

Kokoda Track
Sustainable Development Plan
Scoping Study

Draft Report

Prepared by:

TRIP Consultants

FOR IFC PEP-PACIFIC

SEPTEMBER 2007

Kokoda Track Sustainable Development Plan (SDP) – Scoping Study Draft Report

T A B L E O F C O N T E N T S

	Executive Summary	
1	Introduction	
	Terms of Reference	1
	Work Undertaken	2
2	Context for the Scoping Study	
	Economic, Social and Environmental Characteristics	3
	Track Management	6
	Existing Plans and Studies	9
3	Stakeholder Analysis	
	Individual Stakeholder Analysis	10
	Support for the Plan - Conclusion	24
4	Key Issues in Developing the SDP	
	Track Management Capacity	25
	Sustainable Income Generation	26
	Development Pressures	28
	Environmental and Cultural Heritage Protection	29
	Infrastructure, Safety and Community Projects	34
	Coordination and Commitment	36

5	Project Proposal	
	The Planning Process	40
	Purpose	44
	Objectives	44
	Proposed Activities and Outputs	45
	Project Log Frame Matrix	48
	Budget Estimate	54
6	Risks and Assumptions	
	Key Assumptions	55
	Risk Matrix	57
7	Conclusions	61

Annex I: Terms of Reference

Annex II: References

Annex III: Stakeholders Consulted

Annex IV: Maps

- **The Kokoda Track**
- **Oil Palm; Actual and Potential Land Use**
- **Forestry; Actual and Potential Land Use**
- **Mining; Actual and Potential Land Use**

Annex V: World Heritage Criteria

EXECUTIVE SUMMARY

The Kokoda Track (the Track) has an iconic status in the history of PNG, Australia, New Zealand and Japan as the site of a major WWII engagement which turned the fortunes of the war in the Pacific. The Track is also Papua New Guinea's (PNG's) most significant land based tourist attraction, with almost a quarter of PNG's holiday visitors, or 4,000 trekkers, experiencing the Track in 2006. PNG's tourism industry is relatively undeveloped, and has potential to contribute much more to economic growth. Kokoda, due to its high visitor numbers and enduring place in the Australia relationship, has been identified as a focus project with strong demonstration value for other tourism sites in PNG.

The Track is a designated Reserve, but is only 10 metres wide, which does not provide significant protection against even traditional activities such as gardening or hunting, or larger scale economic activities such as tourism, mining and logging. Development pressures within the Reserve and surrounding area have been increasing in recent years as the local communities increasingly seek to generate income from their land. Currently there is no systematic mechanism for addressing threats to the Track. This study aims to scope the requirements and support for a Sustainable Development Plan (SDP) that will provide a framework to ensure the future preservation and sustainable management of the Track.

There appears to be agreement across almost all stakeholders that the Track and surrounding area should be sustainably managed and developed, to support income generation for local communities and to conserve the heritage and environmental assets of the area for future generations. The proposed SDP is supported by most stakeholders as a means of providing a suitable framework to support the long term sustainability of the Track.

There is an immediate need to improve the management of the Track in the short term, as well as develop longer term capacity and facilities as part of the

implementation of an SDP. As the lead agency responsible for management of the Track, Kokoda Track Authority is severely under-resourced to undertake the task required. This issue needs to be addressed as a matter of urgency in order to provide a more solid platform for the development of an SDP.

Development pressure on the Track will increase as communities increasingly seek to generate income from their land and basic social services and infrastructure continue to decline. Support for the development of sustainable income generating opportunities should be a priority component for the development of an SDP (including ecotourism and small scale agriculture), as this would support the protection of the environmental and cultural assets of the area, while also demonstrating the local value of tourism. Further development of local business ventures would deepen community economic linkages and create additional local employment.

The conservation and protection of the Track should be a key component of the SDP, although it represents a difficult and long term goal. Currently there is no systematic mechanism for addressing threats to the track; the development of a sustainable development plan could provide the basis for the development of such a mechanism to enhance the longer term sustainability of the track. The Plan will need to consider how to strengthen both the formal mechanisms for conservation, as well as informal ones, which may be more effective at a community level. A number of options exist including the declaration of a Conservation Area or National Park and/or, the potential listing of a wider Kokoda Track and Owen Stanley Ranges region as a World Heritage Area (WHA). These options need to be further assessed in the light of broader consultation with the key stakeholders and in particular the local landowners, who will be central to any agreement and ongoing management process.

Priorities for Government services are partially identified through existing planning mechanisms such as the Provincial and LLG Plans. Delivery of services at a local level is inadequate at best; the SDP should identify community

priorities in areas such as health and education and feed these into the planning processes of the responsible agencies and other relevant organisations.

The development of the SDP for the Track is a complex proposition which poses major challenges. These challenges will require significant long term commitment in order to support, not only the development of the Plan, but the implementation as well.

The PNG and Australian Governments need to act in partnership to facilitate the Plan and ensure the future sustainability of the Track. Nevertheless, the development of the SDP would provide an opportunity to develop and demonstrate the linkages between local tourism activity - including the associated development of communities along the Track – and the broader economic growth objectives that underpin the bilateral program.

There is an immediate need to further build engagement between the Governments of PNG and Australia in relation to the development of the Plan, recognising the central place Kokoda has in the historical links between the nations. One option to achieve this would be to establish a high level Kokoda Track Taskforce (KTT), with Ministerial level representation from both governments on it. This Taskforce would facilitate dialogue and could be used to review the findings of the SDP and ensure that support for implementation is provided by both governments. This would demonstrate both governments' commitment to address the issue of the long term sustainability of the Track. This Taskforce could be chaired by the PNG Government at a Prime Minister or Deputy Prime Minister level and should be supported by an Interdepartmental Technical Committee (ITC) of officials from both countries, as well as other key agencies such as the IFC/PEP-Pacific and KTA. Individual Technical Working Groups (TWGs) could be formed at a later stage to support the development of the three major technical components of the SDP (Components Three, Four and Five – see below).

There is a danger that in committing to a longer term planning process, resources will be diverted from short term goals, which in fact provide key building blocks for the development of a longer term sustainable Plan. The development of the SDP should focus on the development and delivery of programs which support the long term goal of sustainable development and management of the Track, but which also provide tangible outcomes in the short term.

There is therefore a need for a prioritised and sequenced approach to the SDP which focuses on five components as follows:

- **Component One - The development of institutional capacity and delivery of outputs related to the ongoing management of the Track.** This capacity building should include both organisational development of KTA (in terms of improvements to management systems and procedures), as well as development and delivery of a Track management program. Without this in the short term, it is likely that any longer term plan will be undermined by unsustainable practices as well as a lack of community support ;
- **Component Two - The development of organisational mechanisms which demonstrate stakeholder commitment to the planning process and provide the necessary vehicles for liaison, monitoring and coordination of the SDP activities.** These mechanisms should include the establishment of a high level Kokoda Track Taskforce (KTT) with a supporting high level Interdepartmental Technical Committee (ITC) and individual Technical Working Groups (TWGs) for components Three, Four and Five. Components One and Two should be implemented in parallel;
- **Components Three, Four and Five - The development and implementation of the components of the Plan which support the three pillars of sustainability the economic, environment/heritage and social/cultural aspects.** These components should be developed and implemented in parallel, to avoid delay in implementation of the less

complex activities and those activities which are already well advanced in terms of planning.

The major objectives, activities and outputs for the SDP are identified in Section Five of this report.

The budget for the SDP is estimated at Au\$ 3.5 million, which is estimated based on an initial three year development and implementation program.

The development of the SDP represents a complex exercise and is not without risks. The major risks are further identified in Section Six of this report, in order that they can be successfully managed within the Plan development process.

In conclusion, whilst there appears to be support for taking a longer term approach to the sustainable development of the Track amongst the vast majority of stakeholders, a vehicle needs to be established to allow closer dialogue and coordination, in the development of the Plan and its implementation.

It is also evident that the development of an SDP in itself will not ensure the future sustainability of the Track. A broader program of support including capacity building in track management and conservation, together with community based income generation is required to ensure sustainability. This requires a long term commitment to implementation not just development of the Plan.

As the next stage, it is recommended the Governments of PNG and Australia should engage in senior level dialogue to establish the KTT and supporting ITC. IFC/PEP, as sponsors of this Scoping Study, can play a key role in assisting in this process. Through the KTT, both Governments can further discuss the development and implementation of the Plan and the commitments required to provide the necessary financial and technical resources to successfully deliver such an undertaking.

It is likely that these steps would include the following:

- i. Preparation of a Draft Concept Note and presentation to the Government of PNG and potential funding partners for comment
- ii. Invite donors to assist with field appraisal as basis for project contract
- iii. Finalise contractable Project Design Document
- iv. Tender for managing contractor
- v. Start components One and Two, including process for baseline surveys for monitoring and evaluation framework
- vi. Design components Three, Four and Five
- vii. Implement components Three, Four and Five

1. INTRODUCTION

TERMS OF REFERENCE

In response to a request for the Government of Papua New Guinea, Private Enterprise Partnership - Pacific (PEP-Pacific) has commissioned this study to assess the need and level of support for the development and implementation of a Sustainable Development Plan (SDP) for the Kokoda Track ('the Track'). The study aims to scope the requirements for a SDP that will ensure the future preservation and sustainable management of the Track.

The Terms of Reference (TOR) indicate that in undertaking the study the consultant shall:

- critically review and analyze the situation in regard to the planning and management of the Kokoda Track including the level of current and proposed support by stakeholders for the potential outcomes of the Plan;
- identify and critically review key issues and constraints in relation to the future sustainable management of the Kokoda Track with consideration to its natural and cultural heritage values and any conflicting land uses or activities;
- consult with key stakeholders to determine the need, nature and scope of a project to support the future sustainable development of the Kokoda Track;
- analyze the potential roles of key stakeholders in the preparation and implementation of the Plan and to identify existing activities which support the sustainable management and development of the Track; and
- scope a project proposal which complements current initiatives and supports the longer term sustainable management and development of Kokoda Track through the development of a Sustainable Development Plan and a process of implementation to ensure the future sustainable management of the Track.

The detailed Terms of Reference for the study are provided as Annex I.

WORK UNDERTAKEN

This study has been undertaken by Ross Hopkins of TRIP Consultants, during February and March 2007, with the support of PEP Pacific. In preparing this study the consultant has undertaken the following:

- conducted a review of existing reports and plans related to the Track (Annex II);
- undertaken a mission to Port Moresby (13 – 27th February 2007), including a site visit to the Owers Corner end of the Track;
- conducted interviews and workshops with key stakeholders in Papua New Guinea and Australia, including government representatives, landowner representatives, representatives and individuals in the mining, forestry and tourism industries, NGOs and donor agencies (Annex III); and
- conducted a briefing and consultation session with the Australian Government Interdepartmental Committee on Kokoda Track Protection.

This draft report sets out the findings and recommendations from the work conducted to date.

2. CONTEXT FOR THE SCOPING STUDY

ECONOMIC, SOCIAL AND ENVIRONMENTAL CHARACTERISTICS

The Kokoda Track has an iconic status in the history of PNG, Australia, New Zealand and Japan as the site of a major WWII engagement which turned the fortunes of the war in the Pacific. The Track is also Papua New Guinea's (PNGs) most significant land based tourist attraction, with almost a quarter of holiday visitors, or 4,000 trekkers, experiencing the Track in 2006. PNG's tourism industry is relatively undeveloped, and has potential to contribute much more to economic growth. Kokoda, due to its high visitor numbers and enduring place in the Australia relationship, has been identified as a focus project with strong demonstration value for other tourism sites in PNG.

The Kokoda Track is a designated Reserve², but is only 10 metres wide and appears to have no defined management objective relating to its protection or any management plan in place. Although the Reserve is legally gazetted it does not provide significant protection, (even within the 10 metre corridor), against even traditional activities such as gardening or hunting, or larger scale economic activities such as tourism, mining and forestry. Development pressures within the Reserve and surrounding area have been increasing in recent years as the local communities increasingly seek to generate income from their land. Currently there is no systematic mechanism for addressing threats to the Track; the development of a Sustainable Development Plan could provide the basis for the development of such a mechanism to enhance the longer term sustainability of the Track.

Climbing to 3,800 meters, the Track itself is 96 kms long and passes through the Owen Stanley Ranges in Central and Oro Provinces (Figure 1 – Annex IV). Over 6,000 members of the local Koiari and Orokaiva communities are estimated to live in villages along the Track. The vast majority of this population maintains a traditional lifestyle and the population is primarily Seventh Day Adventists.

² Section 49 Land Act 1996 – Government of Papua New Guinea

The population mainly relies upon accessing Kokoda or Port Moresby at either end of the Track, in order to sell produce or buy essential goods. There are eight elementary and three community schools, four aid posts and five airstrips along the Track. Given the low level of infrastructure development and the rugged terrain, many of these services have limited accessibility for a significant proportion of the local population.

The Koiari and Orokaiva communities are largely dependent on the local environment for their subsistence including food, medicine, clothes, building materials and weapons. Traditional hunting and protection practices are still maintained along the Track. Basic subsistence agriculture is operating under a growing number of constraints, partly due to labour shortages, as young men go outside of the villages looking for paid employment, but also due to the steep terrain and rising demand for land, brought on by a slowly growing population. These trends, compounded by lack of engagement by government agencies at the local level, have resulted in a decline in both quality and quantity of food at a local level.

The trekking industry provides the main source of cash income for most of the communities along the Track, along with remittances from workers in Port Moresby. The economic impact of trekking is growing, with trekker numbers increasing from only a few hundred in 2002 to nearly 4,000 in 2006. KTA estimate that trekkers visiting the Track in 2006 generated approximately 11 m K in direct expenditure within PNG. KTA estimates approximately one third (3.7 m K) of this total went directly to communities along the Track and two thirds were paid to the broader business community in PNG for the purchase of transport, food, airfares, accommodation etc. Expansion of local benefits from tourism is a key to ensuring sustainable development for the Track, as a way to forestall Track closure or other less sustainable industries.

There is a significant lack of confidence in government services in villages along the Track and little evidence of collaboration between tiers of government. Communications between government offices and villages appears to be limited and there is significant frustration at a local level with the ineffectiveness of government agencies. Since the Track reopened, communities have benefited from a number of community development projects. KTA estimates that (October 2005) they had spent K332,000, with some assistance from the Kokoda Track Foundation (KTF) (K48,000) and Australian Head of Mission Direct Aid Program (HOMDAP) (K30,000) to fund 44 projects along the Track.

Land disputes happen on a regular basis among communities along the Track although with limited impact. The Track was closed down in 2000 as part of a compensation claim to the PNG and Australian Governments.

The Owen Stanley Ranges, through which the Track passes, is considered by the World Wide Fund for Nature³ (WWF) to be the largest area of relatively intact rainforest close to PNG's capital Port Moresby. The 3,800 m high Ranges are a significant element of the globally outstanding (G200) South East Papua Rainforest Region. The Owen Stanley Mountains Centre of Plant Diversity contains more than 4000 plant species including many endemic found only in these mountains or shared with the nearby Mount Suckling massif. Mount Albert Edward includes some of the largest uplands in PNG including some of the least disturbed sub-alpine grassland in the country. These ranges are also of high importance for mammal species and contain a number of endemic species. The Owen Stanley Ranges are in the eastern third of the Central Papuan Mountains Endemic Bird Area (EBA) which is one of the richest areas of endemic birds in the World, with an estimated 510 bird species contained within the region.

³ RAPPAM Report – World Wild Fund for Nature and Kokoda Track Authority – October 2004

PNG has nominated the Kokoda Track and Owen Stanley Ranges in the report *Papua New Guinea Tentative List of World Heritage Sites (March 2006)* which has been submitted to the World Heritage Secretariat for consideration. The nomination was formally submitted in March 2007 and the outcome is currently pending.

TRACK MANAGEMENT

The Kokoda Track Authority Local Level Government Special Purposes Authority (KTA) is a statutory government body approved by the National Executive Council under the Local Level Governments Administration Act 1997. KTA was established for the general purpose of assisting with the implementation of the functions of the Kokoda and Koiari Rural Local Level Governments. These two LLGs cover 14 individual wards which extend well beyond the immediate vicinity of the Track.

