.4	L/TMC	Contract Change scope	Field Operations	4,694	4,694	4,694	14,845	14,845	4,694	48,467
2.21	CRNG		Ibabang	Coastal Hwy	Awar to Bogia	25.9	LTPBMC	Proposed	Highway Management	1,036	1,036	1,036	1,036	1,036	1,036	6,216
2.22	CRNG		Ibabang	Coastal Hwy	Nubia Junction to Basman	10.0	Maintenance	New Start	Highway Management	7,500	7,500	0,400	0,400	0,400	0,400	16,600
2.23	CRNG		Ibabang	Coastal Hwy	Bogia Station EOS (CH18+500KM) to Madang Airport Jnc (CH0+000KM)	181.5	L/TMC	Procurement	Highway Management	7,260	7,260	7,260	7,260	7,260	22,960	59,260
2.24	CRNG		Ibabang	Ramu Hwy	Madang Airport Jnc (CH17+000KM) to Mupu Br (CH130+000KM)	41.0	L/TMC	Procurement	Highway Management	1,640	1,640	1,640	1,640	1,640	5,187	13,387
2.25	CRNG		Ibabang	Ramu Hwy	Tapu Bridge to Oro Bridge	37.0	Upgrading	Proposed	Highway Management	1,482	4,666	4,666	1,482	1,482	1,482	15,296
2.26	CRNG		Ibabang	Ramu Hwy	Oro Mountain to Yakara Bridge - CRNG	40.0	Upgrading	Ongoing	Highway Management	5,060	5,060	1,600	1,600	1,600	1,600	16,520
2.27	CRNG	42/43	Morobe/Madang	Ramu Hwy	Yakara Br (CH76+440KM) to Wabaris Jnc (CH0+000KM)	76.4	L/TMC	Procurement	Highway Management	3,058	3,058	3,058	3,058	3,058	9,670	24,958
2.28	CRNG		Morobe	Fiska Highway	Fiska Road	100.0	Upgrading	Ongoing	Field Operations	75,000	75,000	4,000	4,000	4,000	4,000	166,000
2.29	CRNG		East Sepik	Ambunti-Maramuni	Engo-Sepik Highway - Ambunti-Maramuni	180.0	Early Works	Ongoing	Field Operations	10,800	10,800	10,800	10,800	10,800	10,800	64,800
Priority 3_Southern Corridor										80,751	89,591	120,982	133,075	124,304	103,371	652,073
3.0	CRNG		Gulf, Central, Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)	Karera-POB-Aidau	1,433.4				80,751	89,591	120,982	133,075	124,304	103,371	652,073
3.01	CRNG		Gulf	Hiritano Hwy	Karera Town (CH275+500KM) to Mabiaba Station Rd Jnc (CH199+000KM) - TSSP	76.5	LTPBMC	Procurement	Highway Management	3,060	3,060	3,060	3,060	14,668	14,668	41,616
3.02	CRNG		Gulf	Hiritano Hwy	Mabiaba to Aponapi Bridge	47.0	Rehabilitate / Upgrading	Procurement	Highway Management	1,880	5,946	1,880	1,880	1,880	1,880	19,411
3.03	CRNG		Central	Hiritano Hwy	Aponapi Bridge to Beleka Jnc	33.0	Rehabilitate / Upgrading	Procurement	Highway Management	1,320	4,175	1,320	1,320	1,320	1,320	13,629
3.04	CRNG		Central	Hiritano Hwy	Beleka Junction to Brown River	126.4	LTPBMC	Completed	Highway Management	14,030	14,030	14,030	14,030	14,030	14,030	84,182
3.05	CRNG		Central	Hiritano Hwy	Brown River Bridge to Lukki Bridge	22.2	Upgrading	Procurement	Highway Management	0,868	2,806	0,868	0,868	0,868	0,868	9,169
3.06	CRNG		Central	Hiritano Hwy	Lukki Bridge to 9 Mile Round about	4.0	LTPBMC	Proposed	Highway Management	0,240	0,240	0,240	0,240	1,536	1,536	4,032

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WINGS	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million)	Connected PNG (Capital Works) PGK, millions	MRNS (Recurrent Maintenance) PGK, millions
GRAND TOTAL										25,959.875	18,354.025	7,605.851
2.20 CRNG	Mamase Corridor	44	East Sepik	Sepik Hwy	Mopnik FM Tower to Wewak	117.4 L/TMC		Contract Change scope	Field Operations	132.139	-	132.139
2.21 CRNG	Mamase Corridor	43	Ibadang	Coastal Hwy	Awar to Bogia	259 L/TPBMC		Proposed	Highway Management	21.057	-	21.057
2.22 CRNG	Mamase Corridor	43	Ibadang	Coastal Hwy	Nubia Junction to Bosmun	10.0 Maintenance		New Start	Highway Management	30.400	15.000	15.400
2.23 CRNG	Mamase Corridor	43	Ibadang	Coastal Hwy	Bogia Station EOS (CH181+000KM) to Madang Airport Jnc (CH0+000KM)	1815 L/TMC		Procurement	Highway Management	219.131	-	219.131
2.24 CRNG	Mamase Corridor	43	Ibadang	Ramu Hwy	Madang Airport Jnc. (CH171+000KM) to Mugu Br. (CH130+000KM)	410 L/TMC		Procurement	Highway Management	59.285	-	59.285
2.25 CRNG	Mamase Corridor	43	Ibadang	Ramu Hwy	Topo Bridge to Ono Bridge	37.0 Upgrading		Proposed	Highway Management	153.827	129.640	24.187
2.26 CRNG	Mamase Corridor	43	Ibadang	Ramu Hwy	Ono Mountain to Yakura Bridge - CRNG	40.0 Upgrading		Ongoing	Highway Management	153.392	125.672	27.720
2.27 CRNG	Mamase Corridor	42/43	Morobe/Madang	Ramu Hwy	Yakura Br. (CH16+440KM) to Watarais Jnc (CH0+000KM)	764 L/TMC		Procurement	Highway Management	101.366	-	101.366
2.28 CRNG	Mamase Corridor	42	Morobe	Fiska Highway	Fiska Road	100.0 Upgrading		Ongoing	Field Operations	386.000	370.000	16.000
2.29 CRNG	Mamase Corridor	44	East Sepik	Ambunti-Maramuni	Engo-Sepik Highway: Ambunti-Maramuni	1800 Early Works		Ongoing	Field Operations	714.940	650.140	64.800
Priority 3_Southern Corridor										3,388.950	1,998.989	1,389.961
3.0 CRNG	Priority3_Southern Corridor	0	Gulf, Central, Milne Bay & Oro	Hiritano Hwy & Magi Hwy (Missing Link)	Kerema-POM-Audau	1,443.4				3,388.950	1,998.989	1,389.961
3.01 CRNG	Southern Corridor	32	Gulf	Hiritano Hwy	Kerema Town (CH275+000KM) to Malabua Station Rd Jnc (CH199+000KM) - TS-SP	765 L/TPBMC		Procurement	Highway Management	112.241	-	112.241
3.02 CRNG	Southern Corridor	32	Gulf	Hiritano Hwy	Malabua to Aponapi Bridge	470 Upgrading	Renalizable / Upgrading	Procurement	Highway Management	120.691	90.000	30.691
3.03 CRNG	Southern Corridor	33	Central	Hiritano Hwy	Aponapi Bridge to Beleina Jnc	330 Upgrading	Renalizable / Upgrading	Procurement	Highway Management	101.549	80.000	21.549
3.04 CRNG	Southern Corridor	33	Central	Hiritano Hwy	Beleina Junction to Brown River	1264 L/TPBMC		Completed	Highway Management	246.241	-	246.241
3.05 CRNG	Southern Corridor	33	Central	Hiritano Hwy	Brown River Bridge to Latoki Bridge	222 Upgrading		Procurement	Highway Management	144.497	130.000	14.497
3.06 CRNG	Southern Corridor	33	Central	Hiritano Hwy	Latoki Bridge to 9 Mile Round about	4.0 L/TPBMC		Proposed	Highway Management	8.933	-	8.933

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)
											2024	2025	2026	2027	
GRAND TOTAL											1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 -2027)															
3.07	CRNG	Southern Corridor	33	Central	Magi Hwy	6 Mile to Bontama Bridge	10.8	LTPBMC	Proposed	Highway Management	-	0.651	0.651	0.651	1.952
3.08	CRNG	Southern Corridor	33	Central	Magi Hwy	Bontama Roundabout to Imbia Bridge	148.2	LTPBMC	Ongoing	Highway Management	14.818	14.818	14.818	14.818	59.272
3.09	CRNG	Southern Corridor	33	Central	Magi Hwy	Imbia Bridge to Moresuina Turn-Off	54.6	Upgrading	Ongoing	Highway Management	47.797	47.797	47.797	-	143.392
3.10	CRNG	Southern Corridor	33/35	Central / Milne Bay	Magi Highway,	Moresuina to Gadahisu	242.0	Design & Construction	Procurement	Highway Management	-	-	120.000	240.000	360.000
3.11	CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Moresuina to Gadoquina Bridge, 20.48km - CRNG		Early Works	Ongoing	Highway Management	2.753	2.753	-	-	5.506
3.12	CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Gadoquina Bridge to Cloudy Bay Camp, 21.48km - CRNG		Early Works	Ongoing	Highway Management	2.181	2.181	-	-	4.362
3.13	CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Cloudy Bay Camp to Liba River, 30km - CRNG		Early Works	Ongoing	Highway Management	1.695	1.695	-	-	3.391
3.14	CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Liba River to Bonua River, 26.5km - CRNG		Early Works	Ongoing	Highway Management	1.756	1.756	-	-	3.511
3.15	CRNG	Southern Corridor	35	Milne Bay	Magi Hwy	Missing Link from Bonua River to Tavaneil River - CRNG		Early Works	Ongoing	Highway Management	-	-	-	-	-
3.16	CRNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tavaneil Rr to Tanubada Rv - CRNG		Early Works	Ongoing	Highway Management	-	-	-	-	-
3.17	CRNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tanubada Jnc to Oringuna River, 22km - CRNG		Early Works	Ongoing	Highway Management	-	-	-	-	-
3.18	CRNG	Southern Corridor	35	Milne Bay	Magi Highway,	Missing Link from Oringuna River to Gadaisu Jnc, 19.7km - CRNG		Early Works	Ongoing	Highway Management	-	-	-	-	-
3.19	CRNG	Southern Corridor	35	Milne Bay	Magi Highway,	Missing Link from Tanubada Junction to Nunumai, 36km - CRNG		Upgrading	Ongoing	Highway Management	4.993	4.993	-	-	9.987
3.20	CRNG	Southern Corridor	35	Milne Bay	Magi Highway,	Missing Link from Nunumai to Bonua River, 23.4km - CRNG		Upgrading	Ongoing	Highway Management	2.920	2.920	-	-	5.840
3.21	CRNG	Southern Corridor	35	Milne Bay	Magi Hwy	LTM from Gadaisu to Gotalan Bridge, 127km	127.0	LTM	Ongoing	Highway Management	7.236	7.236	7.236	3.618	25.327

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WINGS	Annual Cost Est. (PoK, million) per Annum					Phase 3 ESTIMATE (PoK, million) (2035 - 2040)		
										2035	2036	2037	2038	2039			
GRAND TOTAL										9,529.9	1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)																	
3.07 CRNG	Southern Corridor	33	Central	Magi Hwy	6 Mile to Sautama Bridge	10.6	LTPB/C	Proposed	Highway Management	0.651	0.651	0.651	0.651	4.163	4.163	10,928	
3.08 CRNG	Southern Corridor	33	Central	Magi Hwy	Sautama Roundabout to Imlia Bridge	148.2	LTPB/C	Ongoing	Highway Management	5.928	5.928	18,747	18,747	5,928	5,928	61,207	
3.09 CRNG	Southern Corridor	33	Central	Magi Hwy	Imlia Bridge to Moneguina Turn-Off	54.6	Upgrading	Ongoing	Highway Management	6.901	6.901	2,182	2,182	2,182	2,182	22,529	
3.10 CRNG	Southern Corridor	33/35	Central / Mine Bay	Magi Highway,	Moneguina to Gadsisu	242.0	Design & Construction	Procurement	Highway Management	9,680	9,680	30,613	30,613	30,613	9,680	99,946	
3.11 CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Moneguina to Godeguina Bridge, 20.48km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.12 CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Godeguina Bridge to Cloudy Bay Camp, 21.46km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.13 CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Cloudy Bay Camp to Liba River, 30km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.14 CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Liba River to Bonua River, 25.5km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.15 CRNG	Southern Corridor	35	Mine Bay	Magi Hwy	Missing Link from Bonua River to Taranai River - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.16 CRNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Taranai Rr to Tambada Rr - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.17 CRNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tambada Junc to Origuina River, 22km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.18 CRNG	Southern Corridor	35	Mine Bay	Magi Highway,	Missing Link from Origuina River to Gadsisu Jnc, 19.7km - CPNG		Early Works	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.19 CRNG	Southern Corridor	35	Mine Bay	Magi Highway,	Missing Link from Tambada Junction to Nunumai, 58km - CPNG		Upgrading	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.20 CRNG	Southern Corridor	35	Mine Bay	Magi Highway,	Missing Link from Nunumai to Bonua River, 23.4km - CPNG		Upgrading	Ongoing	Highway Management	-	-	-	-	-	-	-	
3.21 CRNG	Southern Corridor	35	Mine Bay	Magi Hwy	LTMC from Gadsisu to Gollana Bridge, 127km	127.0	LTMC	Ongoing	Highway Management	7,620	7,620	16,066	16,066	7,620	7,620	62,611	

DEPARTMENT OF WORKS AND HIGHWAYS

N.o. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million)	Connect PNG (Capital Works) PGK, millions	MRNS (Recurrent Maintenance) PGK, millions			
													(2021 - 2040)	(2021 - 2040)	(2021 - 2040)
GRAND TOTAL															
						9,529.9							25,959.875	18,354.025	7,605.851
										TOTAL	TOTAL	TOTAL			
3.07 CRNG	Southern Corridor	33	Central	Magi Hwy	6 Mile to Bauzama Bridge	10.8	LTPBMC	Proposed	Highway Management	24,458	-	24,458			
3.08 CRNG	Southern Corridor	33	Central	Magi Hwy	Bauzama Roundabout to Imita Bridge	148.2	LTPBMC	Ongoing	Highway Management	187,613	-	187,613			
3.09 CRNG	Southern Corridor	33	Central	Magi Hwy	Imita Bridge to Moreguina Turn-Off	54.6	Upgrading	Ongoing	Highway Management	181,195	143,352	37,803			
3.10 CRNG	Southern Corridor	33/35	Central / Mine Bay	Magi Highway,	Moreguina to Gadaisau	242.0	Design & Construction	Procurement	Highway Management	1,328,996	1,200,000	128,996			
3.11 CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Moreguina to Gadoquina Bridge, 20.48km - CPNG		Early Works	Ongoing	Highway Management	5,506	5,506	-			
3.12 CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Gadoquina Bridge to Cloudy Bay Camp, 21.48km - CPNG		Early Works	Ongoing	Highway Management	4,362	4,362	-			
3.13 CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Cloudy Bay Camp to Liba River, 30km - CPNG		Early Works	Ongoing	Highway Management	3,391	3,391	-			
3.14 CRNG	Southern Corridor	33	Central	Magi Hwy	Missing Link from Liba River to Bonua River, 26.5km - CPNG		Early Works	Ongoing	Highway Management	3,511	3,511	-			
3.15 CRNG	Southern Corridor	35	Mine Bay	Magi Hwy	Missing Link from Bonua River to Tavanel River - CPNG		Early Works	Ongoing	Highway Management	-	-	-			
3.16 CRNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tavanel Rr to Tanubada Rr - CPNG		Early Works	Ongoing	Highway Management	-	-	-			
3.17 CRNG	Southern Corridor	33	Central	Magi Highway,	Missing Link from Tanubada Jnc to Ongluna River, 22km - CPNG		Early Works	Ongoing	Highway Management	-	-	-			
3.18 CRNG	Southern Corridor	35	Mine Bay	Magi Highway,	Missing Link from Ongluna River to Gadaisau Jnc, 19.7km - CPNG		Early Works	Ongoing	Highway Management	-	-	-			
3.19 CRNG	Southern Corridor	35	Mine Bay	Magi Highway,	Missing Link from Tanubada Junction to Nunumai, 36km - CPNG		Upgrading	Ongoing	Highway Management	9,987	9,987	-			
3.20 CRNG	Southern Corridor	35	Mine Bay	Magi Highway,	Missing Link from Nunumai to Bonua River, 23.4km - CPNG		Upgrading	Ongoing	Highway Management	5,840	5,840	-			
3.21 CRNG	Southern Corridor	35	Mine Bay	Magi Hwy	LTMK from Gadaisau to Gollanal Bridge, 127km	127.0	LTMK	Ongoing	Highway Management	158,169	-	158,169			

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)	
											2024	2025	2026	2027		
GRAND TOTAL												1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 -2027)																
3.22	CPNG	Southern Corridor	35	Milne Bay	Magi Highway,	General Bridge (CH0-000Kil) to East Cape Jetty (CH55-920MIL) - TS5P	55.9	LTMIC	Procurement	Highway Management	9.681	5.991	5.991	5.991	27.855	
3.23	CPNG	Southern Corridor	36	Oro	Oro Hwy & Kokoda Rd	LTMIC, Northern Hwy & Kokoda Rd	179.0	LTMIC	Ongoing	Field Operators	10.053	10.053	10.053	5.027	35.187	
3.24	CPNG	Southern Corridor	36	Oro	Kokoda Highway,	Enogu Cway (CH45.00) to Fala Br (CH80.00) - Upgrade and seal	34.0	Upgrading	Procurement	Field Operators	-	15.300	45.900	45.900	107.100	
3.25	CPNG	Southern Corridor	33/36	Oro/Central	Alore-Sofa-Kupiano Road	Alore-Sofa-Kupiano MIL (Northern Corridor)	212.5	Early Works	New Start	Field Operators	10.000	10.000	10.000	10.000	40.000	
3.26	CPNG	Southern Corridor	33	Central	Hula Road	Gaogabo Jnc to Hula	49.0	LTPBMC	Proposed	Field Operators	-	2.942	2.942	2.942	8.825	
3.27	CPNG	Southern Corridor	33	Central	Sogesi Road	Krakon to Sogesi NHS	21.3	LTPBMC	Proposed	Field Operators	-	1.275	1.275	1.275	3.825	
Priority 4 - Gulf - Highlands Corridor												66.976	95.005	85.024	45.250	292.255
4.0	CPNG	Priority 4 - Gulf - Highlands Corridor	32/37	Gulf / Highlands	Gulf/SHIP Hwy, Tari-Pogera & Kalam-Moro		545.8				66.976	95.005	85.024	45.250	292.255	
4.01	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erive Road (SHP/Gulf Hwy)	Kisanapoi-Kogau	38.8	LTPBMC	Proposed	Field Operators	-	2.326	2.326	2.326	6.978	
4.02	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erive Road (SHP/Gulf Hwy)	Mikin (Kagau) to Erive Station	34.0	Upgrading	New Start	Field Operators	16.734	16.734	16.734	-	50.203	
4.03	CPNG	Gulf - Highlands Corridor	37	Southern Highlands	Erive Road (SHP/Gulf Hwy)	Erive Station to Sembengi Station	40.0	Construction	Ongoing	Field Operators	10.294	10.294	-	1.600	22.188	
4.04	CPNG	Gulf-Highlands Corridor	37/32	Gulf	Erive Road (SHP/Gulf Hwy)	Erive to Kikon	110.0	Maintenance	Proposed	Field Operators	-	15.180	15.180	15.180	45.540	
4.05	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	Erive Road (SHP/Gulf Hwy)	Rindita Junction to Kuare Station	19.2	Upgrading	New Start	Field Operators	24.640	24.640	24.640	-	73.919	
4.06	CPNG	Gulf - Highlands Corridor	37	GULF/SHP	Kalam-Moro	Kalam Junction to Moro	130.0	Maintenance	Ongoing	Field Operators	10.620	17.940	17.940	17.940	64.440	
4.07	CPNG	Gulf - Highlands Corridor	32/37	Gulf	Gulf/SHIP Hwy	Missing Link Road (Gulf-SHP)	120.4	Maintenance	Ongoing	Field Operators	4.688	4.688	5.000	5.000	19.375	
4.08	CPNG	Gulf-Highlands Corridor	37	Southern Highlands	lalibu-Pangob-Wiru Loop	lalibu-Pangob-Wiru Loop	53.4	LTPBMC	Proposed	Field Operators	-	3.204	3.204	3.204	9.612	
Priority 5 - Gulf-Madang Corridor												43.948	47.284	47.284	47.284	185.800
5.0	CPNG	Priority 5 - Gulf - Madang Corridor	32/37	Gulf / Highlands	Gulf Simbu-Madang Hwy		197.0				43.948	47.284	47.284	47.284	185.800	
5.01	CPNG	Gulf-Madang Corridor	40	Simbu	Karamul Rd MIL	Tua Ru to Wira Sina (MIL)	8.0	Early Works	Ongoing	Field Operators	6.951	2.000	2.000	2.000	12.951	

No.	Program	Corridor	Prov. Code	Province	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)			
											2028	2029	2030	2031	2032		2033	2034	
GRAND TOTAL											9,529.9	3,322.531	2,430.894	1,491.251	648.522	1,011.974	970.884	776.135	10,652.191
PHASE 2 (2028 - 2034)																			
3.22	CPNG	Southern Corridor	35	Milne Bay	Mugi Highway, Kolobua Rd	Golana Bridge (CHB-0006/1) to East Cape Jetty (CHSS-0206/1) - TSSP	55.9	LTPBC	Procurement	Highway Management	5991	5991	7,074	2,237	2,237	2,237	32,841		
3.23	CPNG	Southern Corridor	36	Oro	Oro Hwy & Kolobua Rd	LTPBC Northern Hwy & Kolobua Rd	175.0	LTPBC	Ongoing	Field Operations	22644	22644	10,740	10,740	10,740	10,740	98,597		
3.24	CPNG	Southern Corridor	36	Oro	Kolobua Highway	Eranga C'way (CH45.00) to Fala Br (CH60.00) - Upgrade and seal	34.0	Upgrading	Procurement	Field Operations	45900	-	1,360	1,360	1,360	1,360	52,700		
3.25	CPNG	Southern Corridor	33/36	Oro/Central	Ahne-Sofia-Kupurua Road	Ahne-Sofia-Kupurua ML (Northern Corridor)	212.5	Early Works	New Start	Field Operations	10000	10000	10,000	10,000	10,000	10,000	70,000		
3.26	CPNG	Southern Corridor	33	Central	Hula Road	Gaugabau Jnc to Hula	49.0	LTPBC	Proposed	Field Operations	2942	2942	6,202	2,942	2,942	2,942	27,111		
3.27	CPNG	Southern Corridor	33	Central	Sogeri Road	Krakon to Sogeri NHS	21.3	LTPBC	Proposed	Field Operations	1275	1275	4,080	1,275	1,275	1,275	14,535		
Priority 4_Gulf - Highlands Corridor											Total	545.8	134,258	140,387	20,387	23,858	23,858	27,318	504,325
4.0	CPNG	Priority 4_Gulf - Highlands Corridor	32/37	Gulf/Highlands	Gulf/SHIP Hwy, Taf-Pogera & Kalam-Moro		545.8				134,258	140,387	20,387	23,858	23,858	27,318	504,325		
4.01	CPNG	Gulf Highlands Corridor	37	Southern Highlands	Erave Road (SHIP/Gulf Hwy)	Kisepopo-Kogua	38.8	LTPBC	Proposed	Field Operations	2326	2326	4,904	2,326	2,326	2,326	21,439		
4.02	CPNG	Gulf Highlands Corridor	37	Southern Highlands	Erave Road (SHIP/Gulf Hwy)	Muki (Kogua) to Erave Station	34.0	Upgrading	New Start	Field Operations	1360	1360	1,360	1,360	1,360	1,360	9,520		
4.03	CPNG	Gulf - Highlands Corridor	37	Southern Highlands	Erave Road (SHIP/Gulf Hwy)	Erave Station to Sembergi Station	40.0	Construction	Ongoing	Field Operations	1600	1600	1,600	1,600	1,600	1,600	14,660		
4.04	CPNG	Gulf Highlands Corridor	37/32	Gulf	Erave Road (SHIP/Gulf Hwy)	Erave to Kikon	110.0	Maintenance	Proposed	Field Operations	55000	55000	55,000	-	4,400	4,400	178,200		
4.05	CPNG	Gulf Highlands Corridor	37	Southern Highlands	Erave Road (SHIP/Gulf Hwy)	Rinofida Junction to Kuare Station	19.2	Upgrading	New Start	Field Operations	0768	0768	0,768	0,768	0,768	0,768	5,375		
4.06	CPNG	Gulf - Highlands Corridor	37	GULF/SHIP	Kalam-Moro	Kalam Junction to Moro	130.0	Maintenance	Ongoing	Field Operations	65000	65000	65,000	-	5,200	5,200	210,60		
4.07	CPNG	Gulf - Highlands Corridor	32/37	Gulf	Gulf/SHIP Hwy	Missing Link Road (Gulf - SHIP)	120.4	Maintenance	Ongoing	Field Operations	5000	5000	5,000	5,000	5,000	5,000	35,000		
4.08	CPNG	Gulf Highlands Corridor	37	Southern Highlands	labu-Pogera-Wiru Loop	labu-Pogera-Wiru Loop	53.4	LTPBC	Proposed	Field Operations	3204	3204	6,755	3,204	3,204	3,204	29,530		
Priority 5_Gulf-Madang Corridor											Total	197.0	180,034	26,260	33,220	33,220	33,220	33,220	519,208
5.0	CPNG	Priority 5_Gulf-Madang Corridor	32/37	Gulf/Highlands	Gulf-Simbu-Madang Hwy		197.0				180,034	180,034	26,260	33,220	33,220	33,220	519,208		
5.01	CPNG	Gulf-Madang Corridor	40	Simbu	Karamui Rd/ML	Tua Ru to Woro Sira (ML)	8.0	Early Works	Ongoing	Field Operations	14000	-	0,480	0,480	0,480	0,480	29,920		

No.	Program	Corridor	Prov Code	Provinces	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WINGS	Annual Cost Est. (P.K. million) per Annum					Phase 3 ESTIMATE (P.K. million) (2035 - 2040)		
											2035	2036	2037	2038	2039		2040	
GRAND TOTAL												1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)																		
3.22	CRNG	Southern Corridor	36	Mine Bay	Mag Highway	Golional Enodge (CH0-000M) to East Cape Jetty (CH55-520KM) - TSSP	559	L/TMC	Procurement	Highway Management	2,237	2,237	2,237	2,237	7,074	7,074	23,095	
3.23	CRNG	Southern Corridor	36	Oro	Oro Hwy & Kokoda Rd	L/TMC Northern Hwy & Kokoda Rd	179.0	L/TMC	Ongoing	Field Operations	10,740	22,644	22,644	10,740	10,740	10,740	88,247	
3.24	CRNG	Southern Corridor	36	Oro	Kokoda Highway	Enoga Clay (CH46.00) to Faa Br. (CH60.00) - Upgrade and seal	34.0	Upgrading	Procurement	Field Operations	1,360	4,301	4,301	1,360	1,360	1,360	14,042	
3.25	CRNG	Southern Corridor	33/36	Oro/Central	Abre-Salo-Kupiano Road	Abre-Salo-Kupiano ML (Northern Corridor)	212.5	Early Works	New Start	Field Operations	10,000	10,000	10,000	10,000	10,000	10,000	60,000	
3.26	CRNG	Southern Corridor	33	Central	Hub Road	Gabogaba Jnc b Hula	49.0	LTPBMC	Proposed	Field Operations	2,942	2,942	2,942	2,942	6,202	6,202	24,170	
3.27	CRNG	Southern Corridor	33	Central	Sogeri Road	Kination to Sogeri/NHS	21.3	LTPBMC	Proposed	Field Operations	1,275	1,275	1,275	4,080	4,080	4,080	13,260	
Priority 4_Gulf - Highlands Corridor							Total	545.8	31,920	28,460	23,858	23,858	81,107	81,107	81,107	270,310		
4.0	CRNG	Priority 4_Gulf - Highlands Corridor	32/37		Gulf / Highlands	Gulf/SHP Hwy, Tai-Pogera & Kalam-Moro	545.8				31,920	28,460	23,858	81,107	81,107	270,310		
4.01	CRNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Kianapoo-Pogua	38.8	LTPBMC	Proposed	Field Operations	2,326	2,326	2,326	4,904	4,904	19,113		
4.02	CRNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Makri (Kogua) to Erave Station	34.0	Upgrading	New Start	Field Operations	4,301	1,360	1,360	1,360	1,360	14,042		
4.03	CRNG	Gulf - Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Erave Station to Sembenji Station	40.0	Construction	Ongoing	Field Operations	5,060	1,600	1,600	1,600	1,600	13,060		
4.04	CRNG	Gulf-Highlands Corridor	37/32	Gulf	Erave Road (SHP/Gulf Hwy)	Erave to Kleri	110.0	Maintenance	Proposed	Field Operations	4,400	4,400	4,400	27,800	27,800	73,260		
4.05	CRNG	Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Rindita Junction to Kivare Station	19.2	Upgrading	New Start	Field Operations	2,429	0,768	0,768	0,768	0,768	7,930		
4.06	CRNG	Gulf - Highlands Corridor	37	GULF/SHP	Kalam-Komo	Kalam Junction to Moro	130.0	Maintenance	Ongoing	Field Operations	5,200	5,200	5,200	32,860	32,860	86,580		
4.07	CRNG	Gulf - Highlands Corridor	32/37	Gulf	Gulf-SHP Hwy	Missing Link Road (Gulf-SHP)	120.4	Maintenance	Ongoing	Field Operations	5,000	5,000	5,000	5,000	5,000	30,000		
4.08	CRNG	Gulf-Highlands Corridor	37	Southern Highlands	lalu-Pogera-Wiru Loop	lalu-Pogera-Wiru Loop	53.4	LTPBMC	Proposed	Field Operations	3,204	3,204	3,204	6,755	6,755	26,326		
Priority 5_Gulf-Madang Corridor							Total	197.0	33,220	33,220	34,617	42,331	40,934	33,220	217,541			
5.0	CRNG	Priority 5_Gulf - Madang Corridor	32/37		Gulf / Highlands	Gulf-Simbu-Madang Hwy	197.0				33,220	33,220	34,617	42,331	40,934	217,541		
5.01	CRNG	Gulf-Madang Corridor	40	Simbu	Karamu Rd ML	Tua Riri to Wara Sino (ML)	8.0	Early Works	Ongoing	Field Operations	0,480	0,480	1,012	1,012	0,480	3,944		

