Transport Sector Report 2014-2016

DEVELOPED BY THE TRANSPORT SECTOR AGENCIES

TSCMIC Monitoring Reporting & Evaluation Sub-Committee

DEPARTMENT OF TRANSPORT | P. O. BOX 1489 PORT MORESBY, NCD

Contents

ACRONYMS

BM	Baseline Measurement
CAR	Civil Aviation Rules
CASA	Civil Aviation Safety Authority (PNG)
CSO	Community Service Obligation
DoT	Department of Transport
DoW	Department of Works
DNPM	Department of National Planning and Monitoring
DSP	Development Strategic Plan
GoPNG	Government of Papua New Guinea
ICAO	International Civil Aviation Organisation
KOPI	Key Outcome Performance Indicator
MM	Monitoring Matrix
MRE	Monitoring, Reporting and Evaluation
MRESC	Monitoring, Reporting and Evaluation Sub-Committee
MTDP	Medium Term Development Plan (2011-2015)
MTDP2	Medium Term Development Plan 2 (2016-2017)
MTTP	Medium Term Transport Plan
NCD	National Capital District
NMSA	National Maritime Safety Authority
NRA	National Roads Authority
NTS	National Transport Strategy
PI	Performance Indicator
PMV	Public Motor Vehicle
RAA	Rural Airstrip Agency of PNG Limited
TSCMIC	Transport Sector Coordination Monitoring and Implementation Committee
TSCMIC MRESC	TSCMIC Monitoring, Reporting and Evaluation Sub-Committee

TSMREF	Transport Sector Monitoring, Reporting & Evaluation Framework
TE	Target To Be Established
TEU	Twenty Foot Equivalent Unit
WIP	Works In Progress

EXECUTIVE SUMMARY

Purpose

The purpose of this Transport Sector Report is to provide information about progress and challenges of National Transport Strategy (NTS) and Medium Term Transport Plan (MTTP) 2014-2018 implementation. This includes reporting about both reforms - policy, institutional and legislative - and the infrastructure development program. To fulfil Government of Papua New Guinea (GoPNG) requirements, progress must also be reported against relevant indicators within the Development Strategic Plan (DSP) and the Medium Term Development Plan2 (MTDP2) so this is also included.

Background

Development of this first ever Transport Sector Report is a significant achievement. All eleven Transport Sector agencies contributed information through the completion of the Transport Sector Monitoring, Reporting and Evaluation Framework (TSMREF) data collection tool, the Monitoring Matrix (MM). The Transport Sector Report is the result of the collation and analysis of transport agencies' data, made possible through TSMREF implementation during the last six months of 2016. The Transport Sector agencies, by representation on the Monitoring Reporting and Evaluation Sub-Committee (MRESC) of the Transport Sector Coordination Monitoring and Implementation Committee (TSCMIC), combined efforts to generate a report which is inclusive of all Transport Agencies. For the future, six monthly and annual Transport Sector Reports will be developed. As the first NTS/MTTP report, this document captures information for 2014, 2015 and the majority of 2016.

Utilisation

Part of Monitoring Reporting and Evaluation (MRE) is reflection then learning from information gathered through the monitoring process. As a result, this Transport Sector Report enables awareness of the current NTS/MTTP progress and challenges, establishing baselines and starting points to allow observation of future progress. This report will also be useful for the planned review of MTTP 2014-2018 and MTDP2. Full details for each item within the MM are available upon request from the MRESC.

Key Conclusions

Stated below are several major conclusions identified during the data analysis processes. Other conclusions are discussed in the Conclusions Section of the main report.

NTS/MTTP Completion

Data obtained from the MM, showed completion of some infrastructure projects and partial completion of reform and other infrastructure projects. However, the majority of projects within the MTTP, whether reforms or infrastructure, are behind the MTTP schedule and incomplete. The logical question is why? Although limited in number, diverse hindering factors were provided by agencies including lengthy administrative processes, detrimental weather, reprioritisation, lack of capacity/expertise and the most frequently mentioned, insufficient, timely and ongoing funding. Attributing the lack of progress only to a lack of funding is too simplistic and other factors provided by agencies must also be taken into consideration. If MTTP reform and infrastructure projects are largely incomplete and behind schedule, designated targets in the MTTP and MTDP2 will not be met.

Additional Projects

One of the monitoring questions gave opportunities for agencies to provide data on additional projects not listed in the MTTP but of a similar significance. Additional projects were provided for National Rural Roads and Bridges for Strengthening or Replacement. This confirmed frequently heard anecdotes about alternate road projects (including bridges) being submitted and completed. This may be the first time the magnitude of the additional projects is known. For the National Rural Roads, 97 projects were originally listed and an additional 95 projects were provided through the MM. A much higher proportion, 48 of the 95 (51%) additional projects are completed compared to 35 of the 97 (36%) of those in the original MTTP list. For the Bridges for Strengthening or Replacement, 141 projects were originally listed and an additional 123 projects were provided through the MM. A much higher proportion, of the additional projects 80 of the 123 (65%) are completed compared to 8 of the 141 projects in the original MTTP list (6%).

The implications of this information are very significant. Having so many projects reported which are not MTTP listed conveys a clear message that this is not a case of emergency needs. Unless the process which was used to generate the original MTTP prioritised list was significantly flawed, it would be reasonable to expect concentrated effort to complete the MTTP projects with small variations to accommodate emerging needs. The additional projects all show more progress than the original projects which means funding and expertise is being directed towards these projects. Senior personnel within the Transport Sector and GoPNG must consider why this situation exists.

KOPI & Target Suitability

Of equal concern to MTTP targets not being attained, are the Key Outcome Performance Indicators (KOPI) targets and timelines themselves. General opinion holds that the KOPI targets and timelines are aspirational rather than realistic and this idea is supported through observation of the agency supplied data. Also some KOPI, for example Overall Transport Accessibility and Economic Targets (T1 to T4) and Passenger Transport Services (PT1 to PT3), had no baseline or 5 year interval targets provided in the original MTTP and no data provided by agencies. Considering these KOPI and the different elements required to give the information needed, they are too complicated and therefore unmeasurable within the current capacity and resourcing environment. Having simpler but measurable KOPIs would be a better option. In the review of the MTTP, agency provided baselines and 5 year interval data can be considered in setting more realistic and attainable targets for 30 of the KOPI. The review also provides an opportunity to examine each KOPI and delete or rework those which are unable to be measured within the prevailing context.

Data Management Process Implementation

Due to the fact this was the first time for TSMREF implementation, agencies are commended for their effort and participation. It is only through agency contributions at the MRESC and completion of the MM that this report and future reports for the Transport Sector can be compiled. It is each individual agency's responsibility to provide accurate, complete and quality data which responds to the project, activity, or performance indicator listed. Failure to do this means data will be missing or incomplete. This initial report maximises use of the data provided however data quality and completeness were concerns so rules for treatment of data were developed. Steps need to be taken within each agency to improve their ability to meet the challenge of gathering and providing regular and reliable data in accordance with formal transport sector plans and frameworks. Continuing efforts to build MRE capacity throughout the sector are necessary e.g. establishment of a dedicated agency MRE team.

Recommendations

The following recommendations are presented for consideration and action. The recommendations are grouped under three headings, Relevance of MTTP 2014-2018, Review of Sector and GoPNG Plans, NTS/MTTP Implementation & Data Management Processes.

RELEVANCE OF MTTP 2014-2018

1. **Senior personnel make decisions about relevance of the MTTP and communicate decisions with reasons to stakeholders.**

REVIEW OF GoPNG AND SECTOR PLANS

2. **Review of the MTDP2 and formulation of the MTDP3 takes into account the report findings and conclusions, particularly Component D.**

3. **Scheduled review of the MTTP 2014-2018 and formulation of the revised MTTP takes into account report findings and conclusions, and decisions from Recommendation 1.**

NTS/MTTP IMPLEMENTATION & DATA MANAGEMENT PROCESSES

4. **Transport Sector agencies commit to ongoing participation in the TSCMIC MRESC to ensure fulfilment of MRESC objectives including production of 6 and 12 monthly Transport Sector Reports.**

5. **Transport Sector agencies continue to implement the Transport Sector Monitoring, Reporting and Evaluation Framework (TSMREF), committing to supply quarterly data through completion of the Monitoring Matrix.**

6. **Transport Sector Agencies commit to provide complete and quality data in areas of responsibility.**

7. **Agency Corporate Plans include MTTP responsibilities to ensure whole of agency awareness and commitment to fulfil responsibilities.**

8. **Transport Sector Agencies increase communication and co-operation between one another to facilitate timely completion and unified reporting on shared projects, on an intermodal basis as appropriate.**

9. **Transport Sector Agencies establish dedicated MRE teams.**

INTRODUCTION

Background

A necessity for the National Transport Strategy (NTS) is an effective and efficient Transport Sector Monitoring Reporting and Evaluation Framework (TSMREF) to ensure delivery of the NTS through regular reporting of progress and challenges. The TSMREF must be inclusive of both reforms - policy, institutional and legislative - and the infrastructure development program contained within the NTS and the Medium Term Transport Plan (MTTP). The Transport Sector needs to also fulfil Government of Papua New Guinea (GoPNG) requirements by reporting progress against transport relevant indicators within the Development Strategic Plan (DSP) and the Medium Term Development Plan2 (MTDP2).

Until 2016, the Transport Sector had no coordinated, standardised and centralised data collection, collation, analysis and reporting mechanism. Therefore, synchronised whole of sector progress reporting for the NTS/MTTP, DSP and MTDP2 was non-existent. This situation had significant implications for meeting accountability and government requirements and lessened potential for evidence based decision-making and learning from implementation.

Between November 2015 and June 2016, a fit-for-purpose TSMREF was developed through ongoing consultation with the Transport Sector Coordination Monitoring and Implementation Committee (TSCMIC) Monitoring, Reporting and Evaluation Sub-Committee (MRESC) members. After approval of the TSMREF at TSCMIC in July 2016, implementation occurred as scheduled, enabling development of this first Transport Sector report.