A Board of nine members oversees the functions of the KTA, which has two part time staff. The Board consists of representatives from the LLGs, District Administrations, landowners and central government agencies.

The primary function of the KTA as defined in the legislation⁴, is to *'focus on the significance of the Kokoda Track due to its part in World War II and promote this legacy for present and future generations and promote tourism related activities'* and *'in addition to any other functions as may be determined from time to time, act as an agent for the National Government as provided under Section 48 (4) of the Local Level Governments Administration Act 1997'*.

⁴ National Gazette 3rd August 2006 – Establishment of the Kokoda Track Local-Level Government Special Purposes Authority

These primary functions of the KTA as established by the Board are to:

- preserve the legacy of the Track;
- promote trekking and tourism related activities along the Track;
- administer, facilitate and ensure and oversee the implementation of projects in the Track area;
- collect, manage and use development revenue from fee paying trekkers and other sources for approved projects;
- consult with landowners on their needs and priorities; and
- provide a contact point for agencies, organisations or persons wanting to initiate activities along the Track.

Current Track management priorities of the Authority include the administration of trek fees and permits, the coordination of trekker booking systems, the construction of toilets and ablution blocks along the Track; developing and maintaining an effective radio communications network and an emergency rescue system; developing codes of conduct for trek operators, providing rangers on the Track, management of community projects and enhancing community awareness and participation.

The KTA recognises the need for additional measures to be developed and enforced to protect the Track, stating: *‘With the rapid influx of trekkers, there must be control measures introduced on the Track, to preserve its integrity and that of the environment and communities. Measures must be taken to protect the environment from over-trekking, or logging and mining encroachments onto the Track environs. Such controls must be in conjunction with local communities.’*⁵

⁵ KTA – Request Ex-Gratia Funding for Kokoda Track Authority to the Minister for Inter- Government Relations - November 2006

However, the reality is that the KTA is significantly under resourced to deliver on these identified priorities, both in terms of finances, but also in terms of management and staff capacity. Trekking fees provide the operating revenue for KTA as Government support at central, provincial and local level has been lacking. KTA has made a submission⁶ to central government for a one off payment to assist the Authority to get to a point where it is viable based solely on trekking fees. This appears unlikely to be approved in the short term due to concerns regarding internal governance and financial management. KTA is also restricted in its ability to operate as a commercial entity by its obligations as a Special Purposes Authority (for example, potential trekking fee increases need to be approved by the two LLG's along with an associated budget and disbursement of funds into community projects across the 14 wards). KTA is currently operating on a budget of approximately 700,000 K per annum, generated almost solely from trekking fees.

KTA has commissioned a study (funded by PNG Sustainable Development Program Ltd) to examine the structure of the organisation and look at possible alternative models for delivery of the priority functions established by the Board. This work is anticipated to be completed in April 2007.

EXISTING PLANS AND STUDIES

A number of existing Plans and studies have been prepared which need to be considered in analysing the scope and requirement for the SDP.

The major document regarding the future development of the Track is '*Eco-Trekking Kokoda Strategic Plan*' which is a strategy to promote sustainable tourism along the Track prepared in 2005/06. The Strategic Plan was prepared by a consortium of the Kokoda Track Foundation (KTF), the World Wide Fund for Nature (WWF), KTA and the University of Technology Sydney (UTS). The Strategy was prepared following consultation with landowners (including workshops and awareness patrols along the Track), government agencies and tour operators through a series of workshops and discussions. The Strategy provides a sound starting point for supporting the development of trekking along the Track.

The Strategy indicates that there is a need to further address the planning and management of the Track through the development of a number of additional components including an Interpretive and Commemorative Management Plan, an Environmental Protection and Management Plan, a comprehensive Plan for Social and Health Services, a broader Economic Development Plan which supports village based industries and a Track Tourism Marketing Plan.

The Strategy does not appear to have been fully endorsed by all key stakeholders; the PNG Tourism Promotion Authority, for example, does not utilize the document and considers that a separate Tourism Plan for Kokoda should be prepared. It also appears that the Strategy is not yet finalized by KTF (no final version has been sighted by the Consultant). It appears therefore that whilst the (Draft) Strategy provides a useful reference which could be incorporated into a broader SDP, views of stakeholders would have to be further addressed to develop meaningful commitment to the outcomes.

PNG Sustainable Development Program Ltd has funded two reports which support the management function of the KTA, namely ‘*Developing the Kokoda Track Authority to Encourage Long Term Sustainable Tourism*’ (January 2006) and a study to look at alternative models for the KTA (March 2007). The former report provides a business plan for the KTA and outlines management activities and a three year budget for the management of the Track, whilst the latter identifies a number of options which could be pursued to increase the effectiveness of the management function. At the time of writing the latter report is still a work in progress.

3. STAKEHOLDER ANALYSIS

INDIVIDUAL STAKEHOLDER GROUP ANALYSIS

The interests and impacts of institutional and community stakeholders in relation to the Track are summarised in Table 1 below and in diagrammatic form directly following these tables.

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
PNG Central Government			
Department of Prime Minister & National Executive Committee (DPM& NEC).	Responsible for policy review and advice prior to/during submission to NEC Unlikely to take lead role in policy development, but willing participant in IDC to support plan development. Liaises closely with Prime Minister’s Office which mainly holds a political function to support the PM.	No relevant funding. Key agency in annual and supplementary budget process.	High Positive
Department of National Planning and Monitoring (DNPM)	Responsible for PNG Medium Term Development Strategy 2005-2010, aid management and coordination of sector policy and planning, specifically through the coordination of the annual development budget.	No direct funding but willing to provide in kind support for Plan coordination, subject to NEC approval.	High Very Positive
National Cultural Commission (NCC)	Responsible for government policy in relation to culture and operation of government museums and cultural centres and coordination of events. NCC is chair of the Kokoda Track Development Committee established to manage PNG Gov funds provided through the budget (1 m K provided in 2006, out of an approved 3.4 m K) to support community projects along the Kokoda Track. KTDC have identified a number of community projects through consultation. Their stated priorities for 2007 are community based camp grounds, police posts and water supply projects.	Has 1 mK funding designated for community projects to be implemented in 2007 and indicated additional funds would be provided to priority projects identified through the SDP planning process.	High Positive
PNG Tourism Promotion Authority (TPA)	Statutory Authority responsible for tourism policy, planning and overseas marketing of PNG as a destination. Major policy document is the PNG Tourism Master Plan 2007 – 2017 (TMP) which supports development of Kokoda as a leading site for tourism in PNG and further development of the trekking based products. Holds Board membership on the KTA and vocal supporter of development of a	Previously provided funding and staff to support KTA awareness program. Willingness to provide funds from 2007 TMP budget to support	Medium Very Positive

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
	longer term development plan for Kokoda Track.	Plan implementation.	
PNG Forest Authority (NFA)	Provides policy advice to the Minister to promote the management of forest resources of PNG as a renewable asset. The authority monitors and ensures compliance of the regulations as well as authorises forestry licences. Currently two licences exist which encroach upon the surrounding area of the Track.	NFA would be key in establishing sustainable forestry practices as part of the Plan.	High Unknown
Department of Provincial and Local Government Affairs (DPLGA)	DPLGA provides policy advice to the Minister on provincial and local government affairs. Under <i>the Organic Law on Provincial Governments and Local-level Governments</i> significant functions are delegated to local and provincial levels. KTA reports to the Minister DPLGA under <i>the LLG Administration Act</i> . DPLGA have some reservations about the need for a Plan specifically for the Track indicating that existing plans are adequate (i.e. Provincial, District and LLG) and that establishing a more effective and fully functioning management body (i.e. restructured KTA) is their priority in relation to the Track.	DPLGA are a key agency in regard to the sustainable management of the Track, with direct responsibility for KTA and a coordinating point for the provincial authorities and LLGs, including brokering an MOU on financial contributions towards ongoing management. The Department would support an alternative structure to the current KTA, but consider that the current planning framework is adequate.	High Partly Positive
Department of Mining (DOM)	DOM is the government body responsible for regulating, monitoring, promoting and recording of mineral exploration and mining. DOM has	DOM consider that mining exploration	High

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
	granted Exploration Licences to mining companies in areas which include parts of the Track; DOM also has power of approval to issue Mining (Extraction) Licences subject to assessment, including a Environmental Impact Assessment (EIA).	should be allowed in the area for the benefit of communities and that current exploration licences should be maintained and potential mining licences considered on their merits.	Unknown
Department of Agriculture and Livestock (DAL)	DAL promotes agricultural development and associated productive employment generation and assists Provincial Governments to increase their agricultural capacity, primarily through providing advisory and technical support services and extension services.	DAL indicate support for the Plan and would be able to provide technical advice in relation to sustainable agriculture proposals.	Medium Positive
Department of Environment and Conservation	DEC’s mandate is to ensure that <i>‘natural resources are sustainably utilised nationwide by all resource users.’</i> The Department achieves this through policy development and has three main program areas; environment protection and pollution control, nature conservation and wildlife protection services and management of protected areas. The Department is the lead agency for environmental protection legislation including the Conservation Areas Act, National Parks Regulations and PNG Environmental Planning Act. DEC also has a key role in reviewing Environmental Impact Assessments submitted in support of development proposals including for the full Mining Licences..	DEC fully support the SDP and have endorsed the nomination of Kokoda Track/Owen Stanley ranges as a World Heritage Site. DEC indicate they would envisage a lead role in the SDP providing additional resources were available.	High Very Positive

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
Department of Transport	DOT through the Civil Aviation Authority has responsibility for maintenance of Popondetta airport.	CAA indicates that Popondetta is a low priority in terms of national airports maintenance due to the low volume of traffic.	Medium Positive
PNG Provincial and Local Government			
Central and Oro Provincial Governments	The Track is covered by both Central and Oro Province administrative areas. Under the <i>Organic Law</i> , the Provinces are responsible for initiatives which complement central government, LLGs and Districts level services and these are documented within the respective Five Year Development Plans. Under the joint Oro/Central Border Agreement both Provinces (since 2004) have committed to providing 50,000 K per annum each to the KTA although this funding has never eventuated due to other priorities taking precedence. Provinces are also responsible for key infrastructure maintenance, including roads from Sogeri to Owers Corner (Central) and airstrips along the Track.	Both Provinces have failed to provide financial support for KTA and it can be assumed that the Plan would be given a relatively low priority under current arrangements.	Medium Positive
Kokoda and Koiari Rural Local Level Governments (LLGs)	The KTA is established as a Special Purposes Authority of the Kokoda and Koiari Local Level Governments (LLGs). LLGs have the authority to approve the KTA budget including any increase in trekking fees. The LLGS wish to see the benefits from the Track spread over all districts within their designated areas. The LLGs are supportive of the Plan.	The LLGs have not provided funds to KTA for Track management in the past. It is not known if the development of a more coordinated approach through the Plan would alter this situation. Providing	High Very Positive

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
		support for KTA and developing adequate legislation in regard to Track management are considered to be an immediate priority by the LLGs.	
Kokoda Track Special Purpose Authority (KTA)	The KTA is a statutory authority established as a Local Level Government Special Purposes Authority of the Kokoda and Koiarai Local Level Governments. The KTA was established in June 2003 to assist with the implementation functions of the two LLGs and covers 14 council wards which are situated along the Track. KTA is responsible for management of the Track including collection of trek permit fees, maintenance and upgrade of facilities, community awareness and the implementation of small community projects.	The KTA is the key body in relation to management of the Track and would have a significant role to play in regard to the development of the SDP. The Board fully supports the development of the Plan and would provide in kind resourcing, but consider that strengthening of the KTA is the immediate priority.	High Very Positive
Local Communities			
The Communities of Kokoda and Koiari LLGs (Communities)	The communities along the Track are the traditional landowners and custodians of the Track. There are 14 districts under the KTA area and the local communities are the major beneficiaries of revenues from the current trekking and associated activities. The Track provides the	The community representatives covered by this research indicate that the vast majority of	High Positive

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
	major source of income for those who live there, a substantial number of whom work as guides and porters during the trekking season, as well as operating guest houses and providing limited ancillary services and products (ie souvenirs and locally grown food inputs). Local communities have representation on the KTA at a Board level.	the community would support the taking a longer term approach to maintaining the sustainability of the Track, but that economic pressures and lack of government services are influencing some communities to pursue options which may conflict with tourism and other sustainable income generating opportunities.	
Australian Government			
Prime Minister and Cabinet (PM&C)	The central role of the department is to support the Prime Minister and assist in achieving a coordinated approach to the development and implementation of Australian government policies. PM&C has a key role to play in coordinating a whole of government approach to conservation of the Track.	PMC has been coordinating the Australian Government IDC and strategy toward conservation of the Track.	High Positive
Department of Environment and Water Resources (DEW)	DEW is responsible for environment and conservation; water resource management; administration of specific territories; natural, built and movable cultural heritage and greenhouse policy coordination. The Heritage Division of the Department focuses on ensuring that	DEW could play a vital role in providing assistance to DEC and other stakeholder in PNG to facilitate the World	High Positive

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
	Australia's heritage of both national and international significance is protected now and in the future. Staff of the group have been liaising and providing technical support to DEC in PNG.	Heritage Initiative for Kokoda Track and Owen Stanley ranges.	
Department of Foreign Affairs and Trade (DFAT)	DFAT has responsibility for external affairs, including: relations and communications with overseas governments; treaties, including trade agreements; bilateral, regional and multilateral trade policy; international trade and commodity negotiations; trade promotion; international development co-operation; diplomatic and consular missions; international security issues; public diplomacy, including information and cultural programs; international expositions; provision of secure travel identification to Australian citizens and provision of consular services to Australian citizens abroad. DFAT has a key role to play in the SDP through formal and informal engagement channels with the PNG Government.	DFAT supports Kokoda Track Protection in view of the strong Australian interests in Kokoda heritage issues and the important role of Kokoda for the bilateral relationship.	High Positive
Australian Agency for International Development (AusAID)	AusAID, as an autonomous agency with the Foreign Affairs portfolio, is PNG's largest international development partner, providing 80% of all PNG's foreign aid. The PNG bilateral aid program managed by AusAID is worth A\$300m per year. AusAID funds sector programs relevant to the SDP, including in rural development (funding for IFC/PEP), a Sub National Strategy which supports decentralized programs in provinces including Central, and major programs in roads, public sector reform, health, HIV/AIDS, democratic governance, education and policing.	AusAID could potentially support the SDP but tourism is not supported in the bilateral Development Cooperation Strategy except through the IFC/PEP program.	High Medium

