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PRIME MINISTER'S MESSAGE

Connecting PNG to empower
Papua New Guineans for prosperity.



As a nation, we are confronted with significant challenges that we have to face head on. Our economic base remains fragile; a weak non-resource sector and over reliance of non- renewable resources sector. Petroleum and mining exports accounting for over 90% of export earnings whilst the renewable and informal sector, that employees and engages 80% of our population only accounted for only 10% in export earnings.

We also have challenges in delivering basic human services, especially in education and health. Even after four (4) decades of independence, by comparison, our achievement in terms of Human Development Index (HDI), we are still ranked amongst the low performers regional and globally.

HON. JAMES MARAPE, MP

Prime Minister of Papua New Guinea

PNG's over-reliance on the non-renewable resource sector has proven to be an unsustainable policy choice and successive governments and leadership have recognized the fallacy of this overreliance. The incorporation of the Economic Corridor Development Zone concept in PNG Strategic 2020- 2030 Plan is a step towards the need to move towards a more broad –based economic growth strategy. However, by themselves, the Economic Corridors Development Zones will again be susceptible to enclave development mindset. We need a more dynamic, all inclusive and integrated implementation plan to break the cycle of this over-dependence on non-renewable resource sector. Connect PNG Development Plan serves this purpose.

Connect PNG elevates the economic corridor development concept as a major policy drive towards restructuring PNG economy into broad-based sustainable economy. It enables the integration of the economic sectors, bring the enclave nature of the non-renewable resource sector and the transition of what is largely rural-based semi-subsistence farming sector into main stream economic growth strategy. It leverages the nation's infrastructure development plan to channel and amass the agriculture and livestock, forestry, fisheries, non-agricultural informs sector, small and medium enterprises, manufacturing and tourism to create a fully integrated broad-based economic structure for PNG going forward into 2050 and beyond.

The Government's approval of the Connect PNG Economic Road Transport Infrastructure Development Program 2020 - 2040 forms part of the compressive infrastructure development strategy to support sustainable socioeconomic development and national cohesion and unity. By connecting the four main regions of Momase, Highlands, Southern and New Guinea Islands through improved key economic road transport network connectivity within all four regions, over the next 20 years.

Our people are resilient and industrious, they will maximize the opportunity created under the Connect PNG Plan to pursue their dream to be prosperous and happy. Our duty as a Government and leadership at all levels of governments, be it national, provincial and district, is to commit to provide the access and the opportunity for our people; and Connect PNG provides the scope to engage everyone across our nation to participate meaningfully.

God Bless Papua New Guinea.

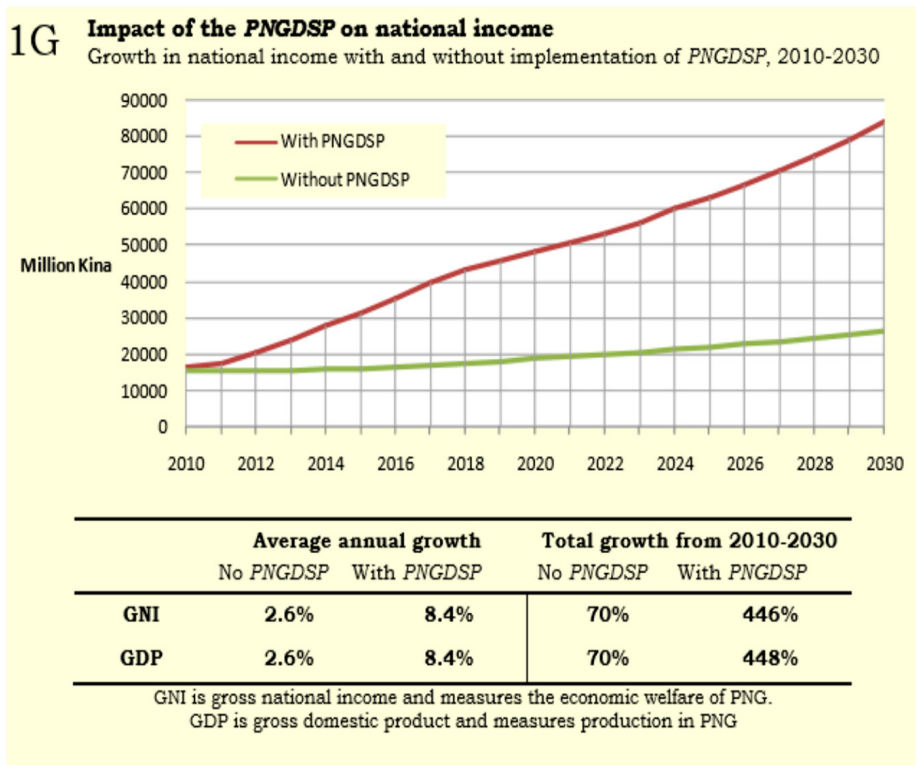
A handwritten signature in blue ink, likely of Hon. James Marape, MP. The signature is stylized and fluid, with a large loop at the end.