Reporting Period

With the TSMREF being developed and implemented for the first time in 2016, this initial report captures progress against the NTS/MTTP from 2014 until quarter 3, 2016. For the MTDP2, this report records progress towards targets also as at quarter 3, 2016. From 2017 on, the whole of transport sector reports generated will be six-monthly and annual.

Monitoring & Reporting Priorities

The TSMREF provides the approved blueprint for monitoring and reporting activities across the Transport Sector and is the major reference document. This Transport Sector report aims to satisfy the critical monitoring requirements through answering key questions set within the TSMREF monitoring plan.

The critical monitoring requirements for the Transport Sector are:

- Providing regular reporting of NTS/MTTP implementation progress and challenges faced; and

- Regularly updating progress towards infrastructure indicator targets contained within the MTDP2 and DSP.

Report Focus

Until now, Transport Sector data are not centralised and the degree of progress for all aspects of the NTS was unknown. This situation provided a clear starting point for the initial Transport Sector data process and subsequent report – to ascertain the progress status for NTS implementation and record this information centrally. In this way, establishing rudimentary

baselines and starting points in the first year of the TSMREF allows observation of future progress and the possibility for setting achievable targets and timelines by agencies.

Therefore, initial focus is on outputs with limited capturing of inputs and outcomes except as a by-product of output data collection. The type of monitoring is predominantly implementation monitoring which will lead to results monitoring in the future. The TSMREF monitoring plan 'started small' with manageable MRE tasks identified for both the agencies and the MRESC. As MRE experience and expertise builds across the Transport Sector, so too will the breadth, depth and complexity of the monitoring tasks and therefore the TSMREF itself. Logically, the first reports generated from the initial TSMREF – including this report – will be straightforward and uncomplicated.

As indicated in the *Monitoring & Reporting Priorities* section, the focus for the TSMREF is reporting upon progress according to sectoral and GoPNG plans. Therefore, not all activities in which agencies are engaged need reporting through the TSMREF. Some agency activities are more appropriately reported through agency corporate plan processes.

Report Overview

The TSMREF provides a standardised reporting format for the annual and six monthly reports, upon which this report is based. To summarise the report sequence, this *Introduction* section sets out the background and focus. In the *Data Process* section, an overview of the data management processes and methodology is provided. The *Findings* section gives a summary of the information reported by agencies. This is a very important section upon which the *Conclusions* and *Recommendations* are based. The *Appendices* give detail to support information provided throughout the report.

DATA PROCESS

Ability to address the Transport Sector's critical monitoring requirements entailed implementation of the data management process as outlined in the TSMREF. *Diagram 1: Transport Sector Data Management Process* provides an overview of the process implemented.