No. Program	Corridor	Prov Code	Provinces	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PG-K, million)	Connect PNG (Capital Works) PGK, millions	MRNS (Recurrent Maintenance) PG-K, millions
GRAND TOTAL										25,959.875	18,354.025	7,605.851
3.22	CPNG Southern Corridor	35	Mine Bay	Magi Highway,	Golana'i Bridge (CH0-000KM) to East Cape Jetty (CH55-920KM) - TSSP	55.9	LTMIC	Procurement	Highway Management	83.791	-	83.791
3.23	CPNG Southern Corridor	36	Oro	Oro Hwy & Kokoda Rd	LTMIC Northern Hwy & Kokoda Rd	179.0	LTMIC	Ongoing	Field Operations	222.421	-	222.421
3.24	CPNG Southern Corridor	36	Oro	Kokoda Highway,	Ernagu C'Way (CH46.00) to Fab Br. (CH60.00) - Upgrade and seal	34.0	Upgrading	Procurement	Field Operations	173.842	153.000	20.842
3.25	CPNG Southern Corridor	33/36	Oro/Central	Alore-Sofia-Kupiano Road	Alore-Sofia-Kupiano MIL (Northern Corridor)	212.5	Early Works	New Start	Field Operations	170.000	170.000	-
3.26	CPNG Southern Corridor	33	Central	Hula Road	Gabogaba Jnc to Hula	49.0	LTPBMC	Proposed	Field Operations	60.106	-	60.106
3.27	CPNG Southern Corridor	33	Central	Sogeni Road	Kinakon to Sogeni NHS	21.3	LTPBMC	Proposed	Field Operations	31.620	-	31.620
Priority 4 _Gulf - Highlands Corridor										1,066.890	699.065	367.826
4.0	CPNG Priority 4 _Gulf - Highlands Corridor	32/37	Gulf / Highlands	GuifSHP Hwy, Tari-Pogera & Kalam-Moro		545.8				1,066.890	699.065	367.826
4.01	CPNG Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Kisapanoi-Nagua	38.8	LTPBMC	Proposed	Field Operations	47.530	-	47.530
4.02	CPNG Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Mukri (Kagua) to Erave Station	34.0	Upgrading	New Start	Field Operations	73.765	50.203	23.562
4.03	CPNG Gulf - Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Erave Station to Sembengi Station	40.0	Construction	Ongoing	Field Operations	49.908	20.588	29.320
4.04	CPNG Gulf-Highlands Corridor	37/32	Gulf	Erave Road (SHP/Gulf Hwy)	Erave to Klori	110.0	Maintenance	Proposed	Field Operations	297.000	210.540	86.460
4.05	CPNG Gulf-Highlands Corridor	37	Southern Highlands	Erave Road (SHP/Gulf Hwy)	Rindita Junction to Kwarae Station	19.2	Upgrading	New Start	Field Operations	87.224	73.919	13.306
4.06	CPNG Gulf - Highlands Corridor	37	GULF/SHP	Kalam-Komo	Kalam Junction to Moro	130.0	Maintenance	Ongoing	Field Operations	361.620	259.440	102.180
4.07	CPNG Gulf - Highlands Corridor	32/37	Gulf	GuifSHP Hwy	Missing Link Road (Gulf - SHP)	120.4	Maintenance	Ongoing	Field Operations	84.375	84.375	-
4.08	CPNG Gulf-Highlands Corridor	37	Southern Highlands	lalibu-Pangio-Wiru Loop	lalibu-Pangio-Wiru Loop	53.4	LTPBMC	Proposed	Field Operations	65.468	-	65.468
Priority 5 _Gulf-Madang Corridor										922.549	576.948	345.601
5.0	CPNG Priority 5 _Gulf - Madang Corridor	32/37	Gulf / Highlands	Guif-Simbu-Madang Hwy		197.0				922.549	576.948	345.601
5.01	CPNG Guif-Madang Corridor	40	Simbu	Karamui Rd MIL	Tua Rir to Wabra Sina (MIL)	8.0	Early Works	Ongoing	Field Operations	46.815	40.951	5.864

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)		
											2024	2025	2026		2027	
GRAND TOTAL											9,529.9	1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 - 2027)																
5.02	CPNG	Gulf-Highlands Corridor	40	Simbu	Karamul Rd M/L	Wara Sina to Karamul Station	8.0	Early Works	Ongoing	Field Operators	6.997	2.000	2.000	2.000	12.997	
5.03	CPNG	Gulf-Highlands Corridor	40	Simbu	Bundl Hwy	Geusa-Gembogi	21.0	LTP/IMC	Proposed	Field Operators	-	1.284	1.284	1.284	3.852	
5.04	CPNG	Gulf-Highlands Corridor	40	Simbu	Bundl Hwy	Kundawa-Geua	10.0	Rehab/Maint	Proposed	Field Operators	-	3.000	3.000	3.000	9.000	
5.05	CPNG	Gulf-Highlands Corridor	40	Simbu	Karamul Access	Kundawa-Gumline	40.0	Maintenance	Proposed	Field Operators	-	2.000	2.000	2.000	6.000	
5.06	CPNG	Gulf-Highlands Corridor	40	Simbu	Gumline-Karamul Rd	Gumline-Tua River	40.0	Maintenance	Proposed	Field Operators	-	2.000	2.000	2.000	6.000	
5.07	CPNG	Gulf-Highlands Corridor	40	Simbu	Bundl Hwy	Kundawa-Gembogi Missing Link Road/Early Works	10.0	Early Works	New Start	Field Operators	10.000	10.000	10.000	10.000	40.000	
5.08	CPNG	Gulf-Highlands Corridor	40	Simbu	Karamul Rd M/L	Karamul Missing Link Rd Early Works	10.0	Early Works	New Start	Field Operators	20.000	20.000	20.000	20.000	80.000	
5.09	CPNG	Gulf-Highlands Corridor	40/41	Simbu EHP	Lufa - Karamul	Lufa - Karamul Missing Link Rd Early Works	50.0	Early Works	New Start	Field Operators	-	5.000	5.000	5.000	15.000	
Priority 6, New Britain Corridor							Total	832.9	105.558	277.919	514.869	772.910	1,671.255			
6.0	CPNG	New Britain Corridor	48/49	ENB/WNB	New Britain Hwy		832.9				105.558	277.919	514.869	772.910	1,671.255	
6.01	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Kokopo Sec. School/Robout (CHO-000KM) to Kasaka (CH49-100KM) - TSSP	49.1	LTM/C	Procurement	Highway Management	4.592	12.555	15.934	15.934	48.996	
6.02	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Manapading (Kasaka) - Alokasam (Baining) - CPNG EPC	30.0	Detail Design & Construction	Ongoing	Highway Management	20.000	30.140	30.140	30.140	110.420	
6.03	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Alokasam (Baining) and Ch.108-100km	30.0	Upgrading	Procurement	Highway Management	-	6.750	42.750	42.750	92.250	
6.04	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Alokasam - Lower Toru	25.0	Maintenance	Proposed	Highway Management	-	1.000	1.000	1.000	3.000	
6.05	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Lower Toru to Pole (TRP)	52.0	Maintenance	Proposed	Highway Management	-	2.000	2.000	2.000	6.000	
6.06	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Pole to Pondi River	36.0	Maintenance	Proposed	Highway Management	-	1.500	1.500	1.500	4.500	
6.07	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Pondi (Garuqa) Jnc (CHO-000KM) to Nuau Pri. Sch. (CH11-330KM) - TSSP	11.3	Upgrading	Procurement	Highway Management	4.903	4.903	-	0.453	10.260	
6.08	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Nuau Primary School to Bomus Bridge-CPNG	40.0	Upgrading	Ongoing	Highway Management	36.887	36.887	36.887	-	116.660	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)				
											2028	2029	2030	2031	2032		2033	2034		
GRAND TOTAL											9,529.9						10,652.191			
PHASE 2 (2028 - 2034)																				
5.02	CPNG	Gul-Righlands Corridor	40	Simbu	Koramui RoMIL	Wara Sina to Koramui Station	8.0	Early Works	Ongoing	Field Operations	14,000	14,000	-	0.480	0.480	0.480	0.480	29,920		
5.03	CPNG	Gul-Righlands Corridor	40	Simbu	Bundi Hwy	Geao-Geombogi	21.0	LTP/PMC	Proposed	Field Operations	1,284	1,284	1,284	1,280	1,280	1,280	1,280	8.87		
5.04	CPNG	Gul-Righlands Corridor	40	Simbu	Bundi Hwy	Kundawa-Gaia	10.0	Rehab/Maint	Proposed	Field Operations	7,650	7,650	-	0.600	0.600	0.600	0.600	17.70		
5.05	CPNG	Gul-Righlands Corridor	40	Simbu	Koramui Arcees	Kundawa-Gumtine	40.0	Maintenance	Proposed	Field Operations	30,600	30,600	-	2.400	2.400	2.400	2.400	70.800		
5.06	CPNG	Gul-Righlands Corridor	40	Simbu	Gumtine-Koramui Rd	Gumtine-Tua River	40.0	Maintenance	Proposed	Field Operations	70,000	70,000	-	2.400	2.400	2.400	2.400	148.80		
5.07	CPNG	Gul-Righlands Corridor	40	Simbu	Bundi Hwy	Kundawa-Geombogi Missing Link Road Early Works	10.0	Early Works	New Start	Field Operations	17,500	17,500	-	0.600	0.600	0.600	0.600	37.40		
5.08	CPNG	Gul-Righlands Corridor	40	Simbu	Koramui RoMIL	Koramui Missing Link Rd Early Works	10.0	Early Works	New Start	Field Operations	20,000	20,000	20,000	20,000	20,000	20,000	20,000	140,000		
5.09	CPNG	Gul-Righlands Corridor	40/41	Simbu EHP	Luba - Koramui	Luba - Koramui Missing Link Rd Early Works	50.0	Early Works	New Start	Field Operations	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000		
Priority 6 - New Britain Corridor							Total	832.9												799,978
6.0	CPNG	New Britain Corridor	48/49	ENB/WNB	New Britain Hwy		832.9				210,741	254,470	166,217	47,551	48,751	35,634	36,614	799,978		
6.01	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Kokopo Sec. School Roundabout (CH0-0000K1) to Kisisio (CH49-1000K1) - TSSP	49.1	LTM/C	Procurement	Highway Management	15,924	15,924	7,962	6,211	6,211	1,964	1,964	56,161		
6.02	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Upgrading (Kassiki) - Akakasm (Baining) - CPNG EPC	30.0	Detail Design & Construction	Ongoing	Highway Management	-	1,200	1,200	1,200	1,200	1,200	1,200	7,200		
6.03	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Akakasm (Baining) and Ct. 103,100km	30.0	Upgrading	Procurement	Highway Management	42,750	-	1,200	1,200	1,200	1,200	1,200	48,750		
6.04	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Akakasm - Lower Toru	25.0	Maintenance	Proposed	Highway Management	33,750	33,750	1,913	1,513	1,513	1,513	1,513	75,063		
6.05	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Lower Toru to Pale (TRP)	52.0	Maintenance	Proposed	Highway Management	2,000	70,200	70,200	3,146	3,146	3,146	3,146	154,984		
6.06	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Pale to Pendi River	36.0	Maintenance	Proposed	Highway Management	48,600	48,600	2,178	2,178	2,178	2,178	2,178	108,09		
6.07	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Pendi (Samuga) Jnc (CH0-0000K1) to Muzu Pri. Sch. (CH11-3300K1) - TSSP	11.3	Upgrading	Procurement	Highway Management	0.453	0.453	0.453	0.453	0.453	0.453	0.453	4.192		
6.08	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Muzu Primary School to Bamus Bridge-CPNG	40.0	Upgrading	Ongoing	Highway Management	1,600	1,600	1,600	1,600	1,600	1,600	1,600	11,200		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million)		
											2025	2026	2027	2028	2029			
GRAND TOTAL												1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)												0.480	0.480	0.480	1.012	1.012	0.480	3.944
5.02	CRNG	Gulihlabang Corridor	40	Simbu	Karamul Rd IML	Wara Sira to Karamul Station	8.0	Early Works	Ongoing	Field Operations	0.480	0.480	1.012	1.012	0.480	3.944		
5.03	CRNG	Gulihlabang Corridor	40	Simbu	Bundi Hwy	Gesau-Gembogi	210	LTPBMC	Proposed	Field Operations	1.260	2.657	2.657	1.260	1.260	10.35		
5.04	CRNG	Gulihlabang Corridor	40	Simbu	Bundi Hwy	Kundobau-Gesau	100	Rehab/Maint	Proposed	Field Operations	0.600	0.600	1.265	1.265	0.600	4.93		
5.05	CRNG	Gulihlabang Corridor	40	Simbu	Karamul Access	Kundobau-Gumtine	400	Maintenance	Proposed	Field Operations	2.400	2.400	5.060	5.060	2.400	19.720		
5.06	CRNG	Gulihlabang Corridor	40	Simbu	Gumtine-Karamul Rd	Gumtine-Tua River	400	Maintenance	Proposed	Field Operations	2.400	2.400	5.060	5.060	2.400	19.72		
5.07	CRNG	Gulihlabang Corridor	40	Simbu	Bundi Hwy	Kundobau-Gembogi/Missing Link Road Early Works	100	Early Works	New Start	Field Operations	0.600	0.600	1.265	1.265	0.600	4.93		
5.08	CRNG	Gulihlabang Corridor	40	Simbu	Karamul Rd IML	Karamul Missing Link Rd Early Works	100	Early Works	New Start	Field Operations	20.000	20.000	20.000	20.000	20.000	120.000		
5.09	CRNG	Gulihlabang Corridor	40/41	Simbu/EHP	Luis - Karamul	Luis - Karamul/Missing Link Rd Early Works	500	Early Works	New Start	Field Operations	5.000	5.000	5.000	5.000	5.000	30.000		
PHASE 3 (2035 - 2040)												82.530	138.935	110.259	52.168	35.913	40.160	459.964
Priority 6 New Britain Corridor												82,530	138,935	110,259	52,168	35,913	40,160	459,964
6.0	CRNG	Priority 6 New Britain Corridor	48/49	ENB/WNB	New Britain Hwy		8329				82.530	138.935	110.259	52.168	35.913	459.964		
6.01	CRNG	New Britain Corridor	48	ENB	New Britain Hwy	Kolepo Sec School Roadout (CHO-000M) to Kasaka (CH49+100KM) - TS5P	491	L/TMC	Procurement	Highway Management	1.964	1.964	1.964	1.964	6.211	16.031		
6.02	CRNG	New Britain Corridor	48	ENB	New Britain Hwy	Vunopabang (Kassaka) - Alakassam (Baining) - CPNG EPC	300	Detail Design & Construction	Ongoing	Highway Management	1.200	3.795	3.795	1.200	1.200	12.390		
6.03	CRNG	New Britain Corridor	48	ENB	New Britain Hwy	Alakassam (Baining) and Ch.108.100km	300	Upgrading	Procurement	Highway Management	1.200	1.200	3.795	1.200	1.200	12.390		
6.04	CRNG	New Britain Corridor	48	ENB	New Britain Hwy	Alakassam - Lower Toru	250	Maintenance	Proposed	Highway Management	18.913	18.913	1.000	1.000	1.000	40.825		
6.05	CRNG	New Britain Corridor	48	ENB	New Britain Hwy	Lower Toru to Pale (TRP)	520	Maintenance	Proposed	Highway Management	3.146	39.338	39.338	2.080	2.080	85.982		
6.06	CRNG	New Britain Corridor	48	ENB	New Britain Hwy	Pale to Pandi River	360	Maintenance	Proposed	Highway Management	27.234	27.234	1.440	1.440	1.440	58.788		
6.07	CRNG	New Britain Corridor	48	WNB	New Britain Hwy	Pandi (Ganugal) Jct (CHO-000M) to Nusu Pt. Sct (CH11+330KM) - TS5P	113	Upgrading	Procurement	Highway Management	1.433	0.453	0.453	0.453	0.453	3.699		
6.08	CRNG	New Britain Corridor	48	WNB	New Britain Hwy	Nusu Primary School to Earnus Bridges-CPNG	400	Upgrading	Ongoing	Highway Management	5.060	1.600	1.600	1.600	1.600	16.520		

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PG-K, million)	Connect PNG (Capital Works) PG-K, millions	MRNS (Recurrent Maintenance) PG-K, millions
GRAND TOTAL										25,959.875	18,354.025	7,605.851
GRAND TOTAL										9,529.9		
5.02	CPNG	GuHAbadang Corridor	40	Simbu	Karamui Rd IML	Wara Sira to Karamui Station	8.0	Early Works	Field Operations	46.861	40.997	5.864
5.03	CPNG	GuH-Highlands Corridor	40	Simbu	Bundi Hwy	Gesua-Gembogi	21.0	LTPBMC	Field Operations	23.07	-	23.07
5.04	CPNG	GuH-Highlands Corridor	40	Simbu	Bundi Hwy	Kundawa-Gesua	10.0	Rehab/Maint	Field Operations	31.63	-	31.63
5.05	CPNG	GuH-Highlands Corridor	40	Simbu	Karamui Access	Kundawa-Gumtine	40.0	Maintenance	Field Operations	96.520	-	96.520
5.06	CPNG	GuH-Highlands Corridor	40	Simbu	Gumtine-Karamui Rd	Gumtine-Tua River	40.0	Maintenance	Field Operations	175.32	-	175.32
5.07	CPNG	GuHAbadang Corridor	40	Simbu	Bundi Hwy	Kundawa-Gembogi/Missing Link Road Early Works	10.0	Early Works	Field Operations	82.33	75.00	7.33
5.08	CPNG	GuHAbadang Corridor	40	Simbu	Karamui Rd IML	Karamui Missing Link Rd Early Works	10.0	Early Works	Field Operations	340.000	340.000	-
5.09	CPNG	GuHAbadang Corridor	40/41	Simbu/BP	Lufa - Karamui	Lufa - Karamui/Missing Link Rd Early Works	50.0	Early Works	Field Operations	80.000	80.000	-
Priority 6 - New Britain Corridor										2,931.197	2,283.469	647.728
6.0	CPNG	Priority 6 - New Britain Corridor	48/49	ENB/WNB	New Britain Hwy	Total	832.9	832.9		2,931.197	2,283.469	647.728
6.01	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Kokopo Sec. School Roundabout (CH0+000KM) to Kasika (CH49+100KM) - TSSP	49.1	LTRC	Procurement Highway Management	121.188	-	121.188
6.02	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Vunapabaling (Kasasiko) - Alakasam (Baining) - CPNG EPC	30.0	Detail Design & Construction	Highway Management	130.010	110.420	19.590
6.03	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Alakasam (Baining) and Ch.109-100km	30.0	Upgrading	Highway Management	153.390	135.000	18.390
6.04	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Alakasam - Lower Tonlu	25.0	Maintenance	Highway Management	118.888	108.325	10.563
6.05	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Lower Tonlu to Pale (TRSP)	52.0	Maintenance	Highway Management	246.966	227.076	19.890
6.06	CPNG	New Britain Corridor	48	ENB	New Britain Hwy	Pale to Pandi River	36.0	Maintenance	Highway Management	171.378	156.168	15.210
6.07	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Pandi (Gamugai) Jnc (CH0+000KM) to Nuau Pri. Sch. (CH11+330KM) - TSSP	11.3	Upgrading	Highway Management	18.112	9.807	8.305
6.08	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Nuau Primary School to Bomus Bridge-CPNG	40.0	Upgrading	Highway Management	144.380	116.660	27.720

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)		
											2024	2025	2026		2027	
GRAND TOTAL											9,529.9	1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 - 2027)																
6.09	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Barnus Bridge (CH56-726KM) to Tuaru Bridge No.1 (CH102-839KM) - TS-SP	102.5	LTP/BMC	Procurement	Highway Management	4.999	7.831	5.664	5.664	24.157	
6.10	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Barnus Bridge (CH56-726KM) to DOW Junction	215.0	LTP/BMC	Procurement	Highway Management	-	11.825	35.475	70.96	118.250	
6.11	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Hokris - Kimbe Rd (Indian Exim Bank)	30.0	Upgrading	Ongoing	Highway Management	-	5.000	5.000	5.000	15.000	
6.12	CPNG	New Britain Corridor	48	ENB	Tokuu Road	UW/Pidabot to Tokuu Airport & Williams Rd/Pid Abot to Kokepo Secondary Road about - EPC 4 Lane.	12.0	Upgrading	New Start	Highway Management	22.176	66.529	66.529	66.529	221.762	
6.13	CPNG	New Britain Corridor	48/49	ENB/WNB	South Coast Hwy	Design & Construction of Pomio to Kanarain Road	100.0	Detail Design & Construction	Procurement	Field Operations	-	45.000	135.000	270.000	450.000	
6.14	CPNG	New Britain Corridor	48	WNB	Kanorian Road	Design & Construction of Kimbe to Kandrian Road in WMBP.	100.0	Detail Design & Construction	Procurement	Field Operations	10.000	44.000	135.000	261.000	450.000	
Priority 7_Highlands Corridor							Total	2,107.6	613.913	562.994	878.951	716.489	2,772.348			
Lae-Blend, Mend - Kosiapa																
7.0	CPNG	Highlands Corridor	0	Memb	Highlands Highway	Boundary Rd Roadabout (CH2-200KM) to 9 Mile Jnc (CH13-000KM)	1,041.5	Maintenance	Procurement	Highway Management	519.346	369.169	399.542	338.104	1,626.151	
7.01	CPNG	Highlands Corridor	42	Monobe	Highlands Highway	Lae - Nadzab Airport (4 Lane)	61.5	Maintenance	Procurement	Highway Management	76.552	79.076	77.241	1.712	236.580	
7.02	CPNG	Highlands Corridor	42	Monobe	Highlands Highway	9 Mile to Yalu Bridge (LTMC)	8.7	LTP/BMC	Proposed	Highway Management	-	0.504	0.534	0.534	1.572	
7.03	CPNG	Highlands Corridor	42	Monobe	Highlands Highway	Yalu Bridge- Nadzab Road (4 Lane)	42.0	Maintenance	Ongoing	Highway Management	75.528	75.528	75.528	-	226.585	
Highlands Highway (Nadzab - Kagamuga)							448.5				248.921	29.863	29.863	29.863	339.510	
7.04	CPNG	Highlands Corridor	42/41	Monobe/EP	Highlands Highway	Nadzab Airport Junction to Hengroff Bridge 42 (SHHP Tranche 1C/W1)	220.5	Maintenance	Ongoing	Highway Management	66.000	-	-	-	68.000	
7.05	CPNG	Highlands Corridor	40	Chimbu	Highlands Highway	Margiro Bridge to Munde Bridge (SHHP Tranche 1 - R/C)	57.0	Reconstruction	Ongoing	Highway Management	106.921	-	-	-	108.921	
7.06	CPNG	Highlands Corridor	41	EP	Highlands Highway	Hengroff Bridge 41 to Margiro Bridge (SHHP Tranche 1 - CIV2)		Maintenance	Ongoing	Highway Management						
7.07	CPNG	Highlands Corridor	38a/39	JMK/WHP	Highlands Highway	Munde Bridge to Kagamuga Junction (SHHP Tranche 1 - CIV2)	161.0	Maintenance	Ongoing	Highway Management	63.000	-	-	-	63.000	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK. million) per annum					Phase 2 ESTIMATE (PGK. million) (2028 - 2034)			
											2028	2029	2030	2031	2032		2033	2034	
GRAND TOTAL											9,529.9	3,322.531	2,430.894	1,491.251	648.522	1,011.974	970.884	776.135	10,652.191
PHASE 2 (2028 - 2034)																			
6.09	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Sumus Bridge (CH66-728KM) to Tairu Bridge No.1 (CH102-538KM) - TSSP	102.5	LTPBMC	Procurement	Highway Management	5,664	5,664	2,832	12,971	12,971	4,102	4,102	48,306	
6.10	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Sumus Bridge (CH66-728KM) to DOW Junction	215.0	LTPBMC	Procurement	Highway Management	-	8,600	8,600	8,600	8,600	8,600	8,600	8,600	516
6.11	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Hoskins - Kimbe Rd (mid Jan Exim Bank)	30.0	Upgrading	Ongoing	Highway Management	60,000	60,000	60,000	-	1,200	1,200	1,200	183,600	
6.12	CPNG	New Britain Corridor	48	ENB	Tokuu Road	UW/RobobotoTokuu Airport & Wfano Rd/Red Boat Tokokop Secondary Roadbook - EPC 4 Lane	12.0	Upgrading	New Start	Highway Management	-	0,479	0,479	0,479	0,479	0,479	0,479	2,873	
6.13	CPNG	New Britain Corridor	48/49	ENB/WNB	South Coast Hwy	Design & Construction of Pomio to Koronain Road	100.0	Detail Design & Construction	Procurement	Field Operations	-	4,000	4,000	4,000	4,000	4,000	4,000	24,000	
6.14	CPNG	New Britain Corridor	48	WNB	Koronain Road	Design & Construction of Kimbe to Koronain Road in WNB	100.0	Detail Design & Construction	Procurement	Field Operations	-	4,000	4,000	4,000	4,000	4,000	4,000	24,000	
Priority 7_Highlands Corridor											2,107.6	427.263	176.342	118.752	119.163	156.179	156.358	118.800	1,272.856
Priority 7_Highlands Corridor											2,107.6	427.263	176.342	118.752	119.163	156.179	156.358	118.800	1,272.856
7.0	CPNG	0	0	La-Mend. Mendi-Kopialoa	Highlands Highway	Lae - Nadzab Airport (4 Lane) Boundary Rd Roadabout (CH2-200KM) to 9 Mile Jnc (CH13-000KM)	1,041.5	61.5	10.8	8.7	42.0	448.5	220.5	57.0	57.0	161.0	161.0	252.826	
7.01	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Boundary Rd Roadabout (CH2-200KM) to 9 Mile Jnc (CH13-000KM)	10.8	Maintenance	Procurement	Highway Management	1,188	1,188	1,188	1,188	1,188	1,366	1,366	8,672	
7.02	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	9 Mile to Yalu Bridge (LTM/C)	8.7	LTPBMC	Proposed	Highway Management	0,524	0,524	1,101	1,101	0,957	0,957	0,957	6,120	
7.03	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Yalu Bridge- Nadzab Road (4 Lane)	42.0	Maintenance	Ongoing	Highway Management	2,520	2,520	2,520	2,520	2,520	2,520	2,520	17,640	
Highlands Highway (Nadzab - Kagamuga)											448.5	29,863	29,863	20,463	20,463	69,950	69,950	22,272	252,826
7.04	CPNG	Highlands Corridor	42/41	Morobe/EWP	Highlands Highway	Nadzab Airport Junction to Hergonal Bridge #2 (SHEHP Tranche 1 CIVI)	220.5	Maintenance	Ongoing	Highway Management	-	-	-	-	-	-	-	-	
7.05	CPNG	Highlands Corridor	40	Chimbu	Highlands Highway	Mangro Bridge to Milne Bridge (SHEHP Tranche 1 - CIVI)	57.0	Reconstruction	Ongoing	Highway Management	-	-	-	-	-	-	-	-	
7.06	CPNG	Highlands Corridor	41	EWP	Highlands Highway	Hergonal Bridge #1 to Mangro Bridge (SHEHP Tranche 1 - CIVI)	-	Maintenance	Ongoing	Highway Management	-	-	-	-	-	-	-	-	
7.07	CPNG	Highlands Corridor	38a/39	JMK/WHP	Highlands Highway	Milne Bridge to Kagamuga Junction (SHEHP Tranche 1 - CIVI)	161.0	Maintenance	Ongoing	Highway Management	-	-	-	-	-	-	-	-	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK. million) per Annum					Phase 3 ESTIMATE (PGK. million) (2035 - 2040)			
											2035	2036	2037	2038	2039		2040		
GRAND TOTAL												9,529.9	1,067.284	1,143.094	773.342	714.992	696.779	649.174	5,044.664
PHASE 3 (2035 - 2040)																			
6.09	CRNG	New Britain Corridor	49	WNB	New Britain Hwy	Barnus Bridge (CH56-729KM) to Tauau Bridge No.1 (CH102-538KM) - TS5SP	102.5	LTPB/MC	Procurement	Highway Management	4.102	4.102	4.102	4.102	4.102	4.102	24.610		
6.10	CRNG	New Britain Corridor	49	WNB	New Britain Hwy	Barnus Bridge (CH56-729KM) to DOW Junction	215.0	LTPB/MC	Procurement	Highway Management	8.600	27.198	8.600	8.600	8.600	8.600	88.795		
6.11	CRNG	New Britain Corridor	49	WNB	New Britain Hwy	Hoskins - Kimbe Rd (Indon Exim Bank)	300	Upgrading	Ongoing	Highway Management	1.200	1.200	1.200	3.795	3.795	12.390			
6.12	CRNG	New Britain Corridor	49	ENB	Tokuu Road	UNW Road about Tokua Airport & Williams Rd Road about to Kikapo Secondary Road about - EPC 4 Lane.	120	Upgrading	New Start	Highway Management	0.479	0.479	1.514	1.514	0.479	0.479	4.944		
6.13	CRNG	New Britain Corridor	49	ENB/WNB	South Coast Hwy	Design & Construction of Pomto to Kandrian Road	1000	Detail Design & Construction	Procurement	Field Operations	4.000	4.000	12.650	12.650	4.000	4.000	41.300		
6.14	CRNG	New Britain Corridor	49	WNB	Kandrian Road	Design & Construction of Kimbe to Kandrian Road in WNBSP	1000	Detail Design & Construction	Procurement	Field Operations	4.000	4.000	12.650	12.650	4.000	4.000	41.300		
Priority 7_ Highlands Corridor												2,107.6	144.481	152.904	189.139	174.384	127.001	123.212	911.122
7.0	CRNG	Highlands Corridor	0	Lea-Mendi, Mendi, Koboqo	Highlands Highway		1,041.5				79.116	80.327	67.913	56.581	55.639	55.639	395.215		
7.01	CRNG	Highlands Corridor	42	Mbroke	Highlands Highway	Lea - Nakzab Airport (4 Lane) Boundary Rd Roadabout (CH2-200KM) to 9 Mile Jnc (CH19-000KM)	61.5	Maintenance	Procurement	Highway Management	1.188	1.188	1.188	1.188	1.188	1.188	7.128		
7.02	CRNG	Highlands Corridor	42	Mbroke	Highlands Highway	9 Mile to Yau Bridge (LTM/C)	8.7	LTPB/MC	Proposed	Highway Management	0.957	0.957	0.957	0.957	3.341	3.341	10.510		
7.03	CRNG	Highlands Corridor	42	Mbroke	Highlands Highway	Yau Bridge - Nakzab Road (4 Lane)	420	Maintenance	Ongoing	Highway Management	5.313	5.313	2.520	2.520	2.520	2.520	20.706		
Highlands Highway (Nakzab - Kaganuga)												448.5	22.937	22.937	22.272	22.272	22.272	22.272	134.962
7.04	CRNG	Highlands Corridor	42/41	Mbroke/BHP	Highlands Highway	Nakzab Airport Junction to Herganoff Bridge #2 (SHHP Trancore 1 - CW1)	220.5	Maintenance	Ongoing	Highway Management							-		
7.05	CRNG	Highlands Corridor	40	Chimbu	Highlands Highway	Mangro Bridge to Munde Bridge (SHHP Trancore 1 - R/C)	570	Reconstruction	Ongoing	Highway Management							-		
7.06	CRNG	Highlands Corridor	41	BHP	Highlands Highway	Herganoff Bridge #1 to Mangro Bridge (SHHP Trancore 1 - CW2)		Maintenance	Ongoing	Highway Management							-		
7.07	CRNG	Highlands Corridor	35a/39	JAWK/WHP	Highlands Highway	Munde Bridge to Kaganuga Junction (SHHP Trancore 1 - CW2)	1610	Maintenance	Ongoing	Highway Management							-		