HON. JAMES MARAPE, MP

PRIME MINISTER OF PAPUA NEW GUINEA

POLICY DIRECTION

The Papua New Guinea Development Strategic Plan 2010 – 2030 establishes development targets that must be achieved before 2030 to enable the realization of PNG Vision 2050. Whilst the articulation of the strategic goals are clear and supporting public policies are progressively being achieved, the need for effective implementation by way of sectoral interventions remain a challenge. Amassing sectoral synergies into one dynamic economic force requires a major shift to create a collaborative participation across governments, businesses, communities, non-government organization, donor partners and financing agencies.



Source: PNG Strategic Plan 2010 - 2030

broad based economy. It elevates the economic corridor concept to an economic growth strategy that leverages the nation’s infrastructure development plan to channel and amass the agriculture and livestock, forestry, fisheries, non-agricultural informs sector, small and medium enterprises, manufacturing and tourism to create a fully integrated broad-based economic structure for PNG going forward into 2050 and beyond.

A fully engaged population in the economic growth activities is the principal driving force behind the Connect PNG to amass and maximize the productivity capacity of the economy. The roll out of the Connect PNG Plan activates and engages respective governments to bring ‘on line’ their development aspirations to leverage on this National Priority. The commercialization of agriculture sector will be the catalyst for this shift, the growth of Small to Medium Enterprises (SMEs) will also be a key phenomenon as the transition takes place over the next decade. Employment growth is expected to be another phenomenon as rural employment increases with the commercialization of agriculture and growth of SMEs at local and village level.

The Marape/Steven Government policy direction is to enhance local contractor capacity to undertake and successfully deliver construction projects ranging from small, minor, medium level and large contracts of works. Connect PNG provides this opportunity for national contractor participate effectively in the developing and maintaining roads infrastructure services. The government’s vision about ‘Taking Back PNG” goes into the heart of empowering and enhancing local capacity to be in a position to meet expected standards, quality and capacity criteria and sound experience in delivering value for money in a sustained manner. Theses support intervention includes, bringing the unregulated road works into the formal DOW approved works classification category, delivering of training and facilitation support programs to enhance road construction industry contractor capacity and instituting a financial support facility for small to medium level contractors to access

The concept of economic corridors development zones captures the essence of this synergy, however, by themselves, the Economic Corridors Development Zones will again be susceptible to enclave development mindset. A more dynamic, all inclusive and integrated implementation plan is required. Connect PNG Development Plan serves this purpose by strengthening the implementation of the PNG Strategic Development Plan 2010 – 2030. The policy impetus behind Connect PNG is the need for a more broad-based economy and a departure from an over-reliance on non-renewable resource sector. It entails more than just the concept of Economic Corridor Development Zones; it is now a drive to restructure the PNG economy by enabling the transition of what is largely rural-based semi-subsistence farming sector into an integrated –

ECONOMIC CORRIDORS

Economic corridors are proposed to alleviate poverty. Corridors of poverty will be transformed into economic corridors. Without the corridor development system people in poverty will not be integrated into the mainstream economy. The Marape/Steven government's drive is to ensure that these economic corridors are fully integrated not only to alleviate poverty in disadvantage regions, but importantly provide extensive opportunities and choices for market access across all regions of PNG.

Economic Corridors Map



The Investment in the Nation's infrastructure including the road network, energy, communications, water and sanitation; and ports, directly impacts the productivity and growth of the economy. Connect PNG brings the infrastructure development plans for the SOEs and State Agencies responsible for infrastructure development and maintenance into fore to support the government's drive to create a sustainable economy through pursuing a broad –based economic growth strategy.



Transport infrastructure; roads, bridges, jetties, wharves and airstrips, are critical physical infrastructure that services transportation industry. Providing efficient and reliable access and connectivity to economic opportunities remains a critical criteria for justifying investments in the transport infrastructure. Reliable transport infrastructure create multiple value when local markets turn into more large scale commercial markets in urban, regional and global markets. This is the essence of Connect PNG Policy by means of a reliable and sustainable transport infrastructure connectivity.