Diagram 1: Transport Sector Data Management Process

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┌─────────────────────────────────────────┐
│  Data Collected from Transport Sector    │
│   Agencies using standardised template   │
└─────────────────────────────────────────┘
                    ↓
┌─────────────────────────────────────────┐
│      Data Collated/Recorded using Excel  │
└─────────────────────────────────────────┘
                    ↓
         ┌───────────────────────┐
         │ Data Analysed using    │
         │  indicators & themes   │
         └───────────────────────┘
                    ↓
┌─────────────────────────────────────────┐
│ Information Disseminated/Reports Submitted│
└─────────────────────────────────────────┘
                    ↓
┌─────────────────────────────────────────┐
│          Information Utilised            │
└─────────────────────────────────────────┘
```
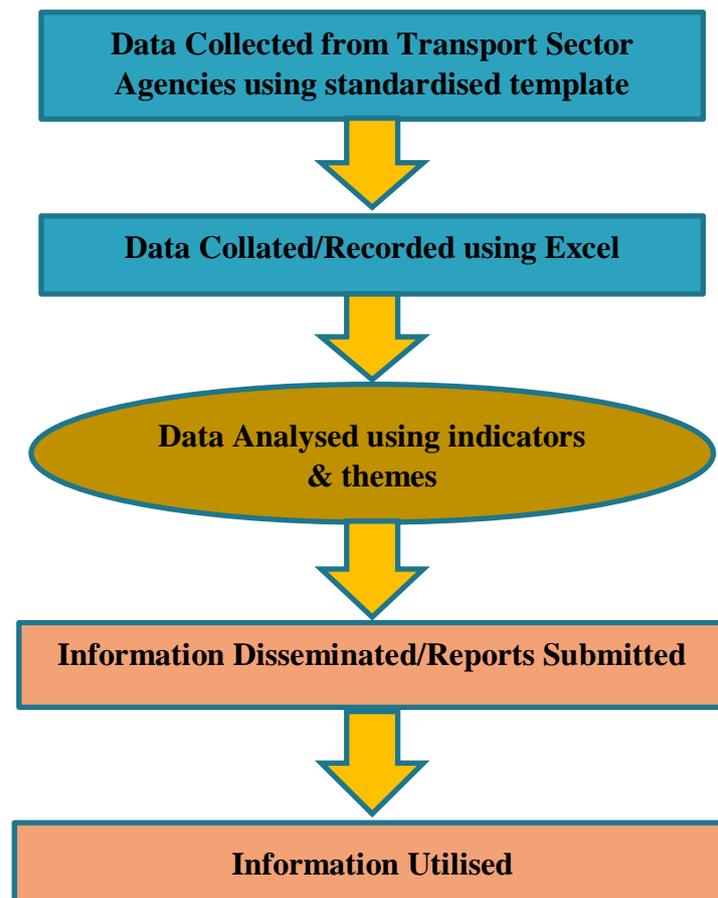
With the writing of this report, the first four steps shown in the diagram are accomplished. Responsibility for utilisation of the findings, conclusions and recommendations lies with senior management within the Transport Sector.

Methodology

The MRESC developed a straightforward way of collecting baseline and progress data against the various components of the MTTP and MTDP2. This data collection tool is referred to as the Monitoring Matrix (MM) and is a significant part of the TSMREF.

The MM is an Excel Spreadsheet which itemises all components within the MTTP and relevant MTDP2 indicators, providing columns alongside to capture relevant information. Set up like

this, the MM also provides an easy way to accumulate information over time for comparison purposes.

Each Transport Agency provided relevant information for the components of the MM, based on their key areas of responsibility. Collection, collation and analysis of data from all transport agencies occurred electronically, with a master MM created by the MRESC Secretariat. A copy of the MM is included in the TSMREF as an appendix.

Data Source & Flow

This Transport Sector report is based entirely on the amalgamation of information supplied by each transport agency, through completion of the MM. As displayed in *Diagram 2: Transport Sector Reporting Flow*, the reported information will progress through the various Transport Sector levels, to Central Agencies.

Diagram 2: Transport Sector Reporting Flow
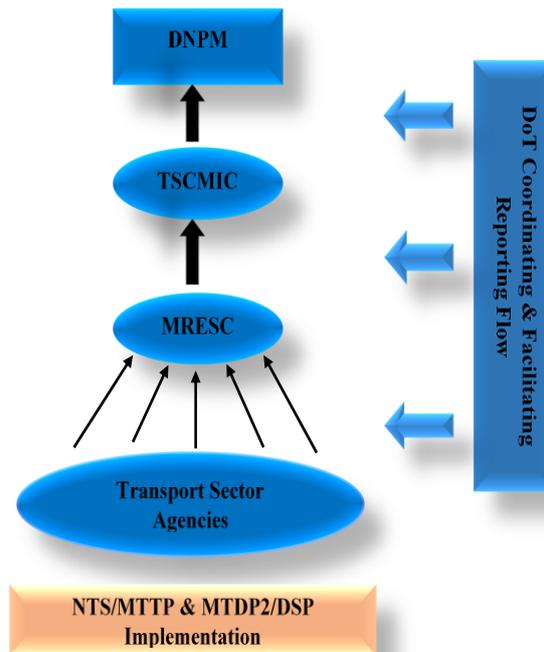
Data Management Process Timeline

TSMREF implementation adhered to the timeline set for the initial phase data management process. *Table 1: Data Management Timeline* displays a summary of key dates, commencing July 2016.

Table 1: Data Management Timeline

Date	TSMREF Activity
July, 2016	Roll out of TSMREF & Monitoring Matrix
Aug/Sept	Agency based workshops & support meetings conducted
September	Agency Submission of Monitoring Matrix
Mid October	Agency Specific Feedback provided on Quality & Completeness of Data
October	Recording/Collation of Agency Data
November	Data Collation & Analysis
November	Discrepancies & incomplete data list provided to agencies for rectification
December	Information Dissemination to MRESC & TSCMIC of preliminary analysis & findings
Jan/Feb 2017	Preparation of Transport Sector Report
February	MRESC Endorsement
March	TSCMIC Approval

FINDINGS

This section of the report contains the findings obtained through Transport Agency's completion of the MM. Findings are factual statements based on the data provided. In other words, there is no data interpretation in this section and information is conveyed as reported by the agencies, although in an aggregated format.

Data Analysis Rules

As stated in the sub-section, *Data Quality & Completeness*, quality and completeness of the information provided by agencies was an issue. Although agencies were given a number of opportunities across a 2 month period to rectify discrepancies noted in their original MM submission, many did not do so. If no adjustments were provided, data were entered into the master MM as supplied and, where appropriate, specifically designed data analysis rules applied. *Appendix 1: Rules Developed for Data Analysis* lists the rules created and used for each component. It should be noted that the application of these rules does not overcome instances of incomplete/missing or inaccurate data from agencies.

Monitoring Questions

In the Monitoring Plan of the TSMREF, the monitoring questions to be answered to fulfil GoPNG monitoring requirements are provided. The Monitoring Plan questions for each component are, for ease of reference, displayed within the shaded boxes included throughout this section.

MM Components

The MM components reflect different parts of the MTTP as well as including MTDP2 indicators. In summary, the components are:

- Component A: MTTP Institutional, Policy & Legislative Actions
- Component B: MTTP Infrastructure Investment Program
    - Component B1: National Rural Road Projects
    - Component B2: Bridges for Strengthening or Replacement as part of Component B1
    - Component B3: Other Bridges for Strengthening or Replacement
    - Component B4: Port & Maritime Navaid Projects
    - Component B5: Airports & Air Navigation Projects
- Component C: MTTP Key Outcome Performance Indicators
- Component D: MTDP2 Infrastructure for GoPNG Requirements.

Findings for each component presented within this section represent the collated and analysed transport agency data. Specific details for each item within each component are available upon request from the MRESC.

Planned v Achieved

It is important to remember that the MTTP is a 5 year plan spanning 2014 to 2018, and therefore implementation of the MTTP is at the end of its third year. It would be inappropriate to expect all projects, whether institutional reforms or infrastructure, to be completed in Components A and B. However, indicative timelines for each project within Components A and B are provided, with a significant proportion designed to be completed in the years before 2018. Component C contains MTTP targets for 2015 and thereafter in 5 year intervals, allowing

progress comparison where data is available. Finally, Component D relates to the 2017 MTDP2 targets and like Component C, showing progress is possible as data allows. Therefore, it would also be inappropriate to expect no or few projects completed and/or targets reached.

Although not a Monitoring Plan question, the MM provided for agencies to enter revised completion dates if a project was not completed. For this initial data collection, sufficient data was obtained for Components A, B4 and B5 to make comparisons between the original MTTP completion date and the agency revised date. This type of comparison is not relevant for Components C and D. Within Components A, B4 and B5 these comparisons are provided under the heading *Scheduling*.

Component A: Institutional, Policy & Legislative Actions

Component A relates to the Institutional, Policy and Legislative Actions on pages 3 to 12 of the MTTP.

Within the TSMREF, three monitoring questions were developed for Component A. This section will address these questions.

> Question 1: What is the progress towards implementation of the institutional, policy and legislative actions across the 3 modes of transport and the cross-modal support actions?

While some individual activities within the 32 projects have been completed, no reform projects have been reported as 100% complete. The 7 projects reported as more than 50% complete are:

- A.1.1 Establish Road Traffic Authority;
- A.1.14. Social Safeguards in Road Transport;
- A.2.7. NMSA Operations;
- A.2.8. Maritime Security;
- A.3.1 Operation and Management of National Airports;
- A.3.4. Aviation Safety; and
- A.3.6. Environmental and Social Safeguards.

The 8 projects with no percentage progress reported are:

- A.1.8 Transfer of Road Assets from Provincial to National Level;
- A.1.10. Management of Provincial Road Assets;
- A.1.11. Develop CSO funding arrangements for rural roads;
- A.1.12. Funding arrangements for NCD roads;
- A.2.5. Port Development and Management;
- A.2.6. Management of Provincial Port Assets;
- A.3.3. Management/Funding for Provincial Airports and Rural Airstrips; and
- A.3.5. Aviation Security.

Table 2 shows the completion progress for Component A overall.

Table 2: Component A Overall Project Completion

Not started (0%)	8
49% or less (1-49%)	17
50% or more (50-99%)	7
Completed (100%)	0
TOTAL	**32**

It should be noted that specific analysis for each mode revealed no significant differences to warrant separate reporting for land, sea, air and cross-modal.

> Question 2: What other institutional, policy and legislative actions, if any, have been implemented which are not contained in the MTTP?

No additional institutional, policy and legislative actions were reported by the Transport Sector agencies.

> Question 3: What are the factors hindering and/or facilitating implementation?

Agency reporting of facilitating and hindering factors was limited. However, from those provided, hindering factors most often included reference to lack of funding and lengthy administrative processes. Apparent from agency comments was the interrelated nature of some of the institutional, policy and legislative actions which means some projects/activities are pre-requisites for others and therefore some tasks cannot occur until others are completed. The data collection process also highlighted the necessity for agencies to combine efforts to achieve completion of many projects and activities within Component A.

Scheduling

For Component A, agencies supplied sufficient data to enable comparisons. In *Table 3: Component A Project Time Status* comparison between the given MTTP date and the agency provided completion date is shown. Q refers to quarters and therefore four quarters is equal to one year.

Out of the 32 projects, 22 (69%) are behind schedule between one quarter and over a year.

Table 3: Component A Project Time Status

On schedule	0
Behind Schedule 1-4 Q	6
Behind Schedule 5+ Q	16
In front of Schedule 1-4 Q	2
In front of Schedule 5+ Q	1
No data provided	7
TOTAL	**32**

Component B: Infrastructure Investment Program

Component B contains the infrastructure projects for land, sea and air.

Within the TSMREF, three monitoring questions were developed for Component B. This section will address these questions.

Component B1: National Rural Road Projects

Component B1 refers to the National Rural Road Projects on pages 16 to 18 of the MTTP.

Question 1: What is the progress towards implementation of the National Rural Road Projects?

Out of the 97 projects listed in the MTTP for B1 and attributed to Department of Works (DoW), 35 (36%) are completed.

Table 4: Component B1 DoW MTTP Completion

Not started (0%)	33
49% or less (1-49%)	11
50% or more (50-94%)	18
Completed (95-100%)	35
TOTAL	**97**

Question 2: What, if any, other National Rural Road Projects have been implemented which were not contained in the MTTP?

95 projects listed by DoW were not contained in the original MTTP document. This is 49% of the total 192 projects recorded within Component B1 by DoW. Unsurprisingly, a much higher proportion, 48 of the 95 (51%) additional projects are completed compared to 35 of the 97 (36%) of those in the original MTTP list.

Table 5: Component BI DoW Additional Project Completion

Not started (0%)	0
49% or less (1-49%)	12
50% or more (50-94%)	35
Completed (95-100%)	48
TOTAL	**95**

> Question 3: What are the factors hindering and/or facilitating implementation of the National Rural Road Projects?

Major hindering factors identified by DoW were projects reprioritised downwards, insufficient resources (e.g. lack of materials, equipment, funding, and contractor expertise), detrimental weather patterns and contextual factors such as landowner issues and tribal fights. No facilitating factors were highlighted by DoW.

