SINGAPORE – KUNMING RAIL LINK

Ad-Hoc Expert Group Meeting for Cooperation on Facilitation of International Railway Transport

12-13 March 2015
BACKGROUND

- 6,617 km rail development project to link ASEAN with China
- To provide more environmentally friendly, efficient and economical mode for passenger and freight transport.
- Flagship Project under ASEAN-Mekong Basin Development Cooperation.
- Prioritised project under Master Plan on ASEAN Connectivity
- Track Gauge: Meter Gauge
- Two lines:
  - Eastern Line: Thailand, Cambodia, Viet Nam
  - Western Line: Thailand, Myanmar
- Common line: Singapore, Malaysia, Thailand
- Spur line to Lao PDR
• **Current network:**
  - Cambodia
  - Lao PDR (Spur Line)
  - Malaysia
  - Myanmar
  - Singapore
  - Thailand
  - Viet Nam
  - Kunming, PRC

• **Future interest:**
  - Surabaya, Indonesia to Singapore @ Malaysia via:
    1. Port (Multimodal); or
    2. Bridge
PROGRESS

MISSING LINK

Cambodia
Myanmar
Thailand
Viet Nam

SPUR LINE

Lao PDR – Viet Nam

UPGRADE

Cambodia
Malaysia
Thailand
MISSING LINK
### CAMBODIA

<table>
<thead>
<tr>
<th>Section</th>
<th>Status</th>
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</table>
| Poipet (Thailand border) – Sisophon [48 km] | - Ongoing.  
- Estimate completion by end of 2015. |
| Phnom Penh – Loc Ninh (Viet Nam Border) [254 km] | - Funding negotiation ongoing |
### THAILAND

<table>
<thead>
<tr>
<th>Section</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>Namtok - Three Pagoda Pass (Myanmar border)</td>
<td>Feasibility of this section is still being discussed between Thailand and Myanmar</td>
</tr>
<tr>
<td>Aranyaprathet – Klongluk [6 km]</td>
<td>Expected completion by end of 2015</td>
</tr>
<tr>
<td></td>
<td>Simultaneous with Cambodia portion of missing link [Poipet – Sisophon]</td>
</tr>
</tbody>
</table>
ARANYAPRATHET-KLONGLUK-POIPET-SISOPHON

THAILAND-CAMBODIA RAIL BRIDGE

POIPET-SISOPHON

ARANYAPRATHET-KLONGLUK
### MYANMAR

<table>
<thead>
<tr>
<th>Section</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>Thambyuzayat - Three Pagoda Pass (Thailand border) [153 km]</td>
<td>Feasibility of this section is still being discussed between Thailand and Myanmar</td>
</tr>
</tbody>
</table>
## MISSING LINK

### VIET NAM

<table>
<thead>
<tr>
<th>Section</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Loc Ninh – Ho Chi Minh (129km)</strong></td>
<td>- Feasibility Study completed 2012</td>
</tr>
<tr>
<td></td>
<td>- <strong>Seeking fund</strong> for project implementation.</td>
</tr>
</tbody>
</table>
SPUR LINE
### SPUR LINE

<table>
<thead>
<tr>
<th>LAO PDR</th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Section</strong></td>
<td><strong>Status</strong></td>
</tr>
</tbody>
</table>
| Vientiane-Thakhek | - Feasibility Study completed in March 2011.  
                     - Construction pending. |
| Thakhek - Mu Gia (Viet Nam border) |  |
UPGRADE/
REHABILITATION
CAMBODIA [REHABILITATION]

<table>
<thead>
<tr>
<th>Section</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bat Doeung – TrapangSre (257km)</td>
<td>Seeking funds</td>
</tr>
<tr>
<td>Bat Deong – Sisophon (306 km)</td>
<td></td>
</tr>
<tr>
<td>Phnom Penh – Samrong (9km)</td>
<td></td>
</tr>
</tbody>
</table>
LAO PDR [PLANNED WORKS]

1. Nongkhai - Vientiane - Thakhek - Mu Gia (480km)
2. Vientiane – Luang prabang - Boten (417km)
3. Chong Mek (Lao - Thai border) - Pakse - Savannakhet – Laobao (452km)
4. Mukdahan (Lao -Thai border) - Savannakhet - Lao Bao (222km)
## MALAYSIA [UPGRADE]