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PG-K, million)	Connect PNG (Capital Works) PG-K, millions	MRNS (Recurrent Maintenance) PG-K, millions		
													(2021 - 2040)	(2021 - 2040)
GRAND TOTAL											9,529.9	25,959.875	18,354.025	7,605.851
TOTAL											TOTAL	TOTAL	TOTAL	
6.09	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Bomus Bridge (CH56-726KM) to Tauu Bridge No.1 (CH102-539KM) - TSSP	1025	LTPBMC	Procurement	Highway Management	97.072	-	97.072	
6.10	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Bomus Bridge (CH56-726KM) to DOW Junction	215.0	LTPBMC	Procurement	Highway Management	258.645	118.250	140.395	
6.11	CPNG	New Britain Corridor	49	WNB	New Britain Hwy	Hoskins - Kimbe Rd (Indian Exim Bank)	30.0	Upgrading	Ongoing	Highway Management	210.990	180.000	30.990	
6.12	CPNG	New Britain Corridor	48	ENB	Tokuu Road	UNW/Pvd about to Tokau Airport & Williams Rd Pvd/About to Kakapo Secondary Road about - BPC 4 Lane.	12.0	Upgrading	New Start	Highway Management	229.579	221.762	7.816	
6.13	CPNG	New Britain Corridor	48/49	ENB/WNB	South Coast Hwy	Design & Construction of Pomo to Kanorian Road	100.0	Detail Design & Construction	Procurement	Field Operations	515.300	450.000	65.300	
6.14	CPNG	New Britain Corridor	48	WNB	Kanorian Road	Design & Construction of Kimbe to Kandrian Road in WNBSP.	100.0	Detail Design & Construction	Procurement	Field Operations	515.300	450.000	65.300	
Priority 7_Highlands Corridor											4,956.326	3,170.840	1,785.485	
7.0	CPNG	Highlands Corridor	0	Lea-Mendi, Mendi - Koboqoo	Highlands Highway	Lea - Nadzab Airport (4 Lane)	2,107.6				2,504.832	1,512.457	992.375	
7.01	CPNG	Highlands Corridor	42	Mbroe	Highlands Highway	Boundary Rd Roadabout (CH2-200KM) to 9 Mile Jnc (CH15-000KM)	615	Maintenance	Procurement	Highway Management	307.356	226.585	80.771	
7.02	CPNG	Highlands Corridor	42	Mbroe	Highlands Highway	Highlands Highway 9 Mile to Yau Bridge (L-TMC)	10.6	Maintenance	Procurement	Highway Management	24.223	-	24.223	
7.03	CPNG	Highlands Corridor	42	Mbroe	Highlands Highway	Yau Bridge- Nadzab Road (4 Lane)	8.7	LTPBMC	Proposed	Highway Management	18.202	-	18.202	
7.04	CPNG	Highlands Corridor	42/41	Mbroe/EP	Highlands Highway	Highlands Highway (Nadzab - Kagamaga)	448.5	Maintenance	Ongoing	Highway Management	264.931	226.585	38.346	
7.05	CPNG	Highlands Corridor	40	Chimbu	Highlands Highway	Nadzab Airport Junction to Hengaroff Bridge #2 (SHHP Tranche 1 CW1)	220.5	Maintenance	Ongoing	Highway Management	68.000	68.000	-	
7.06	CPNG	Highlands Corridor	41	EP	Highlands Highway	Maringo Bridge to Munde Bridge (SHHP Tranche 1 - R/C)	57.0	Reconstruction	Ongoing	Highway Management	108.921	108.921	-	
7.07	CPNG	Highlands Corridor	39a/39	JMK/WHP	Highlands Highway	Hengaroff Bridge #1 to Maringo Bridge (SHHP Tranche 1 - CW2)	161.0	Maintenance	Ongoing	Highway Management	63.000	63.000	-	
7.07	CPNG	Highlands Corridor	39a/39	JMK/WHP	Highlands Highway	Munde Bridge to Kagamaga Junction (SHHP Tranche 1 - CW2)		Maintenance	Ongoing	Highway Management				

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)	
											2024	2025	2026	2027		
GRAND TOTAL												1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 -2027)																
7.08	CRNG	Highlands Corridor	41	E-P	Highlands Highway	Groka 4 Lane Construction on Highlands Highway	10.0	Construction	New Start	Highway/Management	10.000	10.000	10.000	10.000	40.000	
7.09	CRNG	Highlands Corridor	42	Monobe	Highlands Highway	Nodaba Airport Turn Off to Leran Bridge (55.5km)	-	LTPBMC	Procurement	Highway/Management	-	2.865	2.865	2.865	8.655	
7.10	CRNG	Highlands Corridor	42	Monobe	Highlands Highway	Leran Bridge to Yung Bridge (53.8km)	-	LTPBMC	Procurement	Highway/Management	-	2.961	2.961	2.961	8.884	
7.11	CRNG	Highlands Corridor	41	E-P	Highlands Highway	Yung Bridge to Honeangka (46.8km)	-	LTPBMC	Procurement	Highway/Management	-	2.810	2.810	2.810	8.431	
7.12	CRNG	Highlands Corridor	41	E-P	Highlands Highway	Umbaka Br. to Taraboro (50.1km)	-	LTPBMC	Procurement	Highway/Management	-	2.784	2.784	2.784	8.352	
7.13	CRNG	Highlands Corridor	41	E-P	Highlands Highway	Taraboro Br. to Magiro Br. (52.4km)	-	LTPBMC	Procurement	Highway/Management	-	2.680	2.680	2.680	8.039	
7.14	CRNG	Highlands Corridor	41	Simbu	Highlands Highway	Magiro Br. to Munde Br. (52.3km)	-	LTPBMC	Procurement	Highway/Management	-	3.041	3.041	3.041	9.124	
7.15	CRNG	Highlands Corridor	41	E-P	Highlands Highway	Munde Br. To Kagamuga Turn Off (49.5km)	-	LTPBMC	Procurement	Highway/Management	-	2.701	2.701	2.701	8.104	
7.16	CRNG	Highlands Corridor	39	WHP	Highlands Highway	Highlands Highway - Kagamuga to Kiburu Jnc	156.5	LTPBMC	Proposed	Highway/Management	18.039	18.885	20.031	20.031	76.996	
7.17	CRNG	Highlands Corridor	39	WHP	Highlands Highway	Togoba Jnc to Kogai Br.	29.0	LTPBMC	Procurement	Highway/Management	2.500	2.500	2.500	2.500	10.000	
7.18	CRNG	Highlands Corridor	37	S-P	Highlands Highway	Kougel to Kisenopoi Junction (Reconstruction)	35.0	Upgrading	Ongoing	Highway/Management	10.000	10.000	10.000	10.000	40.000	
7.19	CRNG	Highlands Corridor	37	S-P	Highlands Highway	Kisenopoi Jnc to Angula Br.	33.0	LTPBMC	Ongoing	Highway/Management	3.039	3.089	4.175	4.175	14.427	
7.20	CRNG	Highlands Corridor	37	S-P	Highlands Highway	Angula Br. to Kiburu Jnc	30.5	LTPBMC	Procurement	Highway/Management	2.500	2.500	2.500	2.500	10.000	
Mendi - Tari - Kapiaga/Komo (Highlands Highway West/ East End)												172.834	241.324	272.407	286.498	973.064
7.21	CRNG	Highlands Corridor	37	S-P	Highlands Highway	Mendi (Kiburu Junction) to Nipa Secondary School	58.6	Upgrading	Ongoing	Highway/Management	61.916	61.916	61.916	-	185.754	
7.22	CRNG	Highlands Corridor	37/37a	S-P/Heba	Highlands Highway	Nipa Secondary School to Anoua	53.4	Upgrading	Ongoing	Highway/Management	50.554	50.554	50.554	-	151.663	
7.23	CRNG	Highlands Corridor	37a	Heba	Highlands Highway	Hallimou (Tari) to Fugyua Jnc (Koroba Station)	28.0	Upgrading	Ongoing	Highway/Management	41.447	41.447	-	1.120	84.014	
7.24	CRNG	Highlands Corridor	37a	Heba	Highlands Highway	Mara to Tuku	28.0	Upgrading	Ongoing	Field Operations	13.870	13.870	-	1.120	28.890	
7.25	CRNG	Highlands Corridor	37a	Heba	Highlands Highway	Awil Bridge to Lake Kapiaga, Hea province.	35.0	Upgrading	Procurement	Field Operations	3.255	20.868	20.868	20.868	65.900	

No.	Program	Corridor	Prov. Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)				
											2028	2029	2030	2031	2032		2033	2034		
GRAND TOTAL												9,529.9	3,322.531	2,430.894	1,491.251	648.522	1,011.974	970.884	776.135	10,652.191
PHASE 2 (2028 - 2034)																				
7.08	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Caroka 4 Lane Construction on Highlands Highway	10.0	Construction	New Start	Highway Management	10,000	10,000	0,600	0,600	0,600	0,600	0,600	23,000		
7.09	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Nadzab Airport Turn Off to Leron Bridge (55.5km)	-	LTPBMC	Procurement	Highway Management	2,665	2,665	2,665	2,665	10,648	10,648	3,390	36,626		
7.10	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Leron Bridge to Yung Enge (53.8km)	-	LTPBMC	Procurement	Highway Management	2,961	2,961	2,961	2,961	10,330	10,330	3,228	35,733		
7.11	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Yung Enge to Nonerangla (46.6km)	-	LTPBMC	Procurement	Highway Management	2,610	2,610	2,610	2,610	8,947	8,947	2,796	31,932		
7.12	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Umabala Br. to Taraboro (50.1km)	-	LTPBMC	Procurement	Highway Management	2,764	2,764	2,764	2,764	9,619	9,619	3,006	33,381		
7.13	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Taraboro Br. to Mago Br. (52.4km)	-	LTPBMC	Procurement	Highway Management	2,660	2,660	2,660	2,660	10,061	10,061	3,144	33,984		
7.14	CPNG	Highlands Corridor	41	Simbu	Highlands Highway	Mago Br. To Munde Br. (52.3km)	-	LTPBMC	Procurement	Highway Management	3,041	3,041	3,041	3,041	10,042	10,042	3,133	35,386		
7.15	CPNG	Highlands Corridor	41	EHP	Highlands Highway	Munde Br. To Kagamuga Turn Off (49.5km)	-	LTPBMC	Procurement	Highway Management	2,701	2,701	2,701	2,701	9,504	9,504	2,970	32,784		
7.16	CPNG	Highlands Corridor	39	WHP	Highlands Highway	Kagamuga Highway - Kagamuga to Kiburu Jnc	156.5				12,463	12,463	11,319	11,319	9,390	9,390	9,390	75,733		
7.17	CPNG	Highlands Corridor	39	WHP	Highlands Highway	Kagamuga Airport to Togoba Junction	29.0	LTPBMC	Proposed	Highway Management	0,656	0,656	3,669	3,669	1,740	1,740	1,740	14,270		
7.18	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Togoba Jnc to Kigul Br.	29.0	LTPBMC	Procurement	Highway Management	3,669	3,669	1,740	1,740	1,740	1,740	1,740	16,037		
7.19	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Kaugel to Kiseropoi Junction (Reconstruction)	35.0	Upgrading	Ongoing	Highway Management	2,100	2,100	2,100	2,100	2,100	2,100	2,100	14,700		
7.20	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Kiseropoi Jnc to Argua Br.	33.0	LTPBMC	Ongoing	Highway Management	1,990	1,990	1,990	1,990	1,990	1,990	1,990	13,880		
7.21	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Argua Br. to Kiburu Jnc	30.5	LTPBMC	Procurement	Highway Management	3,658	3,658	1,800	1,800	1,800	1,800	1,800	16,867		
7.22	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Mendi - Tari - Kopagaikomo (Highlands Highway Western End)	375.0				11,058	16,298	15,000	15,000	15,000	15,000	25,121	112,476		
7.23	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Mendi (Kiburu Junction) to Npa Secondary School	58.6	Upgrading	Ongoing	Highway Management	2,344	2,344	2,344	2,344	2,344	2,344	2,344	16,408		
7.24	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Npa Secondary School to Ambua	53.4	Upgrading	Ongoing	Highway Management	2,136	2,136	2,136	2,136	2,136	2,136	2,136	14,952		
7.25	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Hallimu (Tari) to Fugwa Jnc (Koroba Station)	28.0	Upgrading	Ongoing	Highway Management	1,120	1,120	1,120	1,120	1,120	1,120	1,120	10,262		
7.26	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Mara to Tuku	28.0	Upgrading	Ongoing	Field Operations	1,120	1,120	1,120	1,120	1,120	1,120	1,120	10,262		
7.27	CPNG	Highlands Corridor	37	SHP	Highlands Highway	Avi Enge to Lake Kopaga, Hea province	35.0	Upgrading	Procurement	Field Operations	-	1,400	1,400	1,400	1,400	1,400	1,400	8,400		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Kkm)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WINGS	Annual Cost Est. (PGK. million) per Annum					Phase 3 ESTIMATE (PGK. million) (2035 - 2040)		
											2035	2036	2037	2038	2039			
GRAND TOTAL												1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)																		
7.08	CPNG	Highlands Corridor	41	B-P	Highlands Highway	Goroka 4 Lane Construction on Highlands Highway	10.0	Construction	New Start	Highway Management	1,265	1,265	0.600	0.600	0.600	0.600	4,930	
7.09	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Nazario Airport Turn Off to Lenon Bridge (55.5km)	-	LTPB/MC	Procurement	Highway Management	3,390	3,390	3,390	3,390	3,390	3,390	20,340	
7.10	CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Lenon Bridge to Yung Bridge (53.8km)	-	LTPB/MC	Procurement	Highway Management	3,228	3,228	3,228	3,228	3,228	3,228	19,368	
7.11	CPNG	Highlands Corridor	41	B-P	Highlands Highway	Yung Bridge to Homenongla (46.6km)	-	LTPB/MC	Procurement	Highway Management	2,796	2,796	2,796	2,796	2,796	2,796	16,776	
7.12	CPNG	Highlands Corridor	41	B-P	Highlands Highway	Umaoka Br. to Taraboro (50.1km)	-	LTPB/MC	Procurement	Highway Management	3,006	3,006	3,006	3,006	3,006	3,006	18,036	
7.13	CPNG	Highlands Corridor	41	B-P	Highlands Highway	Taraboro Br. to Hapirio Br. (52.4km)	-	LTPB/MC	Procurement	Highway Management	3,144	3,144	3,144	3,144	3,144	3,144	18,864	
7.14	CPNG	Highlands Corridor	41	Simbu	Highlands Highway	Magiro Br. To Munde Br. (52.3km)	-	LTPB/MC	Procurement	Highway Management	3,138	3,138	3,138	3,138	3,138	3,138	18,828	
7.15	CPNG	Highlands Corridor	41	B-P	Highlands Highway	Munde Br. To Kagamuga Turn Off (49.5km)	-	LTPB/MC	Procurement	Highway Management	2,970	2,970	2,970	2,970	2,970	2,970	17,820	
7.16	CPNG	Highlands Corridor	38	WHP	Highlands Highway	Highlands Highway - Kagamuga to Kiburu Jnc	155.5					13,912	13,912	13,347	11,319	11,319	77,155	
7.17	CPNG	Highlands Corridor	38	WHP	Highlands Highway	Kagamuga Airport to Togoba Junction	290	LTPB/MC	Proposed	Highway Management	1,740	1,740	1,740	1,740	3,669	3,669	14,297	
7.18	CPNG	Highlands Corridor	37	Sh-P	Highlands Highway	Togoba Jnc to Kogul Br.	290	LTPB/MC	Procurement	Highway Management	1,740	1,740	3,668	3,668	1,740	1,740	14,297	
7.19	CPNG	Highlands Corridor	37	Sh-P	Highlands Highway	Kaugela to Kisenopoi Junction (Reconstruction)	350	Upgrading	Ongoing	Highway Management	4,428	4,428	2,100	2,100	2,100	2,100	17,255	
7.20	CPNG	Highlands Corridor	37	Sh-P	Highlands Highway	Kisenopoi Jnc to Angua Br.	330	LTPB/MC	Ongoing	Highway Management	4,175	4,175	1,980	1,980	1,980	1,980	16,269	
7.21	CPNG	Highlands Corridor	37	Sh-P	Highlands Highway	Angua Br. to Kiburu Jnc	305	LTPB/MC	Procurement	Highway Management	1,830	1,830	3,838	3,838	1,830	1,830	15,037	
7.21	CPNG	Highlands Corridor	37	Sh-P	Highlands Highway	Mendi (Kiburu Junction) to Nipa Secondary School	586	Upgrading	Ongoing	Highway Management	7,413	7,413	2,344	2,344	2,344	2,344	24,202	
7.22	CPNG	Highlands Corridor	37/37a	Sh-P/Heb	Highlands Highway	Nipa Secondary School to Ambua	534	Upgrading	Ongoing	Highway Management	6,755	6,755	2,136	2,136	2,136	2,136	22,054	
7.23	CPNG	Highlands Corridor	37a	Heb	Highlands Highway	Haimbu (Tin) to Fugua Jnc (Moraba Station)	280	Upgrading	Ongoing	Highway Management	3,542	1,120	1,120	1,120	1,120	1,120	9,142	
7.24	CPNG	Highlands Corridor	37a	Heb	Highlands Highway	Maria to Tulu	280	Upgrading	Ongoing	Field Operations	3,542	1,120	1,120	1,120	1,120	1,120	9,142	
7.25	CPNG	Highlands Corridor	37a	Heb	Highlands Highway	Awil Bridge to Lake Koploga, Heia province	350	Upgrading	Procurement	Field Operations	1,400	4,428	1,400	1,400	1,400	1,400	14,455	

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PG-K, million)	Connect. PNG (Capital Works) PG-K, millions	NRNS (Recurrent Maintenance), PG-K, millions		
													(2021 - 2040)	(2021 - 2040)
GRAND TOTAL											9,529.9	25,959.875	18,354.025	7,605.851
TOTAL											TOTAL	TOTAL	TOTAL	
7.08 CPNG	Highlands Corridor	41	EP	Highlands Highway	Gorka 4 Lane Construction on Highlands Highway	10.0	Construction	New Start	Highway Management	67.930	60.000	7.930		
7.09 CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Nadzab Airport Turn Off to Lenon Bridge (56.3km)	-	LTPBMC	Procurement	Highway Management	65.620	-	65.620		
7.10 CPNG	Highlands Corridor	42	Morobe	Highlands Highway	Lenon Bridge to Yung Bridge (53.8km)	-	LTPBMC	Procurement	Highway Management	63.985	-	63.985		
7.11 CPNG	Highlands Corridor	41	EP	Highlands Highway	Yung Bridge to Honerangia (46.6km)	-	LTPBMC	Procurement	Highway Management	57.140	-	57.140		
7.12 CPNG	Highlands Corridor	41	EP	Highlands Highway	Umboaka Br. to Tarabono (50.1km)	-	LTPBMC	Procurement	Highway Management	59.769	-	59.769		
7.13 CPNG	Highlands Corridor	41	EP	Highlands Highway	Tarabono Br. to Magiro Br. (52.4km)	-	LTPBMC	Procurement	Highway Management	60.887	-	60.887		
7.14 CPNG	Highlands Corridor	41	Simbu	Highlands Highway	Magiro Br. To Miunde Br. (52.3km)	-	LTPBMC	Procurement	Highway Management	63.338	-	63.338		
7.15 CPNG	Highlands Corridor	41	EP	Highlands Highway	Miunde Br. To Kagamuga Turn Off (46.3km)	-	LTPBMC	Procurement	Highway Management	58.708	-	58.708		
7.16 CPNG	Highlands Corridor	39	WHP	Highlands Highway	Highlands Highway - Kagamuga to Kiburu Jnc	156.5	LTPBMC	Proposed	Highway Management	229.884	40.000	189.884		
7.17 CPNG	Highlands Corridor	39	WHP	Highlands Highway	Kagamuga Airport to Togoba Junction	29.0	LTPBMC	Proposed	Highway Management	31.136	-	31.136		
7.18 CPNG	Highlands Corridor	37	SHP	Highlands Highway	Togoba Jnc to Kagui Br.	29.0	LTPBMC	Procurement	Highway Management	40.334	-	40.334		
7.19 CPNG	Highlands Corridor	37	SHP	Highlands Highway	Kaugel to Kisenopoi Junction (Reconstruction)	35.0	Upgrading	Ongoing	Highway Management	71.955	40.000	31.955		
7.20 CPNG	Highlands Corridor	37	SHP	Highlands Highway	Kisenopoi Jnc to Anguba Br.	33.0	LTPBMC	Ongoing	Highway Management	44.556	-	44.556		
7.21 CPNG	Highlands Corridor	37	SHP	Highlands Highway	Anguba Br. to Kiburu Jnc	30.5	LTPBMC	Procurement	Highway Management	41.903	-	41.903		
Mendi - Tai - Kopogokomo (Highlands Highway Western End)											1,230.294	945.951	284.343	
7.21 CPNG	Highlands Corridor	37	SHP	Highlands Highway	Mendi (Kiburu Junction) to Nipa Secondary School	58.6	Upgrading	Ongoing	Highway Management	226.364	185.754	40.610		
7.22 CPNG	Highlands Corridor	37/37a	SHP/Hela	Highlands Highway	Nipa Secondary School to Almbua	53.4	Upgrading	Ongoing	Highway Management	188.670	151.663	37.006		
7.23 CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Halimbu (Tai) to Fugwab Jnc (Moroba Station)	28.0	Upgrading	Ongoing	Highway Management	103.418	82.894	20.524		
7.24 CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Maria to Tuku	28.0	Upgrading	Ongoing	Field Operations	48.264	27.740	20.524		
7.25 CPNG	Highlands Corridor	37a	Hela	Highlands Highway	Awai Bridge to Lake Kopogoo, Hela province.	35.0	Upgrading	Procurement	Field Operations	88.755	65.900	22.855		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)		
											2024	2025	2026		2027	
GRAND TOTAL											9,529.9	1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 -2027)																
7.26	CPNG	Highlands Corridor	37a	Heb	Highlands Highway	Tuku to Koplogo (Mab' - Koplogo Rd)	30.0	Upgrading	Procurement	Field Operators	-	13.500	40.500	81.000	135.000	
7.27	CPNG	Highlands Corridor	37a	Heb	Highlands Highway	Koroda to Blin Br.	35.0	Upgrading	Procurement	Field Operators	-	15.750	47.250	94.500	157.500	
7.28	CPNG	Highlands Corridor	37a	Heb	Highlands Highway	Blin Br. To Koplogo Station	31.0	Upgrading	Procurement	Field Operators	-	13.950	41.850	83.700	139.500	
7.29	CPNG	Highlands Corridor	37	Heb	Highlands Highway	Ambua - Tari (Holimbu)	15.0	LTP/BMC	Proposed	Field Operators	1.750	1.750	1.750	1.750	7.000	
7.30	CPNG	Highlands Corridor	37	Heb	Highlands Highway	Tari (Holimbu) - Komo	61.0	LTP/BMC	Proposed	Field Operators	-	7.717	7.717	2.440	17.873	
CPNG	Priority 7_Highlands Corridor	0	WHP, ENG.A, SHP & HELA	Enga Hwy, Wabag-Mendi, Laagam Pogera et al...	Enga Hwy, Wabag-Mendi, Laagam Pogera et al...	326.5					59.311	64.311	66.124	66.124	255.871	
CPNG					Enga Hwy	94.7					7.441	7.441	9.254	9.254	33.391	
7.31	CPNG	Highlands Corridor	39	WHP	Enga Highway	Enga Highway, Togoqa Junction to WHP/Enga Br	28.0	LTP/BMC	Procurement	Field Operators	2.465	2.465	2.465	2.465	9.940	
7.32	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, WHP/Enga Border to Pousa Lai Bridge	28.2	LTP/BMC	Procurement	Field Operators	2.466	2.466	2.466	2.466	9.983	
7.33	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Pousa Lai Bridge to Wabag Town	38.5	LTP/BMC	Contract Ongoing	Field Operators	2.460	2.460	4.274	4.274	13.468	
CPNG					Wabag - Mendi	161.8					51.870	51.870	51.870	51.870	207.480	
7.34	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Wabag Town (0km) to Lama Br. (24.4km)	24.4	LTP/BMC	Procurement	Field Operators	2.498	2.498	2.498	2.498	9.990	
7.35	CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Lama Br. (24.4km) to Lagap Br. (19.4km)	19.4	LTP/BMC	Procurement	Field Operators	2.498	2.498	2.498	2.498	9.990	
7.36	CPNG	Highlands Corridor	38	Enga	Wabag-Mendi Hwy	NR05 - Laagam Kandep Jnc - Kandep Stn	68.0	Upgrading	Proposed	Field Operators	42.500	42.500	42.500	42.500	170.000	
7.37	CPNG	Highlands Corridor	37	SHP	Wabag-Mendi Hwy	NR05 - Kandep Stn - Mendi	50.0	Renovation	Proposed	Field Operators	4.375	4.375	4.375	4.375	17.500	
CPNG					Pogera Road	70.0					-	5.000	5.000	5.000	15.000	
7.38	CPNG	Highlands Corridor	39	Enga	Pogera Road	Laagam - Pogera	70.0	Reconstruction	Procurement	Field Operators	-	5.000	5.000	5.000	15.000	
CPNG	Priority 7_Highlands Corridor	0	Nationwide		Pogera-Koplogo-Oksapim-Teleformin Highway	445.0					10.000	10.000	174.500	174.500	369.000	
7.39	CPNG	Highlands Corridor	38	Enga	Pogera Teleformin Highway	Pogera to Poleb, Enga province.	45.0	Early Works	Procurement	Field Operators	-	-	15.000	15.000	30.000	