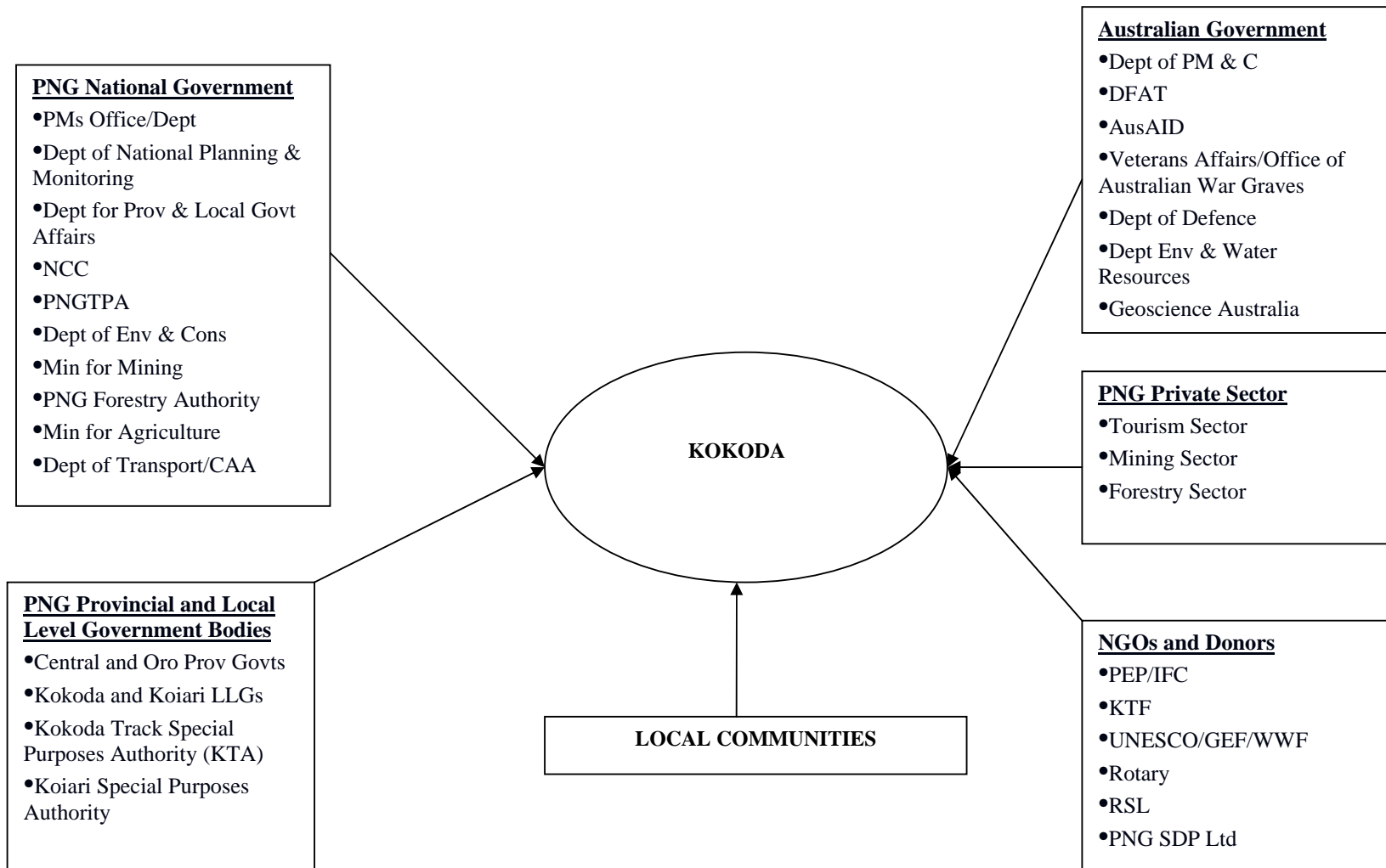
Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
Department of Industry, Tourism and Resources (DITR)/ Geoscience Australia (GA)	<p>The Department of Industry, Tourism and Resources (DITR) has a key role in increasing prosperity for all Australians through internationally competitive and sustainable business. The portfolio comprises the Department of Industry, Tourism and Resources, two prescribed agencies (Geoscience Australia and IP Australia) and Tourism Australia.</p> <p>Geoscience Australia is the national agency for geoscience research and geospatial information. Its research and information contributes to enhanced economic, social and environmental benefits to the community by providing input for decisions that impact upon resource use, management of the environment.</p>	Potentially Geoscience Australia could provide assistance in the development and monitoring of land use data for the SDP. In addition Tourism Australia and the Department could assist the PNGTPA with technical assistance and joint promotional support, as part of the SDP implementation.	Medium Positive
Department of Defence (DD)/ Department of Veterans Affairs (DVA)	<p>The Department of Defence supports achievement of the Government's Defence mission "To defend Australia and its national interests".</p> <p>The DVA supports serving members of Australia's veteran and defence force communities, war widows and widowers, widows and dependants, through programs of care, rehabilitation, compensation, income support, commemoration and defence support services.</p>	The Department could possibly provide support through joint cooperation with the PNG defence Force, to assist with Track maintenance and development. Families of Australian WW2 veterans are an important constituency for Kokoda	Low Positive
Office of Australian War	To maintain, construct and refurbish war graves and post war commemorations within war cemeteries, gardens of remembrance,	The OAWG could provide support for the	Medium

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
Graves (OAWG)	cemeteries and crematoria in Australia and Papua New Guinea. To process claims for and provide official post war commemorations. To provide and maintain national memorials overseas.	development of the Heritage component of the SDP as well as implementation and maintenance of sites of significance.	Positive
Private Sector			
PNG Chamber of Mining and Petroleum (CMP)	The PNG CMP is the national association of mining companies with over 125 members. The primary role of the CMP is to present the concerns and issues of the sector to Government.	The Association supports the legal right of its members to exploit Exploration and Mining Licences and emphasises the economic benefits of mining to the country and local communities. Any existing mining concessions would have to be incorporated into the SDP.	Medium Neither Positive or Negative
PNG Tourism Industry Association (TIA)	The TIA has over 25 paid up members; some of whom are among the 14 local operators registered with KTA. Both TIA and the local operators are supportive of the SDP, but concerned that Track management issues need to be resolved in the short term. There is a view that landowners along the length of the Track need to receive more equitable distribution of benefits from the trekking.	TIA would be willing to assist with awareness programs for local communities and are currently working with local tour operators to establish a sub-chapter of	High Very Positive

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
		the TIA as the Kokoda Tour Operators Association.	
PNG Forest Industries Association(FIA)	The FIA is the national association with most of the major operators as members. The Association is keen to support sustainable forestry and works closely with the PNG Government to develop a policy framework to achieve this. The Association considers that widespread forestry activity in close proximity to the Track would be unlikely due to the terrain and low value for trees. They consider the current legislation adequate to restrict any proposed unsustainable activity.	The FIA would work with the other stakeholders in a technical capacity to provide input into the SDP.	Medium Positive
NGOs			
PNG Sustainable Development Program Ltd (PNG SDP)	PNG SDP has provided support to the KTA to review their business systems and develop a business plan entitled 'Developing the Kokoda Track Authority' January 2006 as well as a review of the options in regard to restructuring of KTA (March 2006 – ongoing). PNGSDP has a company formed to support sustainable development. PNGSDP have expressed interest in continued support for the sustainable development of the Track but has concerns regarding the management function and governance of KTA.	PNGSDP has access to significant resources from the Ok Tedi project and could make resources available if KTA issues are resolved.	Medium Positive
Kokoda Track Foundation (KTF)	Established in 2003, the Foundation aims to promote education, health and sporting initiatives designed to enhance the well-being, future and enjoyment of the local communities living along the Kokoda Track. The KTF has undertaken a number of community projects along the Track in recent years and was instrumental in developing the strategy document 'Eco Trekking Kokoda – A Plan for Sustainable Tourism'.	KTF considers that the immediate priorities for the Track are already identified through the existing studies and that implementation, with a focus on strengthening	Medium Neutral

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
		track management should be the priority. KTF indicate they have access to limited private sector funding to assist with implementation.	
Returned Services League of Australia (RSL)	The RSL represents Kokoda veterans and has supported a number of community projects along the Track in recent years.	RSL has considerable resources available for maintenance of key heritage sites and community projects.	Medium Positive
World Wide Fund for Nature (WWF)	WWF partnered in the development of the KTF is Eco Trekking Kokoda – A Plan for Sustainable Tourism’ and is instrumental in assisting with the establishment of conservation initiatives in PNG, including supporting the provisional nomination of the Track and surrounding area for World Heritage Listing.	WWF have extensive experience in conservation management in PNG. They would be able to provide technical assistance to the SDP, subject to funding.	Medium Positive
Rotary International (RI)	Rotary has supported a number of community projects along the Track in recent years.	RI would be able to continue to support small scale community projects along the Track.	Medium Unknown
Donors			
IFC Private Enterprise	PEP Pacific is part of the World Bank Group and has been providing support to the KTA through a series of initiatives aimed (initially) at	PEP could potentially support the SDP	High

Table 1: Stakeholder Analysis			
Stakeholder	Interest/Jurisdiction	Resources Committed/Available	Influence/Attitude
Partnership – Pacific (PEP)	strengthening the governance and financial management of KTA. PEP is also the sponsor for this Scoping Study. A Governance Workshop was undertaken with the management and Board in November 2006 and a series of action plans developed from this. PEP is funded by the International Finance Corporation of the World Bank Group and the aid programs of Australia, New Zealand and Japan.	development through selective technical assistance aimed at supporting private sector development components of the Plan.	Positive
Global Environmental Facility (GEF)	An initial approach has been made to GEF to support the process of identification and establishment of two pilot World Heritage Ranges in PNG (one of which is Kokoda Track and Owen Ranges). Substantial funding of US 5 m has been applied for but the outcome of this is not yet known.	GEF could provide significant resources towards the development of an SDP particularly focussing on the World Heritage component.	Very High Unknown
Bilateral Aid Donors	The governments of Australia, Japan and New Zealand provide funding to IFC-PEP. AusAID interests are detailed above.		



SUPPORT FOR THE PLAN - CONCLUSION

There appears to be agreement across almost all stakeholders that the Track and surrounding area should be sustainably managed and developed to support income generation for local communities and to conserve the heritage and environmental assets of the area for future generations. The proposed SDP is generally supported by most stakeholders as a means of providing a suitable framework to support the long term sustainability and planning of the Track.. More broadly, Kokoda Track has strong potential as a demonstration project to galvanise expansion of the PNG tourism industry, with benefits for economic growth and poverty reduction.

The most important stakeholders in the development of an SDP will be the Government of PNG and the local communities, as these are the two groups who are the key decision makers on relevant policy and direct activities which occur on and around the Track (at both the macro and micro level). Importantly, both these stakeholders support the development of the SDP, providing the Plan will deliver measurable benefits in terms of income generation and social and community facilities and services.

The PNG Government recognises the importance of the Track as both an economic asset and demonstration project for tourism development, but also as an important heritage asset and component of the bilateral relationship with Australia. Until recently little consideration had been given to future planning of the Track. This appears to be changing and there now appears to be a desire to support a longer term approach to protection and management of the Track, which will deliver sustainable economic benefits.

In general the communities along the Track also appear to agree with this approach. There is a high level of recognition of the value of the Track at a community level and a strong desire to have the Track managed sustainably and delivering increased economic benefits through tourism.

The Australian Government and World Bank are highly supportive of the SDP and have an important role to play in supporting the two primary stakeholders to sustainably manage the activities along the Track and surrounding area as an asset for the country.

Private sector stakeholders operate within the framework established by Government and therefore may initially appear to be less important. However, the government framework within PNG can be weak due to low government capacity, instances of poor governance and an often short term position in relation to sustainable land management issues. In this context, individual private sector firms can wield significant influence at a community level. Further development of sustainable private sector activity by local communities, will be critical to the future of the Track in order to provide alternative opportunities for the local population to participate in sustainable economic activity.

The SDP needs to build a way of considering the competing needs of the various interest groups within a framework which delivers benefits for PNG and in particular to the local communities in the area.

4. KEY ISSUES IN DEVELOPING THE SDP

TRACK MANAGEMENT CAPACITY

There is an immediate need to improve the management of the Track in the short term, as well as develop longer term management capacity and facilities as part of the implementation of an SDP. As the lead agency responsible for Track management, KTA is severely under resourced to undertake the task required. In addition KTA is further hampered by its current structure (as a Special Purposes Authority) and lack of capacity among the Board and management. The Board is also overly involved in management issues and has at times suffered from a lack of governance and an over involvement with local politics. The major issue though is one of lack of resources, which has limited the capacity and influence of the management of

KTA to fulfill the required functions and adequately communicate to stakeholders (particularly landowners).

Currently there is increasing dissatisfaction with the performance of the KTA by landowners as there is a view that the income from trekking fees is not spent appropriately. Some of this belief is founded upon misinformation and a lack of communication by the KTA, but this issue has significant potential to result in local disputes and negatively impact upon the 2007 trekking season.

As the number of trekkers increases, the requirement to install appropriate facilities and manage access to the Track increases. There is evidence that lack of appropriate sanitary facilities is resulting in incidences of giardia on the Track. In addition increasing damage is being done to the Track itself from the impact of trekking, including lack of waste disposal and the clearing of areas for camping and firewood. There is a lack of coordination in relation to the planning of the Track facilities. In addition no guidelines exist for tour operators which can often lead to varying standards, unsafe work practices and conflicts between operators, employees and communities.

KTA simply does not have the resources or manpower to undertake the requirements for Track management activities. However without effective management, closure of the Track is a high risk as community and operator conflict is likely to increase in line with any increase in the number of trekkers. **This issue needs to be addressed as a matter of urgency, in order to provide a more solid platform for the development of the SDP.**

SUSTAINABLE INCOME GENERATION

Income generation is the key issue for many who live along the Track. The day to day survival of individuals increasingly demands access to the cash economy, which for most people is severely restricted. This inevitably increased the attractiveness of developments focussed on resource extraction, which may only be short term, but which have the potential to deliver tangible short term gains.

Whilst tourism benefits those who participate both directly and indirectly, there are few opportunities beyond this sector for the local population to participate in the cash economy. Cost-benefit analysis of economic opportunities needs to properly recognise all the benefits of tourism in its role as an export industry providing sustainable incomes for remote communities. Non-tourism options are limited: lack of infrastructure limits market access and increase transportation costs for small scale agricultural products, while the younger generations are increasingly moving to Port Moresby and have less interest in traditional farming knowledge. Agricultural support and extension services have failed to penetrate to the village level and local communities typically do not have the skills, knowledge or confidence to exploit opportunities to supply products to the tourism industry, including basic foodstuffs, handicraft and merchandise and short nature and cultural based tours. **Support for development of opportunities to support the tourism industry would be a priority component for the development of an SDP and would assist in spreading the economic impact from trekking, but also potentially increase food sustainability and support environmental and cultural protection.**

Community benefits and the sustainability of local business ventures (as well as the visitor experience) could be enhanced with the implementation of some basic business training in management and marketing, tour guiding, first aid, tour product development, packaging and pricing, food hygiene and preparation and guest house standards. **Further development of local business ventures would deepen community economic linkages and create additional local employment.**

DEVELOPMENT PRESSURES

There is increasing pressure both along the Track itself and in the adjacent area from actual and potential development projects relating to oil palm, mining and the forestry sectors. In addition, small scale community gardens continue to impact upon the Track, whilst the impacts of increasing tourist numbers include an increase in waste and sanitation problems and an increase in the physical degradation of the Track and surrounding bush from camping and trekking activities.

Development pressure on the Track will increase as communities seek to generate income from their land and basic social services and infrastructure continue to decline.

Other issues relating to development pressures are discussed by sector below:

Oil Palm Sector

Oil Palm developments in the Kokoda Track area are concentrated on the eastern edge of the Track near Kokoda town. The indications are that oil palm development will be restricted to this area due to soil and terrain restrictions. Figure 1 in Annex IV indicates the current oil palm developments as they relate to the proposed Kokoda Track and Owen Stanley Ranges World Heritage Area.

Mining Sector

Extensive areas of the Track and the surrounding area have been leased for mining exploration or have applications for mining exploration that are pending (Figure 2 in Annex IV). DEC considers that the most likely proposal for mine development would be the Mt Bina (in the Menari and Naoro area) exploration lease which overlays the Track and has the potential to affect the physical environment and aesthetics for tourists. Australian mining company Frontier Resources have cut roads following an old wartime access road across the Goldie River.

The PNG Chamber of Mining and Petroleum considers that on current known results it would be unlikely for mining to proceed on the current leased area, but that the likelihood will be determined by future results which will determine the economics of any development. Concerns have also been raised regarding the impact of exploration on water catchment areas.

Forestry Sector

Two existing forestry concessions are located within the vicinity of the Track. Road developments within the 26,819 ha Eduvu Timber Permit can be seen across the Owen Stanley Ranges and these could potentially come within 4 km of the Track. There are two further large potential forestry developments (PFDs). The 201,863 ha Sogeri-Efogi PFD on the South of the Owen Stanley Ranges overlaps approximately half of the length of the Track (Owen Stanley PFD) and could potentially have a significant impact on trekking in the area. (Figure 3 Annex IV). The 227,330 ha Ioma Block 5 Forest Management Agreement also affects forests to the north of Kokoda.

ENVIRONMENTAL AND CULTURAL HERITAGE PROTECTION

The current declared Reserve area of 10 metres either side of the Track is clearly inadequate for conservation and sustainability purposes. **The conservation and protection of the Track will need to be a key component of the SDP, although it represents a difficult and long term goal. The Plan will need to consider how to strengthen both formal mechanisms for conservation, as well as informal ones, which may be more effective at a community level.** At a formal level this may mean establishing a larger designated protected area, whilst at an informal level this may mean supporting sustainable income generating opportunities for local communities and linking these to local conservation initiatives in order to build community understanding of the need for conservation as a key to safeguarding the tourism asset.

