

GMS Regional Investment Framework (RIF) 2022

Second Progress Report and Update

Transport Sector

<P. R. China>

June 2019

Reported at the 23rd Meeting of the
GMS Subregional Transport Forum (STF-23)
14-15 August 2019, Bangkok, Thailand



TABLE A- I. INVESTMENT PROJECTS

PROJECTS LISTED IN RIF 2022 FIRST PROGRESS REPORT AND UPDATE

No.	Project Title	Description	Year of Approval	Latest Cost Estimate (\$ million)	Latest Potential Funding Source and Amount (\$ million)	Status Updates	Key locations and GMS Economic Corridor Alignment	Expected/ Planned Measurable Outputs
1	Rehabilitation of the Ning'er–Jiangcheng–Longfu road (part of Yunnan Pu'er Regional Integrated Road Network Development Project) (roads)	The 234km road, running from Ning'er to the No.3 boundary marker (Longfu check point) along the border between PRC and Viet Nam, is an important route connecting southern Yunnan to Lao PDR and Viet Nam.	2014	589.5 (Ning'er – Jiangcheng–Longfu road 268.40)	ADB—200.0 Government of the PRC—389.53	Ongoing. This project started in Oct. 2016. An accumulative investment of \$120.22 million has been fulfilled, which accounts for 44.8% of total estimated investment. The subgrade construction will be completed by December 2019. The pavement and landscape construction will be completed by June 2021.	North-South Economic Corridor	234 km of roads to be constructed or rehabilitated



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2	Dali–Ruili Railway (rail)	The 330km railway from Dali to Ruili via Baoshan, connected with the Guangtong–Dali Railway, is an important section of the western route of the Singapore–Kunming Rail Link (SKRL), and essential for the establishment of the Third Asia–Europe Continental Land Bridge. The line will be Class I, electrified, and with a maximum speed of 140 km per hour (km/h) for passenger trains.	2006	4,008.0	Government of the PRC— 4,008.0	Ongoing. The adjustment of FS was approved in 2014. The Dali-Baoshan section started in 2008. As of June 2019, an accumulative investment of around \$730 million had been fulfilled, with basically all the roadbed and bridges, and 83% of tunnels completed. The Baoshan-Ruili section commenced in end-2015. As of June 2019, an accumulative investment of around \$1,011 million had been fulfilled, with 48% of tunnels of the section completed.	North-South Economic Corridor	330 kilometers of railway built

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3	Further Maintenance and Improvement of the Upper Mekong River Navigation Channel from the PRC (at Landmark 243) and Myanmar to Luang Prabang, in the Lao PDR (inland waterways)	The project encompasses a 631km river section between PRC–Myanmar Boundary Marker 243 and Luang Prabang, Lao PDR.	2016	338.0	Government of the PRC—14.2 Balance (TBD)—323.8	Completed. In April 2016, PRC, Lao PDR, Myanmar and Thailand jointly started the preliminary work of the navigation channel improvement project. In April 2019, the final reports of the preliminary work were provided to all the four sides. The feasibility study was thus completed. No further action will be taken unless common understanding is reached among the four countries at diplomatic level. To this end, China proposes the deletion of this project.		Final reports of the preliminary work (completed and approved)

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4	Yuxi–Mohan Railway (rail)	The 507km railway, a section of SKRL's middle route, runs from Yuxi to Mohan via Xishuangbanna, linking with the Kunming–Yuxi Railway. Once completed, it will be one of the most direct from the PRC to ASEAN countries. The line will be Class I, electrified, and with a maximum speed of 160 km/h for passenger trains; double track from Yuxi to Xishuangbanna.	2014	8,062.5	Government of the PRC—7,912.5 ADB—150.0	Ongoing. This project commenced in April 2016 and will open to traffic by 2021. As of June 2019, an accumulative investment of \$4,549.8 million had been fulfilled, with basically all roadbed and bridges on the section completed. 37 tunnels along the route were finished, accounting for around 64% of the total tunnel construction plan.	North-South Economic Corridor	507 kilometers of railway built



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5	Jinghong–Daluo Expressway (roads)	The project is an important part of the NSEC (Kunming–Daluo–Tachilek–Chiang Rai) and has already been incorporated into the PRC’s Planning for the National Expressway Network (G8512), including a total length of 101.56 km; 4 lanes; and the border control point at Menghai, the PRC.	2016	2,388.0	Government of the PRC	Proposed Planning for this project has already been completed under PRC’s Planning for the National Expressway Network (G8512). However, it has not yet been included in the 13th Five-Year Plan. Preliminary work for the project has already begun, with the feasibility study completed. According to the feasibility study report, the expressway is expected to be 4-lane (two-way), with a total length of 104.88km. Implementation has not started yet.	North-South Economic Corridor	

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6	Viet Nam: Lao Cai– Hekou (154 km) PRC: Hekou–Lao Cai (249 km) (rail)	The proposal regarding Rail Link 9 – connecting Kunming, Ha Noi, HCMC, Phnom Penh, and Bangkok (SKRL main line)—is for a standard gauge track between the PRC and Viet Nam systems. Viet Nam is funding a feasibility study, and the PRC and Viet Nam are conducting bilateral discussions regarding the actual route and the points where the line would cross the border.	TBD	33.6	ADB	Proposed. The Preliminary Report for the planning of Rail from Lao Cai to Hanoi to Haiphong was finished in Jan 2018 by China and has already been submitted to Viet Nam.	North-South Economic Corridor	



TABLE A- II. TECHNICAL ASSISTANCE PROJECTS PROJECTS LISTED IN RIF 2022 FIRST PROGRESS REPORT AND UPDATE

(Currently, P. R. China has no Technical Assistance projects listed in RIF 2022.)



TABLE B. PROPOSED NEW PROJECTS FOR INCLUSION IN RIF 2022 SECOND PROGRESS REPORT AND UPDATE

(Currently, P. R. China has no newly-proposed projects to be included in the RIF 2022 Second Progress Report and Update.)



Thank You

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