RAILWAY REHABILITATION AND RECONSTRUCTION

The Railway Rehabilitation Project is a large and complex project involving the following main track components and related facilities:

- Rehabilitation or reconstruction of 641 km of main line railway, comprising 385 km on the Northern Line and 256 km of the Southern Line.
- Rehabilitation of spur lines to the Green Trade Warehouse complex in the port of Phnom Penh and into Sihanoukville Port.
- Construction of two new freight facilities: a railway container yard located inside Sihanoukville Port and a new freight and maintenance railway yard at Samrong.

The Southern Line is being converted from bolted track to continuously welded track. All bridges are being repaired and, where possible, upgraded to 20 tons axle load. Where bridge replacement is required, the new structures will be built for 20 ton axle load.

**Southern Line**
- The 110-km section between Samrong and Tuk Meas opened to traffic in October 2010. Commercial traffic between K-Cement’s factory in Tuk Meas and Phnom Penh started in the same month.
- The 146-km section between Touk Meas and Sihanoukville opened to traffic in December 2012.

**Northern Line**
- The 10-km section from Phnom Penh to Samrong was repaired and opened for low-speed traffic in October 2010.
- The 22-km section from Samrong to Bat Deong is rehabilitated.
- 42-km of the 48-km “Missing Link” between Poipet and the Thai border has been reconstructed to 20 tons axle load.

**Spur Lines**
- The section from Sihanoukville Station into Sihanoukville Port, where the existing post track is being rehabilitated, will open in late 2014.
- The section from Phnom Penh to the CWT Dry Port will be upgraded and is expected to open to traffic in 2014.

**Freight Facilities**
- The new container yard in Sihanoukville Port is expected to open in 2014. Construction is ongoing. Instead of developing Samrong Estate, in the interim, a freight facility at CWT Dry Port in Phnom Penh is being used by the Concessionaire.