The PNG DEC's preferred strategy for providing long term protection for Kokoda Track is to incorporate the Reserve into a broader World Heritage Area. To qualify for inscription on the World Heritage List, nominated properties must have values that are outstanding and universal. The '*Operational Guidelines for the Implementation of the World Heritage Convention*' provide guidance to the World Heritage Committee in deciding which nominations to include on the List. These guidelines state that nominations should be based on cultural, natural, and/or mixed natural/cultural criteria. Additional detail on these criteria is provided in Annex V of this report⁷.

Linking Kokoda into a broader Owen Stanley Ranges World Heritage Area has several advantages as:

- the World Heritage Convention is the only legally binding global Convention which supports protection of globally significant cultural and biological areas and could provide a high level of security for the Track;
- the Owen Stanley Ranges have been identified as a very high priority biodiversity conservation area through PNG's Conservation Needs Assessment, a national assessment of key biodiversity areas in PNG;
- incorporating the Track into a broader regional protection strategy will help provide a buffer against future developments in the Area;
- listing would increase scrutiny of development options in other at-risk locations, especially if tourism can be shown to provide better ongoing income streams than forestry or mining;
- listing the Track as a World Heritage Area would add considerable brand value to the Area and support the further development of ecotourism in particular; and
- the ability to attract funding to support protection and management of the Track will be significantly assisted through a World Heritage listing which raises the profile of the area globally.

⁷ Australian Government – Department of Environment and Water Resources – www.environment.gov.au/heritage/worldheritage/criteria.html

The PNG DEC has drafted a proposed approach to develop the World Heritage Area through a systematic land-use planning process which would be implemented in partnership with Central/Oro Provincial Governments. The proposal would also benefit from the involvement of other stakeholders who could add technical expertise such as the WWF and the Australian Department of Environment and Water Resources (DEW). The Australian Government, through DEW has recently supported management capability for the World Heritage listed Lorentz National Park in West Papua and WWF has significant experience within PNG on conservation projects, which could be invaluable in the event that PNG nominations are accepted by UNESCO.

Experience elsewhere in the Pacific indicates that World Heritage Listing is not a cast iron guarantee against unsustainable development practices. In the Solomon Islands, East Rennet, (the only World Heritage Area in the Pacific), was declared in 1998, however UNESCO has since expressed serious concerns regarding the management of the area and the need to improve local management capability. Ecotourism ventures which were set up as an alternative to non sustainable land uses on the Island have largely failed due to insufficient government and donor support, transportation difficulties and lack of commitment from the local community. Also in the Solomon Islands, the Morovo Lagoon was initially proposed for World Heritage Listing, but development pressure from logging caused significant damage to the environment at a pace which was faster than the actual Listing process. Such experiences reinforce the need to build capacity for effective management whilst progressing full nomination for World Heritage listing.

It should be noted that World Heritage Listing does not affect ownership rights. Ownership remains as it was prior to nomination and national and local laws and customs still apply. Nor does ownership of the Area pass to an international body. Listing can however, cultivate local and national pride in the Area and can assist in developing national feelings of responsibility to protect the Area.

Other options which could be considered for conservation of the Track include the establishment of Wildlife Management Areas (WMAs), (as proposed in the KTF Strategic Plan), or the declaration of either a Conservation Area⁸ or National Park⁹ under the relevant legislation. Some of the issues associated with these potential approaches are examined below:

- WMAs are not legally binding, nor exclusive to particular types of land use and they rely solely upon community agreement and commitment (land management stays with the local land owner); they require identification of land owners, but not land registration and they can be developed incrementally, starting with the most willing land owners and building to cover wider land areas over time; there is also some evidence that they are being implemented with some success in PNG (ie by WWF);
- Conservation Areas are legally binding and require approval by the National Executive Committee of the PNG Government under the Conservation Areas Act 1978. Conservation Areas also require the establishment of a Conservation Area Management Committee, consisting of local landowner and local government representatives (who must meet every three months) and the development of a management plan. Proposed development within the designated area must be in line with the Plan and approved by the Minister; penalties under the Act are set at a relatively low level (20,000 K).
- Under the National Parks Act 1982 and the National Parks Regulations 1984, the Head of State may declare an area as a National Park and place that area under the control of the Director for National Parks. According to DEC no National Parks have been created in PNG since independence. The Regulations provide detail on management of the Park but appear to be relatively weak in the area of controlled land use activities.
- Conservation Areas are considered to have a greater potential for success (by DEC) than National Parks, due to the requirement under the National

⁸ Conservation Areas Act 1978 – Government of Papua New Guinea

⁹ National Parks Regulations 1984 – Government of Papua New Guinea

Parks Regulations for the State to take over control of the traditional owner's land, which is likely to conflict with customary tenure practices.

- Conservation Areas are not supported as an approach by some PNG based NGOs, (such as WWF and Nature Conservancy), as their application requires government to drive the process (ie a National Conservation Council needs to meet to resolve and progress issues, which currently does not appear to happen). Conservation Areas do have the advantage of local landowners retaining control of the management of their land however, through a local management committee, although the Minister retains considerable discretion over the approval or otherwise of development proposals.

While the above mechanisms offer opportunities for the protection of the natural values of the Track, they do not directly protect the cultural or historic heritage values of the Track. The protection of these cultural and historic values should also be considered. It is worth noting that World Heritage listing does allow for the protection of both natural and cultural values.

In summary, a key component of the SDP will be further consideration of the options for conservation of the Track and surrounding area. The area to be conserved will need to be clearly defined, but there are advantages in linking the Track preservation to the broader Owen Stanley Ranges in the longer term, through the establishment of a World Heritage Area. Capacity building within key PNG government agencies, such as DEC, will also be a critical factor in ensuring future conservation options are implemented and adequately monitored. In the short term however, it may be more effective to work with local communities along the Track to establish community based WMAs, in conjunction with the development of income generating opportunities and Track management measures. **These options need to be further assessed in the light of the views of the key stakeholders and in particular the local landowners who will be central to any agreement and ongoing management process.**

INFRASTRUCTURE, SAFETY AND COMMUNITY PROJECTS

Major infrastructure maintenance is the responsibility of both the National and Provincial Governments. For example the Sogeri to Owers Corner Road is the responsibility of Central Province, whilst the Popondetta Airport is the responsibility of the Civil Aviation Authority. Some priority infrastructure upgrades have been identified by the KTA including for roads '*there is an urgent need to have the 17 km clay road from Depo to Owers' Corner upgraded*' and for air transport '*either urgent consideration should be given to upgrade the Kokoda Airstrip or the present third level airline operators give serious consideration to increasing their fleet of Twin Otter aircraft to fulfill the 2007 trekking requirements*'¹⁰.

The National Cultural Commission (NCC) has established the Kokoda Track Development Project Committee (KTDPC) to oversee the expenditure of funds granted to the NCC for development projects along the Track by the Government of PNG. Approximately 1 m K was allocated in 2006 out of a total of 3.4 m K endorsed by NEC, although no allocation was made in the 2007 budget. Following community consultation the KTDPC has developed a list of priority projects, and a work program for 2007, that indicates that priority projects in community campsites, police posts and water supplies will be completed. In addition, other community priorities were identified through the consultation process undertaken in developing the KTF funded '*Eco-trekking Kokoda – A Plan for Sustainable Tourism*'.

In addition to the financial commitment from the PNG Government, the KTA has committed to spending between 50 and 70 percent of its revenue on community based projects; a system has not yet been put in place by KTA to allocate and manage the community project funds and prioritisation is to some extent influenced by Executive Committee member loyalties and managements' assessment of the critical operational needs of the Track. A wide range of small

¹⁰ KTA – Request Ex-Gratia Funding for KTA to the Minister for Inter-Government Relations – November 2006

community projects have been undertaken from water supply and small income generating projects, to projects more directly associated with Track facilities and maintenance.

NGOs and the Australian Government have been significant supporters of community projects along the Track in recent years. For example Rotary International has funded projects valued at around 4.8 m K since 1995 and KTF has regularly supported small scale projects and an education scholarships scheme.

In terms of identifying priorities it is apparent that considerable work has been done already, but that this work needs to be reviewed in a systematic fashion and the implementation coordinated among the various stakeholder groups. Increased efforts in communicating the criteria, assessment process and outcomes to communities also need to be made.

Safety and security is a major issue in PNG and one which needs to be addressed by the Government in order to assist with the development of tourism, as the perception about crime is an important contributor to low tourist numbers. However whilst there have been occasional incidents and threats to personal security along the Track, these have been infrequent and isolated incidents (and primarily on the Sogeri Road). Police posts exist at both ends of the Track, but are far from adequate and local communities play a more important role in maintaining safety and security. The introduction of sufficient rangers by KTA and community policing would be of assistance, but funding these initiatives is an issue which is currently unresolved and would need to be considered within the SDP.

Priorities for Government services are partially identified through existing planning mechanisms such as the Provincial and LLG Plans, however delivery of services at a local level is severely lacking. The SDP should identify community priorities in areas such as health and education and feed these into the planning processes of the responsible agencies and other relevant organisations.

COORDINATION AND COMMITMENT

The development of the SDP for the Track is a complex proposition which poses major challenges. These challenges are not insurmountable, but they will require significant long term commitment in order to support, not only the development of the Plan, but the implementation as well.

The multitude of stakeholders involved will ensure that the process of developing the Plan is challenging; managing stakeholder expectations and inputs and building ownership through the planning process will be key.

Both a *'top down and bottom up'* participatory planning processes needs to be taken in regard to Plan development; this will be particularly important as local communities will ultimately be the decision makers in regard to the use of local land and resources. 'Top down' approaches are also essential to ensure that programs are integrated with broader government priorities such as the PNG Medium Term Development Strategy (MTDS) 2006-2010.

There is an immediate need to further build engagement between the Governments of PNG and Australia in relation to the development of the Plan. One option to achieve this would be to establish a high level Kokoda Track Taskforce (KTT), with Ministerial level representation from both governments on it. This Taskforce would facilitate dialogue and could be used to review the findings of the SDP and ensure support for implementation is provided by both governments. This would demonstrate both governments’ commitment to address the issue of the long term sustainability of the Track. This Taskforce could be chaired by the PNG Government at a Prime Minister or Deputy Prime Minister level and should be supported by an Interdepartmental Technical Committee (ITC) of officials from both countries as well as other key agencies such as the IFC/PEP and KTA. Individual Technical Working Groups (TWGs) could be formed at a later stage to support the development of the three major technical components of the SDP (Components Three, Four and Five).

There is a growing recognition of the economic value of the Track within the PNG Government, as well as increasing support for the tourism sector generally. PNGTPA have recently completed a national Tourism Master Plan¹¹ (TMP), which provides a framework for development of the sector. The TMP also identifies the iconic status and importance of Kokoda and the potential for further development of the trekking sector in PNG generally.

PNG’s Department of National Planning and Monitoring (DNPM) recognises the close fit between the SDP and PNG’s overarching development policy, as articulated in the Medium Term Development Strategy (MTDS) for 2005-2010. The MTDS states “For the period 2005-2010, the overarching development strategy is defined as export-driven economic growth, rural development and poverty reduction, including through good governance and the promotion of agriculture, forestry, fisheries and tourism on a sustainable basis.”

¹¹ PNG Tourism Sector Review and Master Plan 2007 – 2017 – PNGTPA and ICC- October 2007

The MTDS provides the following specific comments on tourism (Section 2.2.2):

“Over the period of the MTDS, the service industry should develop to be a significant driver of the economy, particularly in relation to tourism. Given PNG’s abundant natural beauty, unique environment and cultural diversity, the potential for the tourism industry is considerable. In a number of niche markets, such as diving, trekking, and village-based tourism, Papua New Guinea has the potential to be a world leader. As well as those directly employed in the hospitality industry, tourism will also generate considerable opportunities for PNG’s world-renowned artisans and artists, and for smallholders supplying produce to motels and guest houses. As yet, Papua New Guinea has not exploited the opportunities that tourism has to offer. The two most significant constraints are negative perceptions arising from the law and order situation and high costs, particularly the cost of flights and accommodation. Law and order is a problem that affects all areas of business, and has been identified as an expenditure priority under the MTDS 2005-2010 (chapter three). The high cost of transport and accommodation can only be addressed over time, including through an increase in competition among service providers. As well, once Papua New Guinea obtains a critical mass of tourist arrivals, tour operators will be able to exercise their market power to negotiate lower airfares and accommodation charges.”

The Australian Government could provide further support to the development of sustainable tourism in PNG as part of the bilateral arrangements between the two countries; this support could directly address some of the issues in regard to sustainability of the Track, but more broadly could be central to support private sector development and facilitate economic growth through the bilateral program. Such support would align with the objective of the PNG-Australia Development Cooperation Strategy 2006-2010 (DCS)¹², and with the 2006 Australian Government White Paper on the Overseas Aid Program, *Australian Aid: Promoting Growth and Stability*.¹³

¹² http://www.usaid.gov.au/publications/pdf/png_strategy.pdf

¹³ http://www.usaid.gov.au/hottopics/topic.cfm?ID=5031_8290_6026_2566_5173

The DCS has a specific focus on four core areas: 1. Improved governance and nation building; 2. Sustainable broad-based economic growth and increased productivity; 3. Improved service delivery and stability; 4. A strengthened, coordinated and effective response to the HIV/AIDS epidemic. The Kokoda SDP appears to align directly with the DCS objectives of nation building, growth and stability. However, tourism has not been agreed as a priority sector for the Australian aid program in PNG, and any suggestion to increase a focus on tourism would need strong rationale and support from GOPNG.

The Australian Government White Paper on aid makes a number of comments which indicate compatibility between AusAID strategic direction and support for the Kokoda Track SDP. These include: “This White Paper proposes a potentially substantial increase in the aid allocation to PNG, subject to meaningful reform and continued improved performance by the PNG Government” (xii); “PNG’s demographic challenges place a premium on generating employment-creating growth” (p12); “experience shows unequivocally that economic growth is the key to poverty reduction ...countries that have integrated themselves into the global economy have grown more quickly than those that have not” (p15), and “[across] Melanesia ...broad-based growth will be critical to shore up support for democracy and to promote stability”(p10).

It is apparent that the PNG Government and other stakeholders will require external support and assistance to develop the Plan. Currently the PNG government does not appear to have the technical or financial capacity in place to develop all the aspects required under the Plan. **However, there are signs of growing commitment and willingness to assist in the development of the Plan, but resources are scarce within PNG and a task of this magnitude would be unlikely to proceed without considerable external funding and donor support.**

Both Australia and PNG Governments consider that the Plan needs to be an initiative of the Government of Papua New Guinea but potentially the Government of Australia can play a key supporting role through the provision of technical expertise and other resources.

5. PROJECT PROPOSAL

THE PLANNING PROCESS

The development of a Sustainable Development Plan for the Track is a complex task, which carries a number of risks and which requires significant and sustained commitment. It is important that the planning process which is established is dynamic and allows the implementation of parallel components which are aimed at achieving specific outputs.

There is a danger that in committing to a longer term planning process, resources will be diverted from short term goals, which in fact provide key building blocks for the development of a longer term sustainable Plan. **The development of the SDP should focus on the development and delivery of programs which support the long term goal of sustainable development and management of the Track, but which also provide tangible outcomes in the short term.**

There is a need for a prioritised and sequenced strategic approach which focuses on five components as follows:

Component One – Strengthen Track Management (KTA)

Component Two – Establish Planning, Coordination and Implementation Mechanisms

Component Three – Develop Sustainable Income Generating Opportunities

Component Four – Define Conservation Strategy and Action Plan for the Track

Component Five – Develop Priority Community, Safety and Infrastructure Projects

In Component One, capacity building could include both organisational development of KTA (in terms of improvements to management systems and procedures), as well as development and delivery of a Track management program. Without this in the short term, it is likely that any longer term plan will be undermined by unsustainable practices as well as a lack of community support.