### ELECTRIFIED DOUBLE TRACK PROJECTS - LOCATION MAP -

### (Double Track Electrified Construction)

<table>
<thead>
<tr>
<th>Section</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rawang – Ipoh (178 km)</td>
<td>Completed (2007)</td>
</tr>
<tr>
<td>Seremban – Gemas (98 km)</td>
<td>Completed 31 July 2013</td>
</tr>
<tr>
<td>Ipoh – Padang Besar (328 km)</td>
<td>Physical construction complete November 2014</td>
</tr>
<tr>
<td></td>
<td>Land Acquisition process</td>
</tr>
<tr>
<td>Gemas – Johor Bahru (197 km)</td>
<td>Land Acquisition process</td>
</tr>
</tbody>
</table>

### LEGEND:
- **Pink Line**: Existing Single Track
- **Blue Line**: Existing Double Track
- **Light Blue**: EDTP Sentul – Batu Caves (7.5KM)
- **Orange Line**: EDTP Ipoh – Padang Besar (328KM)
- **Red Line**: EDTP Seremban – Gemas (98KM)
- **Purple Line**: EDTP Gemas – Johor Bahru (197KM)
No additional SKRL-related projects reported apart from Feasibility Study on Thanpyuzayat – Three Pagoda Pass - Namtok
THAILAND [REHABILITATION]

**Track Rehabilitation Project**
**Phase 5,6**

**Phase 5** (308 km)
Kaeng Khoi – Kaeng Suaten (37 km)
Suranarai – Bua Yai (192 km)
Jira – Bua Yai (79 km)

**Budget** 8,070 million Baht

**Phase 6** (278 km)
Bua Yai – Nong Khai (278 km)

**Budget** 6,549 million Baht

**COMPLETED MAY 2014**
THAILAND [UPGRADE]

DOUBLE TRACK UPGRAADING

1. Map Kabao - Thanon Chira Junction (132 km)
2. Thanon Chira Junction - Khon Kaen (185 km)
3. Nakhon Pathom - Hua Hin (165 km)
4. Prachuap Khiri Khan – Chumphon (167 km)
FUTURE INTEREST: EXTENSION TO SURABAYA
SEAMLESS OPERATION

• Objective: Identify & develop minimum requirement for interstate rail traffic within SKRL network

• Aspects:
  • Infrastructure, Rollingstock & Maintenance
  • Operation
    • Communication
    • Speed
    • Crew change
    • Control & tracking
    • Security & safety
  • Legal & Procedural
    • Multi-party Cross Border & Operation Agreement
    • CIQ procedures

• Status: Analyzing data provided by member countries
COUNTRY REPORT [MALAYSIA]

Ad-Hoc Expert Group Meeting for Cooperation on Facilitation of International Railway Transport

12-13 March 2015
CROSS BORDER RAIL TRAFFIC

Current:


2. Train operation in Singapore relocated from Tanjong Pagar to Woodlands Train Checkpoint [1 July 2011]
   - Cargo movement by rail no longer enter Singapore
   - Only passenger train stops at WTCP [8 trips daily]
CROSS BORDER RAIL TRAFFIC

Latest development:

1. Singapore agrees with Malaysia’s request to operate shuttle train service between Johor Bahru Sentral and WTCP
   - Total: 26 trips daily
   - Phase 1: 14 trips daily
   - Increase to 26 trips within a year

Future Project:

1. Expansion of Padang Besar Cargo Terminal
   - To be considered under 11th Malaysia Plan (2016-2020)
   - Estimated cost MYR12 Million
   - Effect: increased traffic to 8 freight trips daily
KTMB Information

Regional Meeting for Cooperation on Facilitation of International Railway Transport

S. Mahendran

General Manager, Operations

13-15 October 2014
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- Statistics of Cargo Services
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- Proposed Initiatives/Measurement for Improvements
THANK YOU
KTMB’s Network

- Route Length: 1,641.415 km
- Track Gauge: 1,000 mm
- No. of Stations: 103
- No. of Halts: 65

Completed Electrified Double Track (436 route km):
- Rawang – Seremban: (105 km)
- Batu Caves – Port Klang (53 km)
- Rawang - Ipoh: (180 km)
- Seremban – Gemas (98 km)

Current Electrified Double Track (337 route km):
- Ipoh to Padang Besar : 329 km (2014)
- Subang Jaya – Subang Airport : 8 km (2016)
- Gemas – JB Sentral : 197 km (2019)

Single Track (801 route km):
- Gemas – Woodlands: (197 km)
- Gemas – Tumpat: (528 km)
- Pasir Gudang Line (29 km)
- PTP Line (32 km)
- West Port, Pulau Indah (15 km)
Current Electrified Double Track Projects

