

GMS Regional Investment Framework (RIF) 2022

MYANMAR

January 2021

Reported at the 24th Meeting of the
GMS Subregional Transport Forum (STF-24)



New/Expanded Configuration of GMS Economic Corridors

(For use only as possible reference in indicating location of projects.)



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	East – West Economic Corridor Eindu-Kawkareik Road Improvement Project	The project will improve 66.4km of road between Eindu and Kawkareik. It is in Myanmar’s Kayin State, which borders on Thailand	2016	121.8 million	ADB—100.0 ASEAN Infrastructure Fund—20.0 Government of Myanmar - 1.8 (First Progress Report 2018)	Ongoing. As ICB-L1 the length of road from 0+000 km to 40+440 km, the bridges and culvert on that road are being implemented and the completion of the whole project is 85% resulted from the end of December 2020. As ICB-L2 the length of road from 42+160 km to 66+455 km, the bridges and culvert on that road are being implemented and the completion of the whole project is 81% resulted from the end of December 2020.	Kayin State, Myanmar EWEC	66.4 km of upgraded road



Under Construction



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2	GMS Highway Modernization Project	The project will improve transport conditions along Myanmar's East-West Economic Corridor (EWEC) and North-South Economic Corridor (NSEC) by (i) improving about 99 km of GMS highways, (ii) improving the safety of the Yangon–Mandalay Expressway, and (ii) preparing detailed designs for other highway projects, also along GMS corridors.	2018	202.1	ADB-194.7 Government of Myanmar-7.4	<p>Ongoing Highway Modernization Project was approved Hluttaw on 26.3.2018. ADB and MOPF negotiated the loan on 3 Oct 2018. Loan signing date was on 28 Dec 2018. Loan effective date was on 25 Feb 2019.</p> <p>CS-1 Consultant is preparing detailed designs.</p> <p>CS-2 Consultant is under recruiting.</p>	Yangon Region, Mandalay Region Bago Region & Ayeyawaddy Region, Myanmar, EWEC & NSEC	64 km of Yangon-Mandalay Expressway improved 99 km of Bago-Thanlyin road upgraded Detailed engineering designs prepared for the improvement of Yangon-Pathein Highway (105 km)



Proposed Design



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3	Bago-Kyaikto Road	The project entails a new highway alignment on an extension of the EWEC, between Bago and Kyaikto, in order to provide easier access to Thilawa SEZ. This road is expected to be reconstructed as an asphalt-concrete, two-lane road of 7-meter in width, with 1.5-meter paved shoulders. The goal is to achieve a safer and more efficient movement of goods and people along the GMS EWEC and NSEC in Myanmar.	2020	483.8	ADB-483.8	Loan signing date was on 26 Nov 2020. CSIS consultant is under recruiting.	Bago Region and Kayin State EWEC	62 km new arterial highway between Bago and Kyaikto



Proposed Design



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4	Bridge on the Kyaington–Lyailinglin–Taunggyi Road (AH2)	The service life of the Tarkaw (Thanlwin) Bridge (bank- to-bank 900 feet) is about 40 years, and its load capacity is only HS-20. A new bridge of four lanes with an HS-25 load capacity has been proposed. The type of bridge will be specified after the feasibility study.	2018	15.8	Government of Myanmar-15.8	Ongoing, F.S completed in March 2018. Bridge is under construction using Myanmar Government budget and will be completed on 09/2022.	Eastern & Southern Shan State, Myanmar. NSEC	A new bridge with truss type.
5	GMS EWEC Corridor Improvement I and II	The bridges and expenditure amounts involved in this project are: Attran Bridge (\$68.25 million), Gyaing (Kawkareik) Bridge (\$122.86 million), Gyaing (Zathapyin) Bridge (\$129.11 million), and Sittaung (Kyaikhto) Bridge (\$254.8 million, proposed for approval in 2020).	2017	620.2	JICA-620.2	Ongoing, Gyaing (Kawkareik) Bridge, Gyaing (Zathapyin) Bridge and Attran Bridge are under Construction. Sittaung (Kyaikhto) bridge got loan approval from JICA and ongoing process for the procurement of consultant and civil work contractor.	Mon State, Kayin State, EWEC	Four new 4-lane Bridges