CONNECT

PAPUA NEW GUINEA

(PNG) ECONOMIC ROAD

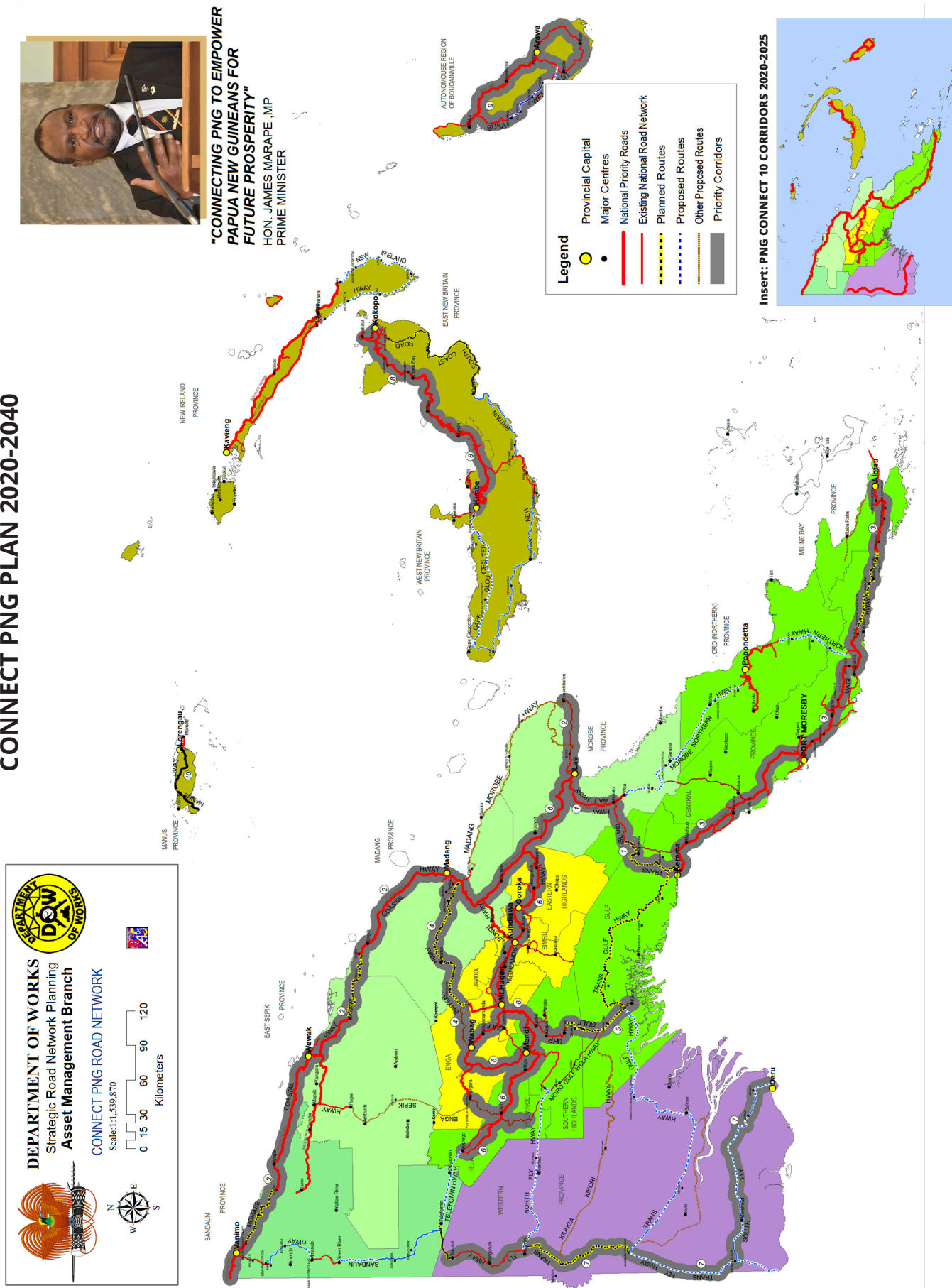
TRANSPORT INFRASTRUCTURE

DEVELOPMENT PROGRAM

2020-2040

CONNECT PNG: 2020 – 2040 STRATEGIC ROAD NETWORKS INVESTMENT PLAN

CONNECT PNG PLAN 2020-2040



IDENTIFICATION AND DECLARATION OF CORE ROADS UNDER CONNECT PNG TRANSPORT INFRASTRUCTURE DEVELOPMENT PROGRAM 2020-2040

COVERAGE

A single undivided road network on the mainland of PNG – the Trans Papua New Guinea Highway Corridor linking agricultural rich areas of Highlands, the Momase Regions and the Port Moresby the nation's commercial centre, and the Southern Provinces of Gulf, Milne Bay and Northern Provinces .

A single road Highway Corridor in respective island provinces of Manus, New Ireland, West and East New Britain and Autonomous Region of Bougainville.

The Department of Works in close collaboration with Department of National Planning and Monitoring (DNPM), has objectively evaluated the national road network (NRN) development strategy priorities and identified core national road links and rural roads that can maximise the overall improved road network effects and impacts on the economy. And also contribute to national cohesion and unity through opening up of the major inter-regional connectivity roads. Strong consideration has been given to the poor condition of the rural feeder roads connecting rural centres to the main road network, which for many years has been providing substandard accessibility to markets and the unequal land transport access across the country, hampering the development of PNG's true agricultural potential.

