Regional Policy Dialogue on
Strengthening Transport Connectivity in Southern and Central Asia

MYANMAR’s Status of Cross-border Rail Transport Connectivity including Transit Facilitation in Southern Asia

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Location

- Located at the cross roads between East and West, North and South of Asia continent
- Land-bridge and regional hub connecting Southeast Asia and South Asia as well as with China.
- Actively participating in the international cooperation.
- upgrade and develop transport by not only own resources but also Development partners.

Myanmar Cooperation Area

- UN
- UNESCAP
- ADB (Asian Development Bank)
- ACD (Asian Cooperation Dialogue)
- ASEAN
- GMS(Greater Mekong Subregion)
- AMBDC (ASEAN-Mekong Basin Development Cooperation)
- MGC (Mekong-Ginga Cooperation)
- BIMSTEC(Bay of Bengal Initiatives for Multi-Sectoral Technical and Economic Cooperation)
- ACMECS (Ayeyawady – Chao Phraya
- Mekong Economic Cooperation)
- CLMV

- Area 676578 Km²
- Population - 51.4 million (2014)
- A land of hills and valleys rimmed in the north, east and west by mountain ranges forming a giant horseshoe. Enclosed within the mountain barriers are the flat lands of Ayeyawaddy, Chindwin and Sittaung River valleys where most of the country's agricultural land and population are concentrated.
Myanmar’s involvement in Regional Railway sector

With UN ESCAP
❖ Inter-governmental Agreement on Dry Ports – signed on 7th November 2013.

With ASEAN
❖ Special Working Group Meeting in Singapore-Kunming Rail Link Project (SWG-SKRL)
❖ Protocol 6: Railways Border and Interchange Stations – under the ASEAN Framework Agreement on the Facilitation of Goods in Transit (AFAFGIT) was signed on 16th December 2011 and then it has already ratified on 3rd February 2014.

With Greater Mekong Sub-region (GMS)
❖ Memorandum of Understanding for Greater Mekong Railway Association-GMRA - signed on 11th December 2013.
❖ Participating in the “TA 8748: Legal framework agreement for Cross border Railway Transport Connectivity in the GMS organized by ADB”.
❖ Participating in the “TA 9123: Connecting the Railways in the Greater Mekong Sub-region organized by ADB”.

Trans-Asian Railway Network

❖ Three Pagoda Pass- Thanpyuzayat-Mawlamyine-Bago-Yangon (old line/put off in 2011)
❖ Bam Pu Nam Ron-Dawei-Ye- Thanpyuzayat-Mawlamyine-Bago-Yangon (hope to be new line)
❖ Yangon (maritime connection)
❖ Yangon –Bago- Nay Pyi Taw- Mandalay
❖ Mandalay-Lashio[Muse (border station and break of gauge)-Rueli(China)]
❖ Mandalay-Pakokku-Gangaw-Kalay-[Tamu (border station and break of gauge)-Jiribam (India)]

❖ At present, there is no inter-railway line connecting to neighboring countries.
Important Railway Lines for International links

**Existing lines**
- Mandalay-Yangon = 617 km
- Mandalay-Lashio = 313 km
- Mandalay-Kalay = 539 km
- Bago-Dawei = 516 km

**Missing lines to neighboring countries**
- Kalay-Tamu (to India) = 127.4 km
- Lashio-Rueli (to China) = 141.8 km
- Thanbyuzayat-Three Pagoda Pass = 120 km (Thailand)
- Dawei- Htikhi (to Thailand) = 142 km
Kalay and Tamu - 127.4 km.
F.S- Survey - conducted by Rail India Technical and Economics Services (RITES) in 2004.

1st Option - Tamu-Kalay (New Line) and Kalay-Gangaw-Pakokku-Chaung Oo-Mandalay (Existing Line)

2nd Option - Taum-Kalay (New Line) and Kalay-Kalaywa-Segyi-Monywa (New Line) and Monywa- Chaung Oo-Mandalay (Existing Line)

Myanmar side prior the 2nd Option

1st JWG meeting in January, 2013, Naypyitaw.