For clarity, reprioritisation in this report refers to the original MTTP prioritised list being unable to proceed due to other projects not listed in the MTTP taking priority. Therefore, many MTTP listed projects were 'reprioritised downward', meaning they were not progressed and ahead of these, other additional projects were supported and completed.

National Road Authority

National Road Authority's (NRA) role in relation to DoW in maintaining specific portions of the National Rural Roads, is significant. Of the total 42 projects under NRA's responsibility, 31 (74%) have been completed.

This shows the vital interplay between DoW and NRA in undertaking projects as listed within Component B1 of the MTTP.

Table 6: Component BI NRA MTTP Completion

Not started (0%)	0
49% or less (1-49%)	5
50% or more (50-94%)	6
Completed (95-100%)	31
TOTAL	**42**

Component B2: Bridges for Strengthening or Replacement as part of Component B1

Component B2 contains the Bridges for strengthening or replacement as part of component B1 on pages 19 to 20 of the MTTP.

> Question 1: What is the progress towards implementation of the Bridges for Strengthening or Replacement?

8 of the 141 (6%) projects originally listed in the MTTP for B2 are completed.

Table 7: Component B2 MTTP Completion

Not started (0%)	129
49% or less (1-49%)	3
50% or more (50-94%)	1
Completed (95-100%)	8
TOTAL	**141**

> Question 2: What, if any, other Bridges for Strengthening or Replacement have been implemented which were not contained in the MTTP?

In total, 264 projects were provided by DoW, 141 MTTP and 123 additional projects. These 123 additional projects make up 47% of all those listed by DoW. Unsurprisingly, a much higher proportion of the additional projects 80 of the 123 (65%) are completed compared to 8 of the 141 projects in the original MTTP list (6%).

Table 8: Component B2 Additional MTTP Completion

Not started (0%)	3
49% or less (1-49%)	23
50% or more (50-94%)	17
Completed (95-100%)	80
TOTAL	**123**

> Question 3: What are the factors hindering and/or facilitating implementation of the Bridges for Strengthening or Replacement?

The major hindering factor was reprioritisation downward for the majority of the projects contained originally in the MTTP as highlighted by DoW. Other hindering factors included landowner issues and a lack of funding and key personnel. For the projects not contained in the original MTTP, hindering factors such as insufficient resources and landowner issues were reported. No facilitating factors were highlighted by DoW.

Component B3: Other Bridges for Strengthening or Replacement
Component B3 contains the Other Bridges for strengthening or replacement on National Roads on pages 21 to 24 of the MTTP.

> Question 1: What is the progress towards implementation of the Other Bridges for Strengthening or Replacement?

256 of the 264 (97%) projects listed in the MTTP have not commenced due to reprioritisation.

Table 9: Component B3 Completion

Not started (0%)	256
49% or less (1-49%)	0
50% or more (50-94%)	1
Completed (95-100%)	7
TOTAL	**264**

> Question 2: What, if any, Other Bridges for Strengthening or Replacement have been implemented which were not contained in the MTTP?

No additional Other Bridges for Strengthening or Replacement were reported by DoW.

> Question 3: What are the factors hindering and/or facilitating implementation of the Other Bridges for Strengthening or Replacement?

The major hindering factor reported by DoW for Component B3, was the reprioritisation of projects. No facilitating factors were highlighted.

Component B4: Port & Maritime Navaid Projects

Component B4 contains the Port and Maritime Navaid projects on pages 33 to 36 of the MTTP.

> Question 1: What is the progress towards implementation of the Port and Maritime Navaid projects?

Of the 49 projects listed in the MTTP, 9 (18%) projects are completed. For the remaining 40 projects, 17 (35%) are more than 50% complete while 21 (43%) have not commenced. 19 of the 49 (39%) projects listed in the MTTP have been implemented or partly implemented.

Table 10 demonstrates the overall project progress results.

Table 10: Component B4 Completion

Not started (0%)	21
49% or less (1-49%)	2
50% or more (50-99%)	17
Completed (100%)	9
TOTAL	**49**

> Question 2: What, if any, other Port and Maritime Navaid projects have been implemented which were not contained in the MTTP?

There were no additional Port and Maritime Navaid projects reported.

> Question 3: What are the factors hindering and/or facilitating implementation of Port and Maritime Navaid projects?

Hindering and facilitating factors were not reported for Port and Maritime Navaid projects in Component B4. The status of some projects was reported as 'pending funding'.

Scheduling

For Component B4, agencies supplied sufficient data to enable comparisons. In *Table 11: Component B4 Infrastructure Time Status* and *Table 12: Component B4 Maintenance Time*

Status the comparison between the given MTTP date and the agency provided completion date is shown.

In Component B4, there are infrastructure and maintenance projects. *Table 11: Component B4 Infrastructure Time Status* shows the infrastructure projects. Although there are 34 projects in total, 20 projects have comparative data. Of these 11 (55%) are on schedule and 9 (45%) are behind schedule.

Table 11: Component B4 Infrastructure Time Status

On Schedule - within year range	11
Behind Schedule	9
In front of Schedule	0
No data provided	14
TOTAL	**34**

Table 12: Component B4 Maintenance Time Status shows the scheduling for maintenance projects. According to the information provided, maintenance is on schedule for the time period specified.

Table 12: Component B4 Maintenance Time Status

Maintenance On Schedule	14
Maintenance Behind Schedule 1 year	0
Maintenance Behind Schedule 1+ year	1
TOTAL	**15**

Component B5: Airports & Air Navigation Projects

Component B5 contains Airports and Air Navigation projects on pages 38 to 41 of the MTTP.

> Question 1: What is the progress towards implementation of the Airports and Air Navigation projects?

In Component B5, 8 of the 49 projects (16%) have been completed and another 11 (22%) are more than 50% completed. 26 (53%) projects have not commenced.

Table 13: Component B5 Completion

Not started (0%)	26
49% or less (1-49%)	4
50% or more (50-99%)	11
Completed (100%)	8
TOTAL	**49**

Question 2: What, if any, other Airport and Air Navigation projects have been implemented which were not contained in the MTTP?

No other Airport and Air Navigation projects were reported apart from the projects listed in the MTTP.

Question 3: What are the factors hindering and/or facilitating implementation of Airport and Air Navigation projects?

There was limited reporting of hindering and facilitating factors. However it was reported the provision of adequate and timely funding assisted project completion while the lack of funds hindered progress.

Scheduling

For Component B5, agencies supplied sufficient data to enable comparisons. In *Table 14: Component B5 Infrastructure Time Status* and *Table 15: Component B5 Maintenance Time Status* the comparison between the given MTTP date and the agency provided completion date is shown.

In Component B5, there are infrastructure and maintenance projects. *Table 14: Component B5 Infrastructure Time Status* shows the infrastructure projects. For the 24 projects with comparative data, 14 (58%) are behind schedule.

Table 14: Component B5 Infrastructure Time Status

On Schedule	6
Behind Schedule	14
In front of Schedule	4
No data provided	2
TOTAL	**26**

Table 15: Component B5 Maintenance Time Status shows the scheduling for maintenance projects. According to the information provided, of the 20 maintenance projects with comparative data, 14 (70%) are one year or more behind schedule.

Table 15: Component B5 Maintenance Time Status

Maintenance On Schedule	6
Maintenance Behind Schedule 1 year	0
Maintenance Behind Schedule 1+ year	14
No data provided	3
TOTAL	**23**

Component C: MTTP Key Outcome Performance Indicators

Component C relates to the MTTP Key Outcome Performance Indicators (KOPI) on pages 43 to 45 of the MTTP.

Within the TSMREF, three monitoring questions were developed for Component C. This section will address these questions.

> Question 1: What is the status of the MTTP key outcome performance indicators?

In relation to the status of the baselines for Component C, 25 of 45 MTTP KOPI did not have a baseline provided in the original MTTP. Of those 25, through the TSMREF process, agencies provided information which allows establishment of 14 additional baselines, although the majority of these are understandably as at 2016. 11 KOPI which did not have a baseline originally in the MTTP, still do not have a baseline. *Graph 1: MTTP Baseline Status* depicts this information. *Appendix 2: Component C Detailed Baseline Status* provides the specific information.

Graph 1: MTTP Baseline Status
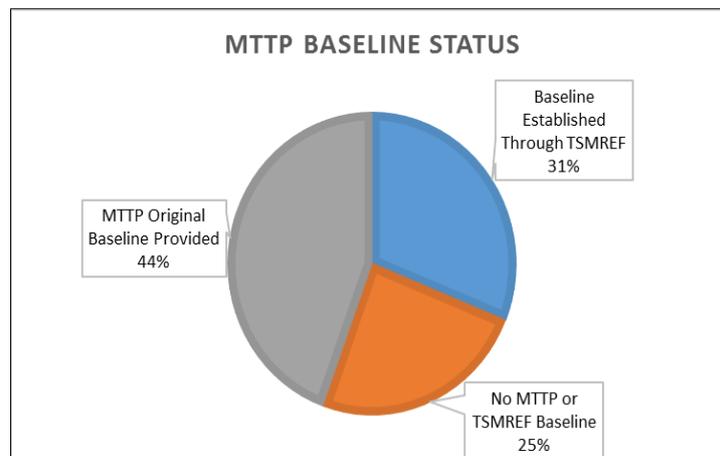
> Question 2: What, if any, data are available showing progress for each of these key outcome performance indicators?

To answer question 2, information from question 1 is relevant. To measure progress, there must be a starting point – a baseline. Considering all the baseline information from question 1, there are 16 KOPI for which an original MTTP baseline can be compared to 2016 data collected. However, there are an additional 9 KOPI for which a 2015 MTTP target is given, although no prior baseline. Therefore, by coupling original MTTP baselines with 2015 MTTP baselines, progress can be measured for a total of 25 KOPI. For the other 20 KOPI, there is either still no baseline and/or no data provided from agencies through the data collection process for comparison purposes.

For the 25 KOPI with comparable data available, 16 (64%) of MTTP targets set for 2015 were not attained. 9 (36%) KOPI are on track or the target exceeded.

Table 16: Component C Target Progress

No data available	14
Target not attained	16
On track with target	3
Target exceeded	6
No MTTP target	6
TOTAL	**45**

Appendix 3: Component C Detailed Progress provides specific information showing the progress against individual performance indicator targets.

> Question 3: What are the factors hindering and/or facilitating implementation?

Agency reporting of facilitating and hindering factors was limited. However, from those provided, hindering factors most often included reference to a lack of funding. In some instances, agencies reported that currently there were no internal MRE mechanisms in place to enable capturing of the data required.

MTTP Targets for MTTP Review

During the Transport Sector data collection process, relevant agencies were requested to supply realistic MTTP targets in 5 year intervals based upon their agency specific recorded data. This information can then be considered by the team reviewing the MTTP. *Appendix 4: Component C MTTP & Agency Provided Targets 2015 – 2030* displays the suggested agency targets in the right hand column. As can be observed in Appendix 4 by the blanks and 'no data' comment, agencies either did not have the data or did not provide the data within their MM for 15 of the KOPI. However, for 30 KOPI, agencies supplied at least a baseline and in a number of cases, predicted targets for some or all of the 5 year periods.

Component D: Infrastructure for GoPNG Requirements

Component D contains the 2017 MTDP2 and DSP Targets relevant for the Transport Sector.

Within the TSMREF, two monitoring questions were developed for Component D. This section will address these questions.

> Question 1: What is the progress towards the targets for the infrastructure indicators required by MTDP2 and DSP for land, maritime and air transport?

