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Railway Rehabilitation and Development in Cambodia for the Trans-Asian Railway Network

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1. Railway Master Plan in Cambodia

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<th>Length (km)</th>
<th>Main Line</th>
<th>Content</th>
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<tr>
<td>A</td>
<td>385</td>
<td>Phnom Penh – Poipet</td>
<td>The connection with Thailand, between Phnom Penh and Poipet</td>
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<tr>
<td>B</td>
<td>264</td>
<td>Phnom Penh – Sihanouk Ville</td>
<td>Transport of freights from the Port, increase of coastal tourism between Phnom Penh and Sihanoukville</td>
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<td>C</td>
<td>319</td>
<td>Sisophon–Siemreap–Cheung Prey</td>
<td>Passing nearby Angkor Wat, between Sisophon and Cheung Prey (Kompong Cham)</td>
</tr>
<tr>
<td>D</td>
<td>257</td>
<td>Bat Doeung–Snuol–Vietnam, similar to SKRL</td>
<td>The connection with Vietnam is between Bat Doeung and Snoul, similar to SKRL</td>
</tr>
<tr>
<td>E</td>
<td>248</td>
<td>Snuol–Stung Treng–Lao</td>
<td>Development of North Province, connection with Laos, from Snoul to Stung Treng</td>
</tr>
</tbody>
</table>
2. Objectives of Railway Rehabilitation and Development for the Trans-Asian Railway Network

- Support cooperation and trade in ASIAN and other continents.

- To promote regional and European connectivity.

- Promote rail as a more sustainable transport mode with all countries in ASIAN and other continents.

- Stimulate investment opportunities for missing links for the Trans-Asian Railway Network.
3. Railway Development in Cambodia for the Trans-Asian Railway Network

- Poipet (386 Km from Phnom Penh)
- Trapang Sre (Snuol) (257 km from Phnom Penh)
- Dom Kralor (530Km from Phnom Penh)

Define border crossing / interchange point for rail

1) Poipet Station will be planned for Temporary International Station.

2) Steuong Bort Location will be planned for Permanent International Station
SKRL LINK in Cambodia (611Km)

Railway Department, MPWT
Railway Development Plan

Poi Pet - Sisophone
48 km

Northern Line
Sisophon-Phnom Penh
338 km

Southern Line
Phnom Penh-Sihanoukville Port
264 km

Missing Link
Bat Doeung - Vietnam Border: 257 km
First Priority for Cambodian Railway Development Map

- **New Link**: Sisophone – Siem Reap: 105 km
- **New Link**: Siem - Reap Skun: 239 km
- **New Link**: Sihanoukville - Patxay: 264 km
- **New Link**: Sihanoukville - Vietnam: 257 km
- **New Link**: Sihanoukville - Sisophone: 48 km
- **Northern Line**: Phnom Penh - Sisophon: 338 km
- **Missing Link**: Phnom Penh - Sihanoukville: 264 km
- **Missing Link**: Sihanoukville - Vietnam: 257 km
- **Missing Link**: Sihanoukville - Sisophone: 48 km
- **Missing Link**: Sihanoukville - Phnom Penh: 338 km
4. Future Development Plan of Railway Network in Cambodia

New Railway Lines:

• Construction of the new railway line from Bat Doeung (on NL) to Snoul, Kratie, the border with Vietnam (Lock Ninh). This line is a part of Singapore – Kunming Railway Link.
  • This line has a total distance of approx. 257 km with the bridges across Tonle Sap and Tonle Mekong Rivers with the total length of approx. 5,000 m:
    – Feasibility study was completed by Third Railway Survey and Design Institute of China (Three times).
    – This new railway line will be built with wide embankment for future expansion from 1.00m gauge to the standard gauge of 1.435m.

• Construction of the new railway line from Bat Doeung to Sisophon through Siem Reap along the NR6. This new railway line will be high speed rail.
  • The feasibility study is on going.

• Construction of the new railway line from Snoul to Voun Kam (Dong Kralor, Border between Cambodia and Loa border) with a total distance of approx. 273km (The feasibility study has not started yet)

• Construction of the new railway line from Phnom Penh Station to the new Phnom Penh Port (Along NR1). (The feasibility study is on going).

• Construction of the new railway line from the main lines to Phnom Penh Airport, Phnom Penh Special Economic Zone (SEZ), Fuel Stations and Cement warehouse, other sea and river ports, tourist zones, mineral location etc.,
Missing Links in Cambodia for the Trans-Asian Railway Network
1. Northern line: 386km
   - Constructed: 1929
   - Length: 386 km from Phnom Penh to Poipet (the border with Thailand).
   - Track: 1 meter gauge.
   - Rail: P30 (30kg/m)
   - Rail length: 12.0m
   - Sleepers: Steel Sleepers
   - Axle Loads: 15 tones
   - (Section of 58km from Mongkul Borey to Thai Border: track is 20 tons axle load, but bridges are remained 15 tons axle load)
   - Max gradient: 6.5 \(^{0}/\)00
   - Station: 49 Operation Stations.