Component Two will develop organisational mechanisms which demonstrate stakeholder commitment to the planning process and provide the necessary vehicles for liaison, monitoring and coordination of the SDP activities, including linkages to external stakeholders. These mechanisms should include the establishment of a high level Kokoda Track Taskforce (KTT) with a supporting high level Interdepartmental Technical Committee (ITC) and individual Technical Working Groups (TWGs) for components Three, Four and Five. Component Two recognises that successful development of the Track requires a sound business enabling environment, with high level government support, and that success at Kokoda can provide a model for development elsewhere in PNG. For example, issues affecting the tourism industry could arise in aviation, in telecoms, and in visa policy. High level support to address such issues could have broader development impact.

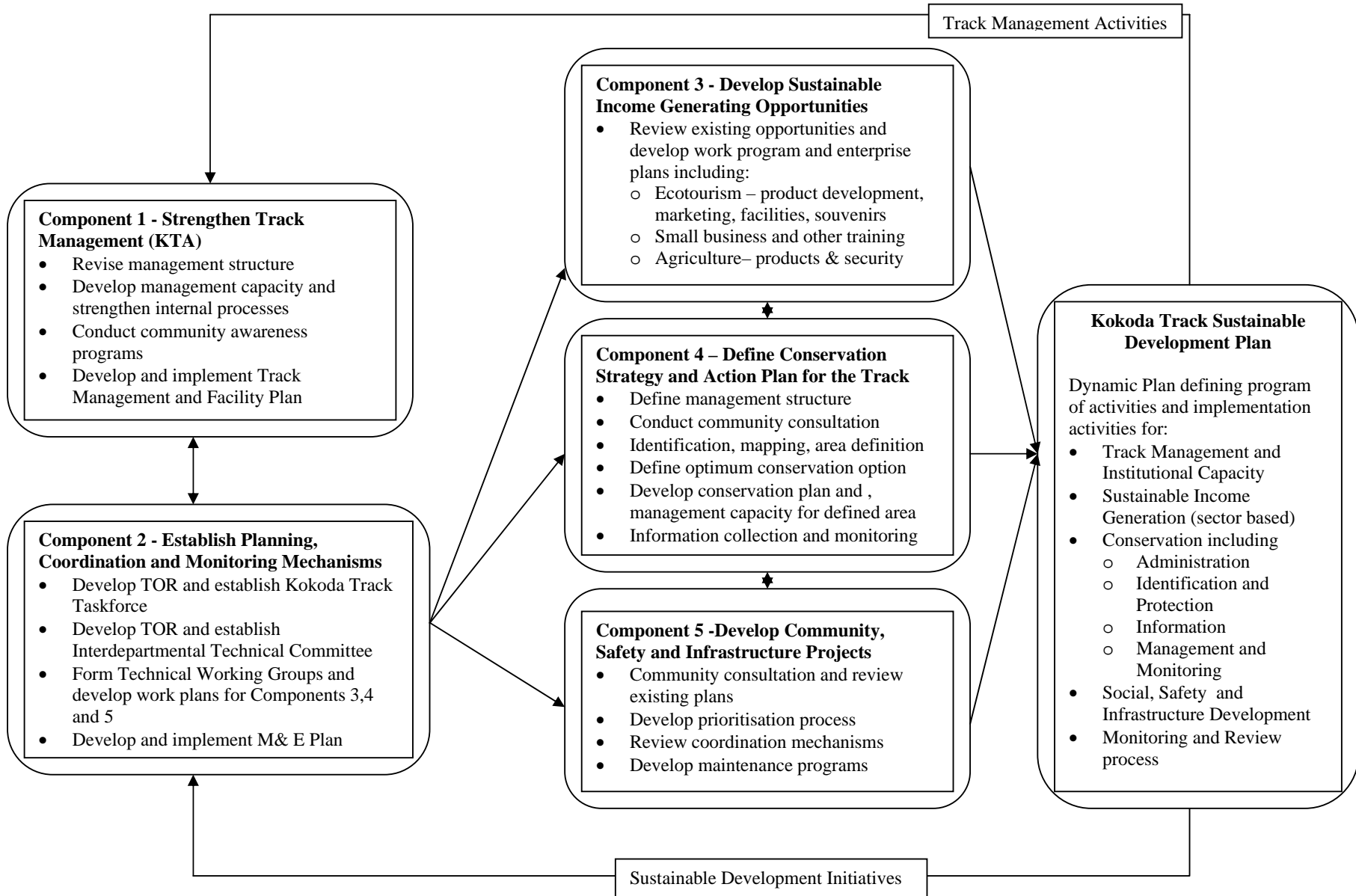
Components One and Two should be implemented in parallel.

Components Three, Four and Five will develop and implement the components of the Plan which support the three pillars of sustainability; the economic, environment/heritage and social/cultural aspects. These components should be developed and implemented in parallel, to avoid delay in implementation of the less complex activities and those activities which are already well advanced. For example, considerable work has been completed to date on the requirement to further develop eco-tourism along the Track as an income generating activity. This work should be mainstreamed and endorsed by the relevant agencies and then an implementation program developed and started as soon as feasible. Other components, such as the potential for World Heritage Listing of the wider Kokoda Track and Owen Stanley Ranges may take many years to progress. It is noted that this is a complex task and may require more intensive scoping than has been possible within the confines of this study. Nevertheless, the final outcome of these initiatives will be supported and influenced by the success of more short term goals relating to track management, income generation, community based projects and infrastructure.

The major components of the SDP are integrated and mutually supportive. Development of one component supports another and vice versa. It is the development timeframe which varies. The suggested approach is therefore to initially establish the supporting structures by building Track management capacity as well as the mechanisms for coordination and technical oversight, (Components One and Two), followed by development of the major components (Components Three, Four and Five). The latter three components should be developed in a parallel process, in order that those activities which have been developed can be implemented, whilst more complex components may still be at the planning stage. Components Three and Five are closely linked and may be managed as a single element, depending on final project design.

A diagram of the potential planning process adopting this approach is illustrated overleaf.

Kokoda Track – Sustainable Development Plan – Planning Components and Process



PURPOSE

The primary purpose of the SDP is *‘to enable the sustainable development of the Kokoda Track and surrounding area’*.

In order to achieve this goal, a dynamic planning process will be created which takes an incremental approach by building and implementing integrated planning components which provide the basis for the economic, social and environmental sustainability of the area.

OBJECTIVES

The proposed objectives of the SDP will be to:

- establish participatory mechanisms which facilitate stakeholder involvement and commitment to development and implementation of the SDP;
- build institutional and community capacity to manage the sustainability of Kokoda Track and surrounding area;
- build on existing planning studies to extend ownership among stakeholders and further develop specific components which enhance sustainable use of the Track, including a Heritage Management and Track Management Plan;
- identify and develop sustainable income generating opportunities for local communities;
- review the conservation options and identify the optimum program to conserve the Track through legal protection and ongoing management.
- identify key infrastructure and community priority projects, together with maintenance and funding requirements; and
- recognise the Track as a leading tourism asset for PNG, with potential to provide a model as a demonstration site for other projects through local activities and efforts to address broader constraints to PNG tourism.

PROPOSED ACTIVITIES AND OUTPUTS

Activities to be undertaken under the SDP and key outputs are identified under the following major components. Components One and Two would be prerequisites to the development and implementation of Components Three, Four and Five, which would be implemented in parallel with each other. Components One and Two would need to continue once Component Three, Four and Five commence.

Component One – Strengthen Track Management (KTA)

Activities

- Support implementation of the outcomes of Review of the KTA Structure (funded by PNG Sustainable Development Ltd)
- Strengthen general management and track management capacity of KTA (or new alternative body) with technical assistance
- Undertake Track community awareness program and regular patrols
- Assess Track carrying capacity
- Develop Track Management Plan including facility requirements
- Implement required facility upgrades

Outputs

- Technical Assistance provided to support KTA
- Track Management Plan established and implemented
- Sustainable and effective Track Management body established
- Community awareness/patrols undertaken

Component Two – Establish Planning, Coordination and Implementation Mechanisms

Activities

- Develop TOR and establish high level Kokoda Track Taskforce (KTT)
- Develop TOR and establish supporting Interdepartmental Technical Committee (ITC)
- Seek NEC endorsement of the SDP and planning process

- Establish Technical Working Groups (TWGs) and develop work plans for Components Three, Four and Five
- Develop Monitoring and Evaluation Plan
- Conduct three monthly KTT review of progress and ITC meetings

Outputs

- Kokoda Track Taskforce established and holding quarterly meetings
- Interdepartmental Technical Committee established and holding quarterly meetings
- Technical Working Groups for Components Three, Four and Five established and work plans developed for these components and regular meetings held
- Monitoring and Evaluation Plan developed and implemented

Component Three – Develop Sustainable Income Generating Opportunities

Activities

- Design and implement programs supported and managed by the TWGs as follows:
 - eco tourism development program incorporating tourism awareness, product development, first aid/safety, tour guide training, facility standards, business management and marketing support and food preparation and hygiene training;
 - small business training and support including bookkeeping and management.
 - agricultural development program including food trials, farmer capacity, extension services and food security; and
 - souvenir and artifacts development program including design, product packaging, display, sales and pricing.

Outputs

- Work program developed and implemented including:
- General small business training for communities in business principles, management, financial management, marketing, micro finance training
- Technical training in agricultural production, tourism operations and guiding and eco-forestry

- Support for product development opportunities in tourism, agriculture, handicrafts and strengthening of linkages to tourism
- Implementation of micro finance training
- Market access support including marketing and product distribution

Component Four – Define Conservation Strategy and Action Plan for the Track

Activities

- Establish TWG and develop and implement program to:
 - conduct geotechnical survey of area and develop baseline data;
 - build stakeholder capacity to establish and administer conservation strategy and activities;
 - conduct community consultation and awareness program to define community and stakeholder support and optimum conservation option;
 - prepare Conservation and Heritage Plan for the Track;
 - conduct biological, social and archaeological research;
 - identify potential protected areas and facilitate incremental steps;
 - develop and implement management plan for any redefined area (linked to KTA management plan and Component Three) based on sustainable natural and heritage values;
 - establish legal protection, monitoring and management mechanisms for the preferred option; and
 - prepare any additional documentation required to support preferred conservation option.

Outputs

- Community consultation patrols/workshops undertaken
- Defined preferred conservation option documented and agreed by key stakeholders
- Conservation and Heritage Management Plan documented
- PNG capacity established to manage the conservation process, through DEC and stakeholder training program and Technical Assistance

- Provision of Technical Assistance to support preferred conservation option
- Increased awareness and value on conservation among the local communities
- Additional documentation/legislation prepared to support preferred conservation option

Component Five – Develop Priority Community, Safety and Infrastructure Projects

Activities

- Establish TWG including adequate community and broader stakeholder representation (ie landowners, NCC, KTA, KTF, Rotary, Australian High Commission) to design and implement programs as follows:
 - review existing database of community and infrastructure projects, including against Track management development priorities;
 - conduct cost benefit appraisal of infrastructure projects and prioritize;
 - establish community police posts and additional Track rangers; and
 - develop maintenance program of projects and coordinate funding and implementation.

Outputs

- Agreed priority infrastructure, security and community projects
- Improved coordination of implementation across stakeholders
- Maintenance Plan and resourcing implications identified

The above components would be contained within a written SDP which would be a living document that would be added to and amended as components progressed and as needs and priorities change.

PROJECT LOGFRAME MATRIX

A log frame for the potential project has been developed and is presented below. The log frame identifies the rationale for the Project, together with the outputs and means of verification and key assumptions made.

PEP Pacific – Kokoda Track Sustainable Development Plan - Scoping Study – Draft Report

Objective/Component	Narrative/Rationale	Verifiable Indicators	Means of Verification	Assumptions
Project Purpose	To ensure the future conservation and sustainable development of the Kokoda Track and surrounding area.	<ul style="list-style-type: none"> ❑ Conservation of existing ecosystem and cultural sites ❑ Increase in sustainable income generation for local communities ❑ Increased recognition of Kokoda as major PNG tourism asset 	<ul style="list-style-type: none"> ❑ Benchmarking against baseline geophysical/bio data survey ❑ Household income survey ❑ Tourism numbers 	<ul style="list-style-type: none"> ❑ All stakeholders commit to the long term sustainable development and conservation of the asset and resourcing the SDP preparation and outcomes.
Component 1 Strengthen Track Management	Effective Track management is a short term priority and will be integral to longer term sustainability.	<ul style="list-style-type: none"> ❑ Sustainable body responsible for Track management established ❑ Development and implementation of SDP Kokoda Track Management Plan Component 	<ul style="list-style-type: none"> ❑ Review of Track management options report (PNGSDP Limited report) ❑ SDP Track Management Plan ❑ Management body reports 	<ul style="list-style-type: none"> ❑ Stakeholders support outcomes of Track management review ❑ Support provided to develop management capacity within new body ❑ Financial support provided for the

PEP Pacific – Kokoda Track Sustainable Development Plan - Scoping Study – Draft Report

Objective/Component	Narrative/Rationale	Verifiable Indicators	Means of Verification	Assumptions
				implementation of Management Plan
<p>Component 2</p> <p>Establish Planning Coordinating and Monitoring Mechanisms</p>	<p>Establishing commitment to an effective process of Plan development and coordination, including linkages to business enabling environment.</p>	<ul style="list-style-type: none"> ❑ Kokoda Track Taskforce, ITC and TWGs established and meeting regularly ❑ SDP Monitoring and Evaluation Plan Component developed and implemented 	<ul style="list-style-type: none"> ❑ Records of KTT and ITC meetings ❑ SDP Monitoring and Evaluation Plan ❑ Work Plans for Components Three , Four and Five 	<ul style="list-style-type: none"> ❑ PNG government and stakeholder commitment to outcomes of the SDP
<p>Component 3</p> <p>Develop Sustainable Income Generating Opportunities</p>	<p>Development of sustainable income generation opportunities for local communities will provide a key foundation for sustainable</p>	<ul style="list-style-type: none"> ❑ Development and implementation of Sustainable Income Generation Component of SDP 	<ul style="list-style-type: none"> ❑ SDP Sustainable Income Generation Component ❑ Household and business income and expenditure survey 	<ul style="list-style-type: none"> ❑ Tourism demand continues for Kokoda ❑ Infrastructure maintenance provided by responsible authorities

PEP Pacific – Kokoda Track Sustainable Development Plan - Scoping Study – Draft Report

Objective/Component	Narrative/Rationale	Verifiable Indicators	Means of Verification	Assumptions
	planning	<ul style="list-style-type: none"> ❑ Increase in formal and non formal employment levels among local communities ❑ Increase in tourism expenditure received by local communities ❑ Increase in household income levels from sustainable economic activities 	<ul style="list-style-type: none"> ❑ Tourism visitor arrivals and expenditure statistics 	<ul style="list-style-type: none"> ❑ Local communities engage in new activities
<p>Component 4 Define Conservation Strategy and Action Plan for the Track</p>	<p>A number of options exist to support conservation of the Track; which need to be defined and implemented</p>	<ul style="list-style-type: none"> ❑ Definition of preferred option for conservation ❑ Development of Track conservation 	<ul style="list-style-type: none"> ❑ Conservation and Heritage Management Plan ❑ UNESCO Listing as World Heritage Area 	<ul style="list-style-type: none"> ❑ Permissions and support from landowners is forthcoming ❑ Stakeholder support

PEP Pacific – Kokoda Track Sustainable Development Plan - Scoping Study – Draft Report

Objective/Component	Narrative/Rationale	Verifiable Indicators	Means of Verification	Assumptions
	<p>following community and stakeholder consultation.</p>	<p>and heritage management plan</p> <ul style="list-style-type: none"> □ Review of supporting legislation □ Definition of areas and baseline data/mapping completed □ Management capacity developed within PNG 	<ul style="list-style-type: none"> □ Evaluation of WHA Management Plan implementation 	<p>for outcomes of Conservation and Management Plan</p> <ul style="list-style-type: none"> □ Area meets identified criteria for options ie UNESCO requirements
<p>Component 5 Develop community social and infrastructure priorities.</p>	<p>Infrastructure maintenance/development and community projects will support sustainable economic and social development.</p>	<ul style="list-style-type: none"> □ Identification and documentation of community priority projects into Community Development 	<ul style="list-style-type: none"> □ Community Development Component of SDP □ Review of CDC implementation 	

PEP Pacific – Kokoda Track Sustainable Development Plan - Scoping Study – Draft Report

Objective/Component	Narrative/Rationale	Verifiable Indicators	Means of Verification	Assumptions
		Component (CDC) of the SDP □ Coordination of implementation of the CDC		

