

GREATER MEKONG SUBREGION

**TWELFTH MEETING OF THE SUBREGIONAL
TRANSPORT FORUM**

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PRESENTED

BY

MYANMAR DELEGATION

Economic Cooperation Program in GMS Region Progress on Transport Infrastructure Improvement in Myanmar

1. Introduction

Economic Cooperation Program in GMS Region includes the countries Cambodia, Lao PDR , Myanmar, Thailand, Vietnam and China(Yunnan Province),situated along the Mekong river basin. About 320 million populations are residing in the region with the Gross Domestic Product of about US \$ 190 billion. This program was started in 1992 by ADB as the leading organization and its financial support, with the objective to eradicate poverty of the people and promote sustainable development in the GMS region.

2. Transport Sectors related to Myanmar

The Third GMS Ministerial Conference held at Hanoi in 1993 had laid down economic development programmes for the priority sectors . The development programmes for Transport sector which related to Myanmar are as follows;

(a) Roadways

- (i) R₃ Chaing Rai-Kunming Road Improvement Project via Myanmar and Lao PDR
- (ii) R₄ Kunming-Lashio Road Improvement Project
- (iii) R₇ Lashio-Loilem-Kyaington Road Improvement Project
- (iv) RS₁ Cross-Border Movement of Goods & People in the GMS Subregion

(b) Railways

- (i) R_{w1} Yunnan Province-Thailand Railway Project in Myanmar or Lao PDR

- (ii) RW₅ Yunnan Province-Myanmar Railway Project
- (iii) RW₈ Thailand- Myanmar Railway Project

(c) **Airways**

- (i) A₃ Myanmar Airports Improvement Project (Yangon, Bago, Bagan)
- (ii) A₆ Establishment of new Sub regional Air Routes (All GMS countries)

(d) **Waterways**

- (i) W₁ Upper Lancang Mekong River, Navigation Improvement Project (Yunnan Province, Myanmar, Lao PDR and Thailand)
- (ii) W₁₀ Yangon-Thilawa ports Improvement, Development Projects

(e) **GMS Economic Corridors**

A study team from ADB introduced Economic Corridors in 1999 by linking up the national roads in the GMS countries for efficient and more beneficial economic development in the region.

The GMS Economic Corridors are:-

- (i) East-West Economic Corridor (Mawlamyine –Danang)
- (ii) North-South Economic Corridor (Kunming – Bangkok)
- (iii) Southern Economic Corridor (Dawei–Quy Nhon /Vung Tau)

(f) **Additional GMS Economic Corridors**

A study team from ADB proposed(6) new additional GMS Economic Corridors during the meeting for 10th STF held in March 2006. These are :-

- (1) Northern Corridor (Fangcheng –Tamu)
- (2) Western Corridor (Tamu – Mawlamyine)
- (3) Eastern Corridor (Kunming – Ho Chi Minh City)
- (4) Central Corridor (Kunming – Sihanoukville/Sattahip)
- (5) Southern Coastal Corridor (Bangkok –NamCan)
- (6) Eastern Corridor (Nanning –Bangkok/ Lanem Chabang)

3. Progress on Road Infrastructure Improvement in Myanmar

(a) **R₃ Tachileik–Kyaington –Mongla Road (256 Km)**

It is a part of GMS North – South Economic corridor as well as a part of ASIAN and ASEAN Highways in Myanmar, linking with China(Jinhong–Kunming) to the north and Thailand (Ching Rai) to the south . Mongla – Kyaington section (93 Km) was upgraded to two lane bituminous road , but curvatures and gradients are still under standard in some mountainous terrain. It was funded by our own Government and regional authority. Most of the traffic operating on that road section are light to medium trucks and passenger cars. The travel time is about (2^{1/2}-3) hours.The section between Kyaington and Tachileik of about (163 Km)was upgraded to ASEAN road class III standard with bituminous pavement and operated by the private sector

as Build, Operate and Transfer(B.O.T) scheme. Construction of 2nd friendship bridge across Maesai river between Tachileik , Myanmar and Maesai , Thailand was completed with the grant aid of Thai Government including infrastructures for cross border movement facilities.

(b) R₄ Lashio–Muse Road (176 Km)

GMS route R₄ Lashio – Muse section in Myanmar is linking with China and is also a part of ASIAN and ASEAN Highway route No14.It is two lane bituminous paved road with the ASEAN highway design standard of class III. It is operated by private sector as B.O.T basis and major trade route from China to Myanmar and India.