Understandably, with the 13 year time span difference, all except 1 stipulated target for the performance indicators is different when comparing the MTDP2 (2017) and the DSP (2030). However, the indicators themselves are largely the same with all except 2 DSP indicators captured within the MTDP2. The MTDP2 includes 5 indicators not contained with the DSP. Therefore, by concentrating on the MTDP2 performance indicators and targets, DSP requirements are also largely reported.

For the 8 targets with comparable data available, 5 (63%) are below the MTPD2 target set for 2017 and appear unlikely to be attained next year.

Table 17: Component D MTDP2 Target Progress

No data available	4
Target not attained	5
On track with target	2
Target exceeded	1
TOTAL	**12**

Appendix 5: Component D Detailed Progress provides specific information showing the progress against individual performance indicators. The grey shaded performance indicators are contained within DSP but not MTDP2.

Question 2: What are the factors hindering and/or facilitating implementation?

The most reported hindering factor provided was a lack of adequate funding.

Review of MTDP2

Department of National Planning and Monitoring (DNPM) expressed interest in the findings from the Transport Sector data collection process, particularly to consider agency provided data as an influence on setting realistic targets for the MTPD3 during the MTDP2 review. *Appendix 5: Component D Detailed Progress* shows the agency reported progress specifically against MTDP2 targets and could be used by DNPM for the purpose discussed.

CONCLUSIONS

This section of the report contains conclusions based upon findings stated in the previous section. Conclusions are a synthesised interpretation of findings which result from the combination of findings, within and across MM components. The conclusions are presented under three main headings, *Overall Component Conclusions, Specific Component Conclusions* and *Overall Data Management Process Conclusions*. Where appropriate, more specific conclusions are given after the general conclusions. For each conclusion, links with the recommendations are noted.

Overall Component Conclusions

Project Completion, Targets & Reasons

Although there are a few exceptions, the majority of projects within the MTTP, whether reforms or infrastructure, are behind the MTTP schedule and only a small proportion of projects are complete. The logical question is why? Although limited in number, diverse hindering factors were provided by agencies including lengthy administrative processes, detrimental weather, reprioritisation, lack of capacity/expertise and the most frequently mentioned, insufficient, timely and ongoing funding. Accepting that a lack of funding makes progress impossible, difficult and/or slow for many projects, funding was not the hindering factor for all projects. In some cases, at least theoretically, projects could be advanced within current resourcing levels and yet, they too are incomplete. Attributing the lack of progress only to a lack of funding is too simplistic and other factors provided by agencies must also be taken into consideration.

Each component relies on the other. Component A should support projects within Component B and assist in achieving targets in Components C and D. Understandably, as a flow on effect, if MTTP reform and infrastructure projects in Components A and B are largely incomplete and behind schedule, designated targets in Component C will not be met. Similar to Component C, if MTTP reform and infrastructure projects in Components A and B are largely incomplete and behind schedule, it is difficult to meet designated Component D MTDP2 Transport Sector targets by 2017. This relationship is evident in the findings for the components.

(Supports Recommendations 1 and 3)

Awareness of Agency NTS/MTTP Responsibilities

The data management process became an educative and awareness raising process, not only in regard to MRE but also for the NTS/MTTP. Many agency personnel were unaware of their agency responsibilities contained within the MTTP and asked questions about where the MM listed projects and activities originated. All projects, activities, timelines and nominated responsible agencies in Components A, B and C were taken directly from the MTTP.

This lack of awareness of mandated responsibilities for delivering reform and infrastructure projects, and reaching assigned targets within stipulated timelines, would undoubtedly have contributed to the level of incomplete and delayed projects. It is difficult to be focussed on achieving MTTP projects and activities if agencies were unaware of their responsibilities within the MTTP. However, this is not an excuse – rather an observation. All agency Corporate

and Business Plans should include MTTP responsibilities in addition to other more specific agency work.

(Supports Recommendation 7)

Clarity of Terms

It became apparent during the data management process that definitions of certain terms used within the MTTP had either been forgotten or with time, changed meaning. One of the implications for unclear/unknown definitions of terms is misunderstanding various PI and projects. For example, ensuring all have the same understanding of categories such as regional, rural and national airports; being clear for the infrastructure projects regarding the meaning of maintenance compared to upgrade, restore, rehabilitation, and new construction (B1), extension, rehabilitation, and repairs (B4), extension, upgrade, and rehabilitation (B5), construction, new construction, rehabilitation, and upgrading (Component C). The greatest difficulty seemed to be differentiating between maintenance and the other treatments.

(Supports Recommendation 3)

Realigning of Responsibilities

With the passage of time since the NTS/MTTP was released, the nominated agency listed in the MTTP for the project/activity may no longer be appropriate. This became evident during the data management process. Agencies were very helpful in providing suggestions for realigning the responsibilities, in many cases volunteering their agencies as the more appropriate.

(Supports Recommendation 3)

Specific Component Conclusions

Components B1 & B2 - Additional Projects

The additional project (non-MTTP listed) findings for B1 and B2 confirm frequently heard anecdotes about alternate road projects (including bridges) being submitted and completed. However, outside of DoW and NRA, this may be the first time the magnitude of the additional projects is known. To have as many projects reported which are not MTTP listed, as those on the original list, conveys a clear message that this is not a case of emergency needs. Unless the process which was used to generate the original MTTP prioritised list was significantly flawed, it would be reasonable to expect concentrated effort to complete the MTTP projects with small variations to accommodate emerging needs. The additional projects all show more progress than the original projects which means funding and expertise is being directed towards these projects.

Senior personnel within the Transport Sector and GoPNG must consider why this situation exists. Projects of this size could not progress through the system without approval of a range of senior personnel from multiple agencies. This issue is also described in the Budget Analysis Report 2014 and 2015. What are the reasons for the original MTTP list becoming subordinate to these additional projects? In the review of the MTTP, should the MTTP list be abandoned, reprioritised and/or amalgamated with the additional projects? What are the key features of the additional projects which allow them to advance? Perhaps it should be the additional projects which should be resourced and completed ahead of the MTTP list developed in 2013. If this is the case, the reasoning behind the decision needs to be transparent and communicated. It is not

appropriate to continue to try to measure progress against the original MTTP project list if GoPNG has reprioritised and has no intention of providing funding.

(Supports Recommendations 1 and 3)

Component B1 - DoW and NRA Relationship

Responsibility for Component B1 is shared between DoW and NRA. Both agencies are to be commended for their completion of the MM, supplying detailed information. Each agency acknowledged the interrelated nature of their work and made significant efforts to attribute credit to one another as appropriate. However, some of the issues which surfaced during the data management process, making reporting a challenge were:

- o DoW and NRA have responsibilities for different sections of the same road appearing as one line item within the MTTP;
- o Although some roads were gazetted to NRA, DoW carried out the work; and
- o Many MTTP line items under "Treatment" combine two actions – 'restore and maintain', 'upgrade and maintain' – with NRA responsible for maintenance and DoW for all else.

Therefore, the reporting for B1, while certainly conveying the overall situation, may include some uncertainty about activities allocated between DoW and NRA.

(Supports Recommendation 3)

Components C & D - Understanding Performance Indicators

Apart from the definition difficulties mentioned in *Clarity of Terms*, the majority of performance indicators (PI) were well understood by relevant agencies, aided by focused discussion at the agency specific workshops. However, there are some PI which may require further attention by agencies at the next data collection cycle to ensure the information provided addresses the PI accurately and specifically.

(Supports Recommendation 6)

Component C - KOPI & Target Suitability

In some ways, of equal concern to MTTP targets not being attained, are the KOPI targets and timelines themselves. General opinion holds that the KOPI targets and timelines are aspirational rather than realistic and this idea is supported through observation of the agency supplied data. While it is noble to aim high, targets and timelines that are too ambitious and considered unattainable can discourage effort. In the review of the MTTP, agency provided baselines and 5 year interval data can be considered in setting more realistic and attainable targets for 30 of the KOPI.

Some KOPI, for example Overall Transport Accessibility and Economic Targets (T1 to T4) and Passenger Transport Services (PT1 to PT3), had no baseline or 5 year interval targets provided in the original MTTP and no data provided by agencies. Considering these KOPI and the different elements required to give the information needed, they are too complicated and therefore unmeasurable within the current capacity and resourcing environment. It would be theoretically possible to measure these KOPI if all necessary pre-requisites existed but this is not the reality in the present situation. Having simpler but measurable KOPI would be a better option. The MTTP review provides an opportunity to examine each KOPI and delete or rework KOPIs which are not able to be measured within the prevailing context.

In summary, having unrealistic targets and unmeasurable KOPI is not useful to the Transport Sector or GoPNG. However, with the MTTP review, an opportunity exists to set realistic targets within achievable timelines against measurable KOPI.

(Supports Recommendation 3)

Component D - Review of MTDP2 & Development of MTDP3

With the data and comments supplied by agencies for 8 of the PI, the DNPM has at their disposal information which can be used to assist reviewing current targets and setting realistic targets for the MTDP3. Information from Components A, B and C may also be useful.

(Supports Recommendation 2)

Overall Data Management Process Conclusions

Ongoing Commitment to TSMREF

