The Papua New Guinea Ports (PNG Ports), Civil Aviation Safety Authority (CASA), and National Airport Corporation (NAC) are state agencies crucial for overseeing and managing business operations at airports and ports in Papua New Guinea.

The following are the impacts that the bill will have on those key state institutions:

1. Undermines and/or duplicate PNG Port’s function to build and regulate ports, wharves, docks, and similar infrastructures, particularly for storage and movement of gold goods (Section 208, Section 209, and Section 210).

   **208. STORAGE FACILITIES.**
   Without limiting Section 207, the National Mint may establish, operate and maintain storage and safekeeping facilities to international standards for gold, gold goods and gold products, and other valuable objects or things, in Papua New Guinea or any foreign country, including -
   (a) storage facilities, and warehouse and delivery facilities, at airports, or any other customs controlled border, port of entry or export, in Papua New Guinea or any foreign country; and
   (b) facilities and services to enable storage and delivery of gold, gold goods and gold products for import or export, whether for travellers, commercial or other customers, which, in the case of Papua New Guinea, has, where required, received Customs clearance, or, in any other place or foreign country, has received similar clearance.

2. Restricts CASA’s authority to oversee airport operations, facilities, and security by duplicating its responsibilities. It introduces provisions related to security, access to premises, and private security arrangements, which may overlap with CASA’s existing role (Section 940).

3. Interferes with the National Airport Corporation’s ability to oversee airport operations. It requires the Minister for Civil Aviation, the Civil Aviation Authority, the Director of Civil Aviation, and airport authorities to follow the rules outlined in the bill, even if they contradict the Civil Aviation Act (Section 210, Section 939, and Section 940).

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