The selected road network constitute priority national highways, provincial trunk roads, and priority missing links that will be integrated into a single strategic national network to increase and bridge the accessibility gaps currently limiting business, trade and investment in PNG. The opening up the new missing links will increase the length of national network by additional 2500km in the next 5 years and also increase rural access by 70% . The sections of these strategic network include:



TABLE 8

COVERAGE & FEATURES OF THE CONNECT PNG DEVELOPMENT PLAN

NAME	COVERAGE	FEATURES
TRANS ISLAND CORRIDOR	Lae (9-Mile Junction)-Bulolo-Malalaua: 302km	Upgrade existing road and construct missing links
BAIYER CORRIDOR	Gogol-Baiyer-Konpiam: 297km	Upgrade existing road and construct new missing links
MOMASE CORRIDOR	Ramu Hwy, Coastal Hwy, Lae-Finschafen Road: 1318km	Rehabilitate existing roads and construct missing links
HIGHLANDS CORRIDOR	Lae-Mendi, Enga Hwy, Koroba Rd, Halimbu-Komo & Wabag-Mendi: 1086km	Rehabilitate and maintain existing roads
GULF-HIGHLANDS CORRIDOR	Kikori-Erave, Kikori Moro, Tari-Pogera: 250km	Upgrade existing roads and construct missing Links
GULF-MADANG CORRIDOR	Ramu-Gembogl-Kundiawa-Karamui-Purai: 368km	Upgrade existing sections and construct new links
NEW BRITAIN CORRIDOR	Kimbe-Kokopo: 629km	Rehabilitate existing road & construct new links
SOUTHERN CORRIDOR	Kerema-Port Moresby-Alotau: 880km	Rehabilitate existing road and construct missing links
TRANS FLY BORDER CORRIDOR	Tabubil-Kiunga-Aimbak-Weam-Daru: 795km	Upgrade existing roads and construct missing links
SANDAUN BORDER CORRIDOR	Vanimo-Bewani-Green River-Telefoimin-Tabubil: 449km	Upgrade existing roads and construct missing links
BOUGAINVILLE CORRIDOR	Bougainville Corridor: 400km	Rehabilitate existing roads and construct missing links
NORTHERN CORRIDOR	Kokoda Hwy, Northern Hwy, Ijivitari (Oro)-Abau (Central): 386km	Rehabilitate existing roads and construct missing links
MANUS HIGHWAY	Manus Highway: 100km	Rehabilitate existing road
PROVINCIAL TRUCK ROAD	Provincial Truck Road: 9000km	Upgrade to rural road standards

IMPLEMENTATION PLAN

Overall implementation programme will develop and deliver 16,200km of strategic roads at the cost of K20 Billion on a rolling 20-years program in three (3) phases;

Phase 1 (2020 – 2026):

- From 2020 – 2026 (7 years): priority and on-going inter-regional and intra-regional road connectivity projects, covering 1,872km of national roads, 607km consist of inter-regional links and 1,265km are inter-regional links. The main target of this pahse is to complete the Trans-Island Highway (total 175km) between Bulolo (Morobe) and Malalaua (Gulf), via Aseki (Menyama District , Morobe) and Madang-Baiyar, Highlands Highway and Major sections of Momase Highway, by June 2026.

Phase 2 (2026 – 2034):

- From 2026 – 2034 (7years): commencement of inter-regional link (73km) and 6 intra-regional links, covring 1,635km. The main objective of this phase is to consolidate inter-regional and improve intraregional links by providing the links to isolated provinces.

Phase 3 (2034 – 2040):

- From 2034 – 2040 (6 years): commencement of 847km of important Intra-regional links in the Border Corridor and New Britian Island. The objective of this phase is to complete a North-South access along the border with Indonesia is to support cross –border trade and national security.



2020 - 2040 Roadmap

STRATEGIC ROAD IMPLEMENTATION PLAN

- By 50th Anniversary Port Moresby will be linked to Northern and Highlands Regions of Lae, Goroko, Madang, Mt. Hagen and Alotau.
- By 2030, single undivided road network on the mainland of Papua New Guinea and single road Highway Corridor in the Island provinces of Manus, New Ireland, East & West New Britain and the Autonomous Region of Bougainville.

2020-2026

Phase 1

2020 - 2026: Establish road link between Port Moresby and the main urban centres of Northern and Highlands Regions of Lae, Goroka, Madang, Mt Hagen, Mendi etc.







TARGETS

Phase 1 (2020 – 2026):

The primary target of Phase 1 is to establish a reliable road link between Port Moresby and the main urban centres of Northern and Highlands Regions of Lae, Goroka, Madang, Mt. Hagen, Mendi, etc. by the 50th Independence Anniversary. The existing Wau Highway and Menyamya Road will be rehabilitated and upgraded respectively and the 'Missing link' between Aseki and Malalaua or Epo will be constructed by this deadline.

Another major target is to improve inter and intra-regional connectivity, with rehabilitation and upgrading of roads in the Momase, Southern, Gulf-Highlands, Baiyer, Highlands, New Britain, Trans-Fly Border, Manus and Bougainville corridors.