No.	Program	Comidor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)		
											2028	2029	2030	2031	2032		2033	2034
GRAND TOTAL												9,529.9						10,652.191
PHASE 2 (2028 - 2034)																		
7.26	CPNG	Highlands Comidor	37a	Heia	Highlands Highway	Tuku to Kopago (Noro-Kopago Rd)	30.0	Upgrading	Procurement	Field Operations	-	1,200	1,200	1,200	1,200	1,200	1,200	7,200
7.27	CPNG	Highlands Comidor	37a	Heia	Highlands Highway	Karobo to Bifi Br.	35.0	Upgrading	Procurement	Field Operations	-	1,400	1,400	1,400	1,400	1,400	1,400	8,400
7.28	CPNG	Highlands Comidor	37a	Heia	Highlands Highway	Bifi Br. To Kopago Station	31.0	Upgrading	Procurement	Field Operations	-	1,240	1,240	1,240	1,240	1,240	1,240	7,440
7.29	CPNG	Highlands Comidor	37	Heia	Highlands Highway	Ambua - Tan (Halmibu)	15.0	LTPBMC	Proposed	Field Operations	1,896	0,600	0,600	0,600	0,600	0,600	0,600	6,796
7.30	CPNG	Highlands Comidor	37	Heia	Highlands Highway	Tan (Halmibu) - Nomo	61.0	LTPBMC	Proposed	Field Operations	2,440	2,440	2,440	2,440	2,440	2,440	2,440	22,357
CPNG	Priority 7 - Highlands Comidor		0	WHP, ENGA, SHP & HELA	Enga Hwy, Wabag-Mendi, Laigam-Pogera et al....	Enga Hwy	326.5				82,643	92,904	14,049	14,460	14,460	14,460	14,460	247,435
CPNG						Enga Hwy	94.7				3,788	3,788	3,788	3,788	3,788	3,788	3,788	26,516
7.31	CPNG	Highlands Comidor	39	WHP	Enga Highway	Enga Highway, Togoba Junction to WHP/Enga Br.	28.0	LTPBMC	Procurement	Field Operations	1,120	1,120	1,120	1,120	1,120	1,120	1,120	7,840
7.32	CPNG	Highlands Comidor	38	Enga	Enga Highway	Enga Highway, WHP/Enga Border to Pausa La Bridge	28.2	LTPBMC	Procurement	Field Operations	1,128	1,128	1,128	1,128	1,128	1,128	1,128	7,896
7.33	CPNG	Highlands Comidor	38	Enga	Enga Highway	Enga Highway, Pausa La Bridge to Wabag Town	38.5	LTPBMC	Contract Ongoing	Field Operations	1,540	1,540	1,540	1,540	1,540	1,540	1,540	10,780
CPNG						Wabag - Mendi	161.8				-	10,261	10,261	6,472	6,472	6,472	6,472	46,409
7.34	CPNG	Highlands Comidor	38	Enga	Enga Highway	Enga Highway, Wabag Town (8km) to Lama Br. (24.4km)	24.4	LTPBMC	Procurement	Field Operations	-	3,087	3,087	0,976	0,976	0,976	0,976	10,077
7.35	CPNG	Highlands Comidor	38	Enga	Enga Highway	Enga Highway, Lama Br. (24.4km) to Lagopa Br. (19.4km)	19.4	LTPBMC	Procurement	Field Operations	-	2,454	2,454	0,776	0,776	0,776	0,776	8,012
7.36	CPNG	Highlands Comidor	38	Enga	Wabag-Mendi Hwy	NR05 - Laogam Kankep Jnc - Kankep Stn	68.0	Upgrading	Proposed	Field Operations	-	2,720	2,720	2,720	2,720	2,720	2,720	16,320
7.37	CPNG	Highlands Comidor	37	SHP	Wabag-Mendi Hwy	NR05 - Kankep Stn - Mendi	50.0	Rehabilitation	Proposed	Field Operations	-	2,000	2,000	2,000	2,000	2,000	2,000	12,000
CPNG						Pogera Road	70.0				78,655	78,655	-	4,200	4,200	4,200	4,200	174,510
7.38	CPNG	Highlands Comidor	39	Enga	Pogera Road	Laogam - Pogera	70.0	Reconstruction	Procurement	Field Operations	78,655	78,655	-	4,200	4,200	4,200	4,200	174,510
CPNG	Priority 7 - Highlands Comidor		0	Nationwide	Pogera, Kopago-Oksapim Telefolmin Highway	Pogera to Raiab, Enga province	445.0				174,500	10,000	27,400	27,400	27,400	27,400	27,400	321,500
7.39	CPNG	Highlands Comidor	38	Enga	Pogera Telefolmin Highway	Pogera to Raiab, Enga province	45.0	Early Works	Procurement	Field Operations	15,000	-	1,800	1,800	1,800	1,800	1,800	24,000

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PoK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)			
											2035	2036	2037	2038	2039		2040		
GRAND TOTAL												9,529.9	1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)																			
7.26	CRNG	Highlands Corridor	37a	Heb	Highlands Highway	Tulu to Kopogo (Maba-Kosobo Rd)	30.0	Upgrading	Procurement	Field Operations	1,200	3,795	1,200	1,200	1,200	1,200	12,390		
7.27	CRNG	Highlands Corridor	37a	Heb	Highlands Highway	Koroba to Biri Br.	35.0	Upgrading	Procurement	Field Operations	1,400	4,428	1,400	1,400	1,400	1,400	14,455		
7.28	CRNG	Highlands Corridor	37a	Heb	Highlands Highway	Biri Br. To Kopogo Station Highway	31.0	Upgrading	Procurement	Field Operations	1,240	3,922	1,240	1,240	1,240	1,240	12,803		
7.29	CRNG	Highlands Corridor	37	Heb	Highlands Highway	Ambua - Tari (Halimbu)	15.0	LTPBIC	Proposed	Field Operations	0.600	1.898	1.898	0.600	0.600	0.600	6,195		
7.30	CRNG	Highlands Corridor	37	Heb	Highlands Highway	Tari (Halimbu) - Komo Highway	61.0	LTPBIC	Proposed	Field Operations	7,717	2,440	2,440	2,440	2,440	2,440	19,917		
CRNG	Priority 7, Highlands Corridor	Enga Hwy, Wabag Mand, Wabag/Mendi Laagam/Pogera et al...	0	WHP, ENGA, SHP & HELA	Enga Hwy	Enga Hwy	326.5				22,652	28,534	29,322	27,229	18,249	14,460	140,445		
7.31	CRNG	Highlands Corridor	38	WHP	Enga Highway	Enga Highway, Toposa Junction to WHP/Enga Br	94.7	LTPBIC	Procurement	Field Operations	11,980	11,980	3,788	3,788	3,788	3,788	39,111		
7.32	CRNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, WHP/Enga Border to Pousa Lai Bridge	28.2	LTPBIC	Procurement	Field Operations	3,587	3,587	1,128	1,128	1,128	1,128	11,647		
7.33	CRNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Pousa Lai Bridge to Wabag Town	38.5	LTPBIC	Contract Ongoing	Field Operations	4,870	4,870	1,540	1,540	1,540	1,540	15,901		
7.34	CRNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Wabag Town (0km) to Lama Br. (24.4km)	161.8	LTPBIC	Procurement	Field Operations	6,472	12,354	16,679	14,586	10,261	6,472	66,823		
7.35	CRNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Lama Br. (24.4km), to Lajjo Br. (19.4km)	24.4	LTPBIC	Procurement	Field Operations	0,976	0,976	0,976	3,087	3,087	0,976	10,077		
7.36	CRNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Lama Br. (24.4km), to Lajjo Br. (19.4km)	19.4	LTPBIC	Procurement	Field Operations	0,776	0,776	0,776	2,454	2,454	0,776	8,012		
7.37	CRNG	Highlands Corridor	37	SHP	Wabag-Mendi Hwy	NRUS - Laagam Kandep Jrc - Kandep Stn	68.0	Upgrading	Proposed	Field Operations	2,720	8,602	2,720	2,720	2,720	2,720	28,084		
7.38	CRNG	Highlands Corridor	37	SHP	Wabag-Mendi Hwy	NRUS - Kandep Stn - Mendi	50.0	Rehabilitation	Proposed	Field Operations	2,000	2,000	6,325	6,325	2,000	2,000	20,650		
7.39	CRNG	Highlands Corridor	38	Enga	Pogera Road	Pogera Road	70.0	Reconstruction	Procurement	Field Operations	4,200	4,200	8,855	8,855	4,200	4,200	34,510		
CRNG	Priority 7, Highlands Corridor	Pogera-Kopago-Oksapim-Telafomin Highway	0	Nation-wide	Pogera Road	Pogera Road	445.0				27,400	27,400	65,028	65,028	27,400	27,400	236,655		
7.39	CRNG	Highlands Corridor	38	Enga	Pogera Telefomin Highway	Pogera to Paleia, Enga province.	45.0	Early Works	Procurement	Field Operations	1,800	1,800	5,693	5,693	1,800	1,800	18,585		

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million)	Connect PNG (Capital Works) PGK, millions	NRNS (Recurrent Maintenance) PGK, millions
										(2021 - 2040)	(2021 - 2040)	(2021 - 2040)
GRAND TOTAL						9,529.9				25,959.875	18,354.025	7,605.851
										TOTAL	TOTAL	TOTAL
7.26 CPNG	Highlands Corridor	37a	Heb	Highlands Highway	Tulu to Kopogo (Main - Kopogo Rd)	30.0	Upgrading	Procurement	Field Operations	154.590	135.000	19.590
7.27 CPNG	Highlands Corridor	37a	Heb	Highlands Highway	Koroba to Bini Br.	35.0	Upgrading	Procurement	Field Operations	180.355	157.500	22.855
7.28 CPNG	Highlands Corridor	37a	Heb	Highlands Highway	Bini Br. To Kopogo Station	31.0	Upgrading	Procurement	Field Operations	159.743	139.500	20.243
7.29 CPNG	Highlands Corridor	37	Heb	Highlands Highway	Ambua - Tari (Halimbu)	15.0	LTPBMC	Proposed	Field Operations	19.990	-	19.990
7.30 CPNG	Highlands Corridor	37	Heb	Highlands Highway	Tari (Halimbu) - Komo	61.0	LTPBMC	Proposed	Field Operations	60.146	-	60.146
CPNG	Priority 7, Highlands Corridor	0	WHP, ENGA, SHP & HELA	Enga Hwy, Wabag-Mendi Highway, Pogera Hwy & Pogera Hwy	Enga Hwy, Wabag-Mendi, Lalagam-Pogera et al...	326.5				643.751	398.581	245.170
					Enga Hwy	94.7				99.018	33.391	65.627
7.31 CPNG	Highlands Corridor	38	WHP	Enga Highway	Enga Highway, Togoba Junction to WHP/Enga Br.	28.0	LTPBMC	Procurement	Field Operations	29.344	9.940	19.404
7.32 CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, WHP/Enga Border to Pausa Lai Bridge	26.2	LTPBMC	Procurement	Field Operations	29.526	9.983	19.543
7.33 CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Pausa Lai Bridge to Wabag Town	38.5	LTPBMC	Contract Ongoing	Field Operations	40.148	13.468	26.681
					Wabag - Mendi	161.8				320.713	207.480	113.233
7.34 CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Wabag Town (0km) to Lama Br. (24.4km)	24.4	LTPBMC	Procurement	Field Operations	30.144	9.990	20.154
7.35 CPNG	Highlands Corridor	38	Enga	Enga Highway	Enga Highway, Lama Br. (24.4km) to Logaip Br. (19.4km)	19.4	LTPBMC	Procurement	Field Operations	26.014	9.990	16.024
7.36 CPNG	Highlands Corridor	38	Enga	Waba-Mendi Hwy	NR05 - Lalagam Kondep Jnc - Kondep Stn	68.0	Upgrading	Proposed	Field Operations	214.404	170.000	44.404
7.37 CPNG	Highlands Corridor	37	SHP	Waba-Mendi Hwy	NR05 - Kondep Stn - Mendi	50.0	Rehabilitation	Proposed	Field Operations	50.150	17.500	32.650
					Pogera Road	70.0				224.020	157.710	66.310
7.38 CPNG	Highlands Corridor	39	Enga	Pogera Road	Lalagam - Pogera	70.0	Reconstruction	Procurement	Field Operations	224.020	157.710	66.310
					Pogera-Kopogo-Oksapim-Taleformin Highway	445.0				930.155	663.500	266.655
7.39 CPNG	Highlands Corridor	38	Enga	Pogera Taleformin Highway	Pogera to Paleia, Enga province	45.0	Early Works	Procurement	Field Operations	72.585	45.000	27.585

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)		
											2024	2025	2026		2027	
GRAND TOTAL											9,529.9	1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 - 2027)																
7.40	CPNG	Highlands Corridor	38137a	Enga/Heia	Pogera Teleomin Highway	Missing Link from Pajaba to Kopologo - 80.00km length Enga & Heia Province	80.0	Early Works	Procurement	Field Operators	-	-	14.667	14.667	29.333	
7.41	CPNG	Highlands Corridor	37a131	Heia/Western	Pogera Teleomin Highway	Kopologo to Oksipamin in Heia & Western Provinces	90.0	Early Works	Procurement	Field Operators	-	-	16.500	16.500	33.000	
7.42	CPNG	Highlands Corridor	31145	Western/WSP	Pogera Teleomin Highway	Oksipamin to Teleomin in Western & West Sepik Provinces	100.0	Early Works	Procurement	Field Operators	-	-	16.333	16.333	36.667	
7.43	CPNG	Highlands Corridor	31145	Heia/Enga	Tari-Pogera Road	Tari to Pogera in Heia & Enga Provinces resp.	120.0	Early Works	Procurement	Field Operators	-	-	100.000	100.000	200.000	
7.44	Sub-Nat.	Highlands Corridor	31137a	Western / Heia	Heia to Western Hwy	Heia to Western Highway Construction	10.0	Early Works	New Start	Field Operators	10.000	10.000	10.000	10.000	40.000	
Priority 7 - Highlands Corridor							294.7				26.256	119.825	238.785	137.761	521.326	
7.45	CPNG	Highlands Corridor	41	EP	Heingano - Nupuru	Heingano - Nupuru	34.0	LTP/BMC	Proposed	Field Operators	-	2.040	2.040	2.040	6.120	
7.46	CPNG	Highlands Corridor	37	SP	Nipa - Munthu	Nipa - Munthu	27.7	LTP/BMC	Proposed	Field Operators	-	1.663	1.663	1.663	4.989	
7.47	CPNG	Highlands Corridor	39	WHP	Penga Kotha Laoram	Penga Kotha Laoram	35.7	LTP/BMC	Proposed	Field Operators	-	2.139	2.139	2.139	6.417	
7.48	CPNG	Highlands Corridor	39/37	WHP/SHP	Mendi Tambul	Mendi Tambul	59.0	LTP/BMC	Proposed	Field Operators	-	3.540	3.540	3.540	10.620	
7.49	CPNG	Highlands Corridor	37	SP	Poro Moro Road	Poro Moro Jnc to Marti Br. Moro Gate 10 - Design & Construction	100.2	Upgrading	Procurement	Field Operators	-	27.004	81.072	81.072	189.169	
7.50	Sub-Nat.	Highlands Corridor	39	WHP	Kindeg to Nungu Road Upgrade	Upgrade to Seal by Design & Construction	18.1	Upgrading	Procurement	Field Operators	-	7.360	22.060	22.060	51.450	
7.51	Sub-Nat.	Highlands Corridor	39	WHP	Hogen Town Roads	Design & Construction	20.0	Upgrading	Procurement	Field Operators	26.256	75.768	126.261	25.256	252.561	
Priority 8 - Baiyer Corridor							Total	215.7			9.000	12.341	12.341	12.341	46.022	
8.0	CPNG	Priority 8 - Baiyer Corridor	0	WHP/Madang	Madang - Baiyer		215.7				9.000	12.341	12.341	12.341	46.022	
8.01	CPNG	Baiyer-Madang Corridor	39	Western Highlands	Baiyer Road	Mt Hogen - Baiyer (EoS)	55.7	LTP/BMC	Proposed	Field Operators	-	3.341	3.341	3.341	10.022	
8.02	CPNG	Baiyer-Madang Corridor	39/43	WHP/Madang	Madang - Baiyer ML	Baiyer to Simbai	60.0	Early Works	Procurement	Field Operators	3.000	3.000	3.000	3.000	12.000	
8.03	CPNG	Baiyer-Madang Corridor	43	Madang	Madang - Baiyer ML	Simbai to Abome	50.0	Early Works	Procurement	Field Operators	3.000	3.000	3.000	3.000	12.000	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per annum					Phase 2 ESTIMATE (PGK, million) (2028 - 2034)		
											2028	2029	2030	2031	2032		2033	2034
GRAND TOTAL											3,322,531	2,430,894	1,491,251	648,522	1,011,974	970,884	776,135	10,652,191
PHASE 2 (2028 - 2034)																		
7.40	CPNG	Highlands Corridor	38/37a	Erga/Hela	Pogera Telekomin Highway	Missing Link from Pababato Kopogo - 80.00km Ergin Erga & Hela Province	80.0	Early Works	Procurement	Field Operations	14,667	-	3,200	3,200	3,200	3,200	3,200	30,667
7.41	CPNG	Highlands Corridor	37a/31	Hela/Westem	Pogera Telekomin Highway	Kopogo to Okaspin in Hela & Westem Provinces	90.0	Early Works	Procurement	Field Operations	16,500	-	3,600	3,600	3,600	3,600	3,600	34,500
7.42	CPNG	Highlands Corridor	31/45	Westem/WSP	Pogera Telekomin Highway	Okaspin to Telekomin in Westem & West Sepik Provinces	100.0	Early Works	Procurement	Field Operations	18,333	-	4,000	4,000	4,000	4,000	4,000	38,333
7.43	CPNG	Highlands Corridor	31/45	Hela/Erga	Tan Pogera Road	Tan to Pogera in Hela & Erga Provinces resp.	120.0	Early Works	Procurement	Field Operations	100,000	-	4,800	4,800	4,800	4,800	4,800	124,000
7.44	Sub-Nat.	Highlands Corridor	31/37a	Westem / Hela	Hela to Westem Hwy	Hela to Westem Highway Construction	10.0	Early Works	New Start	Field Operations	10,000	10,000	10,000	10,000	10,000	10,000	10,000	76,000
Priority 7. Highlands Corridor							294.7				112,504	10,582	25,713	25,713	15,314	15,314	15,314	220,454
7.45	CPNG	Highlands Corridor	41	ERIP	Hengarod-Nuzuru	Hengarod - Nuzuru	34.0	LTPB/MC	Proposed	Field Operations	2,040	2,040	4,301	4,301	2,040	2,040	2,040	18,802
7.46	CPNG	Highlands Corridor	37	SHP	Nipa - Murthu	Nipa - Murthu	27.7	LTPB/MC	Proposed	Field Operations	1,663	1,663	3,307	3,307	1,663	1,663	1,663	15,328
7.47	CPNG	Highlands Corridor	39	WHP	Perga Kotra Laram	Perga Kotra Laram	35.7	LTPB/MC	Proposed	Field Operations	2,139	2,139	4,510	4,510	2,139	2,139	2,139	19,714
7.48	CPNG	Highlands Corridor	38/37	WHP/SHP	Mendi Tambul	Mendi Tambul	59.0	LTPB/MC	Proposed	Field Operations	3,540	3,540	7,464	7,464	3,540	3,540	3,540	32,627
7.49	CPNG	Highlands Corridor	37	SHP	Poro Moro Road	Poro Hwy Jct to Iurbi Br. Moro Gate 10 - Design & Construction	100.2	Upgrading	Procurement	Field Operations	8,107.2	-	4,008	4,008	4,008	4,008	4,008	101,112
7.50	Sub-Nator	Highlands Corridor	38	WHP	Kindeng to Nanga Road Upgrade	Upgrade to Seal by Design & Construction	18.1	Upgrading	Procurement	Field Operations	22,050	-	0,724	0,724	0,724	0,724	0,724	25,670
7.51	Sub-Nator	Highlands Corridor	39	WHP	Hogen Town Roads	Design & Construction	20.0	Upgrading	Procurement	Field Operations	-	1,200	1,200	1,200	1,200	1,200	1,200	7,200
Priority 8. Baiyer Corridor							215.7				190,007	190,007	190,007	3,341	20,487	20,487	8,627	622,964
8.0	CPNG	Priority 8. Baiyer Corridor	0	WHP/Malang	Malang - Baiyer	Total	215.7				190,007	190,007	190,007	3,341	20,487	20,487	8,627	622,964
8.01	CPNG	Baiyer-Malang Corridor	39	Westem Highlands	Baiyer Road	Mt Hogen - Baiyer (EoS)	55.7	LTPB/MC	Proposed	Field Operations	3,341	3,341	3,341	3,341	14,067	14,067	2,227	43,764
8.02	CPNG	Baiyer-Malang Corridor	39/43	WHP/Malang	Malang - Baiyer ML	Baiyer to Simodi	60.0	Early Works	Procurement	Field Operations	70,000	70,000	-	2,400	2,400	2,400	2,400	217,200
8.03	CPNG	Baiyer-Malang Corridor	43	Malang	Malang - Baiyer ML	Simodi to Alome	50.0	Early Works	Procurement	Field Operations	58,333	58,333	-	2,000	2,000	2,000	2,000	181,000

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum					Phase 3 ESTIMATE (PGK, million) (2035 - 2040)			
											2035	2036	2037	2038	2039		2040		
GRAND TOTAL												9,529.9	1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)																			
7.40	CRNG	Highlands Corridor	38/37a	Enga/Heb	Pogera Telealmin Highway	Missing Link from Palida to Kopogo - 80.0km length Enga & Heba Province	80.0	Early Works	Procurement	Field Operations	3,200	3,200	10,120	10,120	3,200	3,200	33,040		
7.41	CRNG	Highlands Corridor	37a/31	Heb/Western	Pogera Telealmin Highway	Kopogo to Oksapmin in Heba & Western Provinces	90.0	Early Works	Procurement	Field Operations	3,600	3,600	11,385	11,385	3,600	3,600	37,170		
7.42	CRNG	Highlands Corridor	31/45	Western/WSP	Pogera Telealmin Highway	Oksapmin to Telealmin in Western & West Sepik Provinces	100.0	Early Works	Procurement	Field Operations	4,000	4,000	12,650	12,650	4,000	4,000	41,300		
7.43	CRNG	Highlands Corridor	31/45	Heb/Enga	Tari-Pogera Road	Tari to Pogera in Heba & Enga Provinces resp.	120.0	Early Works	Procurement	Field Operations	4,800	4,800	15,180	15,180	4,800	4,800	49,560		
7.44	Sub-Nat.	Highlands Corridor	31/37a	Western / Heba	Heba to Western Hwy	Heba to Western Highway Construction	10.0	Early Works	New Start	Field Operations	10,000	10,000	10,000	10,000	10,000	10,000	60,000		
Priority 7_Highlands Corridor							0	Highlands Various	2947	Highlands Core Road Network	15,314	16,644	26,877	25,547	25,713	25,713	136,808		
7.45	CRNG	Highlands Corridor	41	EPW	Hengarofi - Nujuru	Hengarofi - Nujuru	34.0	LTP/BMC	Proposed	Field Operations	2,040	2,040	2,040	2,040	4,301	4,301	16,762		
7.46	CRNG	Highlands Corridor	37	SWP	Nipa - Munihu	Nipa - Munihu	27.7	LTP/BMC	Proposed	Field Operations	1,663	1,663	1,663	1,663	3,507	3,507	13,665		
7.47	CRNG	Highlands Corridor	38	WHP	Panga Korba Laoram	Panga Korba Laoram	35.7	LTP/BMC	Proposed	Field Operations	2,139	2,139	2,139	2,139	4,510	4,510	17,575		
7.48	CRNG	Highlands Corridor	39/37	WHP/SWP	Mendi Tambul	Mendi Tambul	59.0	LTP/BMC	Proposed	Field Operations	3,540	3,540	3,540	3,540	7,464	7,464	29,087		
7.49	CRNG	Highlands Corridor	37	SWP	Para Miro Road	Para Miro Road Upgrade to 10 - Design & Construction	100.2	Upgrading	Procurement	Field Operations	4,008	4,008	12,675	12,675	4,008	4,008	41,383		
7.50	Sub-Nation	Highlands Corridor	39	WHP	Kindeng to Nungga Road Upgrade	Kindeng to Nungga Road Upgrade to Seal by Design & Construction	18.1	Upgrading	Procurement	Field Operations	0,724	0,724	2,230	2,230	0,724	0,724	7,475		
7.51	Sub-Nation	Highlands Corridor	39	WHP	Hogen Town Roads	Hogen Town Roads	20.0	Upgrading	Procurement	Field Operations	1,200	2,530	2,530	1,200	1,200	1,200	9,860		
Priority 8_Baiyer Corridor							Total	215.7	8,627	8,627	8,627	8,627	8,627	22,467	22,467	22,467	79,443		
8.0	CRNG	Priority 8_Baiyer Corridor	0	WHP/Mabang	Mabang - Baiyer	Mabang - Baiyer	215.7				8,627	8,627	8,627	8,627	22,467	22,467	79,443		
8.01	CRNG	Baiyer Mabang Corridor	39	Western Highlands	Baiyer Road	Mt Hogen - Baiyer (BoS)	55.7	LTP/BMC	Proposed	Field Operations	2,227	2,227	2,227	2,227	2,227	2,227	13,363		
8.02	CRNG	Baiyer Mabang Corridor	39/43	WHP/Mabang	Mabang - Baiyer ML	Baiyer to Simbai	60.0	Early Works	Procurement	Field Operations	2,400	2,400	2,400	2,400	7,590	7,590	24,780		
8.03	CRNG	Baiyer Mabang Corridor	43	Mabang	Mabang - Baiyer ML	Simbai to Aome	50.0	Early Works	Procurement	Field Operations	2,000	2,000	2,000	2,000	6,325	6,325	20,650		

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (P-G-K, millions)	Connected PNG (Capital Works) P-G-K, millions	NRNS (Re current) (Maintenance) P-G-K, millions	
											(2021 - 2040)	(2021 - 2040)	(2021 - 2040)	
GRAND TOTAL											9,529.9	25,959.875	18,354.025	7,605.851
											TOTAL	TOTAL	TOTAL	
7.40	CPNG	Highlands Corridor	38/37a	Enga / Hea	Pogera Teleomin Highway	Missing Link from Palaja to Kopolgo – 80.00km length Enga & Hea Province	80.0	Early Works	Procurement	Field Operations	93.040	44.000	49.040	
7.41	CPNG	Highlands Corridor	37a/31	Hea/Western	Pogera Teleomin Highway	Kopigo to Okisapin in Hea & Western Provinces	90.0	Early Works	Procurement	Field Operations	104.670	49.500	55.170	
7.42	CPNG	Highlands Corridor	31/45	Western/WSP	Pogera Teleomin Highway	Okisapin to Teleomin in Western & West Sepik Provinces	100.0	Early Works	Procurement	Field Operations	116.300	55.000	61.300	
7.43	CPNG	Highlands Corridor	31/45	Hea/Enga	Tari-Pogera Road	Tari to Pogera in Hea & Enga Provinces resp.	120.0	Early Works	Procurement	Field Operations	373.560	300.000	73.560	
7.44	Sub-Nat.	Highlands Corridor	31/37a	Western / Hea	Hea to Western Hwy	Hea to Western Highway Construction	10.0	Early Works	New Start	Field Operations	170.000	170.000	-	
CPNG	Priority 7_ Highlands Corridor	0	Highlands	Various	Highlands Core Road Network		294.7				877.588	596.303	281.285	
7.45	CPNG	Highlands Corridor	41	EP	Hengani - Nupuru	Hengani - Nupuru	34.0	LTPBMC	Proposed	Field Operations	41.684	-	41.684	
7.46	CPNG	Highlands Corridor	37	SH	Nipa - Munihu	Nipa - Munihu	27.7	LTPBMC	Proposed	Field Operations	33.983	-	33.983	
7.47	CPNG	Highlands Corridor	39	WHP	Penga Kotra Lapram	Penga Kotra Lapram	35.7	LTPBMC	Proposed	Field Operations	43.707	-	43.707	
7.48	CPNG	Highlands Corridor	39/37	WHP/SH	Mendi Tambul	Mendi Tambul	59.0	LTPBMC	Proposed	Field Operations	72.334	-	72.334	
7.49	CPNG	Highlands Corridor	37	SH	Paro Maro Road	Paro Maro Road	100.2	Upgrading	Procurement	Field Operations	331.664	270.241	61.423	
7.50	Sub-Nation	Highlands Corridor	39	WHP	Kinding to Nungu Road Upgrade	Upgrade to Seal by Design & Construction	18.1	Upgrading	Procurement	Field Operations	84.595	73.500	11.095	
7.51	Sub-Nation	Highlands Corridor	39	WHP	Hagen Town Roads	Design & Construction	20.0	Upgrading	Procurement	Field Operations	269.621	252.561	17.060	
Priority 8_Baiyer Corridor											748.430	596.000	152.430	
8.0	CPNG	Priority 8_Baiyer Corridor	0	WHP/Madang	Madang - Baiyer		215.7				748.430	596.000	152.430	
8.01	CPNG	Baiyer Madang Corridor	39	Western Highlands	Baiyer Road	Mt Hagen - Baiyer (EoS)	55.7	LTPBMC	Proposed	Field Operations	67.150	-	67.150	
8.02	CPNG	Baiyer-Madang Corridor	39/43	WHP/Madang	Madang - Baiyer MIL	Baiyer to Simbai	60.0	Early Works	Procurement	Field Operations	253.980	222.000	31.980	
8.03	CPNG	Baiyer-Madang Corridor	43	Madang	Madang - Baiyer MIL	Simbai to Aome	50.0	Early Works	Procurement	Field Operations	213.650	187.000	26.650	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK. million) per Annum				Phase 1 ESTIMATE (PGK. million) (2021 - 2027)		
											2024	2025	2026	2027			
GRAND TOTAL												9,529.9	1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 -2027)																	
Priority 9_Trans Fly Border Corridor												475.0	28.425	68.025	120.300	120.300	337.050
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly MIL		285.0					21.000	21.000	73.275	73.275	188.550	
8.04	CPNG	Bojyer/Modang Corridor	43	Modang	Modang - Bojyer Mil	Aimone to Transogogal (Rambu Hwy Jnc)	50.0	Early Works	Procurement	Field Operations		3.000	3.000	3.000	3.000	12.000	
9.01	CPNG	Trans Border Corridor	31	Western	South Fly Highway	Dona Coast to Soda Border Post	55.0	Early Works	Procurement	Field Operations		3.000	3.000	30.525	30.525	67.050	
9.02	CPNG	Trans Border Corridor	31	Western	North Fly Border MIL	Kungo to Alimbak (Kungo Smutu to Ramp Site) Road	50.0	Early Works	Procurement	Field Operations		3.000	3.000	27.750	27.750	61.500	
9.03	CPNG	Trans Border Corridor	31	Western	North Fly Border MIL	Kungo to Namad Hwy (Middle Fly)	100.0	Early Works	Procurement	Field Operations		2.000	2.000	2.000	2.000	8.000	
9.04	CPNG	Trans Border Corridor	31	Western	North Fly Border MIL	Osobob Road	10.0	Early Works	Procurement	Field Operations		2.000	2.000	2.000	2.000	8.000	
9.05	CPNG	Trans Border Corridor	31	Western	North Fly Border MIL	Tabubil to Telemin to Okapamin Road	80.0	Maintenance	Procurement	Field Operations		11.000	11.000	11.000	11.000	44.000	
CPNG	Priority 9_Trans Fly Border Corridor		31	Western	Tabubil - Telemin Highway		180.0					7.425	47.025	47.025	47.025	148.500	
9.06	CPNG	Trans Fly Border Corridor	31	Western	Tabubil - Telemin Highway	Construction of Missing Link from Tabubil to Telemin	20.0	Early Works	Procurement	Field Operations		2.200	13.933	13.933	13.933	44.000	
9.07	CPNG	Trans Fly Border Corridor	31	Western	Tabubil - Telemin Highway	Missing Link from Marehead to Alimbak	80.0	Early Works	Procurement	Field Operations		1.375	8.708	8.708	8.708	27.500	
9.08	CPNG	Trans Fly Border Corridor	31	Western	Tabubil - Telemin Highway	Missing Link from Benani to Telemin	80.0	Early Works	Procurement	Field Operations		3.650	24.383	24.383	24.383	77.000	
Priority 10_Bougainville Corridor												466.8	10.000	22.825	244.712	194.819	472.356
10.0	CPNG	Priority 10_Bougainville Corridor	50	AROB	Ampa Rd		110.0					10.000	10.000	10.000	10.000	40.000	
10.01	CPNG	Bougainville Corridor	50	AROB	Aroga Rd	Keta Bridge to Toimampu Bridge	45.0	Reconstruction	Ongoing	Field Operations		5.000	5.000	5.000	5.000	20.000	
10.02	CPNG	Bougainville Corridor	50	AROB	Aroga Rd	Toimampu Bridge to Bui Kangu Wharf	65.0	Reconstruction	Ongoing	Field Operations		5.000	5.000	5.000	5.000	20.000	
CPNG	Priority 10_Bougainville Corridor		50	AROB	Buka Rd		47.5					12.825	38.475	38.475	38.475	89.775	