BUDGET ESTIMATE

An indicative budget has been prepared for the development of the five components of the Plan for the three year program as follows:

Component/Activity	Budget (AU\$)				Comments/Assumptions
Component One- Strengthening Track Management					
	Y1	Y2	Y3	Total	
Technical Assistance (KTA Operations)	300,000	300,000	300,000	900,000	Assumes long term assistance over 3 year period
Awareness and Consultation Program	50,000	50,000	50,000	150,000	Assumes consultation program implemented over 2 years along Track
Management Plan	50,000			50,000	Short Term Technical Assistance
Total Component One	<u>400,000</u>	<u>350,000</u>	<u>350,000</u>	1,100,000	-
Component Two- Planning Coordination and Monitoring Mechanisms					
Technical Assistance (M&E)	60,000	30,000	30,000	120,000	Development of M&E Plan and six monthly monitoring over two years
KTT, ITC and TWG Meetings	80,000	80,000	80,000	240,000	Meetings every three months for three years
Technical Assistance (Planning & Coordination)	180,000	150,000		330,000	Assumes 12 months input over two year period
Total Component Two	<u>320,000</u>	<u>260,000</u>	<u>110,000</u>	690,000	
Component Three – Sustainable Income Generation					
Business Training/Workshops		100,000	100,000	200,000	Workshops along the Track
Market Access Support		100,000	100,000	200,000	Marketing and product distribution support over two years
Technical Assistance (Small Business Dev'pt)		100,000	100,000	200,000	Two short term TAs in Tourism and Agriculture with inputs over two years
Total Component Three		<u>300,000</u>	<u>300,000</u>	600,000	
Component Four – Define Conservation Strategy and Action Plan					
Conservation Options Study		50,000		50,000	Local consultant support
Community Consultation	100,000	100,000	50,000	250,000	Additional consultation in relation to options study & conservation & heritage
Conservation/Heritage Management Plan			100,000	100,000	Local consultant support for KTA
Research and surveys	20,000	120,000	35,000	175,000	Baseline data and geotechnical survey
Total Component Four	<u>120,000</u>	<u>270,000</u>	<u>185,000</u>	575,000	
Component Five – Develop Community, Social, Safety and Infrastructure Projects					
Projects database		25,000	10,000	35,000	Local consultant
Priority project implementation		250,000	250,000	500,000	Two year program of projects to support Plan implementation
Total Component Five		<u>275,000</u>	<u>260,000</u>	535,000	
TOTAL	<u>840,000</u>	<u>1,455,000</u>	<u>1,205,000</u>	3,500,000	

The budget for the SDP is estimated at Au\$ 3.5 million, which is estimated on an initial three year development and implementation program.

6. RISKS AND ASSUMPTIONS

KEY ASSUMPTIONS

The following assumptions are key to the development and implementation of the SDP:

- The identified stakeholders fully commit to the long term implementation of the SDP and that adequate funding is made available and suitable technical assistance provided.
- The PNG and Australian Governments commit to a ‘*Joint Government*’ approach to development of the Plan and the achievement of the Goal and specific objectives, through the formation of the Kokoda Track Taskforce (KTT) and the Interdepartmental Technical Committee (ITC).
- The KTT would be Chaired by either the Prime Minister or Deputy Prime Minister of Papua New Guinea, and the ITC would be chaired by the Chief Secretary of the PNG Prime Minister’s Department or the Secretary of the Department of National Planning and Monitoring.
- TWGs will be established and supported by technical expertise and the relevant stakeholders.
- The other key stakeholders will commit to the KTT and ITC process and support the Technical Working groups (TWGs) as required.
- A suitable alternative management structure for the Track is established in the short term, which is sustainable in the longer term.
- Demand for tourism products associated with the Trek continues to grow to a level where trekking fees finance the required ongoing Track management.
- Safety and security along the Track is guaranteed.
- The nomination for the proposal to have the Track listed as a World Heritage area is endorsed by UNESCO.
- The proposed economic activities (in particular large scale mining or forestry ventures), do not proceed at a pace which would cause irreparable damage to the biodiversity and heritage assets of the Track, such that it could no longer be considered for World Heritage listing.

- Detailed survey of the area indicates that it has sufficient unique characteristics to meet the criteria for World Heritage listing and that the area is ultimately accepted by UNESCO (if this is the World Heritage Area listing is the preferred conservation option).

RISK MATRIX

The following table indicates the major risks identified with the development and implementation of the SDP, together with the proposed measures which have been integrated into the design to limit the risk exposure. Risks are identified as Low (L), Medium (M) or High (H).

PEP Pacific – Kokoda Track Sustainable Development Plan - Scoping Study – Draft Report

RISK FACTOR	POTENTIAL DAMAGE TO SDP	L	M	H	RESPONSE
Inadequate stakeholder support for the SDP development and implementation	Would undermine the sustainability of the SDP through lack of ownership and support by key agencies			H	Planning process incorporates inter departmental Steering Committee chaired by PMs Department and with broad stakeholder representation, supported by Technical Working Groups
Inadequate funding available to support development and implementation	Long term sustainability depends upon development and implementation of all integrated components			H	The SDP requires a major commitment from an external funding source to establish the Plan and financial viability of the management body in the short to medium term. In the long term Track management can be sustained through trekking fees.
Inadequate management structure for the Track is established	Inadequate management structures will undermine the SDP and potentially cause local conflicts			H	The development of a sustainable management body is the first component of the SDP and is essential for the successful implementation of the other components.
Demand for tourism in PNG and specifically for the Track, declines.	Decline in trekker numbers would undermine attempts to make Track Management financially sustainable.	L			Market demand is growing and potential exists to increase trekking fees. Little marketing of the Track has been done to date and PNG government has developed and is implementing a Tourism Master Plan.
Safety and security along the Track cannot be maintained	Security concerns could reduce demand for the Track from trekkers.			H	Building Track Management capacity is critical as well as greater commitment from the Police. Both issues are within the scope of the SDP.
Unsustainable economic development in the area proceeds at a pace which undermines the integrity of the environmental and heritage assets	Large scale damage would reduce the likelihood of World Heritage Listing and the conservation component		M		The SDP needs to build support from stakeholders to support interim sustainable management measures at a Government and community level. The establishment of the SDP process will

PEP Pacific – Kokoda Track Sustainable Development Plan - Scoping Study – Draft Report

RISK FACTOR	POTENTIAL DAMAGE TO SDP	L	M	H	RESPONSE
	of the Plan.				assist in this regard, together with community education.
The Area does not contain sufficient assets to support World Heritage Listing	Alternative sustainable management mechanisms could be established (ie Conservation Area or Wildlife Management Areas)		M		The SDP needs to review the position once adequate data is available.
PNG Business Enabling Environment unduly constrains competitiveness of tourism product	Low tourism numbers and low investment levels undermine community support		M		GOPNG, including through KTT, will identify and address impediments to growth of Kokoda tourism

7. CONCLUSIONS

In conclusion, whilst there appears to be support for taking a longer term approach to the sustainable development of the Track amongst the vast majority of stakeholders, a vehicle needs to be established to allow closer dialogue and coordination. It is also evident that the development of an SDP in itself will not ensure the future sustainability of the Track. A broader program of support including capacity building in track management and conservation, together with community based income generation is required to ensure sustainability. This requires a long term commitment to implementation not just development of the Plan.

As the next stage, the Governments of PNG and Australia should engage in senior level dialogue to establish the KTT and supporting ITC. IFC/PEP, as sponsors of this study, can play a key role in assisting in this process. Through the KTT, both Governments can further discuss the development and implementation of the Plan and the commitments required to provide the necessary financial and technical resources to successfully deliver such an undertaking.

It is likely that these steps would include the following:

- i. Preparation of a Draft Concept Note and presentation to the Government of PNG and potential funding partners for comment
- ii. Invite donors to assist with field appraisal as basis for project contract
- iii. Finalise contractable Project Design Document
- iv. Tender for managing contractor
- v. Start components One and Two, including process for baseline surveys for monitoring and evaluation framework
- vi. Design components Three, Four and Five
- vii. Implement components Three, Four and Five

ANNEX I

TERMS OF REFERENCE FOR KOKODA TRACK SUSTAINABLE DEVELOPMENT PLAN SCOPING STUDY

PEP-Pacific ID No. [.....]

These are the Terms of Reference referred to in the Letter of Appointment dated [*date of Letter of Appointment*] and form part of the contract between the International Finance Corporation (IFC) and [**Name**] (the Consultant) for services to be provided to the International Finance Corporation's Private Enterprise Partnership-Pacific (PEP-Pacific).

SUMMARY

The study aims to scope the requirements for a Sustainable Development Plan that will ensure the future preservation and sustainable management of the Kokoda Track.

BACKGROUND

The Kokoda Track has a legendary place in the history of both Australia and Papua New Guinea. The Kokoda Track (or Kokoda Trail, as it is otherwise known) became a household name in Australia in the Second World War, when in 1942 the Australian forces assisted by the 'Fuzzy Wuzzy Angels' held the Japanese forces and prevented the fall of Port Moresby.

The Government of PNG has established the Kokoda Track Authority (as a Special Purpose Authority under the Local Government Act) to manage the Track. The KTA has a wide ranging mandate incorporating the issuance of permits, financial management, landowner education and training, track development and maintenance, operator management and facilitation of community projects. The KTA has Executive Committee representation from clan leaders, landowners, provincial and local level government authorities, the Tourism Promotion Authority, the National Cultural Commission, community organisations and tour operators. The KTA

receives no government funding and is reliant upon track permit fees for their recurrent revenue.

Tourism along the Kokoda Track has grown considerably in recent years. From only 1,500 permits in 2003 the number is expected to reach 4,000 by the end of 2006 and could reach as high as 10,000 by 2010. The increased numbers of trekkers has placed increased demands on the KTA as well as raised issues of capacity, sustainability and landowner/operator participation and equity. In 2006 the Kokoda Track was identified within the PNG Tourism Master Plan¹⁴ as a key tourism and cultural icon, which has significant potential to influence the tourism sector in PNG as a whole. The same year it was submitted for tentative World Heritage listing by the PNG Department of Environment and Conservation.

Tourism development in PNG has received a greater priority by the Government in recent years as evidenced by its inclusion as a priority under the Medium Term Development Strategy and more specifically by an increased budgetary allocation for the PNG Tourism Promotion Authority in the last few years and the development of a sector development plan in 2006 (the PNG Tourism Sector Review and Master Plan 2007 – 2017). Visitor numbers have increased in the last few years partly as a result of increased interest in the Kokoda Track, but also due to the introduction of competition on Australian airline routes and increased promotional activities by the TPA.

Landowners are increasingly becoming frustrated with a perceived lack of economic empowerment from the Track, which has resulted in some local conflict. The preservation of the Track faces increasing pressure from competing land use, including mining.

The Kokoda Track Foundation has recently prepared the draft 'Plan for Sustainable Tourism'¹⁵ for the Kokoda Track; this document could also potentially provide the basis for a management plan for implementation by the KTA, aimed at promoting

¹⁴ Tourism Sector Review and Master Plan – PNGTPA and ICCG – September 2006

¹⁵ Eco-trekking Kokoda – A Plan for Sustainable Development (Draft) – the Kokoda Track Foundation - April 2006

sustainable tourism along the Track. In addition the PNG Sustainable Development Program has developed a plan for the KTA, 'Developing the Kokoda Track Authority: Encouraging Long Term Sustainable Tourism'.

Private Enterprise Partnership Pacific (PEP-Pacific)¹⁶ has also developed a program of support for the KTA which has been in development since 2005 and which commenced in October 2006. This support is focused on four areas as follows:

- The Governance of the Kokoda Track Authority.
- A review of relevant legislation.
- Marketing, product development and management of the track.
- Linking commercial opportunities to community development.

PEP-Pacific is providing primarily short term support to address immediate needs and provide a basis for the longer term development of the Track.

Over recent months there has been increasing support for the view that there is now a need to build on the work done to date to prepare a Sustainable Development Plan for the Track which provides a framework and implementation process to ensure the long term conservation and management of the Track.

Following consultations with the Tourism Promotion Authority of PNG and representatives of the Australian Government, IFC has agreed, as a first stage, to commission a scoping study to determine the key issues, roles and assistance required to produce and implement the Plan. The anticipated complexity of preparing a Sustainable Development Plan for Kokoda requires this initial scoping phase to determine its viability, and provide prospective partners in its development and implementation with indicative resource needs.

OBJECTIVES

The immediate objectives of the study are:

¹⁶ PEP-Pacific is managed by the International Finance Corporation (IFC), part of the World Bank and funded by IFC as well as the Governments of Australia, New Zealand and Japan.

- to critically review and analyse the situation in regard to the planning and management of the Kokoda Track including the level of current and proposed support by stakeholders for the potential outcomes of the Plan;
- to identify and critically review key issues and constraints in relation to the future sustainable management of the Kokoda Track with consideration to its natural and cultural heritage values and any conflicting land uses or activities;
- to consult with key stakeholders to determine the need, nature and scope of a project to support the future sustainable management of the Kokoda Track;
- to analyze the potential roles of key stakeholders in the preparation and implementation of the Plan and to identify existing activities which support the sustainable management and development of the Track; and
- to scope a project proposal which complements current initiatives and supports the longer term sustainable management and development of Kokoda Track through the development of a Sustainable Development Plan and a process of implementation to ensure the future sustainable management of the Track.

STUDY DESCRIPTION AND ACTIVITIES

The assignment is designed to prepare a scoping study for a subsequent project to support the long term sustainable development of the Kokoda Track through the formulation of a Sustainable Development Plan (the Plan) for the Kokoda Track. The Plan will provide a framework to support the sustainable management of the Track and clearly identify constraints (including capacity and legislative), solutions and stakeholder roles and responsibilities which can form the basis of an implementation schedule to achieve the overall objectives of the Plan.

In undertaking this project the Study Team will:

- review existing information and publications regarding the Kokoda Track and KTA;
- meet with representatives of the Government of Papua New Guinea to ascertain their views and level of support for the proposed project including:
 - Prime Minister's Department
 - Ministry of Finance
 - Ministry of Provincial Affairs
 - National Cultural Commission
 - Ministry of Environment and Conservation

- Ministry of Tourism and Culture
 - Ministry of Agriculture
 - Ministry of Mining
 - Ministry of Forestry;
- consult with other existing stakeholders including KTA management and board members (including specifically the board members representing landowner and community interests), PNGTPA, National Cultural Commission, Kokoda Track Foundation, representatives of the Government of Australia, WWF, PNG Sustainable Development Program, the PNG World Heritage Centre, mining industry and forestry industry representatives, and key tourism operators to ascertain their views on the constraints and required support to be provided under the proposed project;
 - consult with protected area and sustainable landuse specialists in Australia, PNG and through the IFC network;
 - consult with PEP-Pacific, Australian Government representatives and other donors to determine the scope and outputs from proposed interventions;
 - identify key constraints to the future sustainable management and development of the Track and key future support requirements; and
 - Draft a project design document for a Sustainable Development Plan for the Track.

OUTPUTS

The major outputs from the project will be as follows:

- a stakeholder analysis including a description (map) of the existing stakeholder network with interrelationships, roles and responsibilities. This should describe, for each stakeholder, its attitude to the Kokoda Track, its jurisdictional authority (if any), relevant policy position, any financial or other resources it may have available to support the Track and how these funds and resources may be made available to the Track. This should also include an analysis of the level of support for the Plan as well as potential relevant roles and responsibilities in the development and implementation of the Plan;
- the identification of any risks and assumptions associated with the development and implementation of the Plan;
- the identification of a participatory process and outline of the proposed methodology for the preparation of the Plan which is inclusive of key stakeholders and which engenders support for implementation; and
- a written report which sets out identified future support requirements to prepare the Plan including scoping of the following:
 - project purpose and objectives,
 - project activities,

- project resources and budget required,
- timeframe for implementation and sequencing of activities, and
- coordination and monitoring mechanisms.

The scoping study should be presented as a written design document comprising a formal Terms of Reference suitable for review by the Government of PNG and potential funding partners. The report should be presented in Draft for Discussion format. The final document should be presented based on feedback from stakeholders on the Draft report.

