Rail Sector Development Activities in Myanmar

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Yangon-Mandalay Railway Line Improvement Project

Scope of Works

- Civil & Track Works, Bridge work, Installation of new signaling system, Procurement of Modernized DEMU, Establishment of Workshop and depot, etc.

Phase 1 (Yangon - Taungoo)

- Conducted for F/S on Sep, 2014 and Detail Design Studied completed on June, 2016
- Estimated Cost JPY (91.179) Billion (As DD Report)
- Signed Consultancy Services Agreement on Dec, 2016
- Invited the Contractors by dividing 8 Packages on March, 2017
- Construction Period – 2018 to 2024 (6 Years)

Phase II (Taungoo- Mandalay)

- Conducted for F/S on Oct, 2017 and Detail DD Study started on April, 2018 and expected to complete Sep, 2019
- Estimated Cost JPY (191.069) Billion (As DD Report)
- Signed Consultancy Services Agreement on
- Planned to invite the 10 Nos. of Contract Packages
- Construction Period - 2019 to 2025 (6 Years)
Yangon-Mandalay Railway Line Improvement Project

Planned Designs for Road and Rail Level Crossings
Yangon-Mandalay Railway Line Improvement Project

Perspective view of Ballast Collection Situation
Production Situation for Concrete sleepers
Yangon-Mandalay Railway Line Improvement Project

Imported 50N Rails of Japan
Yangon-Mandalay Railway Line Improvement Project

Track and Bridge Construction Site View
Yangon-Mandalay Railway Line Improvement Project

Planned Design for DEMU

Planned Design for Rolling Stock Depot & Workshop

Source: JICA Study Team
Yangon-Mandalay Railway Line Improvement Project

Power Supply Works under construction
Yangon-Mandalay Railway Line Improvement Project

20 Tons Axle Load Track Works under construction
Rail Trolleys for Long Rails (200 meter)
Diesel Electric Multiple Unit (DEMU)
The project Financing consists of two parts:

- Japanese ODA Loan (US$ 207.8 million)
- The other is cover by National Budget (US$ 43.38 million)

Scope of Works: Civil & Track Works, Signaling Works, Procurement of Modernized DEMU.

Project Period: 2017 to 2022 (6 Years)

Activities to Implement:

- Completed Basic Design on Feb, 2017
- Under construction for Civil Works by Local Contractors
- 2 nos. of Tender packages for Signaling Works and Procurement of Modernized DEMU are being invited.

After completion of project, travel time of passenger trains will reduce from 2 hours and 50 minutes to 1 hour and 50 minutes.
KMD Station Yard – Between No-2 and 3 Line

• Site Clearing and Preparation had to be conducted again by the Contractor for the convenient working condition of MTT between KMD-No-2 & 3 Line
Final Condition at KMD Station Yard after site clearing and rectification with MTT

- Between No-1&2 Line
- Between No-2&3 Line
- Between No-3,4 & 5 Line
Final Condition at KMD Station Yard after site clearing and rectification with MTT

KMD No-1 Line
Final Condition at KMD Station Yard after site clearing and rectification with MTT

KMD No-2 Line
Final Condition at KMD Station Yard after site clearing and rectification with MTT

- KMD Yard-Between No-3 and 4 Line

Note: Pre Final inspection for track profile are completed and Final manual rectification to close out the Track Geometry (Level and Alignment) are in progress.
Final Condition at KMD Station Yard after site clearing and rectification with MTT

Note: Pre Final inspection for track profile are completed and Final manual rectification to close out the Track Geometry (Level and Alignment) are in progress.
Cutting Tree Branches and Weeding Along The Track (Inner and Outer)-Between Hantharwady Station and Nar Nat Taw ROB

During Cutting Tree Branches and Weeding

During Cutting Tree Branches and Weeding
Cutting Tree Branches and Weeding Along The Track (Inner and Outer)-Between Hantharwady Station and Nar Nat Taw ROB

After Cutting Tree Branches and Weeding

After Cutting Tree Branches and Weeding
Completed Drainage Improvement work
Lagging Wall Panel Installation work in progress
Lagging Wall Panel Installation work in progress

Lagging wall Panel installation was 100% completed. Only additional lagging wall installation work are remaining. Target to complete – 21st Feb -21
Completed Box Culvert Construction
Pre Final Inspection for completed sections
Signal House -KMD
Signal House – Danyin Gone
Gate Hut Construction Work (L-01,03,04,05,06,07,08,09,10)
Tool Box Meeting at Site
PERSPECTIVES
HAN THAR WADDY STATION UPGRADING
PERSPECTIVES
GYO GONE STATION UPGRADING
Mandalay - Myitkyina Railway Line Rehabilitation Project