Under Construction



Proposed Design



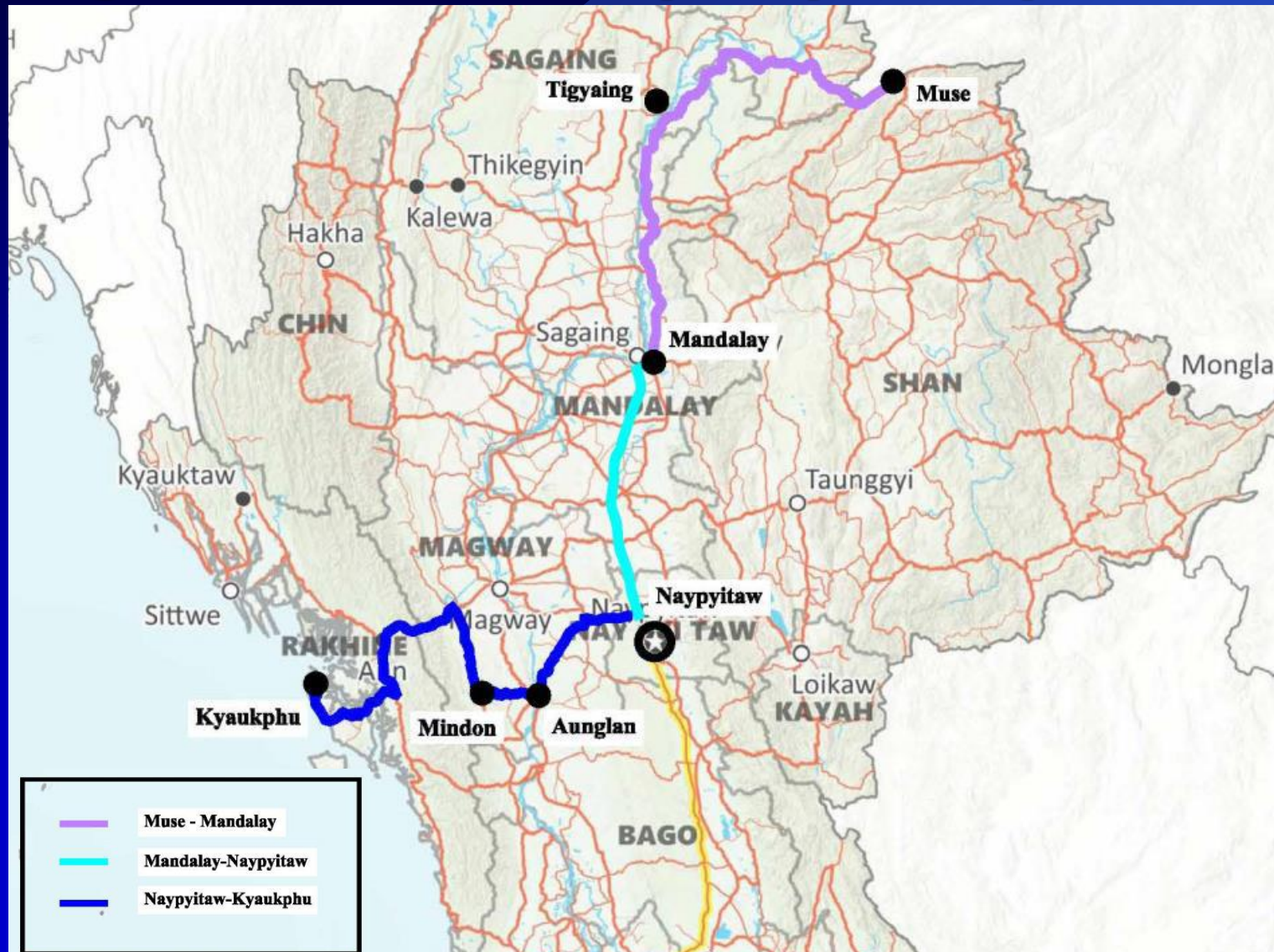
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6	Ruili (PRC)–Kyaukpyu (Myanmar) Highway	The road will promote connectivity between the PRC and Myanmar, and will improve the region's road network overall. The PRC and Myanmar have already had some technical discussions concerning the project.	TBD	2,153.8	Private Sector (China Hobour Engineering Co.Ltd [CHEC])	<p>Proposed. It has already signed MoU with CHEC which was recommended by China Embassy and MOFA. Feasibility Study is ongoing and expected to finish in April 2020.</p> <p>Project implementation will be processed after the FS report.</p> <p>Expected year of commencement: 2022 Expected year of completion: 2028</p>	Northern Shan State, Mandalay Region, Nay Pyi Taw, Magway Region & Rakhine State. NSEC	<p>New alignment construction and /or upgrading of the following:</p> <p>a)Mandalay-Tigyaing Expressway-219 kilometers b)Tigyaing-Muse Expressway-190 kilometers c)Nay Pyi Taw – Kyaukphyu Highway-262 kilometers</p>