(c) R₇ Lashio–Thibaw–Loilem–Kyaington Road (666 Km)

GMS route R₇ Lashio – Kyaington section is linking R₄ in Northern Shan State and R₃ in Southern Shan State .The road section between Lashio and Thibaw on AH14 of about (70Km) is two lane bituminous paved road and is operated by private sector as B.O.T scheme. It is a part of major trade route carrying high traffic volume of more than 1000 vehicles per day (vpd).The road section between Thibaw and Loilem of about (240 Km) is single lane bituminous road , carrying very low traffic volume of about 100 vpd . It is still needed to upgrade to two lane paved road .The road section between Loilem and Kyaington of about (356 Km) is single lane bituminous paved road . It is a part of ASIAN and ASEAN Highway route No2,

and is one of the major trade route between Myanmar and Thailand , carrying traffic volume of about 500 vpd . It is under upgrading and maintenance to get two lane bituminous paved road with the available government budget .Although the upgrading of that road section started since about 1974 , for more than 30 years ,the road condition not yet satisfactorily upgraded because of limited resources.

(d) **East –West Economic Corridor Road (200 Km)**

The East – West Economic Corridor in Myanmar cover from Myawady to Mawlamyaing via Eindu village with of about 200 Km . The section , Myawady to Eindu village of about 160 Km is a part of ASIAN and ASEAN route No.1,as well as a part of India–Myanmar–Thai trilateral highway.Upgrading of the first (18 Km) section of Maesot/ Myawady to Thingannyinaung in Myanmar, with grant aid of Thai Government, was completed in June 2006.The construction on the new alignment between Thingannyinaung and Kawkareik is also in the pipe line with the grant aid of Thai Government and is now under surveying for detailed project report .There is a need to develop the 40 Km road section and two major suspension bridges between Eindu and Mawlamyaing to provide the link to the western terminus of the EWEC .Construction of a rail-cum-road bridge for more than (3Km) length crossing over river Thanlwin in Myanmar , financed by the government was completed in December 2004 and under operation for highway route .It is an important and major bridge on AH 112 and SKRL spur link in Myanmar for the economic development in GMS area.

The rehabilitation of the remaining road section in Myanmar and upgrading of the port or development of a deep sea port at the western end of the EWEC in Greater Mawlamyaing area needs financing to complete the EWEC transport corridor.

(e) **North-South Economic Corridor Road (256 Km)**

It is the road section R₃ between Tachileik and Mongla in Myanmar connecting to Kunming via Jinghong in China and Bangkok via ChaingRai in Thailand. It is operational as transit transport route if the facilitations for cross-border movements are provided at the borders.

(f) **Construction of Lao-Myanmar Friendship Bridge across Mekong River**

Construction of suspension bridge has been proposed after preliminary Engineering studies such as site section, topographic and geological surveys. Lao PDR and Myanmar are seeking for financial assistance for implementation. It is now included in the list of ADB's (10)years (2006-2015) investment plan as No.D19. The access road for about (60Km) from Tarlay on R₃ to Kyainglap is under construction in Myanmar side and the access road for about (16Km) from Xiengkok to the bridge site in Lao PDR side is also under construction.

4. RS₁ Facilitation of Cross Border Transport of Goods and People

Myanmar had signed the Framework Agreement for the facilitation of the Cross Border Transport of Goods and People in the GMS at the 12th GMS ministerial meeting held in Dali,China on 19th September 2003.Under that agreement , there are 17 annexes and 3 protocols , all annexes had been signed.

Necessary measures are being taken for ratifying all annexes and protocols.

Within the GMS region ,border crossing points in Myanmar for Initial Implementation of Cross-Border Transport Agreement are:

- (a) Myawaddy – Mae Sot
- (b) Tachileik – Mae Sai
- (c) Ruili – Muse

The Myanmar National Transport Facilitation Committee had been formed with the Deputy Minister for Rail Transportation as Chairman and the Director General of the Transport Planning Department as Secretary . Measures are also being taken for Myanmar to sign the Seven UN Conventions.

5. Implementation of Single Stop Customs Inspection in Myanmar

In order to effectively carry out the implementation of Single Stop Customs Inspection in Myanmar , the infrastructures and facilities need to be installed at the border inspection points are as follows:

- (i) Vehicle repair and maintenance services, fuel station ,parking lot
- (ii) Warehousing facilities ,storage room ,container depot ,facilities for quarantine purposes, facilities for live animals.
- (iii) Communication center, police forces, qualified personnel with

English Language proficiency, weight bridge of weighting machines.