Status of the Project
- 547.4 Km Long, Single lane, Meter gauge Track
- High gradients and Curves on some portion,

**Divided into 3 priority sections**
- Mandalay - KawLin, Section - I (3rd Priority)
- KawLin - Moenyin, Section - II (1st priority)
- Moenyin - Myitkyina, Section - III (2nd priority)

Activities to upgrade
- First priority portion of section II (about 42 Km) by Korea EDCF Loan USD 125 Million.
- F/S has been done by Technical Assistance of Korean EXIM Bank.
- Under Loan Negotiation process to implement the project
Yangon-Pyay Railway Improvement Project

- It was first introduced rail line in Myanmar since 1877.
- Yangon(Danyinkone)-Pyay -148.25 Route Mile
- Track Mile -162.25 Mile

**Scope of Works**
- Installation of new track and signaling system
- Railway bridge construction and rehabilitation
- Station improvement works
- New foot over bridge (FOB) installation

**Activities to Improvement**
- Project Cost is approximately –Approx; $ 200 Mil.
- Surveyed at June, 2017
- Singed MoD for Project Preparation in Dec, 2018.
- Conducting the F/S by ADB’s Technical Assistance
- Under Loan Negotiation Process with ADB
Planning for International Railway Connectivity in Myanmar
Missing Links in the Trans-Asia Railway Network

TRANS-ASIAN RAILWAY NETWORK

Track Gauges

1,676 mm
1,520 mm
1,435 mm
1,350 mm
1,000 mm
930 mm

India
China
Thailand
Missing link with China
- Lashio –Muse
- Conducting F/S for Muse-Mandalay new railway line project.

Missing link with Thailand
Three Potential Links;
- Dawai – Kanchanaburi
- Thanbyuzayat-Three Pagoda Pass
- Thathon- Phaan- Myawaddi- Mesaut

Missing link with India
- Tamu (border with India) - Kalay ,
- Proposed to conduct F/S (Tamu - Mandalay ) New alignment
MR and CREEC signed MoU on 22nd October, 2018.
CREEC shall submit F/S Report within (12) months after signed MOU.
Route Length-431 Km
Standard Gauge, Electrified and Speed 160Km
If the project is feasible, MR will invite ICB for Project Implementation stage.
- Tamu (border with Moreh, India) - Kalay, 127 Km in Myanmar Territory.
- RITES conducted F/S at 2004-2005 estimated cost 97.68 mil USD.
- Furthermore, GoM requested to GoI to conduct F/S from Tamu to Mandalay through Monywa, Segyi Kalay with new alignment.
KOICA conducted F/S on Thanbyuzayat-Three Pagoda Pass (border NamTok, Thailand) - 110 km at 2005-2007.

Potential three links for future connectivity:
- Dawai – Kanchanaburi
- Thanbyuzayat-Three Pagoda Pass
- Thathon- Myawaddi-Mesaut
Potential Infrastructure Development Projects & Investment Opportunities in Myanmar
Proposed Rail Infrastructure Projects to Project Bank under MSDP

- Feasibility Study for Tamu - Mandalay Railway Project
- F/S for Mandalay - Bagan Railway Upgrading Project
- Feasibility Study for Pyay - Bagan Railway Line Improvement Project
- Feasibility Study for Thilawa Access Line Improvement Project
- Feasibility Study for Thilawa - Bago New Railway Line Project
- F/S for Dry ports / ICDs Development at Monywa
- F/S for Dry ports / ICDs Development at Bago
- F/S for Mandalay - Muse New Railway Line Project
- Feasibility Study for Dry ports / ICDs Development at Bago
- Feasibility Study for Tathon - Hpa-an - Myawaddy New Railway Project
- F/S for Yangon International Air Port and Hantharwaddy Air Port Railway Project.
Proposed Rail Infrastructure Projects to Project Bank under MSDP

- Danyingone Station Development Project
- Insein Station Development Project
- Kyaoe Gone Station Development Project
- Thamine Station Development Project
- Kyee Myin Daing Station Development Project
- Baukdaw Station Development Project
- Mingalardone Station Development Project
- Pazuntaung Station Development Project
- Yangon Central Station Development Project
Conclusion
Thank for Your Kind Attentions.

Presented by;

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