TIMETABLE

The assignment will commence on Monday 22nd January, 2007 and the draft report will be presented to PEP-Pacific no later than close of business on Friday 2nd March, 2007. The final report will be submitted within five (5) days after receiving PEP-Pacific's comments on the draft report.

In the event the World Bank Group finds it necessary to cancel the assignment or to shorten its duration, the World Bank Group reserves the right to adjust the terms of the assignment as necessary. The Consultant's appointment will terminate at the end of the period unless it is extended or a new appointment is made. The World Bank Group has no obligation to extend the appointment or to offer a new appointment, even if performance is outstanding, but it may do so if agreed to in writing at the time of the expiration of the appointment.

ANNEX II

REFERENCES

Agricultural Systems of PNG – Working Paper No 15 – Central Province Australian National University - 2002

Central Province 5 Year Development Plan 2005 – 2009 (undated)

Central Province Forest Plan 2006 – 2011- Draft (undated)

Concept Paper to UNDP GEF – PNG World Heritage Initiative – April 2006 – UNDP/WWF/Wildlife Conservation Society

Draft Project Outline – Kokoda Track and Owen Stanley Ranges - PNG Department of Environment and Conservation – February 2007

Eco-trekking Kokoda – A Plan for Sustainable Tourism (draft) April 2006 Kokoda Track Foundation/ WWF/KTA/UTS

Koiari Rural Local Level Government Five Year Rolling Plan (2004 – 2008) – June 2003

Kokoda Local Level Government Plan – August 2004

Kokoda Track Authority – request for Ex Gratia Funding for Kokoda Track Authority to the Minister for Inter-Governmental Relations – November 2006

Kokoda Track – Medium Term Development Plan 2007 – 2012 – Norris Selu KTA (undated)

Local Level Government Administration Act – Establishment of the Kokoda Track Local Level Special Purposes Authority – August 2006

PNG Medium Term Development Strategy (MTDS) 2006-2010.

National Cultural Commission – Brief on the Kokoda Trail Development Project (undated)

PNG-Australia Development Cooperation Strategy 2006-2010 (DCS) AusAID 2006

PNG Tourism Sector Review and Tourism Master Plan 2007 – 2010 – PNGTPA/ICCC – October 2006

PNG National Parks Act 1982

PNG Conservation Areas Act 1978

PNG Land Act 1996

PNG Local Level Government Administration Act 1997

PNG National Parks Regulations 1985

PNG Environmental Planning Act 1978

Project Proposal for the Development of Villages Along and Adjacent to the Kokoda Track – Sandy Lawson – submitted to PEP Pacific (undated)

RAPPAM Report – Kokoda Historic Track Reserve) October 2004 – World Wildlife Fund and Kokoda Track Authority

Steps to Sustainable Tourism – Australian Department of Environment and Heritage - 2004

Successful Tourism in Heritage Places – Australian Heritage Commission – 2001

White Paper on the Overseas Aid Program, *Australian Aid: Promoting Growth and Stability*, 2006 Australian Government

ANNEX III
STAKEHOLDERS CONSULTED

Individual	Organisation
PNG Government	
Mr Peter Vincent - CEO	PNG Tourism Promotion Authority (PNGTPA)
Ms Alcinda Trewan – Policy and Planning Officer	PNGTPA
Mr George Mosusu – Acting Assistant Secretary	Department of Agriculture
Mr Mosilayola Kwayaila – Acting Director Aid Coordination	National Planning Office
Mr Rohit Singh – Policy Adviser	Prime Minister’s Department
Ms Julianna Kubick – Manager Policy	National Planning Office
Mr Joe Monguai – Acting Senior Aid Coordinator	National Planning Office
Dr Gae Gawae – Deputy Secretary Conservation	Department of Environment and Conservation
Ms Rose Snagaden – Manager Conservation	Department of Environment and Conservation
Mr Arthur Ganubella – Protected Areas Coordinator	Department of Environment and Conservation
Mr Tua Vali – Deputy Secretary Monitoring and Technical Services	Department of Provincial and Local Government Affairs
Mr Willy Wavi – President	Koiari Local Level Government and Central Kokoda Track Landowners Association
Mr Manua Kalmington – General Manager Airports	PNG Civil Aviation Authority
Mr Ori Kenya – Lord Mayor	Kokoda Rural Local level Government
Mr Koi Onee – District Administrator	Central Provincial Government
Kokoda Track Authority (KTA)	
Mr Warren Bartlett – General Manager	KTA
Mr Jim Yomapisi – Director Marketing PNGTPA	KTA Board
Mr Alfred Amuli – Kokoda Rural Local level Government	KTA Board (Chairman)
Mr Garry Imiri – Koiari Local Level Government	KTA Board
Mr Norries James – Koiari Landowners Representative	KTA Board
Mr Tony Abavu – Kairuku Hiri District Representative	KTA Board

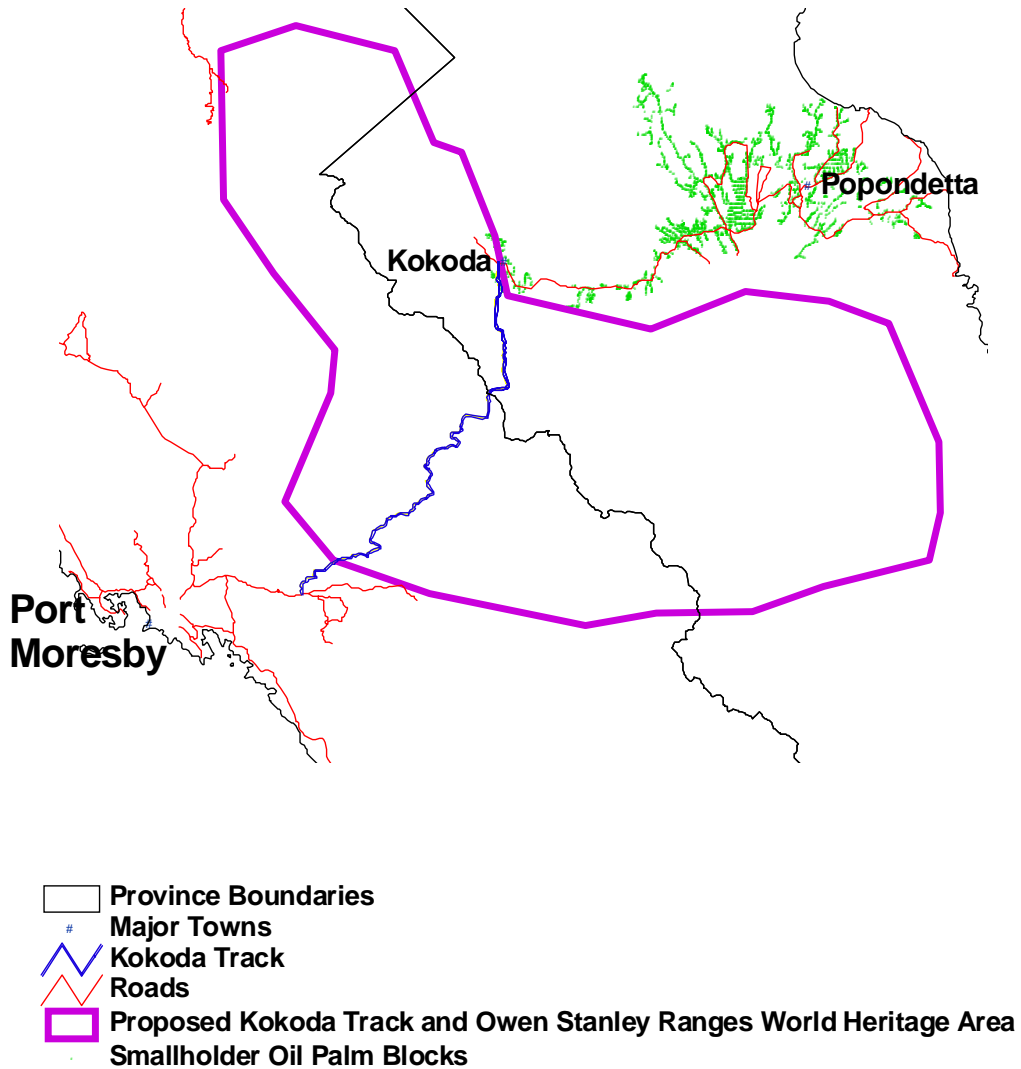
Mr Michael Ekopo – National Cultural Commission	KTA Board
Australian Government	
Mr Hugh Borrowman – 1 st Assistant Secretary	Dept of Prime Minister and Cabinet
Mr Nicholas Coppel – Assistant Secretary	Dept of Prime Minister and Cabinet
Mr Keith Scott	Dept of Prime Minister and Cabinet
Mr Benjamin Leske - Adviser	Dept of Prime Minister and Cabinet
Mr Geoff Robson – (II&E)	Dept of Prime Minister and Cabinet
Major General Paul Stevens (Rtd)	Office of Australian War Graves
Mr Richard Reid	Dept of Veterans Affairs
Mr David Cran – Army History Unit	Dept of Defence
Major Jack Thurgar – Army History Unit	Dept of Defence
Ms Jan Hutton	Dept of Foreign Affairs and Trade
Mr Bill MacKay	Geoscience Australia
Mr Greg Terrill	Dept of Environment and Water Resources
Mr Ken Heffernan	Dept of Environment and Water Resources
Ms Nadia Sirianni	Dept of Environment and Water Resources
Ms Cathy Dillon	Dept of Industry, Tourism and Resources
Mr Grant Keys	Dept of Industry, Tourism and Resources
Ms Catherine Walker – Asst DG PNG Branch	AusAID
Mr Robert Tulip – Manager Research PNG	AusAID
Mr Alopi Latukefu – Program Manager PSD	AusAID
Mr Theo Levantis –Economic Adviser	AusAID
Mr Bill Costello – Counsellor	AusAID (PNG)
Ms Sara Goodall – Third Secretary	Ministry of Foreign Affairs and Trade (PNG)
Mr Clyde Hamilton – Development Specialist	AusAID (PNG)
Mr Troy Irwin – Development Specialist Central Province	Australian Government Sub National Initiative
PEP Pacific/IFC	
Mr John Perrottet – Tourism	IFC/PEP- Pacific

Program Manager	
Ms Jennifer Bartlett – Tourism Program Officer	IFC/PEP Pacific
Mr Peter Cusack – Program Manager PNG	IFC/PEP Pacific
PNG Private Sector	
Mr Greg Anderson – Executive Director	PNG Chamber of Mining and Petroleum
Mr Michael Buleo – Chairman	PNG Tourism Industry Association
Mr Bob Tate – Executive Officer	PNG Forest Industries Association
Ms Christine Aru – Executive Officer	PNG Tour Operators Association
Mr Narai Billy – General Manager	Koiari Treks and Tours
Mr Joseph Awuki - Owner	Fuzzy Wuzzy Spiritours
Mr David Badya – Tour Manager	Kokoda Peace Tour Services
Mr Dennis Gobula - Manager	Surava Memorial Tours
Mr Alex Rama - Manager	Kokoda Experience
Mr Aaron Hayes – Chief Executive	Ecotourism Melanesia
Ms Eileen Salewagen – Kokoda Product Manager	Ecotourism Melanesia
Mr Mark Hitchcock - Partner	PNG Trekking Adventure Tours
Mr Donald Siga – Owner	Kokoda Historical Trekking
Mr Max Kaso - Manager	Mt Obree Jaure Trekking
Mr Jack Deia – Owner	No Roads Expeditions
NGOs	
Paul Chatterton – Conservation Manager PNG	World Wildlife Fund
Mr Paul Lokani – Director Melanesia Program	The Nature Conservancy
Mr Joe Filippi – President	Port Moresby RSL
Hon Charlie Lynn - President	Kokoda Track Foundation
Mr David Knaggs - Consultant	Kokoda Track Foundation
Others	
Ms Tessa Te Mata –Counselor – Aid Manager PNG	NZAID
Mr Richard Counts – Program Manager PNG	UNDP
Mr Paul Mitchell - Consultant	PNG Sustainable Development
Dr Michael Bourke Adjunct Senior Fellow	Department of Geography Australian National University
Dr Bryant Allen – Senior Fellow	Department of Geography Australian National University

ANNEX IV

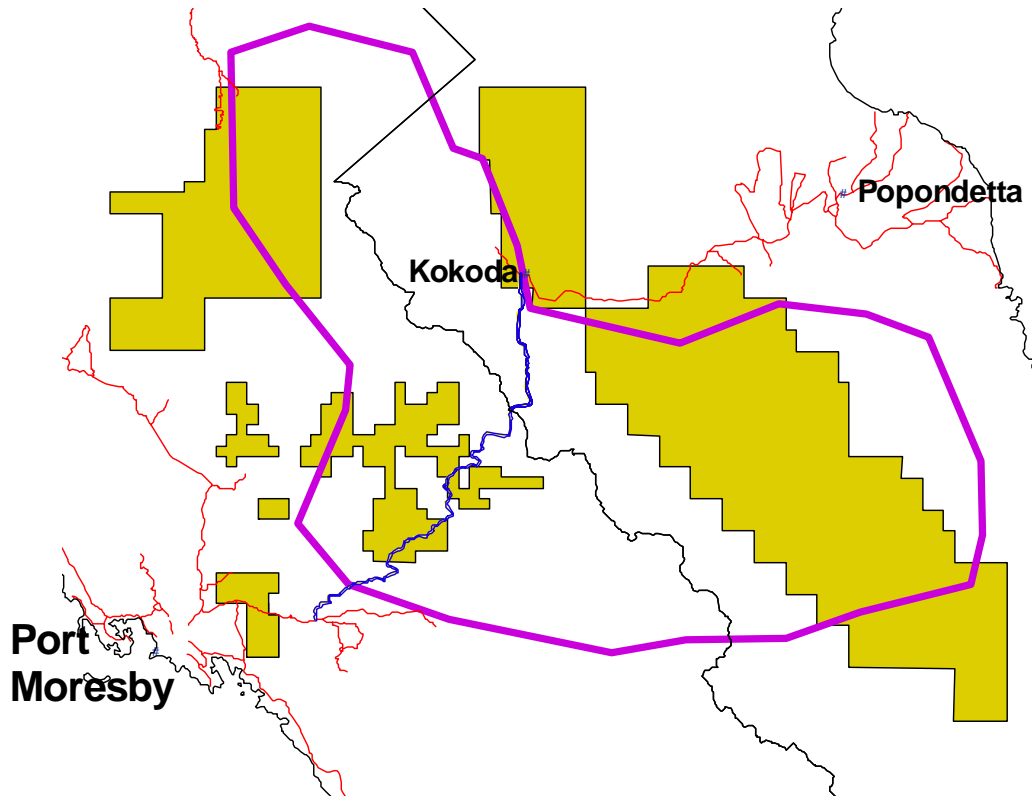
ACTUAL AND POTENTIAL LAND USE MAPS







**Figure 1: Proposed Kokoda Track and Owen Stanley Ranges World Heritage Area
Oil Palm**



Caveat: This map provides a broad regional overview of key features and is for illustration purposes only. It is not cartographically accurate. It is not to be used in any formal publication.