Due to the fact this was the first time for TSMREF implementation, all associated systems and protocols required establishment. Also, training and support for agencies needed development and execution. Therefore, for the MRESC, MRESC Secretariat and agencies, the tasks were more time consuming and difficult than will be the case in future, as instituted processes are repeated. Given this was the first round of data collection within the sector, agencies are commended for their effort and participation. Continual participation will strengthen established data collection processes for the on-going data collection exercises. It is only through agency contributions at the MRESC and completion of the MM that this report and future reports for the Transport Sector can be compiled. With the development of this Transport Sector Report, a basis now exists for gauging future progress.

(Supports Recommendations 4 and 5)

Complete & Accurate Agency Data

Within the *Findings* and *Appendices* Sections, the 'no data' or 'no data available' descriptor appears frequently. Information used to formulate the report comes from each agency through completion of the MM. From comments each agency provided, in some cases there is no data agencies can supply. However, in other instances, data is available within an agency but has not been provided in their MM. As mentioned previously, all agencies received written feedback highlighting discrepancies and incomplete information as well as offers for a range of support options including individual and group follow up meetings. Many agencies did attend to these deficiencies and adjusted their data accordingly to give as complete and accurate account of their activities as possible. However, some agencies did not make any changes or explanations. This lack of response reflects within the report, affecting the quality of the report which can be generated.

It is each individual agency's responsibility to provide accurate, complete and quality data which responds to the project, activity, or performance indicator listed. Failure to do this means data will be missing or incomplete. Responsibility for provision of quality data which can be used for Transport Sector reports lies with each individual agency and this responsibility must be taken seriously. Steps need to be taken within each agency to meet the challenge e.g. establish a dedicated agency MRE team and building MRE capacity.

(Supports Recommendation 6)

Agency Liaison

Highlighted through the data collection process was the need for agencies to liaise with each other and other government agencies, including at the National and Sub-National (Provincial) levels, to be able to achieve shared MTTP projects/activities. Intermodal liaising is particularly important due to the sharing of projects within a subsector, for example CASA, PNGASL, RAA and NAC for aviation. Some agencies are already doing this, however increased levels and frequency of interaction will benefit individual agencies as well as the Transport Sector as a whole. Frequently, roles and responsibilities are shared and discussion can help eliminate duplication or gaps, and increase benefits of working in partnership. It will also make unified reporting on shared projects easier.

(Supports Recommendation 8)

Dedicated Agency MRE Teams

During the agency workshops, many agencies realised the need to establish a dedicated MRE team to address MRE requirements at the internal agency and sector levels. In some cases, agencies also recognised the need to develop and/or adjust MRE mechanisms to meet MRE requirements made obvious through the TSMREF data collection process. GoPNG is elevating the profile of MRE. From a practical and strategic perspective, agencies with dedicated MRE teams will be better placed to meet the increasing demands of MRE through establishing MRE processes and practices early.

Hand in hand with the dedicated agency MRE team is consistency of personnel for external MRE related tasks such as MRESC membership (and attendance) and agency data collection personnel to facilitate development of MRE skills, knowledge and ability.

(Supports Recommendation 9)

RECOMMENDATIONS

Based upon the conclusions reached in the previous section of the report, the following recommendations are presented for consideration and action. The recommendations are grouped under three headings, Relevance of MTTP 2014-2018, Review of Sector and GoPNG Plans, NTS/MTTP Implementation & Data Management Processes.

RELEVANCE OF MTTP 2014-2018

1. **Senior personnel make decisions about relevance of the MTTP and communicate decisions with reasons to stakeholders. These decisions include:**

    - Importance placed upon completing institutional, legislative and policy reforms (Component A);
    - Relative importance placed upon completion of listed MTTP infrastructure projects compared to additional infrastructure projects for Components B1-3;
    - Importance placed upon completing projects within Components B4 and B5;
    - Level of commitment to achieving Key Outcome Performance Indicators (Component C); and
    - Acceptance of and commitment to projects prioritised according to agreed methodology, with no exceptions apart from genuine emergency needs.

REVIEW OF GoPNG AND SECTOR PLANS

2. **Review of the MTDP2 and formulation of the MTDP3 takes into account the report findings and conclusions, particularly Component D.**

    Agency supplied data can assist DNPM set realistic targets for MTDP3.

3. **Scheduled review of the MTTP 2014-2018 and formulation of the revised MTTP takes into account report findings and conclusions, and decisions from Recommendation 1.**

    The information within this report can assist the MTTP review and development team to:

    - Consider revision and/or development of a standardised and agreed process for the prioritisation of projects which is strictly followed.
    - **Set realistic projects, activities and targets within achievable timelines, in keeping with available ongoing resourcing,** including but not limited to:
        - Revising listed projects in all Components (particularly B1-3) adding, deleting and/or reprioritising as necessary, while also considering significant events such as APEC.
        - Revising Component C KOPI to ensure all PIs are measurable within the current context.
        - Revising each nominated agency for the project/activity, particularly delineating more clearly the responsibilities of DoW and NRA.

- Define key terms for clarity across the three modes of transport e.g. maintenance and rehabilitation.

Adequate and ongoing resourcing should be guaranteed for any proposed projects in the revised MTTP.

NTS/MTTP IMPLEMENTATION & DATA MANAGEMENT PROCESSES

4. **Transport Sector agencies commit to ongoing participation in the TSCMIC MRESC to ensure fulfilment of MRESC objectives including production of 6 and 12 monthly Transport Sector Reports.**

5. **Transport Sector agencies continue to implement the Transport Sector Monitoring, Reporting and Evaluation Framework (TSMREF), committing to supply quarterly data through completion of the Monitoring Matrix.**
   - Commendation to all Transport Sector Agencies for their willingness to implement the TSMREF, enabling sufficient data to be collected, collated and analysed, resulting in this first Transport Sector Report. A basis now exists for gauging future progress.

6. **Transport Sector Agencies commit to provide complete and quality data in areas of responsibility.**
   - Overall, Transport Sector Agencies responded well to the new data collection process as reflected in Recommendation 5. However, to fully meet MRE obligations, improvements in agency provided data completeness and quality are required.

7. **Agency Corporate Plans include MTTP responsibilities to ensure whole of agency awareness and commitment to fulfil responsibilities.**

8. **Transport Sector Agencies increase communication and co-operation between one another to facilitate timely completion and unified reporting on shared projects, on an intermodal basis as appropriate.**

9. **Transport Sector Agencies establish dedicated MRE teams.**
   - Dedicated MRE team established within each agency to address both internal and external MRE requirements, clearly delineating their role.
   - Commitment to build the capacity of the MRE Team in planning and MRE skills.

APPENDICES

Appendix 1: Rules Developed For Data Analysis

COMPONENT A
1. Newest information from **the same person** taken as more accurate and accepted.
2. If 2 conflicting pieces of information **from different sources**:
    a. Lower percentage taken for completion; and
    b. Longer date taken for completion date.
    (This approach will give more opportunity to show progress in future data collections and erring on the side of caution is wise. It is better to under promise and over deliver than the other way around.)
3. Where good information is obtained from two different sources (but from slightly different perspectives), the two sets of comments were recorded.
4. Where information has been recorded as "As Above", the information originally recorded has been filled down to aid analysis.
5. If information is misaligned between agencies, the information received from the agency closest to the project/activity will be recorded. For example, if information has been received from both DoT and NMSA about a project/activity relevant to NMSA, the NMSA information will be recorded for analysis purposes.
6. If no overall percentage was provided for the project, the activity percentages were added and then averaged. When the MRESC Secretariat inserted the overall percentages, this was noted by highlighting the relevant cell e.g. Row 35.

COMPONENT B1
7. If 100% of a part of an activity is completed (for example in B1 Row 206 and B2 Rows 8, 115, 155, 203, 204) but this is not 100% of the whole activity, in percentage complete 1-49% will be recorded.

COMPONENT B2
8. Rule 7 applies.
9. If maintenance specifically noted as annual in the MTTP is recorded as up to date by the agency, the proportion of years will dictate the percentage complete. For example, annual maintenance which is up to date would be 60% complete – 3 of 5 years to take into account the 5 year time span from 2014 to 2018.

COMPONENT B4
10. If described as Work in Progress (WIP), allocated 1% to 49%.

COMPONENT B5
11. Assume 'ongoing' for maintenance (for example in B5 Rows 27, 30, & 33) means the maintenance is on schedule and therefore follow rule number 9.

COMPONENT C & D
12. Rules 1, 2, 3 and 5 applied.

Appendix 2: Component C Detailed Baseline Status

Key Performance Indicators Sections	Key Performance Indicators	Baseline Provided in MTTP	Original MTTP Baseline Status	Baseline Established through TSMREF Process
C.1 Overall Transport Accessibility and Economic targets	T1 Percentage of the rural population connected by all-weather transport access (bridged gravel or sealed access road, jetty/landing)	BM	None	No Data
C.1 Overall Transport Accessibility and Economic targets	T2 Percentage of the rural population connected by dry weather transport access (including earth access road, forded crossings)	BM	None	No Data
C.1 Overall Transport Accessibility and Economic targets	T3 Percentage of the rural population with no transport access (minimum standard access road, jetty/landing or fixed wing airstrip)	BM	None	No Data
C.1 Overall Transport Accessibility and Economic targets	T4 Percentage of potentially developable agricultural land with road or water access	BM	None	No Data
C.2 Passenger Transport Services	PT1 Percent of rural population with all-weather road access served by a rural PMV service	BM	None	No Data
C.2 Passenger Transport Services	PT2 Route-kilometres of urban PMV services	BM	None	No Data
C.2 Passenger Transport Services	PT3 Seat-kms of urban PMV services	BM	None	No Data
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD1 Length of the national road and bridge network, kms MTDP	8,500	Provided	8740 (2016)