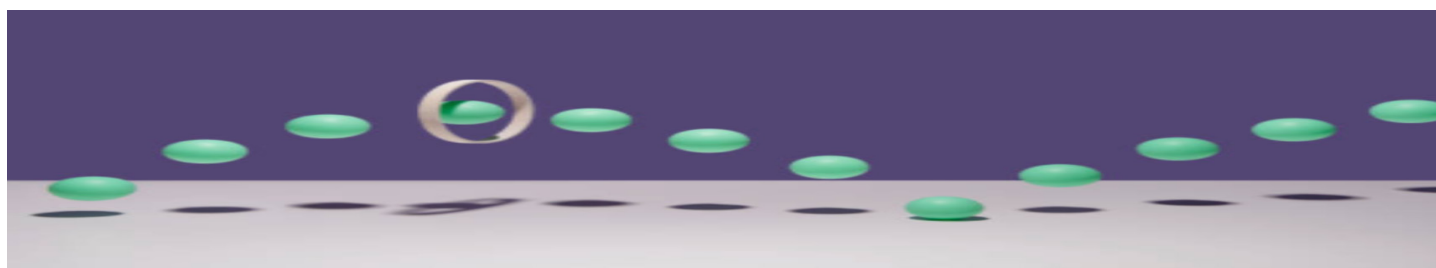
Investment in both the Gulf-Highlands and Baiyer corridors will establish reliable road links between the landlocked Highlands region with both the Southern and Northern regions on the coast. This presents an opportunity to invest in alternative seaports in Kikori and Madang, to serve the agricultural and resource extractive activities in these regions, relieving the existing bottleneck at Lae Port and mitigating significant real and present access risks of closure of the Highlands and Ramu Highways, from landslides and other disruptions.

Phase 1 will also aim to establish reliable road links:

- > Along the Coastal Highway from the PNG-Indonesia Border in West Sepik Province through Vanimo, Aitape and Wewak to Angoram in East Sepik Province. The main investment will be the upgrading of the road from Aitape to Vanimo, which at present is no more than a bush track, that is inaccessible during wet weather. This investment will open trade between PNG producers and buyers in West and East Sepik with their Indonesian counterparts in the northern Papua Province and Jayapura city.
- > Along the Magi Highway with the construction of the missing link from Ganai in Central Province to Bararai in Milne Bay Province, allowing connectivity between Alotau and Port Moresby, directly promoting economic development in eastern districts of Central Province and Alotau District in Milne Bay Province.
- > In the South Fly District, with construction of the Trans-Fly Border missing link from Daru (Oriomo coast) through Southfly District to the PNG-Indonesia Border and continuing north through Aiambak to Kiunga.

The Kiunga-Aiambak section of this highway has been under construction over the last few years and continues to be funded in the 2020 Budget. This investment will significantly enhance the already developing cross-border trade between the Western Province and Merauke on the south coast of Papua Province and improve security along the southern part of the PNG-Indonesia Border.

- > Between East and West New Britain Provinces with the upgrading of the New Britain Highway section between Sule in WNBP and Kerevat in ENBP. This investment will improve trade between the two provinces, as well as enhance local ability to respond to volcanic and seismic events.
- > Within both Manus Province and the Autonomous Region of Bougainville, providing improved environment for economic development for the local populations.
- o Phase 1 envisages the improvement and maintenance of up to 3,000 Km of provincial and district roads in all 21 provinces.



Phase 2 (2026 – 2034):

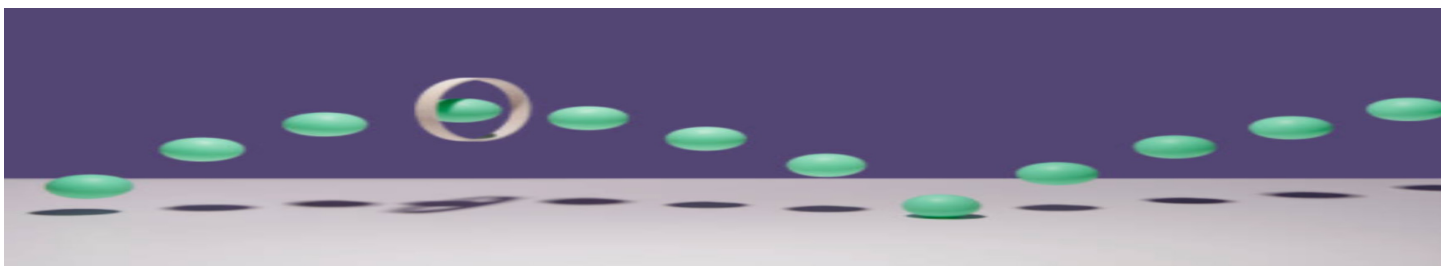
- o Phase 2 will see the commencement of new investments in the Momase, Sandaun Border, Northern and Gulf-Madang corridors, as well as completion of those investments from Phase 1 that are continuing into Phase 2.
- o A priority target of Phase 2 is to complete the Coastal Highway by commencing the construction of the missing link between Bogia in Madang Province with Angoram in East Sepik Province. This link will establish the important objective of providing a road link between the PNG-Indonesia Border and Lae and onwards to Port Moresby, as well as the towns in the Highlands Region. This link will greatly promote trade with the Indonesian Province of Papua.
- o Other Phase 2 targets include:
 - > Further development of the Border corridor with construction of the Sandaun Border Highway from Vanimo through Bewani and Green River to Telefomin District to join up the Sandaun Border Corridor with the Trans-Fly Border Corridor. This investment will significantly enhance the already developing cross-border trade between Sandaun Province and northern Papua Province and help improve security along the northern part of the PNG-Indonesia Border.
 - > construction of the Northern Corridor missing link between Ijivitari District in the Northern Province and Abau District in the Central Province. This investment will connect Popondetta and the northern coast of the Southern Region with Port Moresby, Alotau and Kerema on the southern coast, further promoting economic development to the Northern Province and Alotau, Abau and Rigo Districts.
 - > Phase 2 envisages the improvement and maintenance of a further 3,000 Km of provincial and district roads in all 21 provinces. Bringing the total length brought to good or fair condition to 6,000 Km.

