

**Government of the Republic of the Union of Myanmar**

**Ministry of Construction**

**Public Works**

**Status Paper on Development of Asian Highways in Myanmar**

**1. Overview**

The Asian Highway Network is the largest road network which passing through 32 countries with the total length about 142,000 km.

There are four Asian Highways passing through Myanmar namely: AH1, AH2, AH3, AH14. In Myanmar, AH1 starts from Myawaddy (border town near Thailand) and ends in Tamu (border town near India). AH2 starts from Tachileik (border town near Thailand) and overlap with AH1 at Meikhtila and ends at the same border town Tamu. AH3 starts from Kengtong, a town in AH2, and ends in Monglar (border town near china). AH14 starts from Muse (border town near China) to ends in Meikhtila. The total length of Asian Highway inside Myanmar is about 3003 km.

Public Works of The Ministry of Construction of Myanmar is responsible for the implementation and management of the highway network inside Myanmar including the Asian Highways.

**2. Current Status of Asian Highways**

**AH1** - This highway passes through the southeastern moutains and then in the middle plains and pass over the northwestern mountains of the country. AH1 starting from Myawady at Thai - Myanmar border to Tamu at Myanmar-India border, with the length of 1650 km is the Primary ASIAN highway route in Myanmar.

The conditions of the roadway 18 km from Myawaddy to Thingannyinaung is already upgraded by the aid of Royal Thai Government. The new alignment between Thingannyinaung and Kawkareik about 28 km is under construction by the Royal Thai Government.

The section between Tamu and Kalaymyo about 144 km is already upgraded with the aid of the Government of India. The upgrading of existing 71 bridges between that road section to RC standard will be implemented with the assistance of India.

There are (9) local companies operating in the AH1 highway with the total length of 1031 km, which is 61 % of total length of highway.

**AH2** - This highway runs from the eastern highland of the country, passes through the middle low lands and ends in the northwestern mountainous area to connect India. From Tachileik at Thai-Myanmar border to Meikthila situated on AH1 with the total length of 807 Km. There are (3) companies operating the length of 505 km till Meikthila, which is about 62 % of total length.

**AH3** - The highway is about 93 km connected between Mongla at the china border and Khengtong, an important town in the eastern Shan state passing through mountainous regions. The existing highway is already class III standard and it is maintained by Public Works.

**AH14**- This route is main trade route between Myanmar and China, with the length of 453 km between Muse at China-Myanmar border to Mandalay on AH1/AH2. Most of the route is situated on the northeastern highland. The existing condition of the roadway is already Class III standard and now operated by local companies on a BOT basis.

The existing condition of Asian Highways is shown in table below.

**Status of Asian Highway in Myanmar**

Route No.	Itinerary	Total Length (Km)	Primary	Class I	Class II	Class III	Below Class III	Missing Link
<b>AH 1</b>	Tamu-Mandalay-Meiktila- Yangon-Bago-Phayagyi- Thaton-Myawadi	1650	..	80	144	995	431	..
<b>AH 2</b>	Meiktila-Loilem-Kyaingtong- Tachileik	807	..	10.	-	441	356	..
<b>AH 3</b>	Mongla-Kyaingtong	93	..	..	..	93	..	..
<b>AH 14</b>	Mandalay-Thibaw-Muse	453	..	67	386	-	..	..

	Grand Total Length (Km)	3003	..	157	530	1529	787	
	(%)	100		5.23	17.65	50.91	26.21	

### 3. Financial Requirement

In Myanmar, land transport plays the vital role and it is the major mode of transport. Most of the goods and passengers travel on these Asian Highways, which are the backbones of the country. Therefore, the development of socio-economic status of the country also depends on the improvement of existing highway.

For the section between Gangaw and Kalaymyo about 133 km of AH1 and Takaw - Kyaington about 190 km section of AH2, the travel time is longer compared with other sections. Public Works has been requested assistance to many financial and donor organizations, but there were little feedback on the roads.

No.	Starting City	Ending City	Itinerary	Total Length (km)	Number of Lanes	Estimated Cost (Million US\$)
AH1	Gangaw	Kalaymyo	-	133	2	133
AH2	Takaw	Kyaington	Mongpyin	190	2	190

The estimating cost for the bottleneck and left behind sections to at least Asian class III is shown in the table below.

Sr. No	Name of route	2014~ 2015 Fiscal Year			2015~ 2016 Fiscal Year			Grand Total
		Road	Bridge	Total	Road	Bridge	Total	
1	AH1	143,159	17,787	160,946	103,979	11,690	115,669	276,615 Road 577 km Bridge 91 no
2	AH2*	161,550	1,229	162,779	288,523	-	288,523	451,302 Road 337 km Bridge 10 No
3	AH3	41,850	-	41,850	41,850		41,850	83,700 Road 90 km
4	AH14	-	-	-	-	-	-	-

\*(overlapping distance with AH1 is not counted here)

#### 4. Operation and Management

Most of the sections of Asian Highway are managed by local companies on BOT scheme under the authorization of Public Works. Total (10) Nos. of the local companies operating certain sections of Asian highways with their relevant operating 1969 km out of 3003 km operated on a BOT basis.

### 5. Conclusion

At present, it is clearly seen that the existing conditions of these Asian Highways does not meet the standard of Asian Highways in all sections. A lot of financial assistance and implementation works need to be done to handle the international traffic once the country enters into the ASEAN community by 2015. Therefore, it is requested to UNESCAP to arrange with financial institutions to give financial assistance to Myanmar. Once there is a financial assistance given to these highway upgrading projects, it will not only improve the livelihood of the people living around these highways and assist in poverty reduction.

Myanmar will play a key role in the future development as a land bridge linking to BIMSTEC, SAARC and South East Asia countries and between India and China. Myanmar is actively participating in the international cooperation and trying to upgrade and develop the road infrastructures including international highways with his own resources and through bilaterally between Myanmar and Thailand, between Myanmar and India and between Myanmar and Bangladesh as well as trilaterally among Thailand, Myanmar and India and through ACMECES etc. for the development of regional economy.