Key Performance Indicators Sections	Key Performance Indicators	Baseline Provided in MTTP	Original MTTP Baseline Status	Baseline Established through TSMREF Process
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD2 Percentage of the most important national sealed road and bridge network in good condition	35%	Provided	31%(2016)
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD3 Percentage of the remaining national road and bridge network sealed and in good condition	TBA	None	42% (2016)
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD4 Detailed feasibility studies for missing link and economic corridor roads and bridges designed and constructed	TBA	None	4.5% (2016)
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD5 Percentage of feasible missing link and economic corridor roads and bridges designed and constructed	0%	Provided	42.5% (2016)
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD6 Length of new construction and upgrading of feasible provincial and district roads since 2010, kms	0	None (no 2010 baseline provided as starting point)	8000kms in total
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD7 Percentage of urban roads in good condition (national and provincial/urban council)	BM	None	21% (2016)
C.4 Road Safety and Security	RS1 Reported and estimated fatal crashes and fatalities per 10,000 vehicles per year	50	Provided	47 (2016)
		150	Provided	141 (2016)

Key Performance Indicators Sections	Key Performance Indicators	Baseline Provided in MTTP	Original MTTP Baseline Status	Baseline Established through TSMREF Process
C.4 Road Safety and Security	RS2 Reported and estimated fatal crashes and fatalities per 100,000 population per year	5	Provided	4.2 (2016)
		15	Provided	12.6 (2016)
C.4 Road Safety and Security	RS3 Reported and estimated fatalities per 100 million vehicle kilometres travelled per year	Future indicator	None	No Data
C.4 Road Safety and Security	RS4 Application of safety management systems to the national road network, % coverage of network length	0%	Provided	No Data
C.5 Main Ports and Shipping	SP1 Import, export and total international cargo tonnage and TEUs through the declared ports by port and total	4 Mt	Provided	Agency Provided Detail
C.5 Main Ports and Shipping	SP2 International ship calls at declared ports (by port and total)	3,000	Provided	3342
C.5 Main Ports and Shipping	SP3 Inward, outward and total coastal cargo tonnage and TEUs through the declared ports (by port and total)	3 Mt	Provided	Agency Provided Detail
C.5 Main Ports and Shipping	SP4 Coastal ship calls at declared ports	4,000	Provided	3643
C.5 Main Ports and Shipping	SP5 Coastal cargo carried by international shipping tonnage and TEUs	BM	None	9103
C.5 Main Ports and Shipping	SP6 Average length of international port call, hours (Time in hours)	72	Provided	160
C.5 Main Ports and Shipping	SP7 Throughput per container ground slot, TEUs per year	BM	None	230173
C.6 Minor Ports and Shipping	SP8 Number of minor jetties and landings in safe operable condition, as at a target date	BM	None	No Data
C.6 Minor Ports and Shipping	SP9 Number of coastal navigation aids in good operable condition	BM	None	No Data
C.6 Minor Ports and Shipping	SP10 Community Water Transport Routes in operation	2	Provided	No Data

Key Performance Indicators Sections	Key Performance Indicators	Baseline Provided in MTTP	Original MTTP Baseline Status	Baseline Established through TSMREF Process
C.7 Ports and Shipping Safety and Security	SS1 Recorded fatalities and numbers of maritime accidents/ incidents with safety implications	BM	None	30 incidents (2010)
C.7 Ports and Shipping Safety and Security	SS2 Numbers and percentage of PNG flagged vessels with recognised survey certification	BM	None	100% (2016)
C.7 Ports and Shipping Safety and Security	SS3 Numbers of overseas vessels detained for maritime safety/ security breaches	BM	None	Domestic 2 (2011) Foreign 3 (2010)
C.7 Ports and Shipping Safety and Security	SS4 Numbers of PNG declared ports fully compliant with IPSS code	BM	None	90% (2016)
C.7 Ports and Shipping Safety and Security	SS5 Numbers of security breaches/ incidents recorded at PNG declared ports	BM	None	No Data
C.8 Air Transport Services	AT1 Domestic passenger movements pa by airport and region '000s	1,700	Provided	1,038 (2016)
C.8 Air Transport Services	AT2 International passenger movements pa total, Port Moresby and other airports '000s	460	Provided	382 (2016)
C.8 Air Transport Services	AT3 Domestic aircraft movements regular scheduled services pa	80,000	Provided	126, 396 (2015)
C.8 Air Transport Services	AT4 International aircraft movements, regular scheduled services pa	BM	None	20665 (2015)
C.9 Airports	AP1 National airports up to security certification standard	TBA	None	94% (2016)
C.9 Airports	AP2 National airports to F100 operational standard	Existing 2010	None (no 2010 baseline provided as starting point)	3 (2016)
C.9 Airports	AP3 Provincial secondary airports to good operational standard	0 of 23	Provided	No Data

Key Performance Indicators Sections	Key Performance Indicators	Baseline Provided in MTTP	Original MTTP Baseline Status	Baseline Established through TSMREF Process
C.9 Airports	AP4 Provincial other airports to good operational standard	0 of 40	Provided	No Data
C.9 Airports	AP5 Rural airstrips to good operational standard	Existing 2010	None (no 2010 baseline provided as starting point)	35 (2016)
C.9 Airports	AP6 National airports capable of B737-400 operations	1	Provided	4 (2016)

Appendix 3: Component C Detailed Progress

Key Performance Indicators Sections	Key Performance Indicators	Original Baseline in MTTP	MTTP 2015 Target	TSMREF Agency Reported Progress	Reported Progress Against Target	Visual Representation of Progress
C.1 Overall Transport Accessibility and Economic targets	T1 Percentage of the rural population connected by all-weather transport access (bridged gravel or sealed access road, jetty/landing)	BM	None	No Data	No data available	?
C.1 Overall Transport Accessibility and Economic targets	T2 Percentage of the rural population connected by dry weather transport access (including earth access road, forded crossings)	BM	None	No Data	No data available	?
C.1 Overall Transport Accessibility and Economic targets	T3 Percentage of the rural population with no transport access (minimum standard access road, jetty/landing or fixed wing airstrip)	BM	None	No Data	No data available	?
C.1 Overall Transport Accessibility and Economic targets	T4 Percentage of potentially developable agricultural land with road or water access	BM	None	No Data	No data available	?
C.2 Passenger Transport Services	PT1 Percent of rural population with all-weather road access served by a rural PMV service	BM	None	No Data	No data available	?
C.2 Passenger Transport Services	PT2 Route-kilometres of urban PMV services	BM	None	No Data	No data available	?
C.2 Passenger Transport Services	PT3 Seat-kms of urban PMV services	BM	None	No Data	No data available	?

Key Performance Indicators Sections	Key Performance Indicators	Original Baseline in MTTP	MTTP 2015 Target	TSMREF Agency Reported Progress	Reported Progress Against Target	Visual Representation of Progress
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD1 Length of the national road and bridge network, kms MTDP	8,500	10,000	8740 (2016)	Target not attained	↓
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD2 Percentage of the most important national sealed road and bridge network in good condition	35%	60%	31%(2016)	Target not attained	↓
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD3 Percentage of the remaining national road and bridge network sealed and in good condition	TBA	25%	42% (2016)	Target exceeded	↑
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD4 Detailed feasibility studies for missing link and economic corridor roads and bridges designed and constructed	TBA	33%	4.5% (2016)	Target not attained	↓
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD5 Percentage of feasible missing link and economic corridor roads and bridges designed and constructed	0%	0%	42.5% (2016)	Target exceeded	↑
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD6 Length of new construction and upgrading of feasible provincial and district roads since 2010, kms	0	1,000	8000kms in total (2016)	Target exceeded	↑
C.3 Road Infrastructure – Rehabilitation, upgrading and construction of the road network	RD7 Percentage of urban roads in good condition (national and provincial/urban council)	BM	None	21% (2016)	No MTTP target	?
C.4 Road Safety and Security		50	35	47 (2016)	Target not attained	↓

Key Performance Indicators Sections	Key Performance Indicators	Original Baseline in MTTP	MTTP 2015 Target	TSMREF Agency Reported Progress	Reported Progress Against Target	Visual Representation of Progress
	RS1 Reported and estimated fatal crashes and fatalities per 10,000 vehicles per year	150	100	141 (2016)	Target not attained	↓
C.4 Road Safety and Security	RS2 Reported and estimated fatal crashes and fatalities per 100,000 population per year	5	6	4.2 (2016)	Target exceeded	↑
		15	14	12.6 (2016)	Target exceeded	↑
C.4 Road Safety and Security	RS3 Reported and estimated fatalities per 100 million vehicle kilometres travelled per year	Future indicator	None	No Data	No MTTP target	?
C.4 Road Safety and Security	RS4 Application of safety management systems to the national road network, % coverage of network length	0%	10%	No Data	No data available	?
C.5 Main Ports and Shipping	SP1 Import, export and total international cargo tonnage and TEUs through the declared ports by port and total	4 Mt	8 Mt	5Mt (2015)	Target not attained	↓
C.5 Main Ports and Shipping	SP2 International ship calls at declared ports (by port and total)	3,000	5,500	2832 (2015)	Target not attained	↓
C.5 Main Ports and Shipping	SP3 Inward, outward and total coastal cargo tonnage and TEUs through the declared ports (by port and total)	3 Mt	4 Mt	2.7Mt (2015)	Target not attained	↓
C.5 Main Ports and Shipping	SP4 Coastal ship calls at declared ports	4,000	5,000	3137 (2015)	Target not attained	↓
C.5 Main Ports and Shipping	SP5 Coastal cargo carried by international shipping tonnage and TEUs	BM	None	9411 (2015)	No MTTP target	?

Key Performance Indicators Sections	Key Performance Indicators	Original Baseline in MTTP	MTTP 2015 Target	TSMREF Agency Reported Progress	Reported Progress Against Target	Visual Representation of Progress
C.5 Main Ports and Shipping	SP6 Average length of international port call, hours (Time in hours)	72	36	170 (2015)	Target not attained	↓
C.5 Main Ports and Shipping	SP7 Throughput per container ground slot, TEUs per year	BM	None	290337 (2015)	No MTTP target	?
C.6 Minor Ports and Shipping	SP8 Number of minor jetties and landings in safe operable condition, as at a target date	BM	+10 on BM	No Data	No data available	?
C.6 Minor Ports and Shipping	SP9 Number of coastal navigation aids in good operable condition	BM	+50 on BM	No Data	No data available	?
C.6 Minor Ports and Shipping	SP10 Community Water Transport Routes in operation	2	7	No Data	No data available	?
C.7 Ports and Shipping Safety and Security	SS1 Recorded fatalities and numbers of maritime accidents/ incidents with safety implications	BM	BM less 10%	120 incidents (2015)	Target not attained	↓
C.7 Ports and Shipping Safety and Security	SS2 Numbers and percentage of PNG flagged vessels with recognised survey certification	BM	100%	100% (2016)	On track with target	—
C.7 Ports and Shipping Safety and Security	SS3 Numbers of overseas vessels detained for maritime safety/ security breaches	BM	None	Domestic 19 (2016) Foreign 4 (2016)	No MTTP target	?
C.7 Ports and Shipping Safety and Security	SS4 Numbers of PNG declared ports fully compliant with IPSS code	BM	100%	90% (2016)	Target not attained	↓
C.7 Ports and Shipping Safety and Security	SS5 Numbers of security breaches/ incidents recorded at PNG declared ports	BM	None	No Data	No data available	?

Key Performance Indicators Sections	Key Performance Indicators	Original Baseline in MTTP	MTTP 2015 Target	TSMREF Agency Reported Progress	Reported Progress Against Target	Visual Representation of Progress