Phase 3 (2034 – 2040):

- o Phase 3 will see the completion of projects ongoing from Phases 1 and 2 and the commencement of the development of the Gulf- Madang Corridor, which will connect the Gulf Province with Madang Province through Chimbu Province, with the construction of two missing links:
 - > Kerema/Epo – Purari – Karamui to connect Gulf Province with Chimbu Province; and
 - > the Gembogl-Bundi-Sausi/Walium (Ramu Hwy junction) missing link to connect the Ramu Valley with Chimbu Province.
- o These investments will promote economic development in the Gulf-Chimbu Ramu corridor, as well as provide strategic alternative links between the Southern, Highlands and Northern regions.
- > Phase 3 envisages the improvement and maintenance of a further 3,000 Km of provincial and district roads in all 21 provinces. Bringing the total length brought to good or fair condition to 9,000 Km

WHAT WILL IT COST

- CONNECT PNG 2020 - 2040 is expected to cost K20.0 billion over 20 years.
- Phase 1 will improve approximately 5,000 Km of national roads and 3,000 Km of provincial and district roads and is estimated to cost K6.4 billion over 5 years (Table 1).



FINANCING PLAN FOR THE CONNECT PNG 2020-2040 TRANSPORT INFRASTRUCTURE DEVELOPMENT PROGRAM

The development of Connect PNG Economic Road Infrastructure will be the biggest capital investment program at any time in the history of PNG and will require an annual funding of over K986 million a year totalling to 19.73 billion during the planned 20 years program.

The budget revenue have been insufficient to maintain existing roads and evidently does not have the capacity to guarantee certainty and continuity of multiyear rolling capital works programs under the planned program.



Relying on the budget creates a huge gap of K600 million per year which will only build up backlog of unachieved programs and targets. Innovative infrastructure financing is critical for success and therefore the government has approved the mobilisation of multi-year financing facility loans, grants and private sector financing under the multi donor partnership arrangements.

The Asian Development Bank (ADB), high powered feasibility team conducted an initially study for the Connect PNG transport infrastructure development program and highly recommended detailed design and realistic cost estimate should be prepared in advance to expedite the government initiative and made available a USD31 million for the project preparation financial support.

Our Partners, the World Bank, the EIB, the India EXIM Bank, Chinese EXIM Bank,; our

Donor Partners, Australia-ADF, the JICA & Skyline Profits Group; have expressed confidence on the need to build a reliable and resilient infrastructure that promote inclusive and sustainable growth in PNG and have pledged additional USD6.9billion equivalent to K20Billion on a long-term commitment to achieve 90% of the Connect road transport infrastructure development program in the next 10 years. Funding will also be made available through the from the Tax Credit Scheme arrangements with Exxon Mobil, Oil Search, PJV and OK Tedi, Lihir.