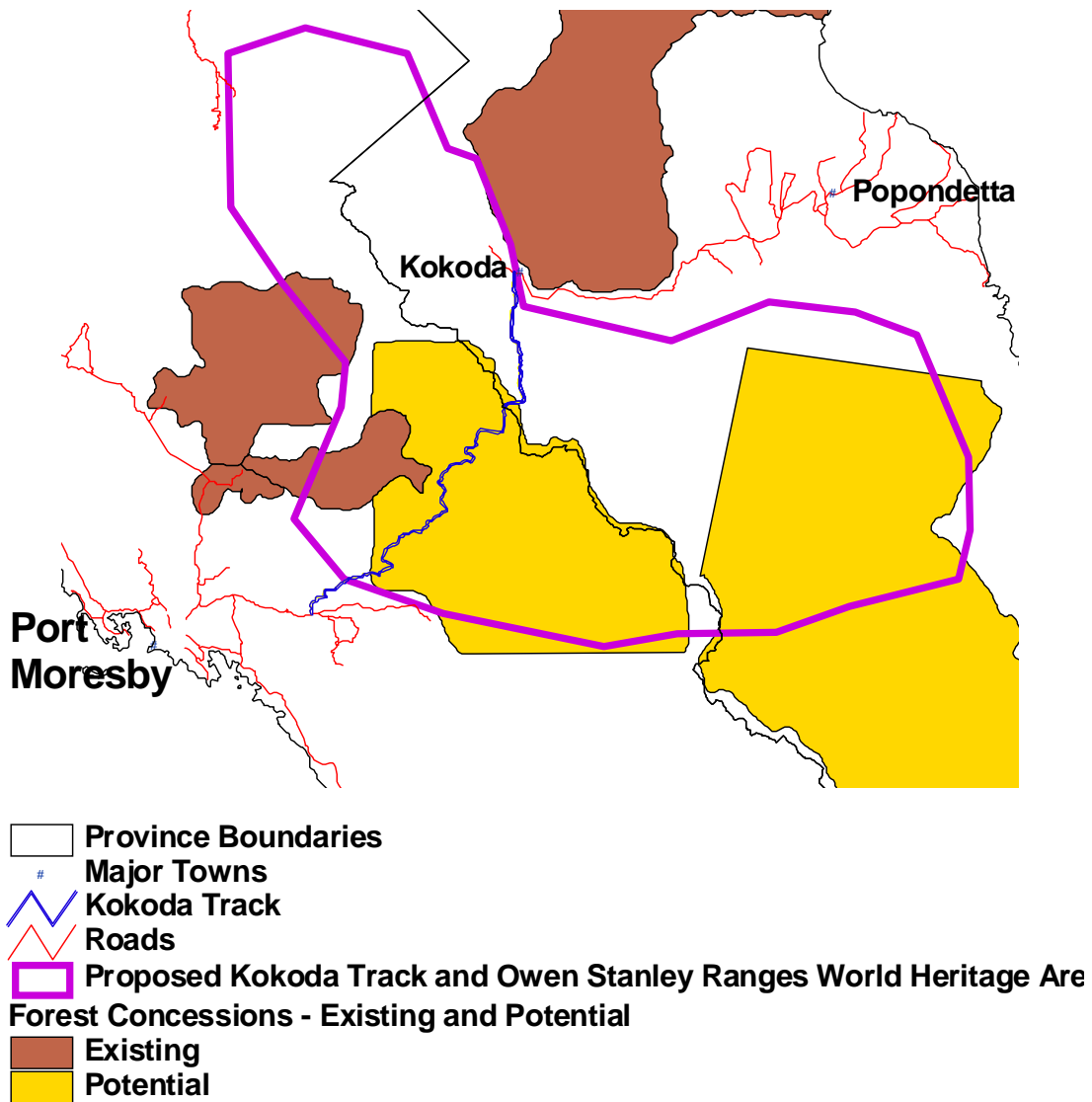
Figure 2: Proposed Kokoda Track and Owen Stanley Ranges World Heritage Area Mining Exploration



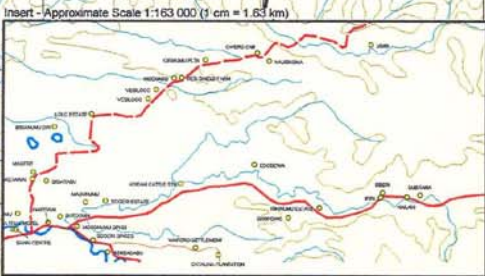
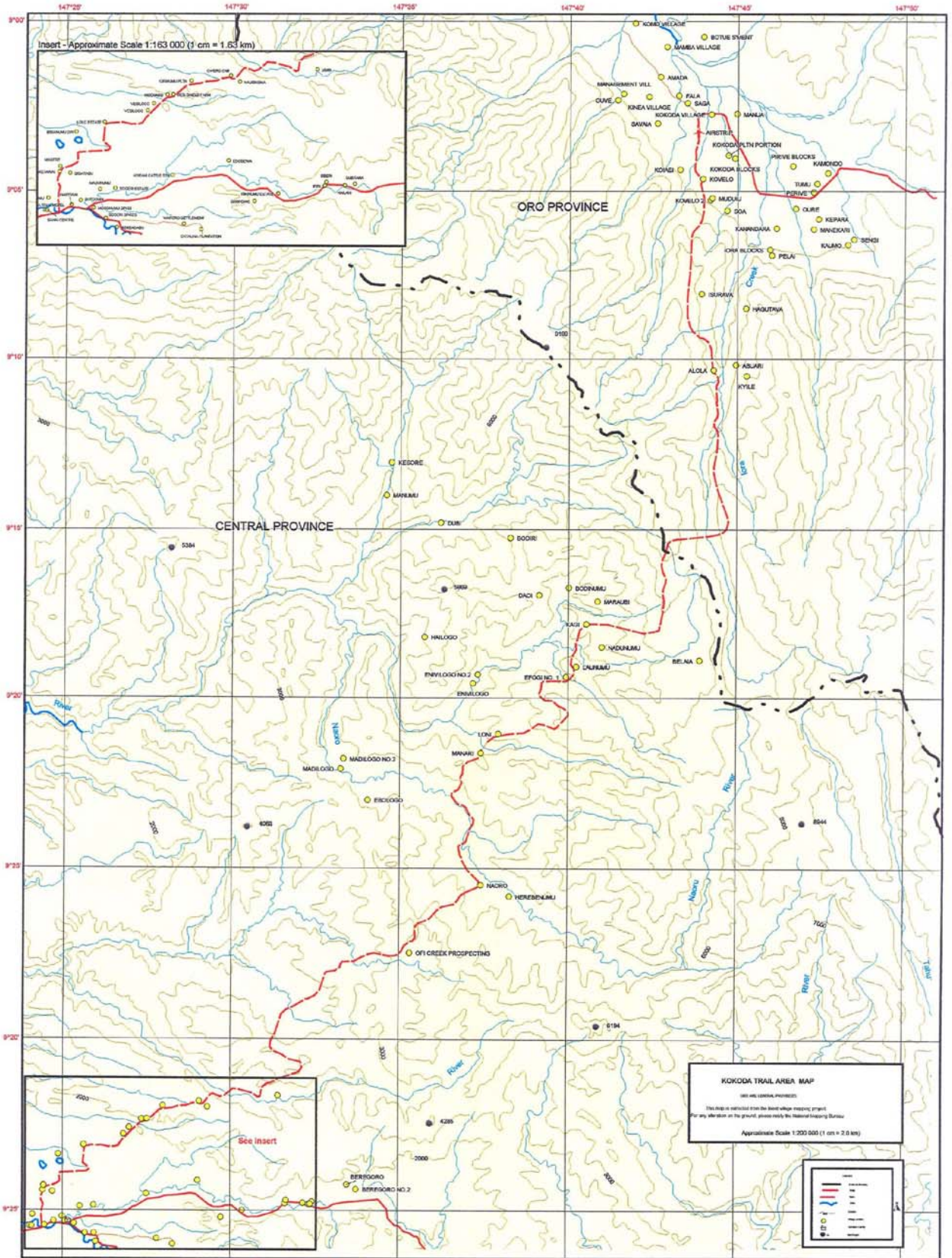
-  Province Boundaries
-  Major Towns
-  Kokoda Track
-  Roads
-  Proposed Kokoda Track and Owen Stanley Ranges World Heritage Area
-  Mining exploration leases - applications, renewals and current.shp

Caveat: This map provides a broad regional overview of key features and is for illustration purposes only. It is not cartographically accurate. It is not to be used in any formal publication.

Figure 3: Proposed Kokoda Track and Owen Stanley Ranges World Heritage Area Forestry Concessions



Caveat: This map provides a broad regional overview of key features and is for illustration purposes only. It is not cartographically accurate. It is not to be used in any formal publication.



KOKODA TRAIL AREA MAP
SEE ALL COPIES PROVIDED
 This map is extracted from the best value mapping project.
 For any alteration on the ground, please refer to the National Mapping Bureau.
 Approximate Scale 1:200 000 (1 cm = 2.0 km)



ANNEX V
WORLD HERITAGE CRITERIA

To qualify for inscription on the World Heritage List, nominated properties must have values that are outstanding and universal. *The Operational Guidelines for the Implementation of the World Heritage Convention* provide guidance to the World Heritage Committee in deciding which nominations should be included on the List. These guidelines state that nominations should be based on cultural, natural and/or mixed cultural and natural criteria.

In Australia, The Great Barrier Reef, the Tasmanian Wilderness, the Wet Tropics of Queensland and Shark Bay meet all four World Heritage criteria for natural heritage, with Kakadu National Park, Uluru-Kata Tjuta National Park, Willandra Lakes Region and the Tasmanian Wilderness being listed for both natural and cultural criteria.

The Australian Fossil Mammal Sites (Naracoorte/Riversleigh), Lord Howe Island Group, Central Eastern Rainforest Reserves of Australia, Fraser Island, Macquarie Island, Heard and McDonald Islands, and the Greater Blue Mountains Area are listed under the World Heritage criteria for natural heritage.

Cultural criteria

Article 1 of the World Heritage Convention defines cultural heritage as:

"MONUMENTS: architectural works, works of monumental sculpture and painting, elements or structures of an archaeological nature, inscriptions, cave dwellings and combinations of features, which are of outstanding universal value from the point of view of history, art or science;

GROUPS OF BUILDINGS: groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science;

SITES: works of man or the combined works of nature and of man, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological points of view."

Cultural Landscapes represent the "combined works of nature and of man" They are illustrative of the evolution of human society and settlement over time, under the influence of the physical constraints and/or opportunities presented by their natural environment and of successive social, economic and cultural forces, both external and internal. Cultural landscapes include diverse examples of the interaction between humans and the natural environment and fall into three main categories:

- (i) the clearly defined landscape designed and created intentionally by man;
- (ii) the organically evolved landscape; and
- (iii) the associative cultural landscape.

For a property to be included on the World Heritage List as cultural heritage, the World Heritage Committee must find that it meets one or more of the following criteria, the test of authenticity and be adequately protected. Sites nominated should therefore:

- i. represent a masterpiece of human creative genius; or
- ii. exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design; or
- iii. bear a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared; or
- iv. be an outstanding example of a type of building or architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history; or
- v. be an outstanding example of a traditional human settlement or land-use which is representative of a culture (or cultures), especially when it has become vulnerable under the impact of irreversible change; or
- vi. be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance (the Committee considers that this criterion should justify inclusion in the List only in exceptional circumstances and in conjunction with other criteria cultural or natural);

Natural Criteria

Article 2 of the World Heritage Convention, defines natural heritage:

- (i) "natural features consisting of physical and biological formations or groups of such formations, which are of outstanding universal value from the aesthetic or scientific point of view;
- (ii) geological and physiographical formations and precisely delineated areas which constitute the habitat of threatened species of animals and plants of outstanding universal value from the point of view of science or conservation;
- (iii) natural sites or precisely delineated natural areas of outstanding universal value from the point of view of science, conservation or natural beauty."

For a property to be included on the World Heritage list as natural heritage, the World Heritage Committee must find that it meets one or more of the following criteria and fulfils the conditions of integrity. Sites nominated should therefore:

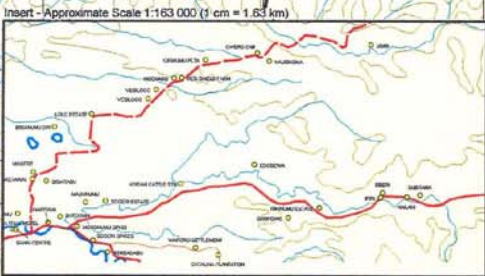
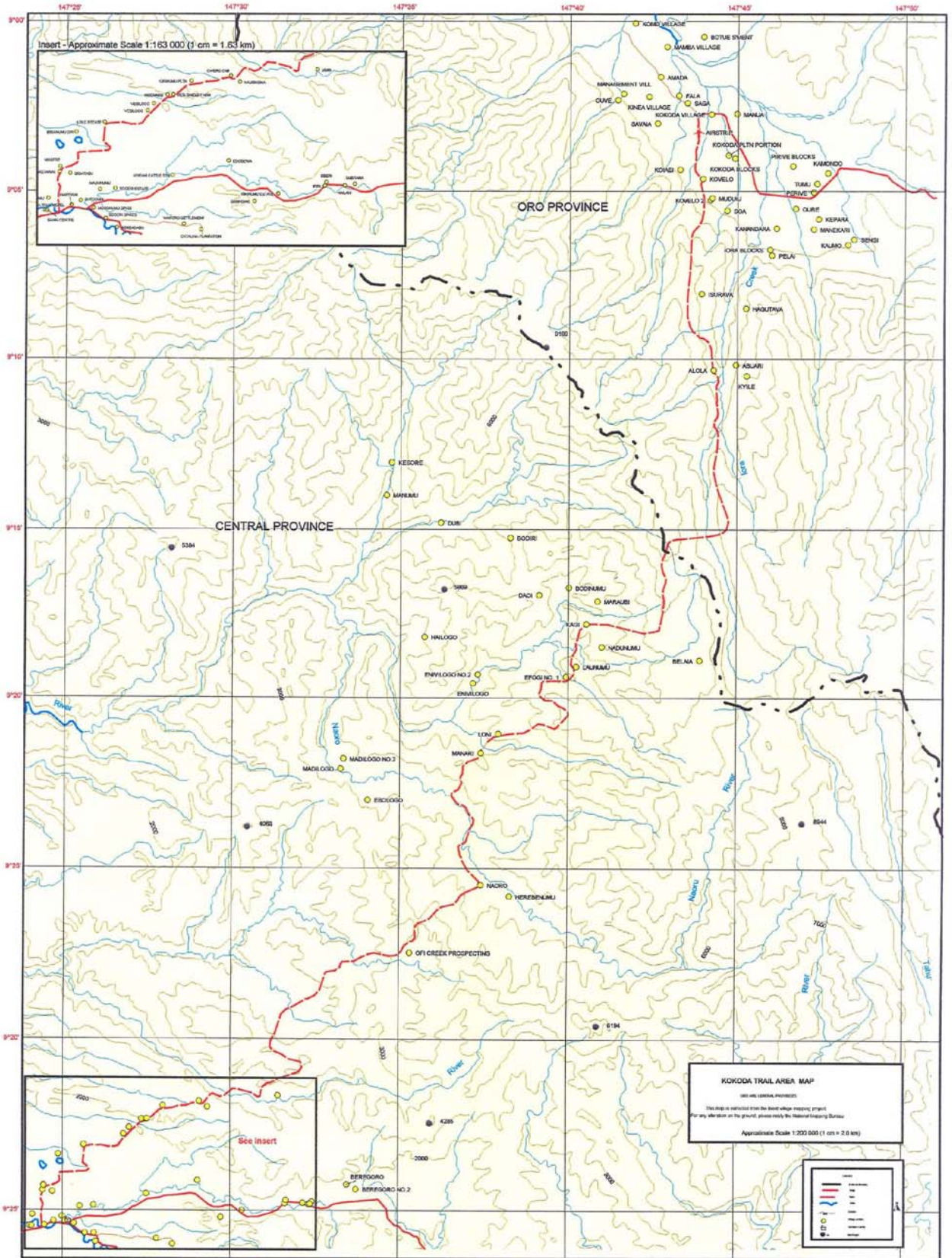
- i. be outstanding examples representing major stages of earth's history, including the record of life, significant ongoing geological processes in the development of landforms, or significant geomorphic or physiographic features; or
- ii. be outstanding examples representing significant ongoing ecological and biological processes in the evolution and development of terrestrial, fresh water, coastal and marine ecosystems and communities of plants and animals; or

iii. contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance; or

iv. contain the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation.

(A more detailed description of World Heritage natural and cultural criteria can be found in: UNESCO. Intergovernmental Committee for the Protection of the World Cultural and Natural Heritage. Operational Guidelines for the Implementation of the World Heritage Convention. World Heritage Centre.

This document can be found in full at the World Heritage Centre web site at <http://www.unesco.org/whc/nwhc/pages/doc/main.htm>



KOKODA TRAIL AREA MAP
SEE ALSO COASTAL PROFILES
 This map is extracted from the best value mapping project.
 For any alteration on the ground, please refer to the National Mapping Bureau.
 Approximate Scale 1:200 000 (1 cm = 2.0 km)