C.8 Air Transport Services	AT1 Domestic passenger movements pa by airport and region '000s	1,700	4,400	1,038 (2016)	Target not attained	↓
C.8 Air Transport Services	AT2 International passenger movements pa total, Port Moresby and other airports '000s	460	555	382 (2016)	Target not attained	↓
C.8 Air Transport Services	AT3 Domestic aircraft movements regular scheduled services pa	80,000	90,000	126, 396 (2015)	Target exceeded	↑
C.8 Air Transport Services	AT4 International aircraft movements, regular scheduled services pa	BM	None	20665 (2015)	No MTTP target	?
C.9 Airports	AP1 National airports up to security certification standard	TBA	100%	94% (2016)	Target not attained	↓
C.9 Airports	AP2 National airports to F100 operational standard	Existing 2010	+8 on BM	3 (2016)	Target not attained	↓
C.9 Airports	AP3 Provincial secondary airports to good operational standard	0 of 23	6 of 23	No Data	No data available	?
C.9 Airports	AP4 Provincial other airports to good operational standard	0 of 40	10 of 40	No Data	No data available	?
C.9 Airports	AP5 Rural airstrips to good operational standard	Existing 2010	+10 on base	35 (2016)	On track with target	—
C.9 Airports	AP6 National airports capable of B737-400 operations	1	4	4 (2016)	On track with target	—

Appendix 4: Component C MTTP & Agency Provided Targets 2015 – 2030

Key Performance Indicators	MTTP Documented Information					Agency Provided Baseline & Suggested Targets				
	Baseline	2015	2020	2025	2030	Baseline	2015	2020	2025	2030
T1 Percentage of the rural population connected by all-weather transport access (bridged gravel or sealed access road, jetty/landing)	BM				85%	No Data				
T2 Percentage of the rural population connected by dry weather transport access (including earth access road, forded crossings)	BM				90%	No Data				
T3 Percentage of the rural population with no transport access (minimum standard access road, jetty/landing or fixed wing airstrip)	BM				5%	No Data				
T4 Percentage of potentially developable agricultural land with road or water access	BM				95%	No Data				

	MTTP Documented Information					Agency Provided Baseline & Suggested Targets				
PT1 Percent of rural population with all-weather road access served by a rural PMV service	BM				75%	No Data				
PT2 Route-kilometres of urban PMV services	BM				TE	No Data				
PT3 Seat-kms of urban PMV services	BM				TE	No Data				
RD1 Length of the national road and bridge network, kms MTDP	8,500	10,000	15,000	20,000	25,000	8740 (2016)	No data	15 000	No data	No data
RD2 Percentage of the most important national sealed road and bridge network in good condition	35%	60%	85%	95%	100%	31%(2016)	No data	80%	No data	No data
RD3 Percentage of the remaining national road and bridge network sealed and in good condition	TBA	25%	45%	70%	100%	42% (2016)	No data	80%	No data	No data
RD4 Detailed feasibility studies for missing link and economic corridor roads and bridges designed and constructed	TBA	33%	67%	100%	100%	4.5% (2016)	4%	20%		

	MTTP Documented Information					Agency Provided Baseline & Suggested Targets				
RD5 Percentage of feasible missing link and economic corridor roads and bridges designed and constructed	0%	0%	33%	67%	100%	42.5% (2016)	No data	60%	No data	No data
RD6 Length of new construction and upgrading of feasible provincial and district roads since 2010, kms	0	1,000	2,000	3,000	4,000	8000kms in total since 2010	8000kms	15000 kms in total	No data	No data
RD7 Percentage of urban roads in good condition (national and provincial/urban council)	BM				100%	21% (2016)	21%	50%	No data	No data
RS1 Reported and estimated fatal crashes and fatalities per 10,000 vehicles per year	50	35	25	20	5	47 (2016)	No data	No data	No data	No data
	150	100	50	15	5	141 (2016)	No Data	No Data	No Data	No Data
RS2 Reported and estimated fatal crashes and fatalities per 100,000 population per year	5	6	8	9	10	4.2 (2016)	No data	No data	No data	No data
	15	14	12	11	10	12.6 (2016)	No data	No data	No data	No data
RS3 Reported and estimated fatalities per 100 million vehicle	Future indicator					No Data				

	MTTP Documented Information					Agency Provided Baseline & Suggested Targets				
kilometres travelled per year										
RS4 Application of safety management systems to the national road network, % coverage of network length	0%	10%	25%	50%	100%	No Data				
SP1 Import, export and total international cargo tonnage and TEUs through the declared ports by port and total	4 Mt	8 Mt	13 Mt	17 Mt	21 Mt	4.6Mt	5Mt	4.2Mt	4.6Mt	4.6Mt
Overall International Import Tonnages (Imports)	These levels of information not included in MTTP - only SP1 as shown above. Detail provided by Agency.					3,194,024	3,581,370	2,885,128	3,220,174	3,228,890
Overall International Export Tonnages (Exports)						1,239,383	1,193,111	1,146,269	1,192,921	1,177,434
Total International Trade Tonnages (Total)						4,433,406	4,774,480	4,031,397	4,413,095	4,406,324
Overall International Import Container TEUs (Imports)						88,202	108,381	85,805	94,130	96,105
Overall International Import Container TEUs (Exports)						72,099	107,962	80,300	86,787	91,683

	MTTP Documented Information					**Agency Provided Baseline & Suggested Targets**				
Total International Container TEUs (Total)						160,301	216,344	166,106	180,917	187,789
SP2 International ship calls at declared ports (by port and total)	3,000	5,500	8,000	11,000	14,000	3,342	2,832	2,830	3,001	2,888
Overall International Vessel Port Calls (Int'l Port Calls)	Aggregated data provided by Agency.					3,342	2,832	2,830	3,001	2,888
SP3 Inward, outward and total coastal cargo tonnage and TEUs through the declared ports (by port and total)	3 Mt	4 Mt	6 Mt	9 Mt	14 Mt	2.8Mt	2.7Mt	2.7Mt	2.7Mt	2.7Mt
Overall Domestic Import Tonnages (Imports)	These levels of information not included in MTTP - only SP3 as shown above. Detail provided by Agency.					1,529,935	1,466,126	1,408,761	1,468,274	1,447,720
Overall Domestic Exports Tonnages (Exports)						1,188,346	1,057,984	1,125,168	1,123,832	1,102,328
Total Traded Domestic Tonnages (Total)						2,718,281	2,524,110	2,533,928	2,592,106	2,550,048
Overall Domestics Import Container TEUs (Inward)						65,176	69,268	62,509	65,651	65,809
Overall Domestic Export Container TEUs (Outward)						64,860	65,182	61,820	63,954	63,652
Total Domestic Traded Container TEUs (Totals)						130,036	134,450	124,329	129,605	129,461

	MTTP Documented Information					Agency Provided Baseline & Suggested Targets				
SP4 Coastal ship calls at declared ports	4,000	5,000	7,000	10,000	15,000	3,643	3,137	3,937	3,572	3,549
Overall Domestic Vessel Port Calls (Domestic Port Calls)	Information as provided by Agency					3,643	3,137	3,937	3,572	3,549
SP5 Coastal cargo carried by international shipping tonnage and TEUs	BM				TE	9,103	9,411	8,703	9,072	9,062
SP6 Average length of international port call, hours (Time in hours)	72	36	24	18	12	160.00	170.00	180.00	190.00	200.00
SP7 Throughput per container ground slot, TEUs per year	BM				TE	230,173	290,337	350,793	290,435	310,522
SP8 Number of minor jetties and landings in safe operable condition, as at a target date	BM	+10 on BM	+60 on BM	+120 on BM	+200 on BM	No Data				
SP9 Number of coastal navigation aids in good operable condition	BM	+50 on BM	+60 on BM	+70 on BM	+80 on BM	No Data				
SP10 Community Water Transport Routes in operation	2	7	11	11	11	No Data				

	MTTP Documented Information					Agency Provided Baseline & Suggested Targets				
SS1 Recorded fatalities and numbers of maritime accidents/ incidents with safety implications	BM	BM less 10%	BM less 20%	BM less 30%	BM less 40%	30 incidents (2010)	120 incidents	No data	No data	No data
SS2 Numbers and percentage of PNG flagged vessels with recognised survey certification	BM	100%	100%	100%	100%;	100% (2016)				
SS3 Numbers of overseas vessels detained for maritime safety/ security breaches	BM				TE	Domestic 2 (2011) Foreign 3 (2010)	Domestic 19 (2016) Foreign 4 (2016)	No data	No data	No data
SS4 Numbers of PNG declared ports fully compliant with IPSS code	BM	100%	100%	100%	100%	90% (2016)	No data	No data	No data	No data
SS5 Numbers of security breaches/ incidents recorded at PNG declared ports	BM				TE	No Data				
AT1 Domestic passenger movements pa by airport and region '000s	1,700	4,400	6,100	7,600	9,200	1,038 (2016)	No data	No data	No data	No data
AT2 International passenger movements pa total, Port Moresby and other airports '000s	460	555	710	895	1,085	382 (2016)	No data	No data	No data	No data

	MTTP Documented Information					Agency Provided Baseline & Suggested Targets				
AT3 Domestic aircraft movements regular scheduled services pa	80,000	90,000	100,000	110,000	120,000	126, 396 (2015)	126, 396	110, 104	142,024	458,487
AT4 International aircraft movements, regular scheduled services pa	BM				TE	20665 (2015)	20,665	22,534	29,066	93,832
AP1 National airports up to security certification standard	Tba	100%	100%	100%	100%	94% (2016)	No data	No data	No data	No data
AP2 National airports to F100 operational standard	Existing 2010	+8 on BM	+10 on BM	+11 on BM	+11 on BM	3 (2016)	No data	No data	No data	No data
AP3 Provincial secondary airports to good operational standard	0 of 23	6 of 23	12 of 23	18 of 23	23 of 23	No Data	No Data	No Data	No Data	No Data
AP4 Provincial other airports to good operational standard	0 of 40	10 of 40	20 of 40	30 of 40	40 of 40	No Data	No Data	No Data	No Data	No Data
AP5 Rural airstrips to good operational standard	Existing 2010	+10 on base	+25 on base	+40 on base	+50 on base	35 (2016)	No data	No data	No data	No data
AP6 National airports capable of B737-400 operations	1	4	7	10	10	4 (2016)	No data	No data	No data	No data

Appendix 5: Component D Detailed Progress

MTDP 2 & DSP Key Performance Indicators	Target MTDP 2 2017	Current Status – Agency Provided Information	Status of Target (Comparing MTDP with Agency Information)
D.1.1 Total Length of National Roads	9 500 kms	8740 kms	**Target not attained**
D.1.2 Proportion (%) of National Roads in good condition	50%	18%	**Target not attained**
D.1.3 Estimated length of provincial and district roads (kms)	25 300 kms	8000 kms	**Target not attained**
D.1.4 Quality of National Roads – sealed, good drainage, good bridges (DSP)	-	15% (National Roads) & 28% (Bridges).	**No MTDP target**
D.2.1 Number of ports upgraded	30% of ports upgraded		**No data available**
D.2.2 Domestic shipping routes increase	75% increase in shipping routes		**No data available**
D.2.3 Domestic Water Transport capacity (DSP)	-		**No MTDP target**
D.2.4 Ports upgraded for domestic vessel traffic	50% of ports upgraded		**No data available**
D.2.5 International port turnaround time	2.5 days turnaround		**No data available**
D.3.1 Number of national airports to comply with international air standards (airport certified) on an ongoing basis	22	17	**On track with target**
D.3.2 Number of unused airstrips rehabilitated to basic safety levels	20	Currently, under RAA's restoration program we have rehabilitated 1 airstrip in 2015 and 5 airstrips are planned to be restored by end of 2016. 28%	**Target exceeded**
D.3.3 Number of regional airports upgraded and maintained for higher seating capacity aircrafts	6 (CASA advised 10)	10	**On track with target**

MTDP 2 & DSP Key Performance Indicators	Target MTDP 2 2017	Current Status – Agency Provided Information	Status of Target (Comparing MTDP with Agency Information)
D.3.4 Safety standards	ICAO Minimum Safety Standards CAR parts, 100, 139, 140 & *Universal safety oversight Audit & Protocol Questions*	Dec 2017 - 50% complete	**Target not attained**
D.3.5 Security standards	ICAO Minimum Security Standards CAR parts, 100, 139, 140 & *Universal safety oversight Audit & Protocol Questions*	RAA implements and encourages the AC Part 139-6 revision 2 on Airstrips that are maintained and restored by RAA.	**Target not attained**

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