FIGURE 1: CONNECT PNG 2020-2040

Phase 1 Development Plan

Table 1: Connect PNG 2020-2040

Priority	STRATEGIC ROAD LINKS	Length	Unit	Estimated Cost of Phase 1 Projects (PGK)	Proposed Funding Source	SUMMARY	
						2020 Work	
1	Trans-National Corridor (9Mile Junction- Bulolo-Aseki- Malalaua/Epo) a. Construction of Gulf-Morobe (Malalaua/Epo to Aseki) Missin-link Road b. Upgrade of Bulolo to Aseki Road c. Rehabilitation of Wau Highway (9-Mile to Bulolo)	302.0	Km	720,108,539	AIFF / ADB / GOPNG	40,000,000	
2	Momase Corridor (Ramu Hwy, Coastal Hwy, Lae - Finhafen Rd) a. Rehabilitation of the Ramu Highway b. Rehabilitation/Upgrade of Coastal Highway existing sections c. Upgrading of existing earth track from Aitape to Vanimo	945.0	Km	1,698,249,325	ADB / WB / GOPNG / AUSAID	20,000,000	
3	Southern Corridor (Kerema-Port Moresby - Alotau) a. Rehabilitation of the Hiritano Highway (Kerema to NCD) b. Rehabilitation of existing sections of the Magi Highway (Central & Milne Bay) c. Construction of Central to Milne Bay Missing-link	985.7	Km	1,572,935,741	WB / GOPNG	20,000,000	
4	Gulf - Highlands Corridor (Kikori-Erave, Kikori-Moro, Tari - Porgera) a. Construction of Samberigi - Erave Missing-link b. Upgrade/rehabilitation of existing sections on the Gulf-Southern Highlands Hwy c. Upgrade of Gulf-Hela Hwy (Kopi to Moro) d. Construction of Tari-Porgera Missing-link	260.0	Km	402,722,698	TCS / GOPNG	20,000,000	
5	New Britain Corridor (Kimbe - Kokopo) a. Upgrade from Earth Road to Gravel Road section from Sule (WNBK) to Kerevat (ENBP) b. Rehabilitate Kerevat to Kokopo section (ENBP) c. Rehabilitate Sule to Kimbe section (WNBK)	425.4	Km	753,869,791	JICA / GOPNG / AUSAID	22,054,500	
6	Highlands Corridor (Lae-Mendi, Mendi-Kopiago, Mendi-Wabag, Halimbu-Moro) a. Upgrade to 4-lane section from 9-Mile to Nadzab b. Upgrade/rehabilitate section from Nadzab to Kagamuga (ADB Ongoing contracts) c. Rehabilitate section from Kagamuga to Mendi d. Upgrade/rehabilitate Koroba Rd. (Mendi - Kopiago) e. Upgrade Halimbu to Komo Road (Hela) f. Rehabilitate Mendi to Wabag Rd.	922.6	Km	1,940,581,024	ADB / CHINA EXIM BANK / GOPNG / TCS	50,000,000	
7	Baiyer Corridor (Ramu Hwy-Simbi Stn-Baiyer River-Kompam) a. Maintenance of Trans-Gogol Hwy to Logging Camp b. Upgrade of Earth Rd to Gravel Rd from Logging Camp to Simbi c. Construct Missing-link Rd from Simbi to Baiyer River d. Construct Missing-link Rd from Kompam to Baiyer River	299.2	Km	495,546,080	INDIA EXIM BANK / GOPNG	10,000,000	
8	Trans-Fly Border Corridor (Oriomo Coast-Wipim-Morehead-Weam-Aiambak-Kiunga) a. Construct Missing-link from Daru to Kiunga	622.8	Km	877,516,125	GOPNG	5,000,000	
9	Bougainville Corridor (Various roads) a. Upgrade to seal from Kieta to Kangu b. Maintenance of East Coast Road from Kokopau to Arawa c. Construct West Coast (Missing-link) Rd d. Buka Ring Road	231.5		516,940,731	GOPNG / AUSAID	20,000,000	
10	Manus Corridor (Various Roads) a. Maintenance of Lorengau to Momote Rd b. Rehabilitation of Lombrum Rd c. Rehabilitation of East-West Road	95.7		138,436,841	GOPNG / AUSAID	5,000,000	
	Total Connect PNG (Phase 1)	5,089.9		9,116,906,896		212,054,500	
	NRNS Programs	4,222.7		3,539,304,265	GOPNG	23,548,000	
A.	Provincial Trunk Roads	2,700.0	Km	1,350,000,000		-	
B.	National Road Maintenance (Recurrent) on remaining NRN	1,517.8	Km	1,588,839,000		19,900,000	
C.	National Bridges Program	4.943	Km	543,200,078		-	
D.	Emergency Maintenance	-	Km	57,265,186		3,648,000	
	GRAND TOTAL	9,312.6		12,656,211,161		235,602,500	

2040 Phase 1 Work Plan

plan Oct - Dec	2021	2022	2023	2024	2025	Total
20,000,000	154,088,389	159,973,375	147,494,982	145,909,997	86,614,351	754,081,094
20,000,000	196,980,104	247,242,092	261,037,832	249,795,832	238,971,720	1,234,027,581
10,000,000	183,400,565	310,734,782	312,307,858	309,285,407	306,278,790	1,452,007,402
10,000,000	33,684,389	60,484,915	59,154,546	57,824,178	56,493,809	297,641,837
10,000,000	52,516,691	108,648,911	110,203,130	111,757,348	113,718,687	528,899,267
22,054,500	281,410,636	337,251,212	121,542,705	124,910,956	128,048,462	1,065,218,471
5,000,000	9,198,110	63,605,906	63,605,906	65,218,474	67,496,226	284,124,622
7,000,000	16,000,000	86,151,613	86,151,613	86,151,613	86,151,613	372,606,450
10,000,000	151,590,016	8,271,878	8,271,878	8,271,878	8,271,878	214,677,528
5,000,000	16,839,135	31,376,118	32,267,274	33,158,430	33,826,797	157,467,752
119,054,500	1,095,708,035	1,413,740,801	1,202,037,723	1,192,284,113	1,125,872,333	6,360,752,005
145,291,000	495,992,554	553,051,881	553,051,881	553,051,881	553,051,881	2,877,039,078
60,000,000	120,000,000	120,000,000	120,000,000	120,000,000	120,000,000	660,000,000
68,939,000	300,000,000	300,000,000	300,000,000	300,000,000	300,000,000	1,588,839,000
10,000,000	60,992,554	118,051,881	118,051,881	118,051,881	118,051,881	543,200,078
6,352,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	85,000,000
264,345,500	1,591,700,590	1,966,792,682	1,755,089,604	1,745,335,994	1,678,924,214	9,237,791,084