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK - million) per annum					Phase 2 ESTIMATE (PGK - million) (2028 - 2034)		
											2028	2029	2030	2031	2032		2033	2034
GRAND TOTAL											3,322,531	2,430,894	1,491,251	648,522	1,011,974	970,884	776,135	10,652,191
PHASE 2 (2028 - 2034)											58,333	58,333	58,333	-	2,000	2,000	2,000	181,000
PHASE 2 (2028 - 2034)											126,123	95,406	95,406	22,793	262,350	262,350	112,585	977,012
Priority 9_Trans Fly Border Corridor											82,966	82,966	82,966	10,353	249,910	249,910	100,145	859,215
9.0	CPNG	Priority 9_Trans Fly Border Corridor	0	Western	North & South Fly ML		285.0		Procurement	Field Operations								
9.01	CPNG	Trans Border Corridor	31	Western	South Fly Highway	Daru Coast to Soda Border Post	55.0	Early Works	Procurement	Field Operations		3,328	49,922	49,922			163,075	
9.02	CPNG	Trans Border Corridor	31	Western	North Fly Border ML	Kunga to Amatak (Kunga Smtu to Ramp Site) Road	50.0	Early Works	Procurement	Field Operations		3,025	45,353	45,353			148,230	
9.03	CPNG	Trans Border Corridor	31	Western	North Fly Border ML	Kunga to Nomad Hwy (Middle Fly)	100.0	Early Works	Procurement	Field Operations		2,000	186,150	186,150			280,300	
9.04	CPNG	Trans Border Corridor	31	Western	North Fly Border ML	Osabob Road	10.0	Early Works	Procurement	Field Operations		2,000	13,615	13,615			35,230	
9.05	CPNG	Trans Border Corridor	31	Western	North Fly Border ML	Tabuili to Teleomin to Okispamin Road	80.0	Maintenance	Procurement	Field Operations		72,613	4,840	4,840			232,360	
CPNG	Priority 9_Trans Fly Border Corridor	31	Western	Western	Tabuili - Teleomin Highway		180.0					43,157	12,440	12,440	12,440	12,440	117,797	
9.06	CPNG	Trans Fly Border Corridor	31	Western	Tabuili - Teleomin Highway	Construction of Missing Link from Tabuili to Teleomin	20.0	Early Works	Procurement	Field Operations		2,760	2,760	2,760			30,493	
9.07	CPNG	Trans Fly Border Corridor	31	Western	Tabuili - Teleomin Highway	Missing Link from Moverhead to Amatak	80.0	Early Works	Procurement	Field Operations		4,840	4,840	4,840			33,880	
9.08	CPNG	Trans Fly Border Corridor	31	Western	Tabuili - Teleomin Highway	Missing Link from Beavani to Teleomin	80.0	Early Works	Procurement	Field Operations		24,353	4,840	4,840			53,423	
Priority 10_Bougainville Corridor											182,361	9,448	18,671	18,671	18,671	22,996	22,996	293,814
10.0	CPNG	Priority 10_Bougainville Corridor	50	AROB	Anapa Rd		110.0					4,400	4,400	4,400	4,400	4,400	30,800	
10.01	CPNG	Bougainville Corridor	50	AROB	Anapa Rd	Kieta Bridge to Tomomapu Bridge	45.0	Reconstruction	Ongoing	Field Operations		1,800	1,800	1,800			12,600	
10.02	CPNG	Bougainville Corridor	50	AROB	Anapa Rd	Tomomapu Bridge to Buin Kargu Wharf	65.0	Reconstruction	Ongoing	Field Operations		2,600	2,600	2,600			18,200	
CPNG	Priority 10_Bougainville Corridor	50	AROB	AROB	Buka Rd		47.5					38,475	1,900	1,900	1,900	1,900	47,975	

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Types of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WINGS	Annual Cost Est. (PGK. million) per Annum					Phase 3 ESTIMATE (PGK. million) (2035 - 2040)	
										2035	2036	2037	2038	2039		
GRAND TOTAL										1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)										2,000	2,000	2,000	2,000	2,000	2,040	20,650
Priority 9 Trans Fly Border Corridor										30,288	30,288	30,288	30,288	30,288	30,288	181,725
9.0 CRNG	Priority 9 Trans Fly Border Corridor	0	Western	North & South Fly ML		295.0				17,848	17,848	17,848	17,848	17,848	17,848	107,085
9.01 CRNG	Bojyer-Mabang Corridor	43	Mabang	Mabang - Bojyer I/L	Alimone to Transgogol (Rumu Hwy Jnc.)	50.0	Early Works	Procurement	Field Operations	2,000	2,000	2,000	2,000	2,000	2,040	20,650
9.02 CRNG	Trans Border Corridor	31	Western	South Fly Highway	Daru Coast to Sota Border Post	55.0	Early Works	Procurement	Field Operations	3,328	3,328	3,328	3,328	3,328	3,328	19,965
9.03 CRNG	Trans Border Corridor	31	Western	North Fly Border ML	Kiunga to Alimok (Kiunga Smau to Ramp S/E) Road	50.0	Early Works	Procurement	Field Operations	3,025	3,025	3,025	3,025	3,025	3,025	18,150
9.04 CRNG	Trans Border Corridor	31	Western	North Fly Border ML	Kiunga to Nomad Hwy (Middle Fly)	100.0	Early Works	Procurement	Field Operations	6,050	6,050	6,050	6,050	6,050	6,050	36,300
9.05 CRNG	Trans Border Corridor	31	Western	North Fly Border ML	Osoob Road	10.0	Early Works	Procurement	Field Operations	0,605	0,605	0,605	0,605	0,605	0,605	3,630
9.06 CRNG	Trans Border Corridor	31	Western	North Fly Border ML	Tabubil to Teleomin to Oisagmin Road	80.0	Maintenance	Procurement	Field Operations	4,840	4,840	4,840	4,840	4,840	4,840	29,040
CRNG	Priority 9 Trans Fly Border Corridor	31	Western	Tabubil - Teleomin Highway		180.0				12,440	12,440	12,440	12,440	12,440	12,440	74,540
9.06 CRNG	Trans Fly Border Corridor	31	Western	Tabubil - Teleomin Highway	Construction of Missing Link from Tabubil to Teleomin	20.0	Early Works	Procurement	Field Operations	2,760	2,760	2,760	2,760	2,760	2,760	16,560
9.07 CRNG	Trans Fly Border Corridor	31	Western	Tabubil - Teleomin Highway	Missing Link from Morehead to Alimok	80.0	Early Works	Procurement	Field Operations	4,840	4,840	4,840	4,840	4,840	4,840	29,040
9.08 CRNG	Trans Fly Border Corridor	31	Western	Tabubil - Teleomin Highway	Missing Link from Bevan to Teleomin	80.0	Early Works	Procurement	Field Operations	4,840	4,840	4,840	4,840	4,840	4,840	29,040
Priority 10 Bougainville Corridor										28,186	34,777	45,207	38,615	18,671	18,671	184,126
10.0 CRNG	Priority 10 Bougainville Corridor	50	AROB	Atopa Rd		110.0				13,915	13,915	4,400	4,400	4,400	4,400	45,430
10.01 CRNG	Bougainville Corridor	50	AROB	Atopa Rd	Kieb Bridge to Tomamapu Bridge	45.0	Reconstruction	Ongoing	Field Operations	5,693	1,800	1,800	1,800	1,800	1,800	18,585
10.02 CRNG	Bougainville Corridor	50	AROB	Atopa Rd	Tomamapu Bridge to Buin Kangu Wharf	65.0	Reconstruction	Ongoing	Field Operations	8,223	2,600	2,600	2,600	2,600	2,600	26,845
CRNG	Priority 10 Bougainville Corridor	50	AROB	Buka Rd		47.5				1,900	1,900	6,008	6,008	1,900	1,900	19,618

N.o.	Program	Corridor	Prov Code	P rovinos	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PG-K, millions)	Connect PNG (Capital Works) PG-K, millions	MRNS (Recurrent Maintenance) PG-K, millions
											(2021 - 2040)	(2021 - 2040)	(2021 - 2040)
GRAND TOTAL							9,529.9				25,959.875	18,354.025	7,605.851
											TOTAL	TOTAL	TOTAL
8.04	CRNG	Baiyer-Madang Corridor	48	Madang	Madang - Baiyer ML	Aimona to Transogogol (Ramu Hwy Jnc.)	50.0	Early Works	Procurement	Field Operations	213.650	187.000	26.650
Priority 9_Trans Fly Border Corridor							Total	475.0			1,495.787	1,162.652	333.135
9.0	CRNG	Priority9_Trans Fly Border Corridor	0	Western	North & South Fly ML		295.0				1,154.850	975.835	179.015
9.01	CRNG	Trans Border Corridor	31	Western	South Fly Highway	Daru Coast to Sota Border Post	55.0	Early Works	Procurement	Field Operations	250.090	216.815	33.275
9.02	CRNG	Trans Border Corridor	31	Western	North Fly Border ML	Kiunga to Aimbak (Kiunga Simotu to Ramp Sijaj Road)	50.0	Early Works	Procurement	Field Operations	227.900	197.650	30.250
9.03	CRNG	Trans Border Corridor	31	Western	North Fly Border ML	Kiunga to Nomad Hwy (Middle Fly)	100.0	Early Works	Procurement	Field Operations	324.600	272.300	52.300
9.04	CRNG	Trans Border Corridor	31	Western	North Fly Border ML	Oscobla Road	10.0	Early Works	Procurement	Field Operations	46.860	27.230	19.630
9.05	CRNG	Trans Border Corridor	31	Western	North Fly Border ML	Tabubil to Telefomin to Okesapim Road	80.0	Maintenance	Procurement	Field Operations	305.400	261.840	43.560
CRNG		Priority9_Trans Fly Border Corridor	31	Western	Tabubil - Telefoman Highway		180.0				340.937	186.817	154.120
9.06	CRNG	Trans Fly Border Corridor	31	Western	Tabubil-Telefoman Highway	Construction of Missing Link from Tabubil to Telefomin	20.0	Early Works	Procurement	Field Operations	91.053	57.933	33.120
9.07	CRNG	Trans Fly Border Corridor	31	Western	Tabubil-Telefoman Highway	Missing Link from Morehead to Aimbak	80.0	Early Works	Procurement	Field Operations	90.420	27.500	62.920
9.08	CRNG	Trans Fly Border Corridor	31	Western	Tabubil-Telefoman Highway	Missing Link from Bewani to Telefomin	80.0	Early Works	Procurement	Field Operations	159.463	101.383	58.080
Priority 10_Bougainville Corridor							Total	466.8			950.296	604.318	345.979
10.0	CRNG	Priority 10_Bougainville Corridor	50	AROB	Aropa Rd		110.0				116.230	-	116.230
10.01	CRNG	Bougainville Corridor	50	AROB	Aropa Rd	Kiela Bridge to Toimapu Bridge	45.0	Reconstruction	Ongoing	Field Operations	51.185	-	51.185
10.02	CRNG	Bougainville Corridor	50	AROB	Aropa Rd	Toimapu Bridge to Bin Kangu Wharf	65.0	Reconstruction	Ongoing	Field Operations	65.045	-	65.045
CRNG		Priority 10_Bougainville Corridor	50	AROB	Buka Rd		47.5				157.368	128.250	29.118

No.	Program	Corridor	Prov Code	Provinces	Road Name	Description	Est. Length (km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum				Phase 1 ESTIMATE (PGK, million) (2021 - 2027)
											2024	2025	2026	2027	
GRAND TOTAL											1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 -2027)															
10.03	CPNG	Bougainville Corridor	50	AROB	Buka Road	Arakivali Bridge to Wakulai Bridge	47.5	Upgrading	Procurement	Field Operators	-	12.825	38.475	38.475	89.775
Priority 10_Bougainville Corridor															
CPNG			50	AROB	Buka Rd, Laluai-Panalei Rd		309.3				-	-	196.237	146.344	342.581
10.04	CPNG	Bougainville Corridor	50	AROB	Buka Road	Rehab & Maintain	183.1	Rehabilitation	Proposed	Field Operators	-	-	137.466	137.466	274.973
10.05	CPNG	Bougainville Corridor	50	AROB	Buka Esai Rd	Rehab & Maintain	50.0	LTM/C	Proposed	Field Operators	-	-	2.000	2.000	4.000
10.06	CPNG	Bougainville Corridor	50	AROB	Laluai - Panalei Rd	Rehab & Maintain	76.2	Rehabilitation	Proposed	Field Operators	-	-	56.751	6.638	63.609
Priority 11_Manus Corridor											50.250	48.973	8.367	8.846	116.437
11.0	CPNG	Priority 11_Manus Corridor	46	Manus	East West Hwy		92.2				42.569	45.569	3.000	4.288	95.425
11.01	CPNG	Manus Corridor	46	Manus	East West Hwy	NBC Junction to Kowid Primary School Turn-off	32.2	Reconstruction	Ongoing	Field Operators	42.569	-	-	1.286	86.425
11.02	CPNG	Manus Corridor	46	Manus	East West Highway	Bundralis to Noreuke	60.0	Early Works	Proposed	Field Operators	-	3.000	3.000	3.000	9.000
Priority 11_Manus Corridor											7.681	3.405	5.367	4.558	21.011
11.03	CPNG	Manus Corridor	46	Manus	Momda & Lombanum Road	Lorengau (Chb-0004M) to Momote Airport End of Seal-TSSP	27.0	LTM/C	Procurement	Field Operators	7.681	1.963	3.925	3.925	17.494
11.04	CPNG	Manus Corridor	46	Manus	Lombanum Road	Rehab & Maintain	5.7	Rehabilitation	Proposed	Field Operators	-	1.442	1.442	0.633	3.517
Priority 12_Sandaun Border Corridor											175.0	-	78.750	236.250	315.000
12	CPNG	Priority 12_Sandaun Border Corridor	45	West Sepik	Bewani Road		175.0				-	-	78.750	236.250	315.000
12.01	CPNG	Sandaun Border Corridor	45	West Sepik	Bewani Road	Upgrading & Sealing from Imbo Jnc to Green River Station in WSP - CPNG Detail Design & Const.	175.0	Upgrading	Procurement	Field Operators	-	-	78.750	236.250	315.000
Priority 13_New Ireland Corridor											24.415	32.392	21.489	16.222	94.518
13	CPNG	Priority 13_New Ireland Corridor	47	New Ireland	Bukominsky Hwy		265.0				10.535	10.535	10.535	5.267	36.871

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Kkm)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK. million) per Annum					Phase 2 ESTIMATE (PGK. million) (2028 - 2034)			
											2028	2029	2030	2031	2032		2033	2034	
GRAND TOTAL											9,529.9	3,322.531	2,430.894	1,491.251	648.522	1,011.974	970.884	776.135	10,652.191
PHASE 2 (2028 - 2034)																			
10.03	CPNG	Bougainville Corridor	50	AROB	Buka Road	Akakwai Bridge to Wakurai Bridge	47.5	Upgrading	Procurement	Field Operations	38,475	-	1,900	1,900	1,900	1,900	1,900	47,976	
		Priority 10_Bougainville Corridor	50	AROB	Buka Rd, Lalusa Panalei Rd		309.3				139,486	5,048	12,371	12,371	12,371	12,371	16,696	215,039	
10.04	CPNG	Bougainville Corridor	50	AROB	Buka Road	Rehab & Maintain	183.1	Rehabilitation	Proposed	Field Operations	137,486	-	7,323	7,323	7,323	7,323	7,323	174,101	
10.05	CPNG	Bougainville Corridor	50	AROB	Buka East Rd	Rehab & Maintain	50.0	LTM/C	Proposed	Field Operations	2,000	2,000	2,000	2,000	2,000	2,000	6,325	22,630	
10.06	CPNG	Bougainville Corridor	50	AROB	Lalusa - Panalei Rd	Rehab & Maintain	75.2	Rehabilitation	Proposed	Field Operations	-	3,048	3,048	3,048	3,048	3,048	3,048	18,288	
Priority 11_Manus Corridor											124.9	8,846	8,846	6,883	6,541	6,541	6,541	10,135	54,333
11.0	CPNG	Priority 11_Manus Corridor	46	Manus	East West Hwy		92.2				4,288	4,288	4,288	4,288	4,288	4,288	7,073	32,801	
11.01	CPNG	Manus Corridor	46	Manus	East West Hwy	NEC Junction to Isua Primary School Turn-off	32.2	Reconstruction	Ongoing	Field Operations	1,288	1,288	1,288	1,288	1,288	1,288	4,073	11,801	
11.02	CPNG	Manus Corridor	46	Manus	East West Highway	Buralalis to Mirabule	60.0	Early Works	Proposed	Field Operations	3,000	3,000	3,000	3,000	3,000	3,000	3,000	21,000	
		Priority 11_Manus Corridor	46	Manus	Momda & Lombum Road		32.7				4,558	4,558	2,965	2,965	2,965	2,965	3,062	21,531	
11.03	CPNG	Manus Corridor	46	Manus	Momote Road	Lower Gou (CHO-000A1) to Momote Airport End of Seal-TSP	27.0	LTM/C	Procurement	Field Operations	3,925	3,925	1,963	1,920	1,920	1,920	1,620	16,283	
11.04	CPNG	Manus Corridor	46	Manus	Lombum Road	Rehab & Maintain	5.7	Rehabilitation	Proposed	Field Operations	0,633	0,633	0,633	0,633	0,633	0,633	1,442	5,236	
Priority 12_Sandaun Border Corridor											175.0	236,250	236,250	-	7,000	7,000	7,000	7,000	500,500
12	CPNG	Priority 12_Sandaun Border Corridor	45	West Sepik	Bewani Road		175.0				236,250	236,250	-	7,000	7,000	7,000	7,000	500,500	
12.01	CPNG	Sandaun Border Corridor	45	West Sepik	Bewani Road	Upgrading & Sealing from Imbo, into Green River Station in WSP - CPNG Detail Design & Const.	175.0	Upgrading	Procurement	Field Operations	236,250	236,250	-	7,000	7,000	7,000	7,000	500,500	
Priority 13_New Ireland Corridor											496.7	21,554	21,554	18,577	18,468	18,468	18,468	18,468	135,558
13	CPNG	Priority 13_New Ireland Corridor	47	New Ireland	Bulominsky Hwy		265.0				10,600	10,600	10,600	10,600	10,600	10,600	10,600	74,200	

No. Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK. million) per Annum					Phase 3 ESTIMATE (PGK. million) (2035 - 2040)		
										2035	2036	2037	2038	2039			
GRAND TOTAL										1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664	
										PHASE 3 (2035 - 2040)							
10.08	CPNG	Bougainville Corridor	50	AROB	Buka Road	Arakau Bridge to Wakulai Bridge	47.5	Upgrading	Procurement	Field Operations	1,900	1,900	6,009	6,009	1,900	1,900	19,618
CPNG	Priority 10	Bougainville Corridor	50	AROB	Buka Rd, Laluai-Panakai Rd		309.3				12,371	18,962	34,798	28,206	12,371	12,371	19,079
10.04	CPNG	Bougainville Corridor	50	AROB	Buka Road	Rehab & Maintain	183.1	Rehabilitation	Proposed	Field Operations	7,323	7,323	23,158	23,158	7,323	7,323	75,608
10.05	CPNG	Bougainville Corridor	50	AROB	Buka East Rd	Rehab & Maintain	50.0	LTM/C	Proposed	Field Operations	2,000	2,000	2,000	2,000	2,000	2,000	12,000
10.06	CPNG	Bougainville Corridor	50	AROB	Laluai - Panakai Rd	Rehab & Maintain	76.2	Rehabilitation	Proposed	Field Operations	3,048	9,639	9,639	3,048	3,048	3,048	31,471
Priority 11 Manus Corridor										61,135	57,541	57,541	5,336	11,996	10,201	203,750	
11.0	CPNG	Priority 11 Manus Corridor	46	Manus	East West Hwy		922				58,073	55,288	55,288	1,288	7,548	7,548	186,833
11.01	CPNG	Manus Corridor	46	Manus	East West Hwy	NBC Junction to Kalia Primary School Turn-off	322	Reconstruction	Ongoing	Field Operations	4,073	1,288	1,288	1,288	1,288	1,288	10,513
11.02	CPNG	Manus Corridor	46	Manus	East West Highway	Bundulis to Warake	600	Early Works	Proposed	Field Operations	54,000	54,000	54,000	-	6,660	6,660	175,320
CPNG	Priority 11 Manus Corridor	46	Manus	Manole & Lombum Road		327					3,062	2,253	2,253	4,048	4,048	2,253	17,917
11.03	CPNG	Manus Corridor	46	Manus	Manole Road	Lorengau (CHO-000KM) to Manole Airport End of Seal - TSEP	270	LTM/C	Procurement	Field Operations	1,620	1,620	1,620	3,416	3,416	1,620	13,311
11.04	CPNG	Manus Corridor	46	Manus	Lombum Road	Rehab & Maintain	5.7	Rehabilitation	Proposed	Field Operations	1,442	0,633	0,633	0,633	0,633	0,633	4,606
Priority 12 Sandaun Border Corridor										7,000	7,000	7,000	22,138	22,138	7,000	72,275	
12	CPNG	Priority 12 Sandaun Border Corridor	45	West Sepik	Bewani Road		175.0				7,000	7,000	7,000	22,138	22,138	7,000	72,275
12.01	CPNG	Sandaun Border Corridor	45	West Sepik	Sauzani Road	Upgrading & Sealing from Imbio Jnc to Green River Station in WSP - CPNG Detail Design & Const.	175.0	Upgrading	Procurement	Field Operations	7,000	7,000	7,000	22,138	22,138	7,000	72,275
Priority 13 New Ireland Corridor										41,391	41,391	18,468	24,670	24,670	18,468	169,057	
13	CPNG	Priority 13 New Ireland Corridor	47	New Ireland	Bulominsky Hwy		265.0				33,523	33,523	10,600	10,600	10,600	10,600	109,445

No. Program	Comridor	Prov Code	Provinces	Road Name	Description	Est. Length (K.m)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PG-K, million)	Connected PNG (Capital Works) PG-K, millions	NRNS (Re current Maint na nos) PG-K, millions
										(2021 - 2040)	(2021 - 2040)	(2021 - 2040)
GRAND TOTAL						9,529.9				25,959.875	18,354.025	7,605.851
										TOTAL	TOTAL	TOTAL
10.03	CPNG Bougainville Corridor	50	AROB	Buka Road	Arakawai Bridge to Wakawai Bridge	47.5	Upgrading	Procurement	Field Operations	157,368	128,250	29,118
CPNG	Priority 10_Bougainville Corridor	50	AROB	Buka Rd, Lalusi-Pansikei Rd		309.3				676,699	476,068	200,631
10.04	CPNG Bougainville Corridor	50	AROB	Buka Road	Rehab & Maintain	183.1	Rehabilitation	Proposed	Field Operations	524,681	412,459	112,223
10.05	CPNG Bougainville Corridor	50	AROB	Buka East Rd	Rehab & Maintain	50.0	LTMIC	Proposed	Field Operations	38,650	-	38,650
10.06	CPNG Bougainville Corridor	50	AROB	Lalusi - Pansikei Rd	Rehab & Maintain	76.2	Rehabilitation	Proposed	Field Operations	113,367	63,609	49,759
Priority 11_Manus Corridor						Total	124.9			374,519	247,137	127,382
11.0	CPNG Priority 11_Manus Corridor	46	Manus	East West Hwy		92.2				314,060	247,137	66,923
11.01	CPNG Manus Corridor	46	Manus	East West Hwy	NBC Junction to Korua Primary School Turn-off	32.2	Reconstruction	Ongoing	Field Operations	108,740	85,137	23,603
11.02	CPNG Manus Corridor	46	Manus	East West Highway	Bundralis to M'rauke	60.0	Early Works	Proposed	Field Operations	205,320	162,000	43,320
CPNG	Priority 11_Manus Corridor	46	Manus	Momote & Lombrum Road		32.7				60,459	-	60,459
11.03	CPNG Manus Corridor	46	Manus	Momote Road	Lorengau (CHO-000KM) to Momote Airport/End of Seal-TSSP	27.0	LTMIC	Procurement	Field Operations	47,099	-	47,099
11.04	CPNG Manus Corridor	46	Manus	Lombrum Road	Rehab & Maintain	5.7	Rehabilitation	Proposed	Field Operations	13,361	-	13,361
Priority 12_Sandaun Border Corridor						Total	175.0			887,775	787,500	100,275
12	CPNG Priority 12_Sandaun Border Corridor	45	West Sepik	Bewani Road		175.0				887,775	787,500	100,275
12.01	CPNG Sandaun Border Corridor	45	West Sepik	Bewani Road	Upgrading & Sealing from Imbio Jnc to Green River Station in WSP - CPNG Detail Design & Const.	175.0	Upgrading	Procurement	Field Operations	887,775	787,500	100,275
Priority 13_New Ireland Corridor						Total	496.7			399,133	30,738	368,395
13	CPNG Priority 13_New Ireland Corridor	47	New Ireland	Bulominisy Hwy		265.0				220,516	-	220,516

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK, million) per Annum			Phase 1 ESTIMATE (PGK, million) (2021 - 2027)		
											2024	2025	2026		2027	
GRAND TOTAL											9,529.9	1,336.724	1,870.660	3,355.230	3,700.405	10,263.020
PHASE 1 (2020 -2027)																
13.01	CPNG	New Ireland Corridor	47	NIP	Boluminski Highway	Kovleig Court House Jnc to Namazani (Salimun Bridge (CH265-000KM))	265.0	LTM	Ongoing	Field Operators	10.535	10.535	10.535	5.267	36.871	
CPNG		Priority 13, New Ireland Corridor	47	New Ireland	Buliminski Hwy	71.7					13.881	16.868	5.954	5.954	42.647	
13.02	CPNG	New Ireland Corridor	47	New Ireland	Boluminski Highway	Salimun Br. (CH265-000KM) to Poropop Br. (CH336-700KM) - TSSP, 71.7km	71.7	LTM	Procurement	Field Operations	13.881	16.868	5.954	5.954	42.647	
CPNG		Priority 13, New Ireland Corridor	47	New Ireland	West Coast Road	160.0					-	5.000	5.000	5.000	15.000	
13.03	CPNG	New Ireland Corridor	47	New Ireland	West Coast Road	Floralava to Bou Jnc, Rehab & Maintain	160.0	Rehabilitation	Proposed	Field Operations	-	5.000	5.000	5.000	15.000	

Notations:

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

Procurement: Strategic National Economic Highway Development (S N E H D) / Missing Link (ML)

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

NOTES:

- Unit Rates used a current rates at AMIB/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.
- Missing Link Sections programmed thru New Roads Construction Rates
- Road upgrading Sections programmed thru Road Upgrading Rates
- Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
- Without traffic data, as rule of thumb, for asset preservation for sealed roads, resaling is programmed after 7 years whilst routine maintenance rate of 160,000/km/yr is used for heavy traffic roads or fair condition roads. New Seal - RTN Maintenance Rate is 140,000/km/yr. This is reduced by a quarter from 1110,912/km/yr based on PPMC 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).