- (iv) Availability of necessary machines and equipments for the cross-border movement.

6. Rail Transport Networks

In the last fiscal year 2007-2008, Myanmar Railways has transported 3412.499 million passenger miles and 569.782 million freight miles .The average number of freight trains per day is 17 and passenger trains per day is 387 numbers.

Before 1988 there exists a rail network of 1976.35 route miles. This had risen 3186.86 route miles as of March 2008.The extension and construction of infrastructures in Myanmar Rail Transportation are as follows:

	Status in 1988	Extension and construction between 1989 and 2008	Total
Track(miles)	2793.86	1478.04	4271.90
Route(miles)	1976.35	1210.51	3186.86
Bridges(No)	5650	4552	10202
Station(No)	487	325	812

7. Trans-Asian Railways and Myanmar

The rail links between Myanmar and neighbouring countries are as follows:

- (a) Thanbyuzayat-Three Pagoda Pass (border with Thailand)
(110km left for new construction)
- (b) Lashio-Muse/Ruili (border with China)
(232km left for new construction)

An agreement had already been signed between Myanmar and China to send a Chinese team to conduct a feasibility study.

- (c) Chaung Oo-Pakokku-Kalay-Tamu (border with India) Tamu to Kalay is a missing link of 135 km between the section of Kalay to Kyaw of 210.14 km stretch .The construction of 1.7 km tunnel was of completed between this section . The feasibility study had been conducted by a consulting team of RITESCo, from India for the implementation of the project.

8. Myanmar Railways in the GMS Transport Projects:

- (a) RW₅ :Yunnan province – Myanmar Railways Project .In this project the missing section in Myanmar is Lashio to Muse (border with China).It was about 232 km .Chinese Government grant of Yuan 4 million to be used for the feasibility study of Lashio-Muse Railway Project. A study team from Chendu ,No 2 Railway Design Institute of China arrived Yangon and conducted feasibility study visiting Mandalay , Lashio and Muse areas.
- (b) RW₈ : Thailand – Myanmar Railways Projects There is an alignment of the railway lines built by the Japanese Army during World War II between Thanbyuzayat and Three Pagoda Pass at Myanmar – Thai border with a total length of 110 km .This section is also a part of Singapore – Kunming Rail Link Project.Republic of Korea agreed to finance 830,000 US\$ for the feasibility study of missing links and spur lines in CLMV countries. In line with this ,the study team from The Republic of Korea visited Myanmar on 10th June,2004,for reconnaissance survey. The study team from The Republic of Korea visited Myanmar again in March 2005 and conducted detailed study between Mawlamyaing and Thanbyuzayat

for inception report. The study team is now preparing a feasibility study report on the SKRL project.

9. Ports and Inland Water Transport

(a) Ports

Myanmar has a total coastline of 2832 km : western coastline by bay of Bengal and southern coastline by Andaman Sea. Myanmar Port Authority (MPA), Ministry of Transport is operating port services with one major port in Yangon and eight out ports, i.e.: Sittway, Kyaukphyu, Thandwe in the Rakhine State; Patheingyi in the Ayeyarwady Division; Mawlamyaing Port in the Mon State; Dawei, Myeik, Kawthaung in the Tanintharyi Division. MPA is upgrading and implementing the ports development at Yangon and Thilawa areas in accordance with national plan and BOT system by inviting local and foreign investors. The Yangon Port is accessible to vessels of 167m LOA, 9m draft, 15000DWT and Thilawa port is accessible up to vessels of 200m LOA, 9m draft 20000 DWT.

For long term requirement, if economic situation of the country and regional demanded traffic of larger vessels are required, the development of deep sea ports will have to be implemented. Ministry of Transport has planned to observe the deep sea ports which will be able to accommodate 40000 to 50000 DWT vessels. The potential areas such as Kyaukphyu, Kalegawk, Dawei and Bokpyin are feasible for development of deep sea ports based on preliminary study.

Deep Sea Port Projects

Myanmar Port Authority having realized the need of the deep sea ports for the future trade of the country and region demands has long time been thinking to develop deep sea ports and the preliminary efforts have been made in search of a suitable such deep sea ports. Based on preliminary study on sites selection conducted and taking into consideration of natural and technical, the following sites are earmarked for development of Deep Sea Commercial Ports along the coast of Myanmar such as Kyaukpyu at western coast and Kalegawk, Dawei and Bokpyin at eastern coast of Myanmar.