ALIGNMENT BETWEEN AGRICULTURE

AGRICULTURE PRODUCTIVITY LEVELS AND IMPROVE ROAD NETWORK PERFORMANCE

Experience suggest that our rural population are highly sensitive to both agriculture productivity levels of main cash crops and transportation and logistics costs. Hence the integrated development of the road accessibility and improved agriculture productivity is a key success factor in realizing the government's desire to drive broad-based economic growth through enhancing agriculture.



Agriculture provides subsistence livelihood for 85% of the population living in rural PNG, and this population is growing at the rate of over 3% per year. Building of smaller holder farming with specialized enterprises to develop other agriculture products, such as beef, poultry, pork, vanilla, cocoa, rice, cashew nuts , etc similar to oil palm industries model in Kimbe, is a key objective to integrate our rural farmers into the commercial commodity value chain, leading to increased food security and exports and the growth of the rural economy.

It is envisaged that over 800,000 full-time equivalent rural jobs will be created by 2030 as a result of facilitating entrepreneurship and commercialization of agriculture, and more than two thirds of these jobs will be in the formal agriculture sector.



BENEFITS OF 2020 - HIGH IMPACT

Projected Benefits and Impact from the Access to the Economic Road Connectivity

- Access to economic road network will increase investments and commercialization of agriculture with a projected potential GDP output to reach over K8 Billion,
- Enable land reform for business, investment, SMEs and growth in enterprises with a projected GDP output of over K18 Billion;
- Manufacturing to increase to over K7
- Forestry (80% processed exports) increase to K370 Million
- Tourism to increase to K680 Million

The net effect expected from fully implementing the Connect PNG Economic Road Transport Infrastructure Programme is the economic boost that **will generate approximately 2 million jobs equivalent to 20% the nation's population** on urban and rural areas by 2030. It is envisaged that over **800,000 full-time equivalent**

rural jobs will be created as a result of facilitating entrepreneurship and commercialization of agriculture and more than two thirds of these jobs will be in the formal agriculture sector. **In urban areas, entrepreneurship facilitated SMEs will generate an estimated 49,000 informal jobs** which will have a significant effect of reducing crimes in cities and towns.



Connect PNG will enable the unlocking of the land for agricultural development, investments, **SMEs and village-based entrepreneurial activities. It is expected that formal land use would increase to 20% from the current 3% alienated land.** Customary land reforms will be expedited to enable higher level of

registration of land groups as Incorporated **Land Groups (ILGs) with a target of 60% of landowners groups being registered.**

An engaged population in meaningful ventures results in decline in the committal of opportunities crimes. A direct expected outcome of Connect PNG driven economic growth strategy is significant increase in the engagement of the 18 – 30 year olds in the rural-based employment, informal sector employment and the formal employment. **The net effect on the incidence of crime and number of crimes committed is expected to reduce by 55%.**

Poor access to quality health services, facilities and specialist hospitals, aid posts, health centres and equipment underscore the state of health of the population. Connect PNG roll out development plan engages respective governments and PNG partners to fully integrate their respective plans and programs to drive achievement of health system targets. **The net effect of this includes reduction of infant mortality rate to reduce to below 17 per 1000 from 57 per 1000;** maternal mortality rate to reduce to below 100 per 100,000 from current 733 per 100,000; reduction in incidence of tuberculosis 150 per 100,000 people from current 475 per 100,000 people; and incidence of malarial to reduce to below 100 per 100,000 from current 246 per 100,000; **and life expectancy to increase to 70 years from current 57 years.**

The strategic goal for Education under the PNG Strategic Plan 2010 – 2030 seeks to achieve a better future by promoting and enhancing integral human development. Connect PNG implementation plan embraces this goal as it plays a fundamental role in sustaining strong economic growth and social development. Education sector amassing is wide internal and external resources is to maximize opportunities render by the Connect PNG infrastructure development plan, in respective to digital technology and road network access to provide quality education services. **Access to basic education will increase admission rate to 70% from 12%** for 6-14 age group; net enrolment to increase to 100% from 52.9%; **youth literacy rate to 90% from 64%**; number of teachers and support staff increase to 111,000 from 38,000.

The PNG SDP 2010 – 2030 goal for Higher Education is to develop higher skills needed for PNG's prosperity with a world class tertiary education sector. Connect PNG Implementation Plan embraces this goal in amassing and integrating the sectoral development plans with Higher Education outputs for technical, tertiary and University graduates, targeting for over 300,000 tertiary educated skilled personnel by 2030.