No.	Program	Corridor	Prov Code	Province	Road Name	Description	Est. Length (Kkm)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (P&K, million) per annum					Phase 2 ESTIMATE (P&K, million) (2028 - 2034)			
											2028	2029	2030	2031	2032		2033	2034	
GRAND TOTAL							9,529.9				3,322.531	2,430.894	1,491.251	648.522	1,011.974	970.884	776.135	10,652.191	
PHASE 2 (2028 - 2034)																			
13.01	CPNG	New Ireland Corridor	47	NIP	Bouminski Highway	Kohiang Court House Jct to Namatawa (Salimun Bridge) (CH385-000KIA)	265.0	L/TMC	Ongoing	Field Operators	10,600	10,600	10,600	10,600	10,600	10,600	10,600	74,200	
CPNG	Priority 13, New Ireland Corridor	47	New Ireland	Bullominsky Hwy			71.7				5,954	5,954	2,977	2,868	2,868	2,868	2,868	26,338	
13.02	CPNG	New Ireland Corridor	47	New Ireland	Bouminski Highway	Salmur Br. (CH385-000KIA) to Pongop Br. (CH336-700KIA) - TSPP, 71.7km	71.7	L/TMC	Procurement	Field Operators	5,954	5,954	2,977	2,868	2,868	2,868	2,868	2,868	26,338
CPNG	Priority 13, New Ireland Corridor	47	New Ireland	West Coast Road			160.0				5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000	
13.03	CPNG	New Ireland Corridor	47	New Ireland	West Coast Road	Pongop to Bou Jct, Rakob & Namdin	160.0	Renovation	Proposed	Field Operators	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000

Notations:

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

Procurement: Strategic National Economic Highway Development (S N E H D) / Missing Link (ML)

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

NOTES:

- Unit Rates used a current rates at AMB/RAMS (Subject to review in future.)
- Sections demarcated as per contracts/proposed/proposed sections as delineated and based with 2023 condition to determine respective treatments for those proposed.
- Missing Link Sections programmed thru New Roads Construction Rates
- Road upgrading Sections programmed thru Road Upgrading Rates
- Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
- Without traffic data, as rule of thumb, for asset preservation for sealed roads, resaling is programmed after 7 years whilst routine maintenance rate of M50,000/km/yr is used for heavy traffic roads or fair condition roads. New Seal - RTM Maintenance Rate is K110,912/km/yr. This is reduced by a quarter (from K110,912/km/yr) based on P&M 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).

N.o.	Program	Corridor	Prov. Code	Province	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Annual Cost Est. (PGK. million) per Annum					Phase 3 ESTIMATE (PGK. million)		
											2025	2026	2027	2028	2029		(2035 - 2040)	
GRAND TOTAL												1,067,284	1,143,094	773,342	714,992	696,779	649,174	5,044,664
PHASE 3 (2035 - 2040)																		
13.01	CPNG	New Road Corridor	47	MP	Eoumínski Highway	Kavring Court House Jnc to Namtaroni (Solimun Bridge) (CH355-000(KM))	2650	L/TMC	Ongoing	Field Operations	33,523	33,523	10,600	10,600	10,600	109,445		
CPNG	Priority13_New Island Corridor		47	New Ireland	Bulomínski Hwy	71.7					2,868	2,868	9,070	9,070	2,868	29,612		
13.02	CPNG	New Road Corridor	47	New Ireland	Eoumínski Highway	Solimun Br. (CH355-000(KM)) to Poropop Br. (CH356-700(KM)) - TSSP, 71.7km	71.7	L/TMC	Procurement	Field Operations	2,868	2,868	9,070	9,070	2,868	29,612		
CPNG	Priority13_New Island Corridor		47	New Ireland	West Coast Road	1600					5,000	5,000	5,000	5,000	5,000	30,000		
13.03	CPNG	New Road Corridor	47	New Ireland	West Coast Road	Fongolabu to Bou Jnc, Rehab & Maintain	1600	Rehabilitation	Proposed	Field Operations	5,000	5,000	5,000	5,000	5,000	30,000		

Notations:	
	Ongoing & New Starts: Strategic National Economic Highway Development (S N E H D) / Missing Link (ML)
	Procurement: Strategic National Economic Highway Development (S N E H D) / Missing Link (ML)
	Proposed identified as "GAPS" for 2024 Procurement readiness and 2025 Budget Bid.

- NOTES:**
- 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 proposed.
 - Missing Link Sections programmed thru New Roads Construction Rates
 - Road upgrading Sections programmed thru Road Upgrading Rates
 - Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
 - Without traffic data, as rule of thumb, for asset preservation for sealed roads, resurfacing 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 Maintenance Rate is K40,000/km/yr. This is reduced by a quarter (from K110,912/km/yr) based on PPMC Rates in recent based by MRA 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).

No. Program	Corridor	Prov Code	Provinces	Road Name	Description	Est. Length (Km)	Type of Works	Status (2024)	RESPONSIBLE ROAD MANAGEMENT WING	Total (Phase 1, 2 & 3) ESTIMATE (PGK, million)	Connected PNG (Capital Works) PGK, millions	NRNS (Recurrent Maintenance) PGK, millions
GRAND TOTAL										9,529.9	18,354.025	7,605.851
13.01 CPNG	New Irian Corridor	47	NP	Boluminski Highway	Kavling Court House Jnc to Namotani (Salimun Bridge) (CH265+000KM)	265.0	L/TMC	Ongoing	Field Operations	220.516	-	220.516
CPNG	Priority 13, New Irian Corridor	47	New Irian	Bulominsky Hwy	71.7					98.617	30.738	67.879
13.02 CPNG	New Irian Corridor	47	New Irian	Boluminski Highway	Salimun Br. (CH265+000KM) to Poropop Br. (CH338+700KM) - TSSP, 71.7km	71.7	L/TMC	Procurement	Field Operations	98.617	30.738	67.879
CPNG	Priority 13, New Irian Corridor	47	New Irian	West Coast Road	160.0					80.000	-	80.000
13.03 CPNG	New Irian Corridor	47	New Irian	West Coast Road	Fingolap to Bou Jnc, Rehab & Maintain	160.0	Rehabilitation	Proposed	Field Operations	80.000	-	80.000

Notations:

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

Procurement: Strategic National Economic Highway Development (S N E H D) / Missing Link (ML)

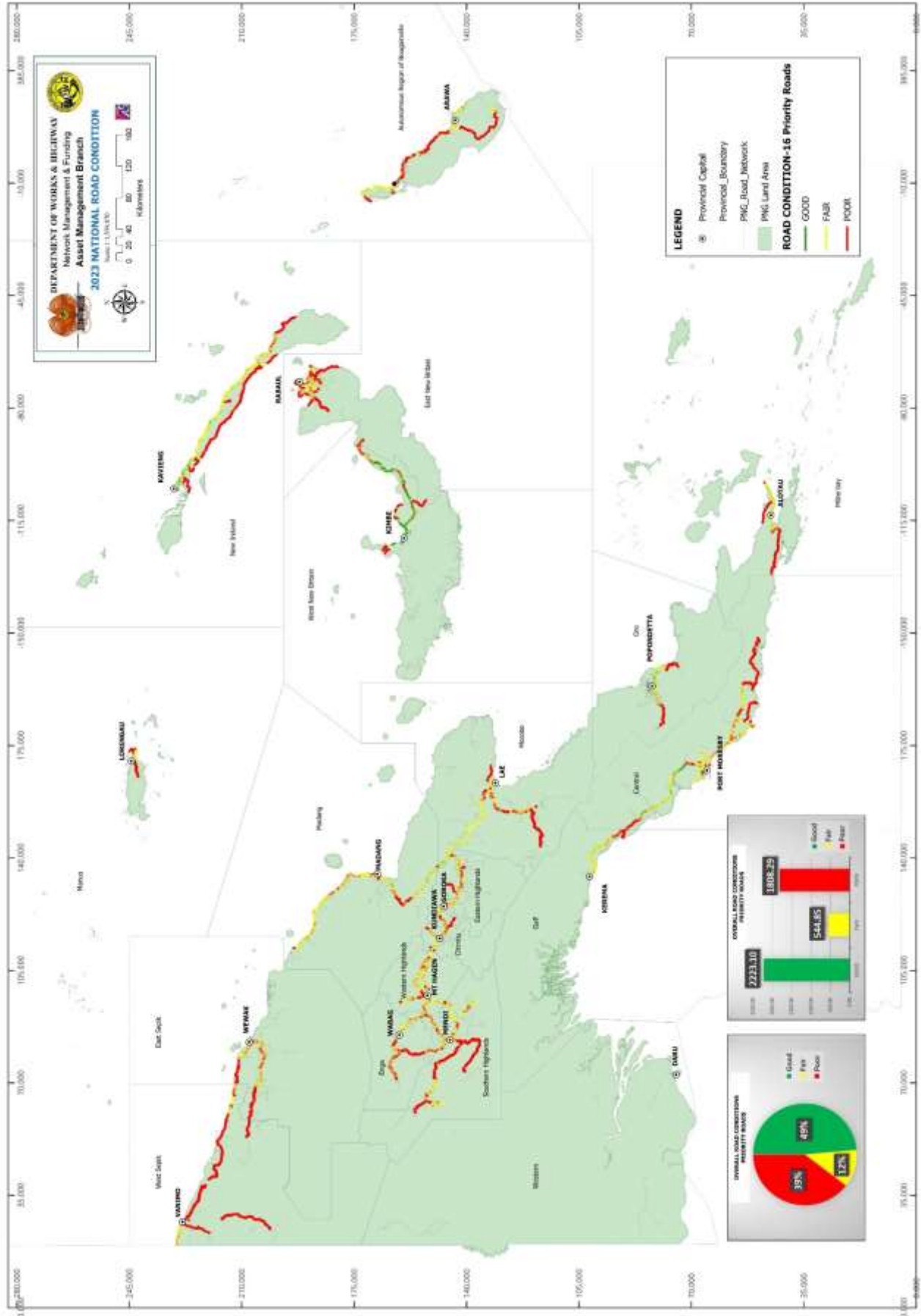
Proposed identified as "GAPS" for 2024 Procurement readiness and 2025 Budget Bid.

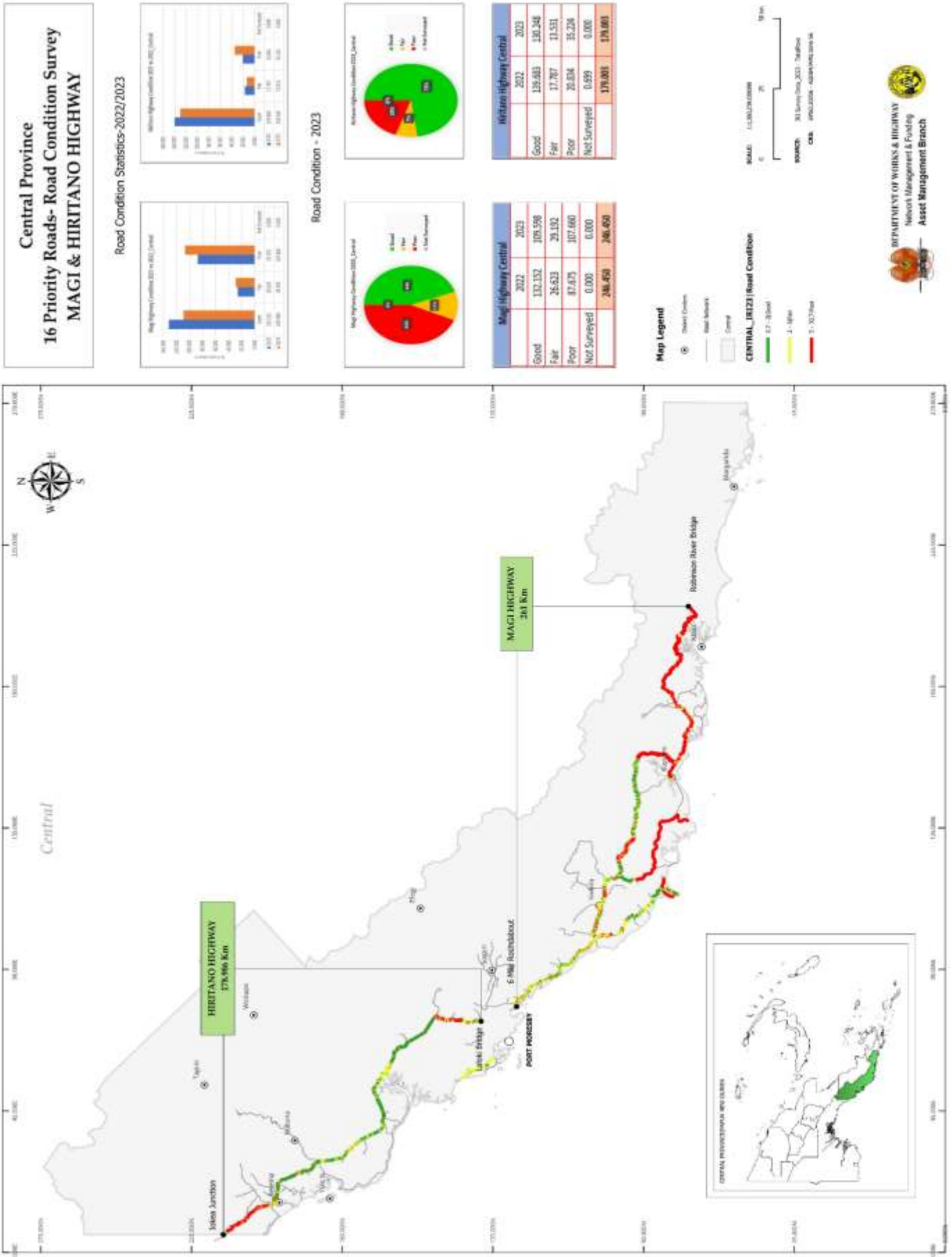
NOTES:

- Unit Rates used 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.
- Missing Link Sections programmed thru New Roads Construction Rates
- Road upgrading Sections programmed thru Road Upgrading Rates
- Road construction/reconstruction/rehabilitation Sections programmed using sealed and unsealed rates based on surface type.
- Without traffic data, as rule of thumb, for asset preservation for sealed roads, resurfacing 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 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 CPNG 2020-2040 Multi-year Financing Plan. Unsealed Rates used as applicable (Refer to RAMS Unit Rates table for details).

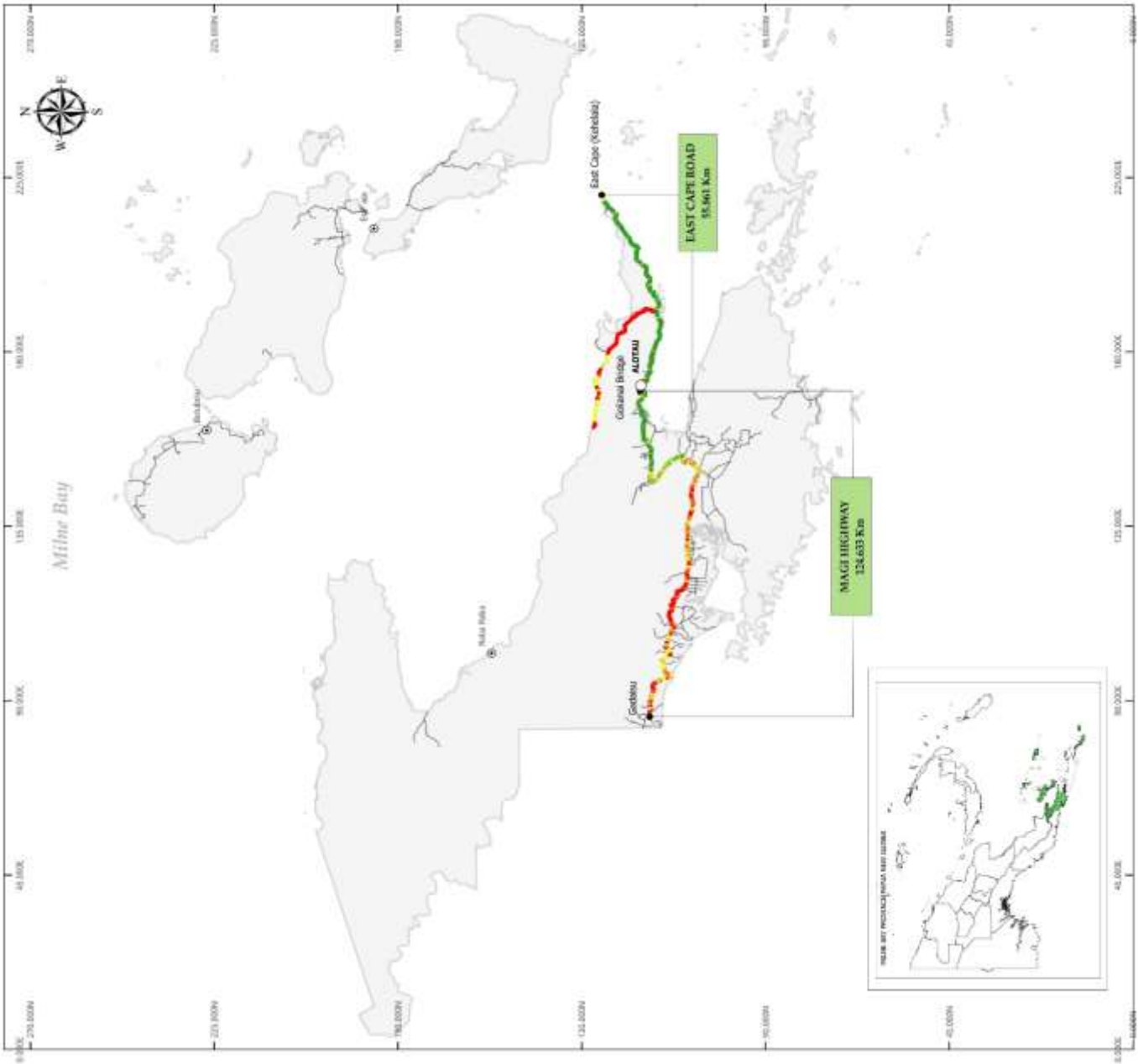
Annex 5. Maps – National and Sub National Roads

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





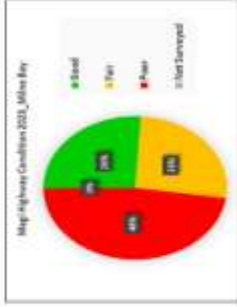
Milne Bay Province
16 Priority Roads- Road Condition Survey
MAGI HIGHWAY & EAST CAPE ROAD



Road Condition Statistics-2022/2023



Road Condition - 2023

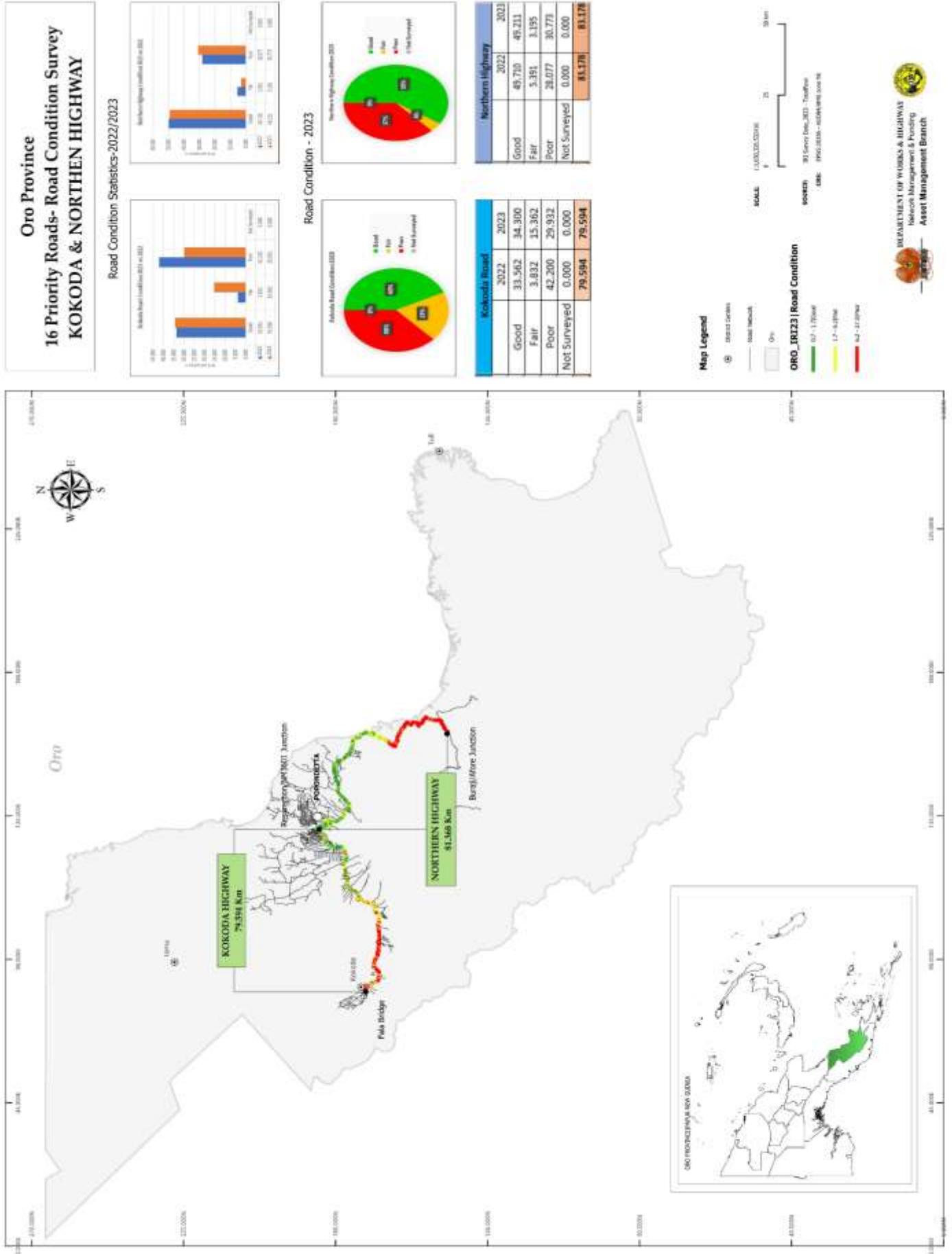


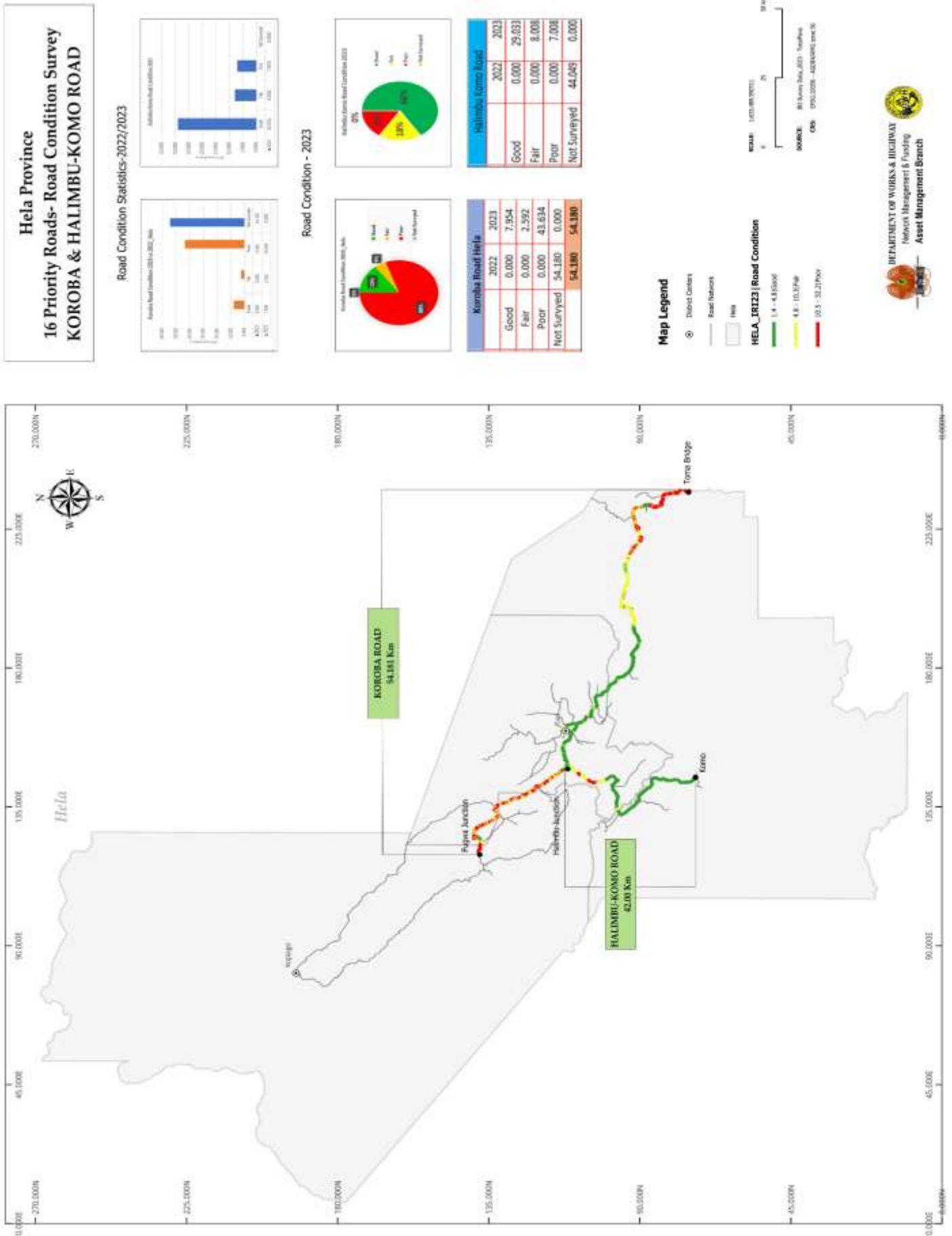
	2022	2023
Good	10,000	12,000
Fair	15,000	18,000
Poor	5,000	6,000
Not Surveyed	0.000	0.000
Total	30,000	36,000

Map Legend

- Select Corridor
- Road Network
- Road-Dir
- MILNE BAY_2023 | Road Condition
- 0.7 - 1.0 Good
- 1.1 - 1.5 Fair
- 1.6 - 2.0 Poor
- 2.1 - 3.0 Not Surveyed

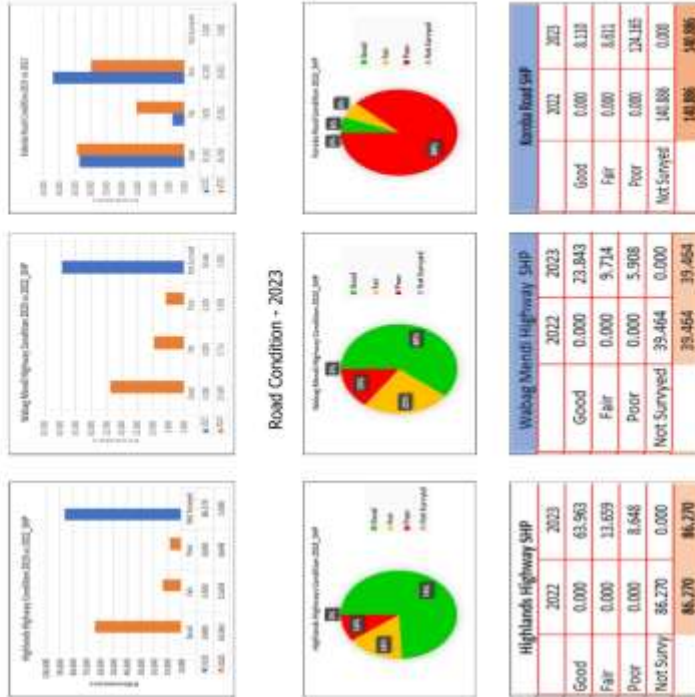






Southern Highlands Province
16 Priority Roads- Road Condition Survey
HIGHLANDS | WABAG-MENDI | KOROBA RAOD