Kyaukpyu Deep Sea Port Project: Located in Kyaukpyu region in Rakhine State which was identified and selected for future Deep Sea Port development of the country. By hydrographic charts and preliminary investigations, the approach navigation channel has the least available depth (LAD) of 24m and the harbour area has LAD of 20m with sea-room of 1000m 1600m. The tidal range is 2-2.7m. The harbour is sheltered and not in the common routes of tropical cyclonic storm. Linkages of near by ports and prospects include Sittwe-Kaladan Project, Thandwe Tourism and Fisheries Industries. The expected capacity of the vessels to accommodate will be 40000 DWTGC and 5000TEUs containers.

Kalegawk Deep Sea Port Project: Located between Mawlamyine and Ye township in Mon State. The approach navigation channel has the LAD of 15m and the harbour area has LAD of 18m with searoom of 4.8km. The tidal range is 3-5m. The site is sheltered between the kalegawk Island and the coastline. The port will be able to

accommodate 40000 to 50000 DWT vessels. The prospect of the port comprises industries, fisheries, domestic and international wharves.

Dwei Deep Sea Ports Project: Located near Dawei in Tanintharyi Division. The approach navigation channel has LAD of 12m and harbour area has LAD of 15m with searoom of 3.2km and 5m tidal range. Final selection of the sites shall have to be decided among the several possible port sites. The deep sea port will be beneficial for reducing the cost and saving the sailing distance of GMS and intra-BIMSTEC countries' sea borne trade. The port is planned for 50000 DWT vessels to call. The scope of the project will comprise deep sea port, cross border highways and establishment of industrial complexes.

Bokpyin Deep Sea Port Project: Located between Myeik and Kawthoung in Tanintharyi Division. The approach navigation channel has LAD of 30m and harbour area has LAD of 20m with searoom of 3.2km and 3m tidal range. The scope of the project will include two deep sea ports, one at Bokpyin and the other at Bang Saphan in Thailand, cross border highway and natural gas pipe lines, two industrial cities focused on heavy industries such as steel, petrochemicals and power etc. The port shall consist of commercial berths to accommodate 65000DWT vessels and crude received offshore berth on 200000 DWT capacities.

The implementations of the projects are still subject to the finding of the feasibility study and the results of negotiations between the investors and the authorities concerned of Myanmar.

(b) Inland Water Transport: Inland Water Transport is one of the state owned transport enterprises under the Ministry of Transport. The

Inland Water Transport (IWT) has a fleet of 506 comprising 308 powered vessels, 152 dump barges and 46 stations pontoons. IWT is operating its fleet to carry out the transportation of passenger and freight along the navigable waterway of Ayeyawady, Chindwin river and other rivers in the Delta areas, Rakhine, Mon, Kayin State. IWT is performing its services in the entire country by establishing six divisional office and head office in Yangon.

10. Air Transport

Myanmar has concluded Air Transport Agreements with all the other countries of the East- West Economic Corridor and the status of the respective air services are as follows:

1. Myanmar-Lao PDR

- (a) Myanmar and Lao PDR had signed a bilateral Air Transport Agreement on 12 March 1991.
- (b) Lao Aviation operated once weekly services on the Vientiane-Yangon-Vientiane route from 21 December 1995 to 26 July 1996. Myanmar Airlines have not yet operated to Lao PDR.
- (c) The routes and traffic rights between Myanmar and Lao PDR are now according to the CLMV Multilateral Agreement which has come into effect from 23 April 2007.

2. Myanmar-Viet Nam

- (a) Myanmar and Viet Nam had signed a bilateral Air Transport Agreement on 13 October 1995.
- (b) There are no services between Myanmar and Viet Nam

up to now.

- (c) The routes and traffic rights between Myanmar and Viet Nam are now according to the CLMV Multilateral Agreement which came into effect from 23 April 2007.
- (d) Viet Nam Airline is now carrying out a study and making plans to operate from Viet Nam to Myanmar, possibly starting in the Winter Schedule 2007-2008.