Ipoh – Padang Besar

- Double Track 329km, 15 stations, 8 halts, 1 swing bridge, 2 tunnels (Berapit 3.3km and Larut 0.33km) installation of modern signalling, communication and electrification system.
- Contractor : MMC-Gamuda JV Sdn Bhd
- Contract Cost : RM12,485,000,000
- Site Possession : 08 Jan 2008
- Completion Date : 07 Nov 2014
- PMC : Konsortium Kinta Samudra – Emenea - Techart
- Progress : 99.56% completed (as of 31 August 2014)
- The spine line i.e. from Ipoh to Padang Besar completed on 7 June 2014 and the spur line i.e. from Bukit Mertajam is scheduled to complete on 7 November 2014.
Current Electrified Double Track Projects

Gemas – JB Sentral

- Construction of 197km double track, station buildings and installation of modern signalling, communication and electrification system;
- Preliminary design and project requirements/Statements of Needs completed;
- Relocation of squatters, demolition of illegal structures along the railway reserve and land acquisitions are in progress
Statistics of Cargo Services

- In 2013 - average of 45 cargo trains running daily across the KTMB network
- On average, 60% of revenue contributed from conventional cargo whilst the rest is from containerized cargo.

<table>
<thead>
<tr>
<th>Cargo Categories</th>
<th>Commodity</th>
<th>Throughput 2013 (Tonne)/(Teus)</th>
<th>Revenue (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Containerized</td>
<td>Containerized</td>
<td>350k Teus</td>
<td>40.0</td>
</tr>
<tr>
<td>Conventional</td>
<td>Cement</td>
<td>2.60 Mil Tonnes</td>
<td>39.5</td>
</tr>
<tr>
<td></td>
<td>Sugar</td>
<td>0.41 Mil Tonnes</td>
<td>7.6</td>
</tr>
<tr>
<td></td>
<td>Ceramic</td>
<td>0.10 Mil Tonnes</td>
<td>6.0</td>
</tr>
<tr>
<td></td>
<td>Sand</td>
<td>0.26 Mil Tonnes</td>
<td>3.6</td>
</tr>
<tr>
<td></td>
<td>Urea</td>
<td>0.34 Mil Tonnes</td>
<td>3.3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.71 Mil Tonnes</td>
<td></td>
</tr>
</tbody>
</table>
**Current Measures for Facilitation of International Railway Transport**

- Currently, there are 2 types of services i.e. passengers and cargo services crosses into Thailand. The cross border passengers and cargo services are facilitated by the Joint Traffic Agreement 1954 between State Railway of Thailand (SRT) and KTMB.
- Under the Joint Traffic Agreement 1954, table below shows the arrangement for cross border train operations between Malaysia and Thailand.

<table>
<thead>
<tr>
<th>No</th>
<th>Description</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Rolling Stocks (Locomotive, coach &amp; wagon)</td>
<td>- Two landbridge train services travelled up to Bangsue every month</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Intercity services provide cross border train services from/to KL – Hatyai on a daily basis:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- SRT ‘s international passenger train travel from/to Bangkok - Butterworth on a daily basis</td>
</tr>
<tr>
<td>2.</td>
<td>Locomotives</td>
<td>- KTMB locomotives travels to Bangsue - 1 trip/ month</td>
</tr>
<tr>
<td>3.</td>
<td>Documents</td>
<td>- Consignment Note</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Invoice</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Custom 8 Form</td>
</tr>
<tr>
<td>4.</td>
<td>Crew</td>
<td>- SRT and KTMB crews are only allowed up to Padang Besar station</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Exchange of crew has been done at the Padang Besar station</td>
</tr>
</tbody>
</table>
## Major Challenges in Cross Border Rail Transport

<table>
<thead>
<tr>
<th>No</th>
<th>Challenges</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Shortage of locomotive faced by SRT has contributed to the reduced number of landbridge train.</td>
</tr>
<tr>
<td>2</td>
<td>Unable to optimise locomotive hauling capacity within the SRT’s rail network system due to old track</td>
</tr>
<tr>
<td>3</td>
<td>Limitation of area at Padang Besar yard has limited the growth for South Thai Cargo (STC) train</td>
</tr>
</tbody>
</table>
**Proposed Initiatives/Measurement for Improvements**

<table>
<thead>
<tr>
<th>No</th>
<th>Initiatives/measures</th>
<th>Expected role of ESCAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Yard expansion at Padang Besar</td>
<td>To provide technical expertise on how to operate yard effectively</td>
</tr>
</tbody>
</table>