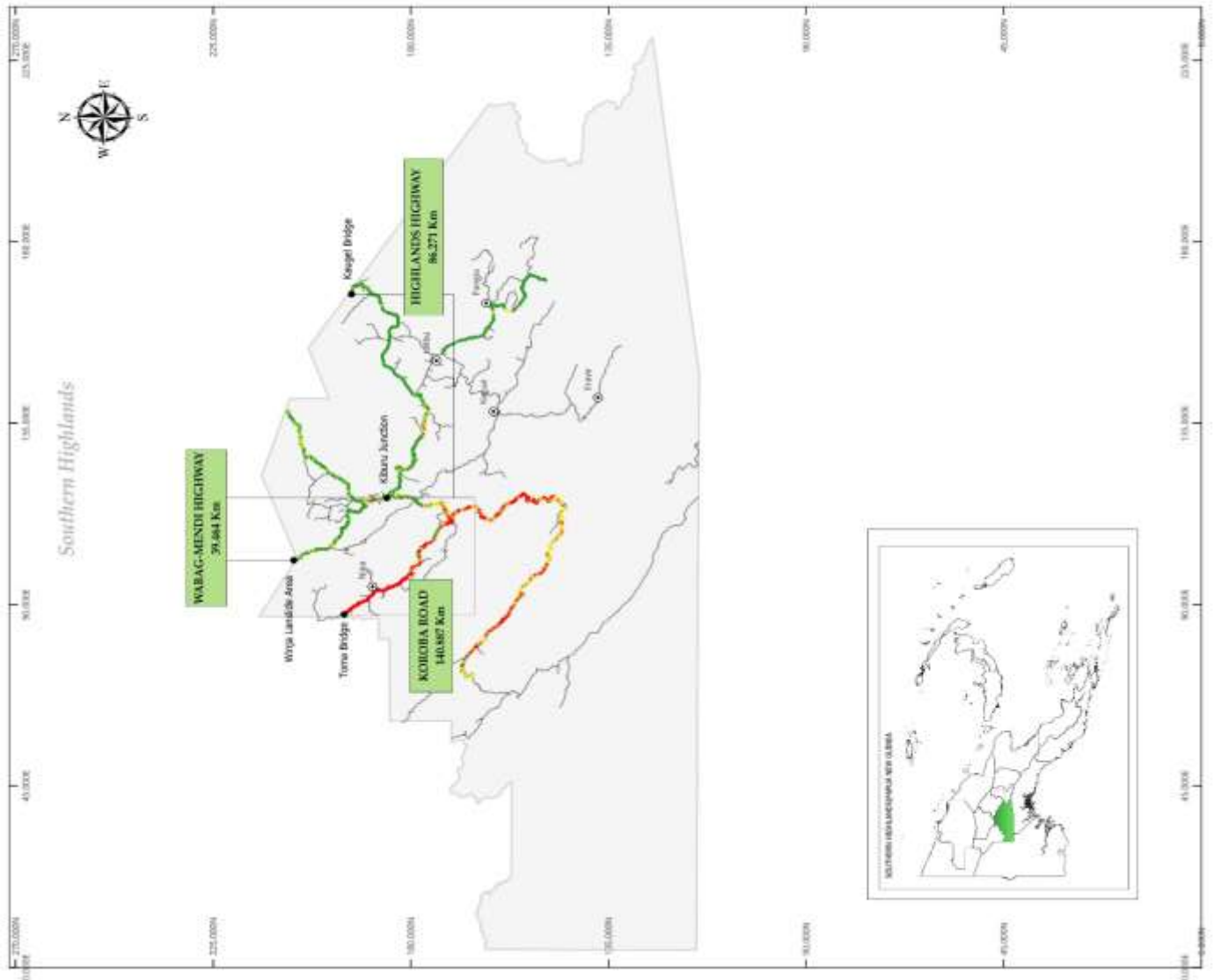
Road Condition Statistics-2022/2023



Map Legend

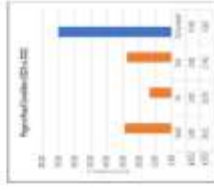
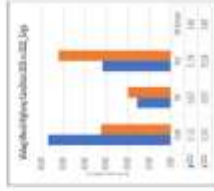
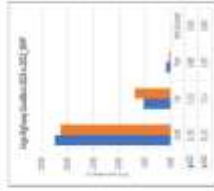
- ① District Centres
- Road Network
- South Highlands
- SOUTHERN HIGHLANDS_2023 | Road Condition**
 - 1.3 - 4.3 | Good
 - 4.3 - 8.7 | Fair
 - 8.7 - 10.2 | Poor

SCALE: 1:100,000 SHEET
0 10 20 30 km
SOURCE: 881 Survey Data, 2022 - 2023/2024
DATE: 19/05/2023 - 4/05/2024/2023/2024

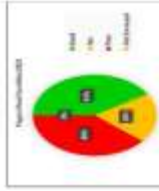
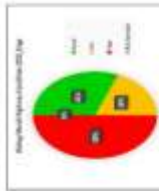
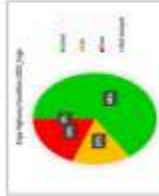


Enga Province
16 Priority Roads- Road Condition Survey
ENGA|WABAG-MENDI|POGERA HIGHWAYS

Road Condition Statistics-2022/2023



Road Condition - 2023



Category	2022	2023
Good	59,593	40,274
Fair	2,003	9,417
Poor	8,642	11,749
Not Surveyed	0,202	0,000
Total	61,440	61,440

Category	2022	2023
Good	57,128	32,345
Fair	15,827	24,931
Poor	31,758	32,228
Not Surveyed	0,000	0,000
Total	104,713	104,713

Category	2022	2023
Good	0,000	29,021
Fair	0,000	13,930
Poor	0,000	27,482
Not Surveyed	70,483	0,000
Total	70,483	70,483

Map Legend

- District Center
- Road Network
- Edge

WABAG-MENDI_JRE23|Road Condition

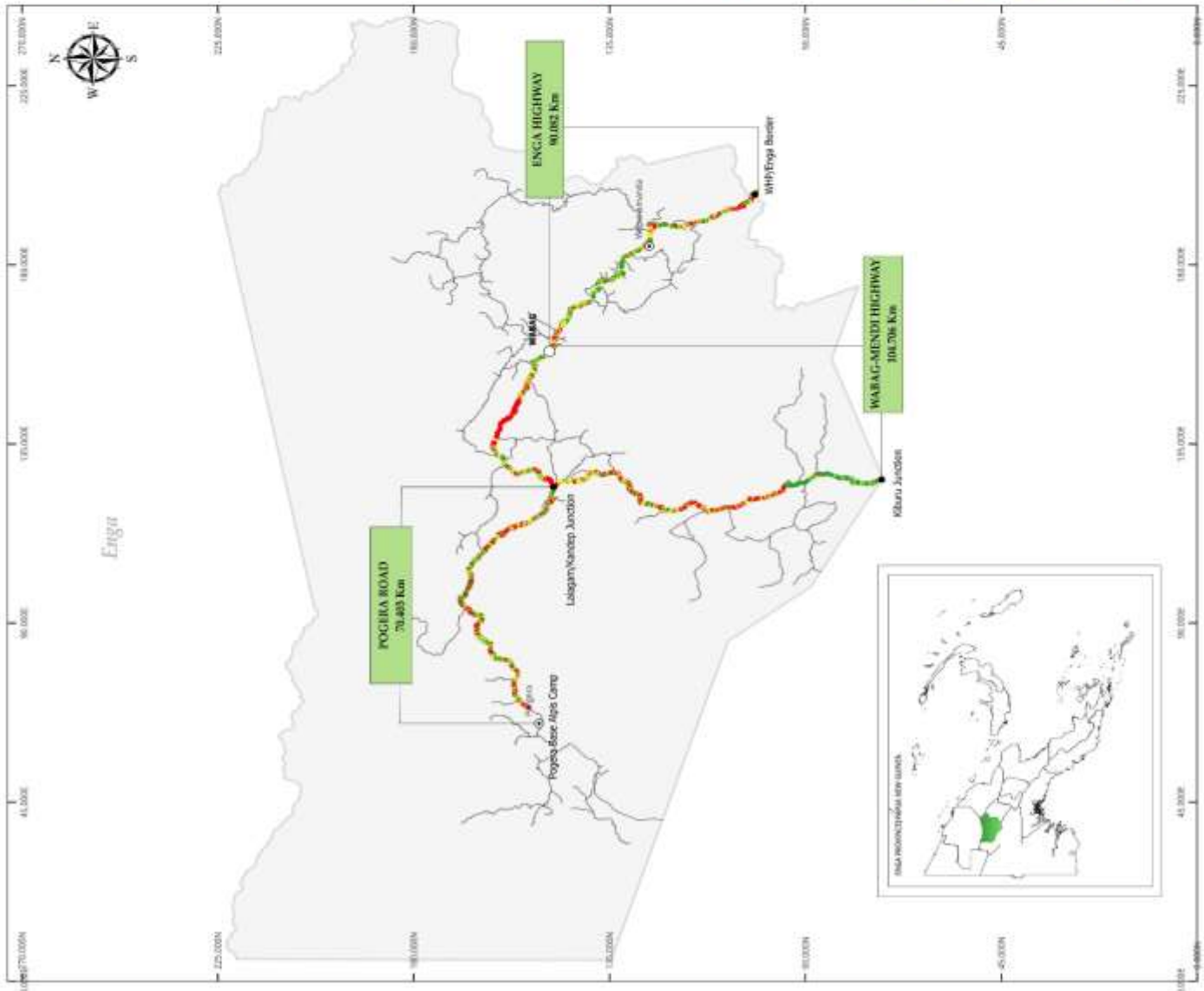
- 1.7 - 12.0000
- 6.2 - 6.0346
- 6.1 - 6.0796

POGERA_ROAD_JRE23|Road Condition

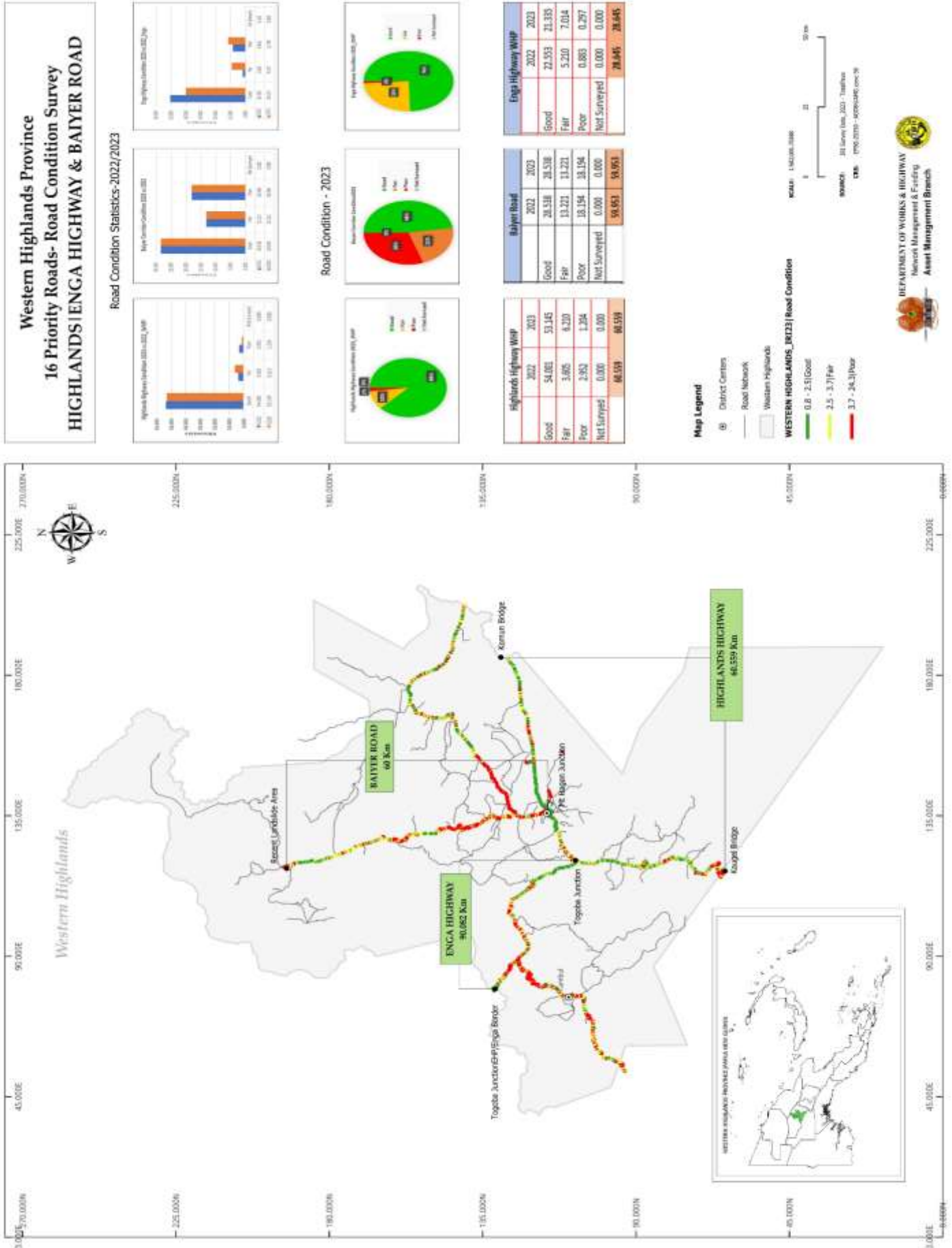
- 6.1 - 6.0806
- 3.1 - 3.4796
- 6.1 - 26.8796

ENGA_HIGHWAY_JRE23|Road Condition

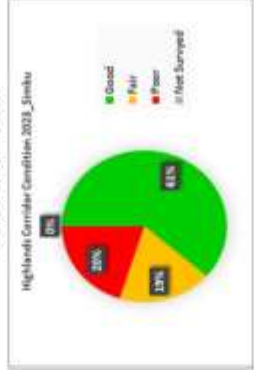
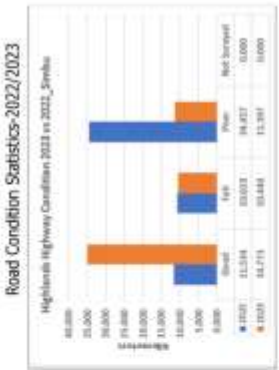
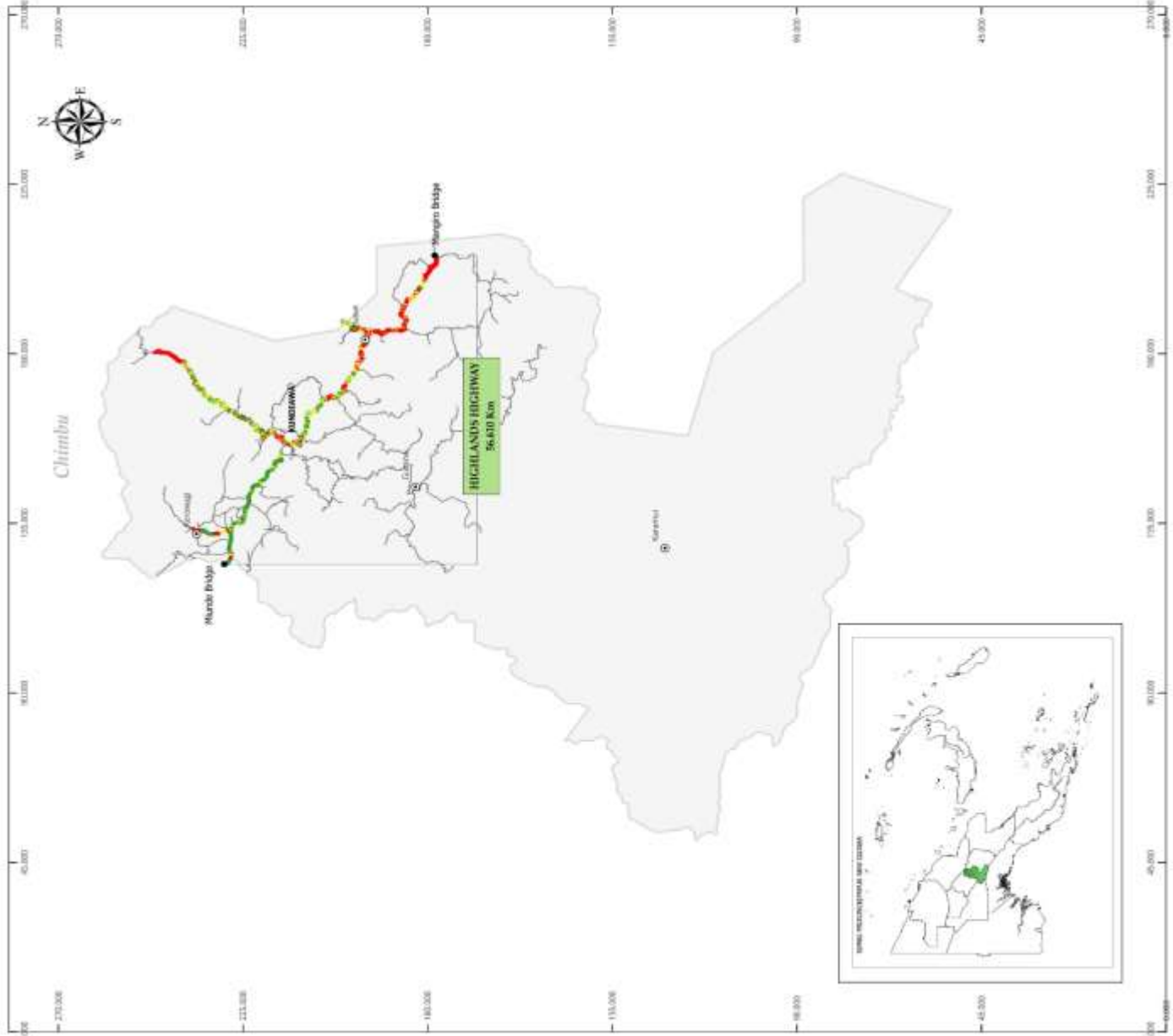
- 1.7 - 12.0000
- 2.7 - 3.8196
- 1.9 - 21.8796



SCALE: 1:50,000
SOURCE: GIS Survey Data_2022 - 2023/2023
DRAWN: FPS-0276 - AGS/ANALYST/ENG/16



Chimbu Province
16 Priority Roads- Road Condition Survey
HIGHLANDS HIGHWAY



Highlands Highway Simbu

	2022	2023
Good	11,534	34,773
Fair	10,619	10,440
Poor	34,457	11,397
Not Survey	0,000	0,000
Total	56,610	56,610

Map Legend

- ① District Centres
- Road Network
- ▭ Simbu

HIGHLANDS_HIGHWAY_H03 | Road Condition

- 1.5 - 3.3 Good
- 3.3 - 5 Fair
- 5 - 8.2 Poor

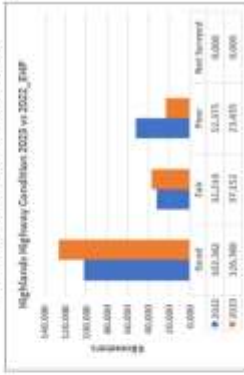
SCALE: 1:504,170,000000
 0 15 30 km

SOURCE: (R) Survey Data_2023 - TotalPave
 CRS: EPSG:30359 - AZORES/ANG. zone 56
 Map: 06/18/12

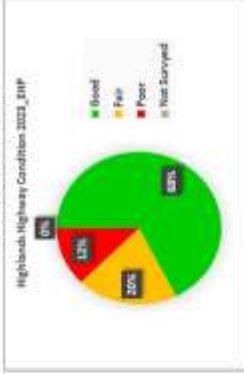
DEPARTMENT OF WORKS & HIGHWAY
 Network Management & Funding
 Asset Management Branch

**Eastern Highlands Province
16 Priority Roads- Road Condition Survey
HIGHLANDS HIGHWAY**

Road Condition Statistics-2022/2023



Road Condition - 2023

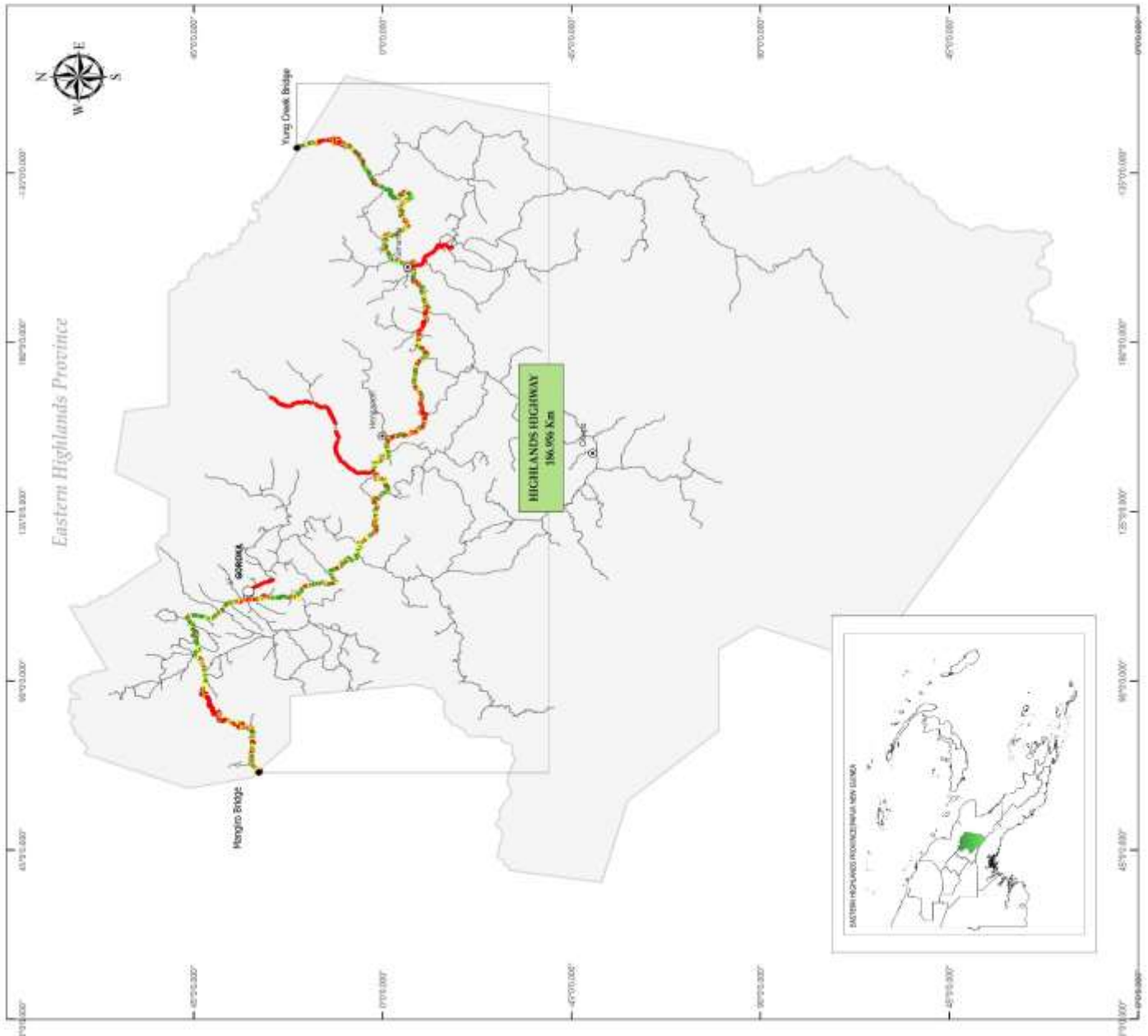


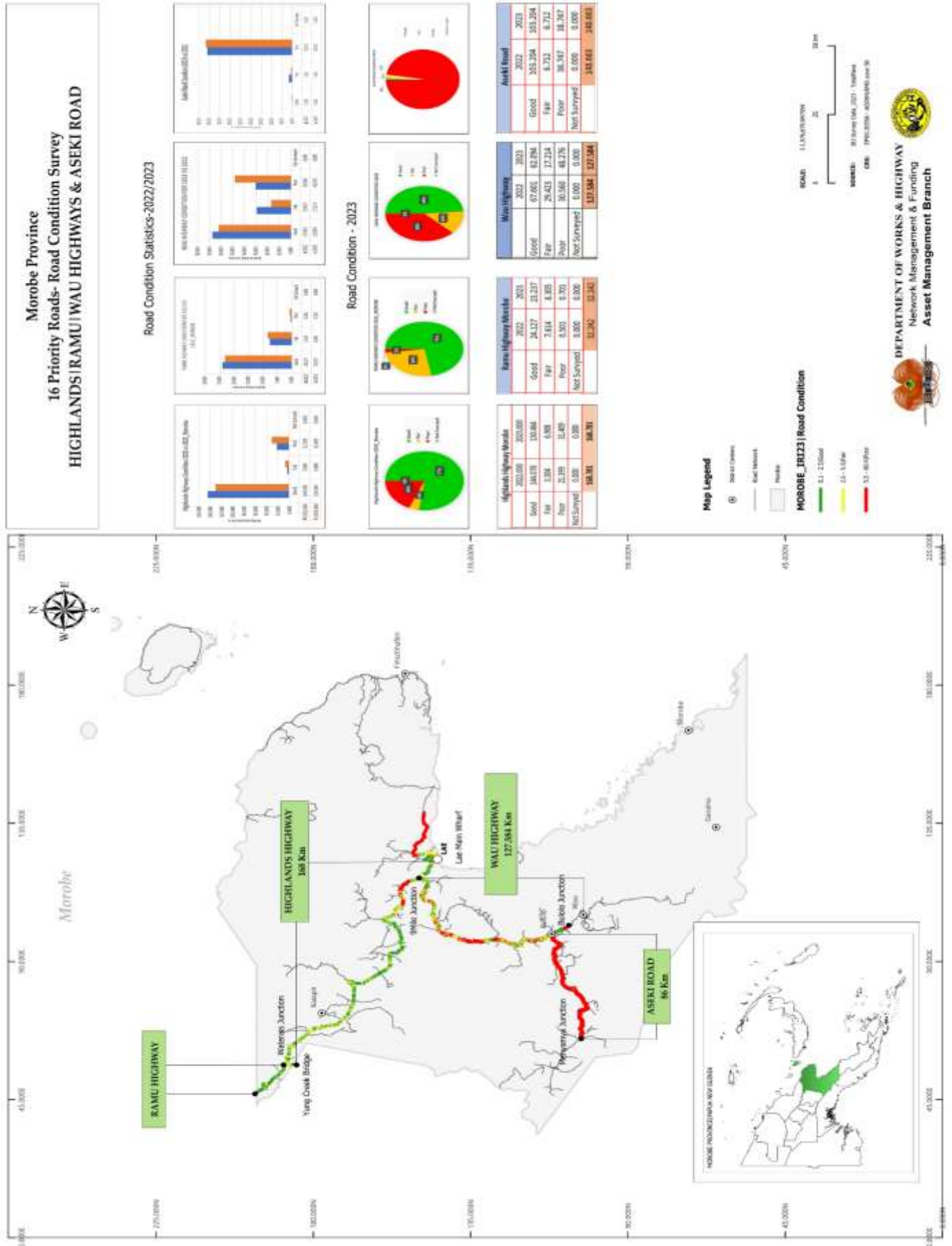
Highlands Highway EHP

	2022	2023
Good	102,362	126,369
Fair	32,219	37,152
Poor	52,375	23,435
Not Surveyed	0,000	0,000
Total	186,956	186,956

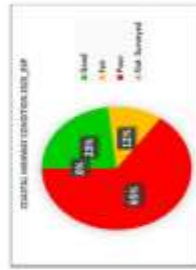
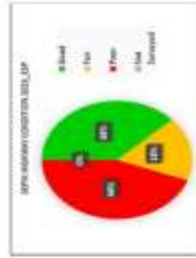
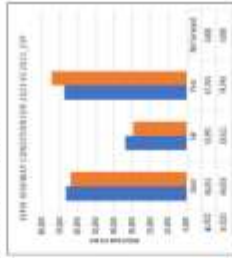
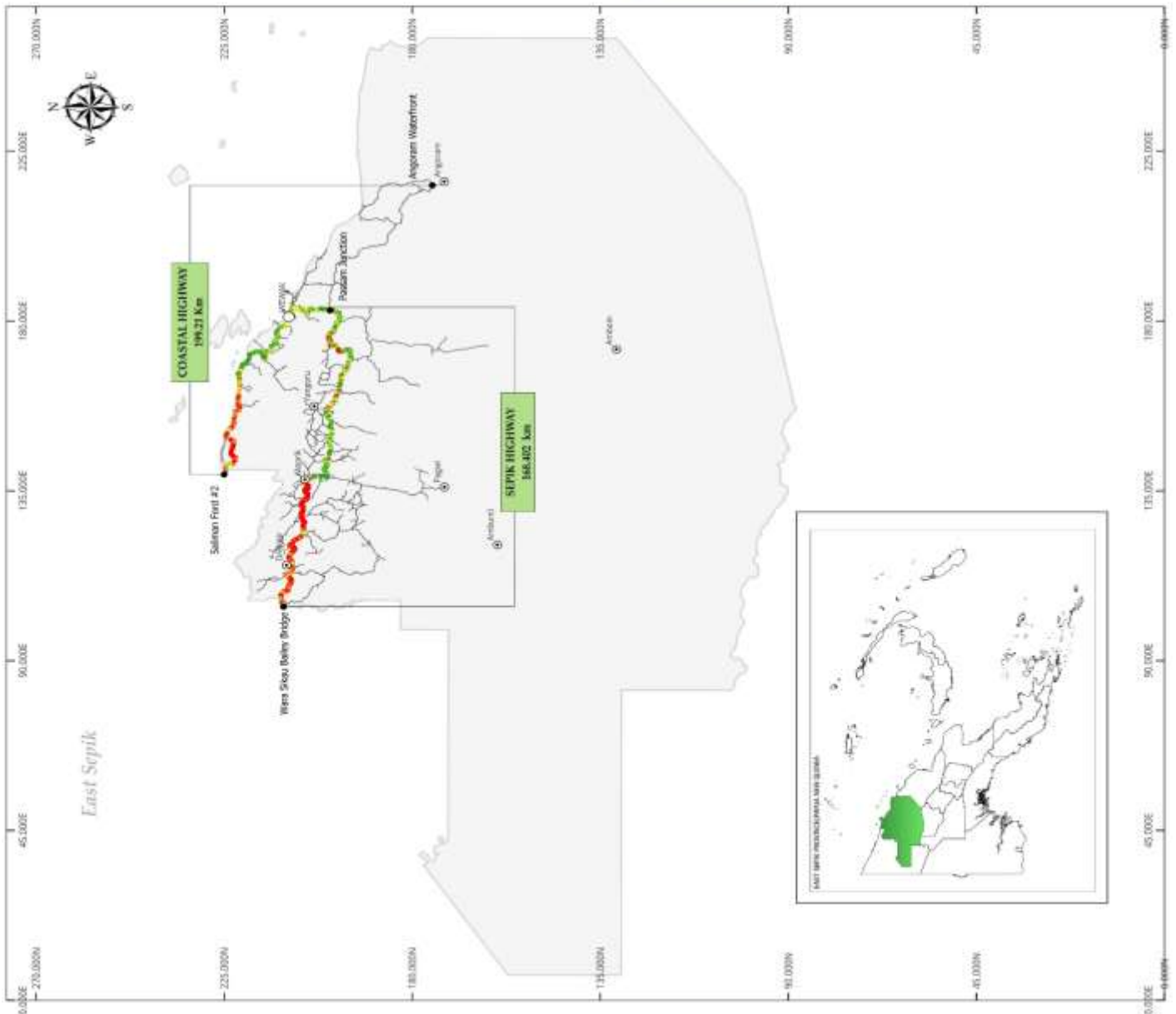
Map Legend