3. Myanmar-China

- (a) The Air Services Agreement between Myanmar and China was signed on 8 November 1995. The new Air Services Agreement was signed on 14 February 1996.
- (b) There are no restrictions on the frequency, capacity or aircraft type that the airlines of both countries may operate on routes between Myanmar and China.
- (c) The airlines of both sides could operate from any point in their respective countries to any point in the other country.
- (d) At present Myanmar designated airline does not operate but China designated airline operate on agreed services. Air China operates 3 weekly services on the Kunming-Yangon-Kunming route using B737 aircraft type, China southern Airlines operating 2 weekly services on the GuangZhou-Yangon- GuangZhou route using A319, A320 and B757 aircrafts and China Eastern Airlines operates 4 weekly services on the Kunming-Mandalay-Kunming route using B737 and B733 aircrafts.

- 4. The CLMV Multilateral Agreement on Air Services**
- (a) The CLMV Multilateral Agreement on Air Services was signed on 4 December 2004 and has entered into force on 23 April 2007 after ratification by all four CLMV member countries.
- (b) The points in Lao PDR, Myanmar and Viet Nam that may be operated by the designated airlines of each country are as follows:
- (1) Lao PDR
- Vientiane/Wattay International Airport
 - Luang Phabang International Airport
 - Pakse International Airport
- (2) Myanmar
- Yangon International Airport
 - Mandalay International Airport
- (3) Viet Nam
- Noi Bai International Airport
 - Da Nang International Airport
 - Tan Son Nhat International Airport
 - Dien Bien Phu Airport
 - Phu Bai Airport
 - Cat Bi Airport
 - Lien Khuong Airport
- (c) More than one airline may be designated by each member country to operate air services between the above points.
- (d) The designated airlines could operate freely between the designated points without any restrictions on frequency, capacity or aircraft type.

5. Myanmar-Thailand

- (a) The Air Transport Agreement between Myanmar and Thailand was signed on 15 August 1969.
- (b) There are no restrictions on frequency , capacity or aircraft type that the airlines of both countries may operate on routes between Myanmar and Thailand.
- (c) The airlines of both sides could operate from any point in their respective countries to any point in the other country.
- (d) At present Myanmar Airways International operates 4 weekly services on the Yangon-Bangkok-Yangon route using F100 aircraft type. Air Mandalay operates one weekly service on the Yangon-Chiang Mai-Mandalay route using ATR 42 and ATR 72 aircrafts.
- (e) At present Thai Airways International operates 14 weekly services on the Bangkok-Yangon- Bangkok route using A300-600, A330 and B737-400 aircrafts, Bangkok Airways operates 3 weekly services on the Bangkok-Yangon- Bangkok route using B717-200,A320 and A319 aircrafts and Thai Air Asia operates 3 weekly services on the Bangkok-Yangon- Bangkok route using B737 aircraft.

11. Upper Mekong River Navigation Agreement

Myanmar has participated Navigation Channel Improvement Project (NCIP) of Upper Mekong River. The following 3 activities are completed between Myanmar-China Boundary Pillar No.248 and Ban Huei Sai City Lao PDR:-

- (a) Improvement of navigable waterways
- (b) Installation of navigation marks

(c) Hydrographic survey for navigation route map

The following two river ports in Myanmar side have been completed-

(a) Wanpung Port (Ramp type Jetty)

(1)Length -170m

(2)Lowest water level in dry season-3m

(3)300Tons vessels can berth

(4)Port Charges and inspection fees

=US\$=50/vessel(above 50 Tons)

(b) Soploi Port (Ramp type Jetty)

(1)Length-200m

(2) Lowest water level in dry season-3m

(3) 300Tons vessels can berth

(4)Port Charges and inspection fees

=US\$=50/vessels[above 50 Tons]

US\$=40/vessel(under 50-Tons)

12. Conclusion

On behalf of Myanmar delegation I would like to express sincere thanks and deep appreciation to the Government of Viet Nam and the Asian Development Bank for organizing this Forum and warm hospitality extended to us.

Myanmar has given great emphasis on transport sector development, strengthening basic infrastructure in the whole country and actively participating in regional cooperation such as GMS, ASEAN, BIMSTEC, ACMECS, etc, in order to promote the social and economic life of its people . At the present situation Myanmar is trying to develop the transport related infrastructures mostly with its own financial resources. Myanmar is participating in many Bilateral,

Trilateral or other Transport Agreement and is also trying to promote the transport linkages with neighbouring countries , for the development of economy in the region.

If required funding and technical assistances are provided Myanmar would improve more in upgrading her transport routes infrastructure in the GMS region.

Thank You