2. Southern line: 266km
   - Constructed: 1960
   - Length: 264km from P-Penh to Sihanouk Ville Sea Port.
   - Track: 1 meter gauge.
   - Rail: P43 (44.65kg/m) from China.
   - Rail length: 12.50m.
   - Sleepers: PC Sleepers (previously timber sleepers were used)
   - Axle Loads: 20 tones.
   - Max gradient: 7.0 \(^{0}/\)00
   - Station: 29 operation station
Background of Railway Rehabilitation in Cambodia

- Railway Restructuring
- Railway Rehabilitation

**Project Finance Sources**

<table>
<thead>
<tr>
<th>Source of Funds</th>
<th>Original Project</th>
<th>Supplementary Financing ($million)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asian Development Bank</td>
<td>42.0</td>
<td>42.0</td>
<td>84.0</td>
</tr>
<tr>
<td>OFID*</td>
<td>13.0</td>
<td>0.0</td>
<td>13.0</td>
</tr>
<tr>
<td>Government of Australia</td>
<td>0.0</td>
<td>21.5</td>
<td>21.5</td>
</tr>
<tr>
<td>Government of Malaysia</td>
<td>2.8</td>
<td>0.0</td>
<td>2.8</td>
</tr>
<tr>
<td>Government of Cambodia</td>
<td>15.2</td>
<td>5.1</td>
<td>20.3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>73.0</strong></td>
<td><strong>68.6</strong></td>
<td><strong>141.6</strong></td>
</tr>
</tbody>
</table>
5. Current Status of Railway Rehabilitation in Cambodia

A- Southern Line

• Completed the railway rehabilitation the whole Southern Line, 265km with container terminal in Sihanouk Ville Port by ADB’s funding.

B-Northern Line:

• Completed the rehabilitation of 42km in the missing link from Sisophone to Poipet by ADB’s funding.
• Completed the rehabilitation of 23km from PK09+400 (Bifurcation) – PK32+000 (Batdeoung) by ADB’s funding.
• Rehabilitating and Repairing the whole northern line from Poipet to Phnom Penh Station, including a section of 6.5km closed to the Poipet border railway bridge and except a section PK09+400-PK32+000 by using the national budget, starting from 2015, 2016 and 2017.
Conditions of Existing Railway after Rehabilitation

S-Line

N-Line
The Priority Links:

- **Link 1:** CAM-THA Poipet/Border Bridge/Aranyaprathet
- **Link 2:** CAM-VIE Snoul/Loc Ninh
- **Link 3:** MYA-THA Dawei/Banpunamron
- **Link 4:** MYA-PRC Muse/Ruili
- **Link 5:** LAO-PRC Boten/Mohan
- **Link 6:** LAO-VIE Thakhek/Mu Gia/Vung Ang
- **Link 7:** THA-LAO-VIE Chongmek/Vangtau Lao Bao
- **Link 8:** LAO-CAM Dong Kralor/Voun Kam
- **Link 9:** VIE-PRC Hekou/Lao Cai

The Priority Links

The Priority Links

The Priority Links

The Priority Links
6. Railway Operation in Cambodia

1. The Royal Government of Cambodia has Privatized and Signed the Concession Agreement of 30 years with Toll Holding Co., Ltd. on 12, June 2009.
2. In October 2010, The Toll Group and The Royal Group formed a joint venture to be responsible for the Cambodian Railway Concession (Toll Royal Railway).
3. TRR has plan to invest 80 Million USD for 30 years train operation.
4. Now, Toll Holding Co., Ltd sold its share holder (51%) to Royal Railway (RR).

Bulk Fuel
- Currently operate a bulk fuel train up to 30 times per month depending on customer demand

Cement
- Currently operate a bagged cement train service for SCG Trading two times every week

Coal
- Currently operates a bulk coal train every day

Ballast
- Currently operates a ballast train every day

Containers
- A daily container service to and from Phnom Penh and Sihanoukville.
- We have a Customers Scanner and offer customs clearance

Warehousing
- We offer both large and small warehousing for various use
- Vast amounts of vacant land for rental

Road Connections
- We operate road truck (PuD)

Dry Port Phnom Penh and Sihanoukville
Business FY 2010-2016

Freight Statistics

Bulk Fuel
• Currently operate a bulk fuel train up to 30 times per month depending on customer demand

Cement
• Currently operate a bagged cement train service for SCG Trading two times every week

Coal
• Currently operates a bulk coal train every day

Ballast
• Currently operates a ballast train every day

Containers
• A daily container service to and from Phnom Penh and Sihanoukville.
Current services

Coal Train

Loading

Off Load

Delivery

Cement Train /Warehouse storage

Fuel Train
Thank you for your attention!

Welcome Q & A