- ROAD CENTER
 - ROAD NETWORK
 - ROAD NETWORK
 - ROAD NETWORK
- EASTERN HIGHLANDS_101231 Road Condition**
- 100 - 149,999
 - 150 - 199,999
 - 200 - 249,999
 - 250 - 299,999
- SCALE: 1:500,000.000
- DATE: 10/10/2023, 10:10:10 AM
- USER: 1010102023 - 1010102023





East Sepik Province
16 Priority Roads- Road Condition Survey
COASTAL HIGHWAY & SEPIK HIGHWAY



Coastal Highway ESP

Year	2022	2023
Good	49,375	46,168
Fair	24,261	23,353
Poor	124,971	129,688
Not Surveyed	0,602	0,000
Total	199,209	199,209

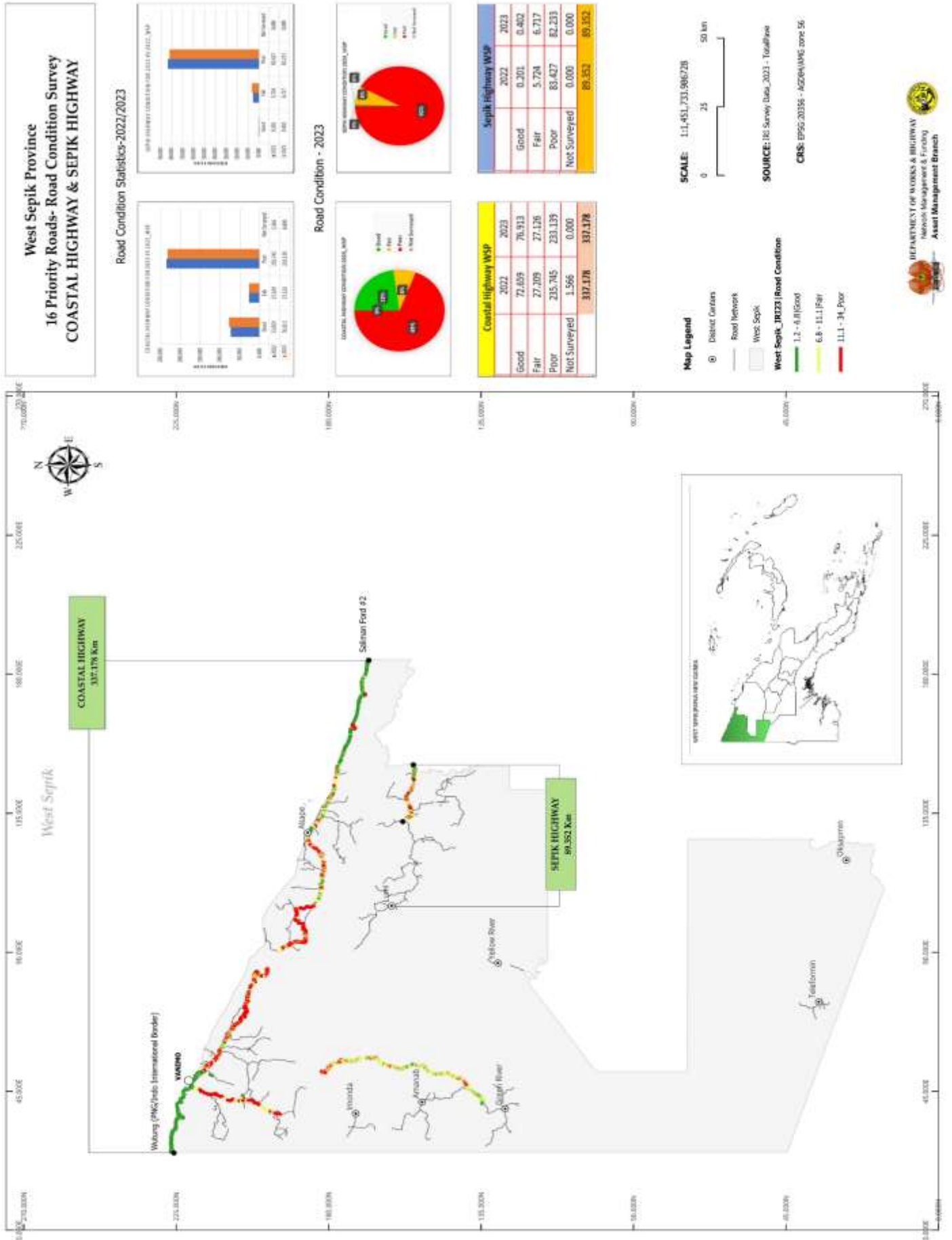
Sepik Highway ESP

Year	2022	2023
Good	66,651	64,056
Fair	33,991	29,611
Poor	67,766	74,740
Not Surveyed	0,000	0,000
Total	168,407	168,407

Map Legend

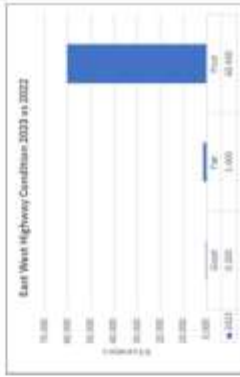
- District Centres
 - Road Network
 - East Sepik
- EAST SEPIK (IR13) Road Condition**
- Green: 1.2 - 1.3 (Good)
 - Yellow: 2.1 - 3.0 (Fair)
 - Red: 4.0 - 5.0 (Poor)
 - Blue: 6.0 - 7.0 (Not Surveyed)



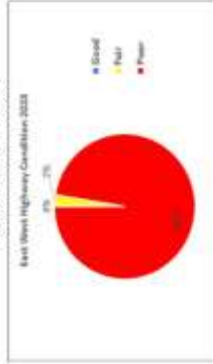


Manus Province
16 Priority Roads- Road Condition Survey
EAST WEST HIGHWAY

Road Condition Statistics-2022/2023



Road Condition - 2023

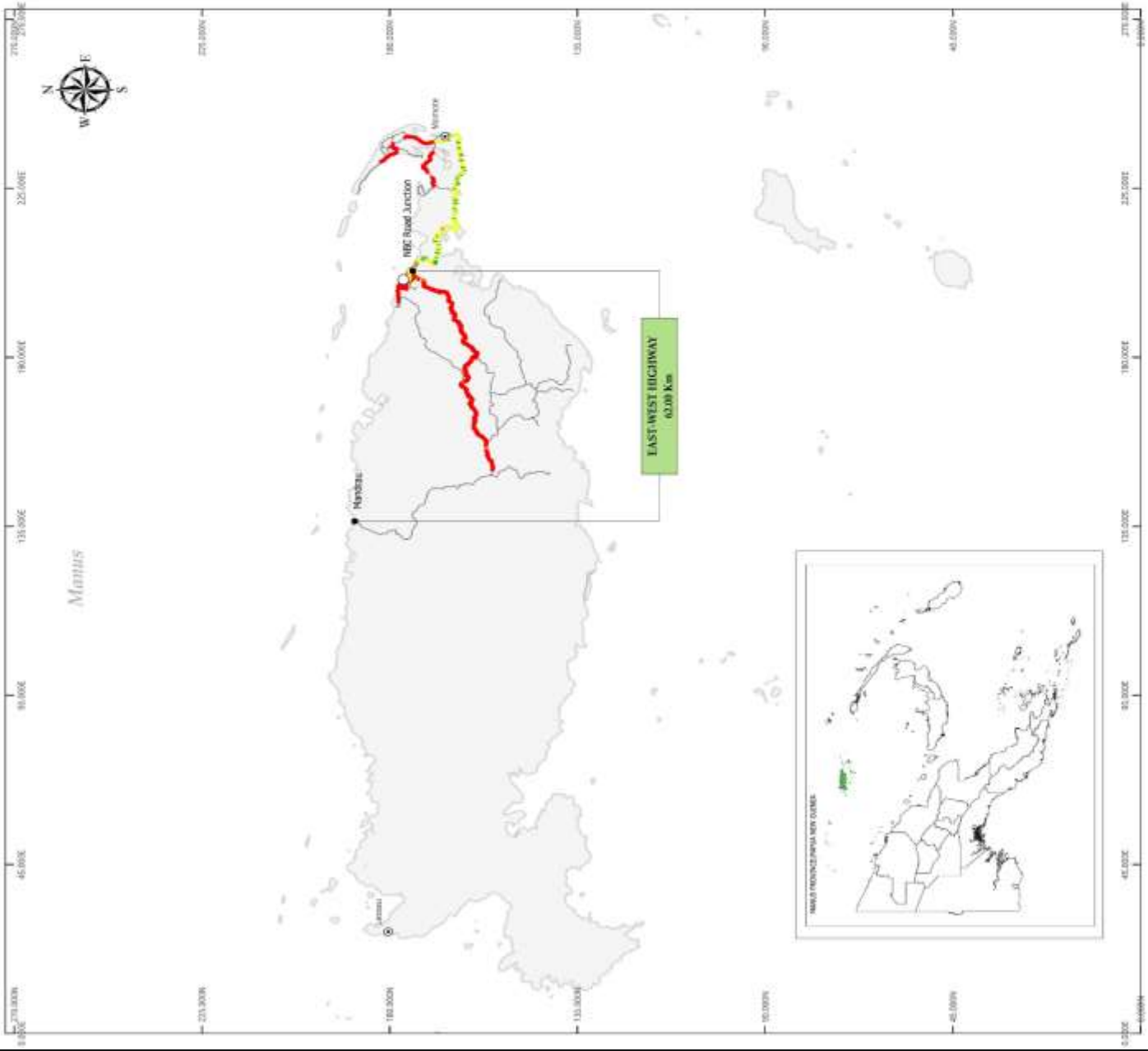


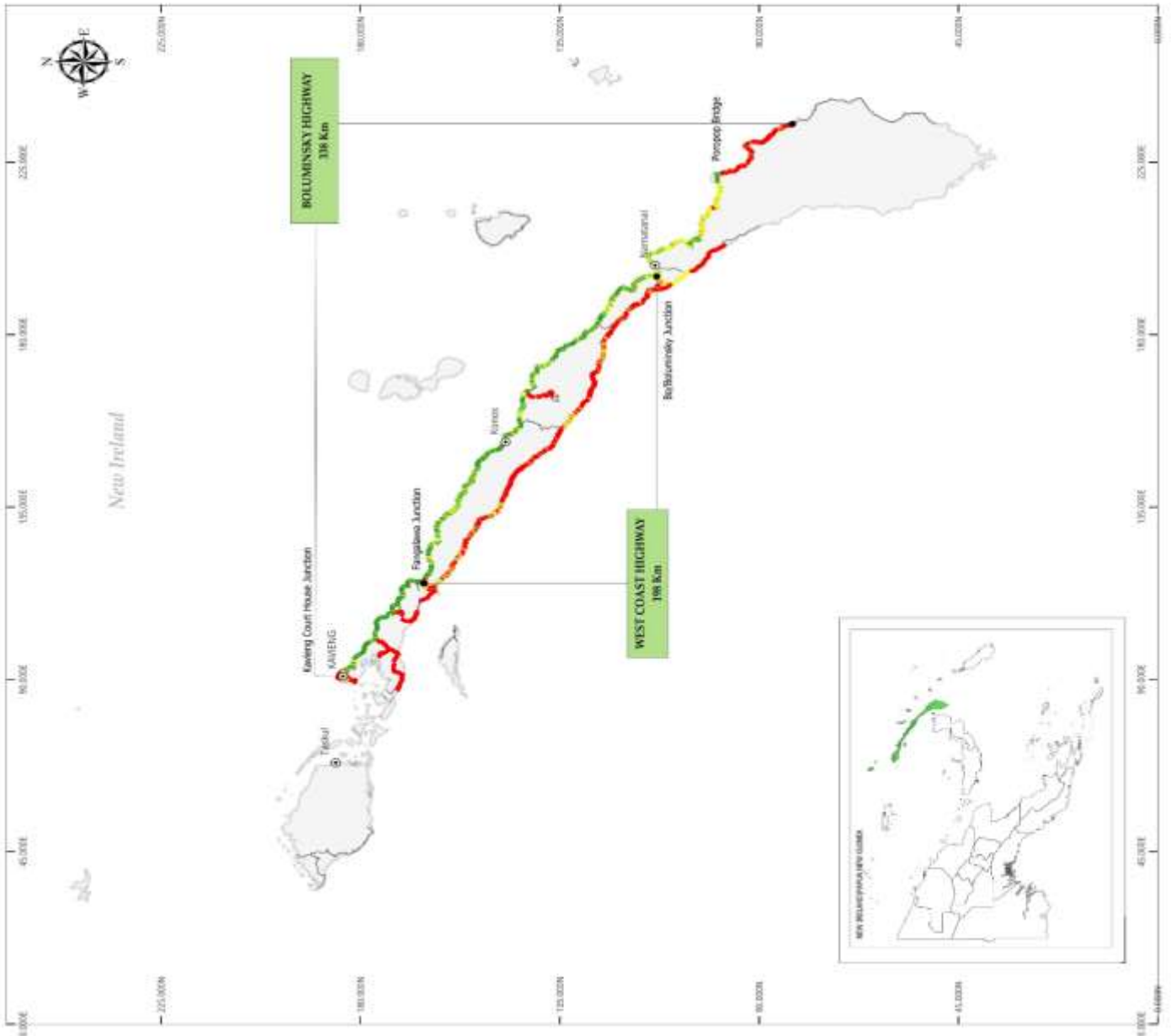
East West Highway	
Good	0.200
Fair	1.400
Poor	60.400

Map Legend

- Street Center
- Road Network
- Water
- MANUS_IR123 | Road Condition
 - 0.1 - 200m
 - 1 - 1.1 Km
 - 15 - 61.1 Km

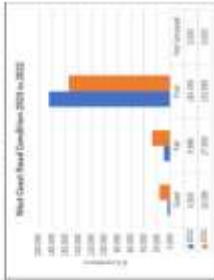
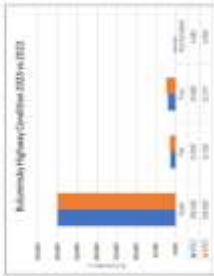
SCALE: 1:400,000
 0 20 40 Km
 SOURCE: GIS Survey Data 2021, TopoBase
 DATE: 09/01/2023 - 04/04/2023



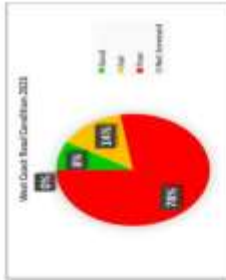
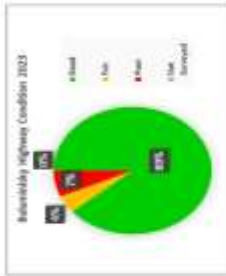


New Ireland Province
16 Priority Roads- Road Condition Survey
BOLUMINSKY HIGHWAY & WESTCOAST ROAD

Road Condition Statistics-2022/2023



Road Condition - 2023



Boluminsky Highway		
	2022	2023
Good	30,616	30,000
Fair	13,000	15,300
Poor	19,600	22,577
Not Surveyed	4,661	0,000
Total	332,877	332,877

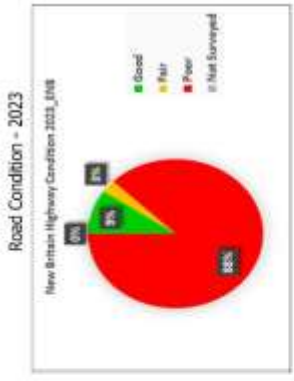
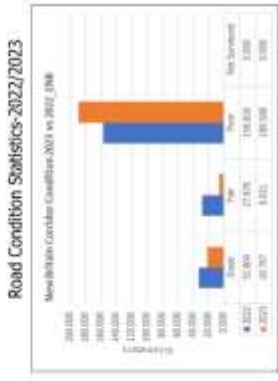
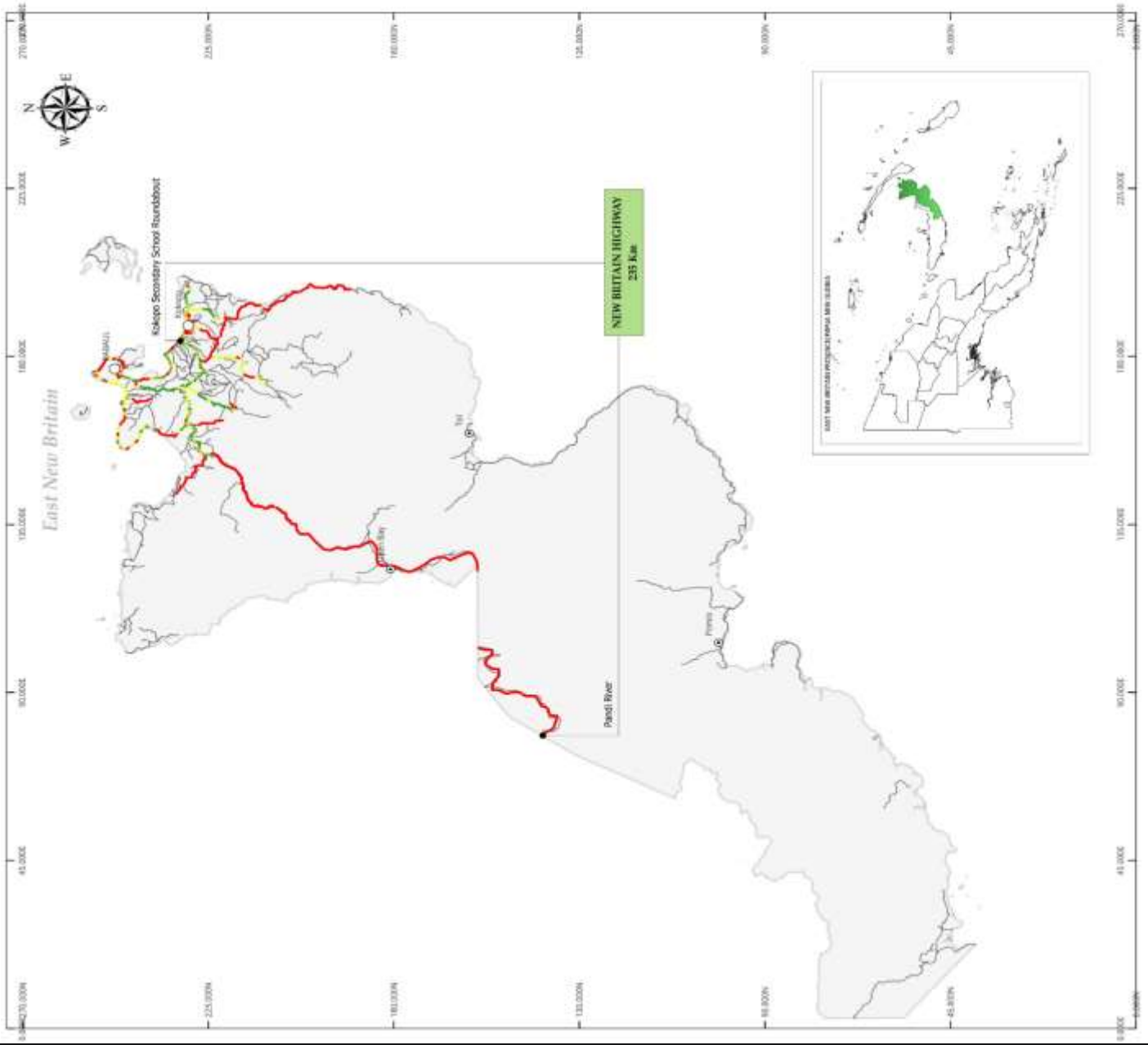
West Coast Road		
	2022	2023
Good	4,000	16,586
Fair	9,686	27,600
Poor	184,499	153,999
Not Surveyed	0,000	0,000
Total	198,185	198,185

Map Legend

- Highway
 - RR Road Network
 - RR Region
 - NIP_RR[Road Condition '1']
 - 01 - 02000
 - 02 - 04000
 - 03 - 06000
- SCALE: UNUSUAL (1:100,000)
- 50 km
- Source: GIS Survey Data 2021 - 2023
GIS - 05/05/2023 - 03/05/2023



**East New Britain Province
16 Priority Roads- Road Condition Survey
NEW BRITAIN HIGHWAY**



New Britain Highway ENB

	2022	2023
Good	31,804	20,767
Fair	27,676	6,021
Poor	156,816	189,508
Not Surveyed	0.000	0.000
Total	216,296	216,296

Map Legend

- District Centers
- Road Network
- East New Britain

ENB (2023) Road Condition

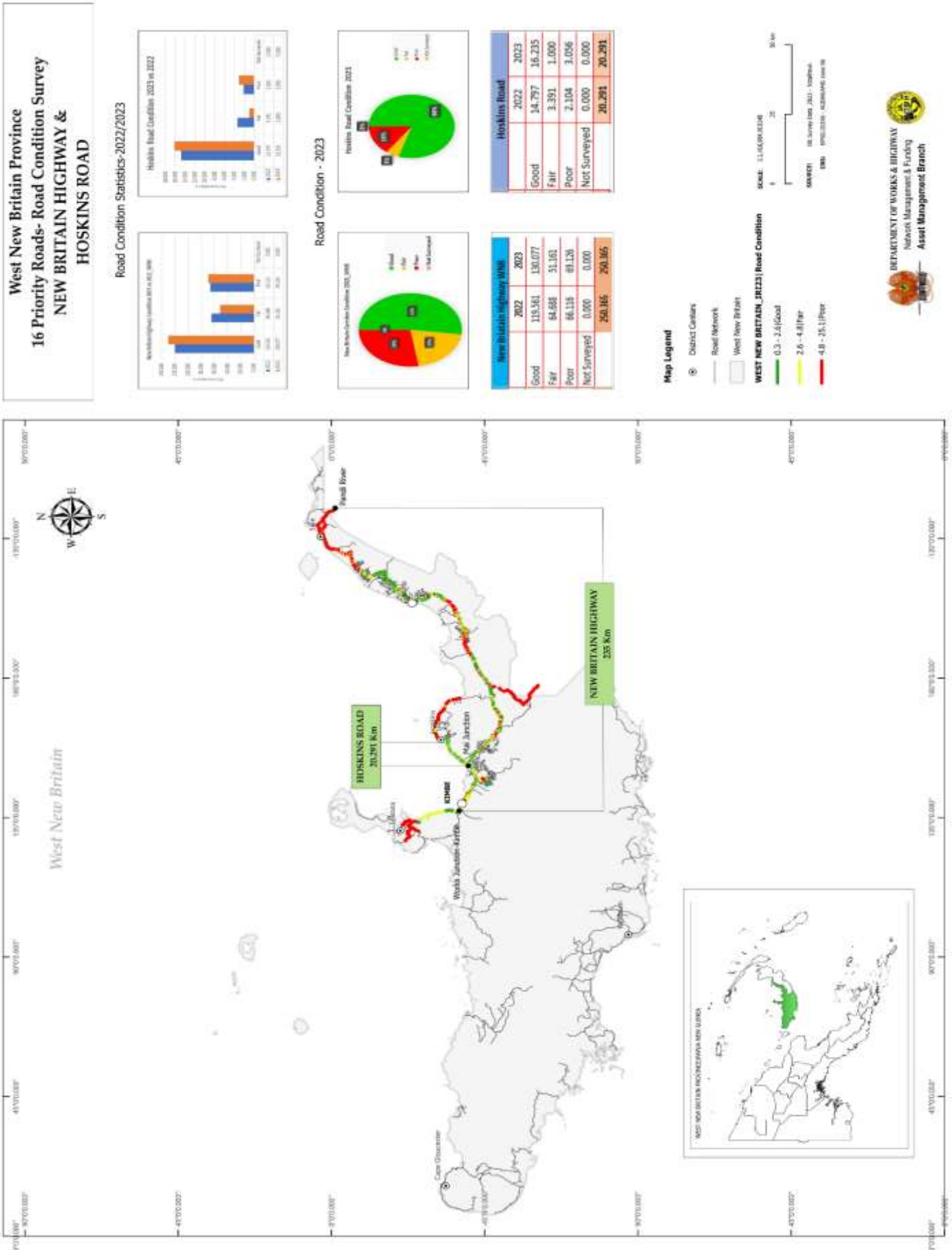
- 0.1 - 1.0 Good
- 1.1 - 1.9 Fair
- 2.0 - 2.9 Poor

Scale: 1:100,000

Source: GIS Survey Data 2023, TopoPlan

DB: 09/2023/2023 - 10/2023/2023

DEPARTMENT OF WORKS & HIGHWAYS
Network Management & Planning
Asset Management Branch



West New Britain

HOSKINS ROAD 20,291 Km

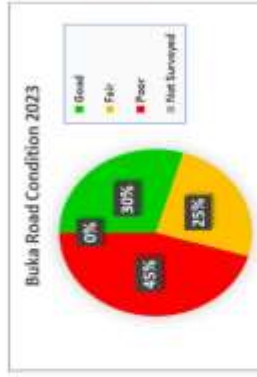
NEW BRITAIN HIGHWAY 235 Km

Autonomous Region Of Bougainville
16 Priority Roads- Road Condition Survey
BUKA ROAD

Road Condition Statistics-2022/2023



Road Condition - 2023

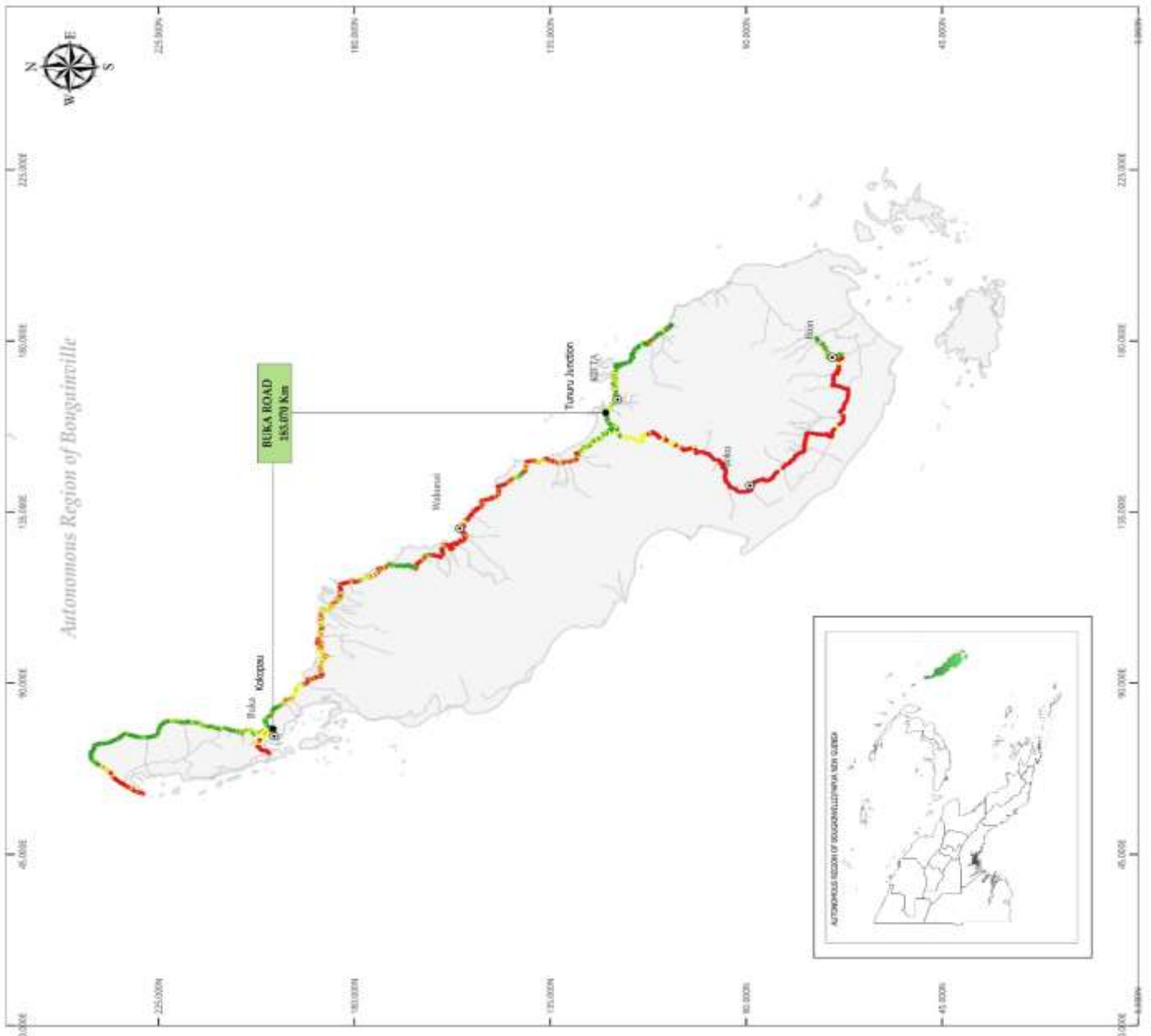


Buka Road	
2022	2023
Good	23,900
Fair	28,171
Poor	114,200
Not Surveyed	16,800
Total	183,071

Map Legend

- Point Icons
- ARC Road Network
- ARC Region
- ARC_BRI Road Condition
 - 0.1 - 2.0km
 - 2.2 - 4.0km
 - 4.2 - 6.0km

SCALE: 1:1,113,100
 SOURCE: 2011 Survey Data, 2023 - Topographic Data
 DATE: 2023-03-01 - 2023-03-01



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 increment on National Roads

Table 15: NRNS Unit Rates

Description	Unit	2022 Unit Rate (PGK)	2023 Unit Rate (PGK)
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

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

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.