- Discussed on establishment of the missing link, MR confirmed the alignment proposed by RITES in 2005 and both sides agreed to cooperate to prepare a Detailed Project Report by the broad gauge system.
- In last year 2017’ May, India informed that its survey team will be sent for F/S to Myanmar
Missing link between Myanmar and China

- Rueli-Muse-Lashio-missing link is (141.8km)
- China’s CREC has been proposing the F/S along the Muse-Lashio-Mandalay alaignment (431)Km, MOU is under preparation
The 23rd ASEAN Land Transport Facilitation Working Group meeting was held in August 2014 in the Philippines and the new alignment of Dawei– Hti khi of Myanmar and Ban Phu Nam Ron – Kanchanaburi of Thailand was proposed instead of the old line of Thanbyuzayat- Three Pagoda Pass–Namtok.

Thailand has already done the F/S for its portion and now Detailed Design is under budgeting. Myanmar is seeking for the Technical Assistance for Feasibility Study for its portion, and also Financial Assistance from Development Partners.
Corridor-based Development Approach

Corridor A

On-going:
1. Yangon – Mandalay Railway Improvement Project by JICA’s ODA Loan
2. Dry Ports (Yangon and Mandalay area) (PPP)

To be implemented:
1. Rehabilitation and Modernization (Myohaung – Myitkyina) by Korea’s EDCF Fund

Waiting for external Assistance

Corridor B: Bago – Mawlamyine Railway Rehabilitation and Modernization

Corridor H: Yangon – Pathein Railway Line upgrading

Corridor F/K: Yangon – Pyay Rehabilitation and Modernization
Status of the Dry Port Project in Myanmar

- TAR network and AH Network.
- Eight potential dry port places has been proposed to UNESCAP.
- Myanmar signed on the Intergovernmental Agreement on Dry Ports” in Nov, 2013.
- 8 potential key site are Mandalay, Tamu, Muse, Pyay, Mawlamyine, Bago, Monywa, and Yangon.
- It will contribute not only for the Nation’s Transport Sector but also for the ASEAN, GMS, BIMSTEC regional rail transport sector.

Activities to Implementation for Two Dry ports

- **Location and Area** - Ywarthargyi (Yangon) - 80 acres
  - Myitnge (Mandalay) - 75.1 acres
- **Estimated Investment** - Total 80 million USD
- **Concession Period** - 50 years, Under PPP Scheme.
- **Tender Process** - awarded the Two Developers for each DP in April, 2017
- **BOT Agreement Contract** – 3rd Apr, 2017
- **Current Activities** – two years construction period
**Summary of Issues/Challenges and Opportunities/Cooperation**

- **Infrastructure:**
  - Myanmar has no railway line connectivity to the neighbouring countries/sub-regional yet.
  - Facing the issues of different track gauge and breaking system, axle load, signalling system and coupling system etc…
  - Myanmar has not yet participated in International Railway Organizations (OSJD, OTIF)
  - In order to meet the UNESCAP’s strategy and standardization, about 400 km missing lines need to be constructed. Furthermore, about 1200 km existing railway lines have to be upgraded or contracted as new alignment due to the poor condition of infrastructure.
  - Poor experience and lack of capacity building.

- **Participating in the regional cooperation of railway Transport**
  - In ASEAN, AFAFGIT Protocol 6 already signed.
  - Since early 2017, Myanmar has been participating in the “Framework Agreement for Cross-Border Railway Transport Connectivity in the GMS”.
  - At present, Myanmar Customs has been established ASEAN Customs Transit System (ACTS) to be in line with the WCO Guideline, Revised Kyoto Convention, and World Trade Organization Trade Facilitation Agreement (TFA). (Protocol 7)
Conclusion

Concept Note
“...two trunk corridors for intra-and inter-regional connectivity have been identified, namely the TIPI (.....) Road Corridor and the ITI-DKD-Y (Istanbul-Tehran-Islamabad-Delhi-Kolkata-Dhaka-/Yangon) Container Rail Cargo Corridor…”

➢ Not well awareness for Myanmar
➢ Sittway-MinBu Railway Line Project was about 300 mile long and only 60 mile distance was done. Useful for only regional short trip passenger transport.
➢ The existing Central Government Policy is “Not allow the new project for extension of Railway Network”, therefore, the said project was posponed together with other five new railway line projects.
➢ Not highlight in National Transport Master Plan.
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- Not highlight in National Transport Master Plan.
- To put up the UNESCAP’s concept to Ministry and above.

240 miles remain to be constructed
Thank you for your attention