Muse - Tigyaing - Mandalay- Naypyidaw - Aunglan – Mindon – Kyaukphu Expressway



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7	Loilem – Kyaington Road Section (356km) (GMS Road Section of R7 and Secondary Road of Corridor)	This is the road section of GMS route R7 and of the Asian and ASEAN highways. It will link with the NSEC and the Northern Economic Corridor as a secondary road. It must be upgraded to ASEAN Class III standards.	2018	359.0	TBD	Proposed	Eastern and Southern Shan State, Myanmar, NSEC	359 km of upgraded road
8	Thaton – Payagyi Road Improvement Project	The expected components of this 151 km, two-lane road improvement project will primarily consist of road repairs and upgrading along most of the road's length, with major reconstruction and widening of the road sections running through the towns of Bilin, Kyaikto, and Payagyi, including a possible grade-separated interchange with NR1 at Payagyi	2018	128.0	Private Sector, (BOT System) - 128.0	Ongoing, Local BOT company is undergoing that road section to be 10.97- 14.63m width according to the existing road alignment. Kyaikhto Bypass road is under construction. It needs to implement by pass roads such as Thaton, Kyaikkaw, Theinsait and repair geometric design in some segment for transport facilitation.	Mon State & Bago Region Myanmar. EWEC	151 km of upgraded road

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9	Daluo (PRC) - Tachilek (Myanmar) Highway	This project involves the improvement of an existing highway that is a part of the GMS NSEC (and of the Asian and ASEAN highways) in Myanmar, linking with the PRC to the north and Thailand to the south. This highway is also one of the major border trade routes between Myanmar and Thailand via Tachileik. The improvement will consist of upgrading the Kyaington–Mongla section (93 km) of this highway to ASEAN Class II standards.	2018	93.0	Public Private Partnership (BOT System) (156.8km) Department of Highways (87.5km)	Ongoing/ Minelar- Kengtung road section (3.66 - 6.7 m width) is operated under Ministry of Construction and local BOT company is undertaking Kengtung - Tachileik road section (9.14 m). It needs to repair geometric design in some segment for transport facilitation.	Eastern Shan State. NSEC	87.51 km of upgraded Mongla – Kyaington road, 156.8 km of upgraded Kyaington-Tachileik road



Current Road Status



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10	Improvement of Six Inland Ports	The project includes the establishment of six inland ports along the Ayeyarwaddy and Chindwin rivers. F/S for Mandalay Port was completed in February 2014, and received the JICA Grant Aid for construction and the total implementation cost is 53.644 million USD. Pakokku Port and Monywa Port are requested to KOICA for FS and Grant Aid to implement. Two other inland ports (Magway Port and Kalewa Port) are planned to be built with the support of private investors.	2018	Updated cost estimate breakdown Mandalay Port: 53.644, Monywa Port: 79.994, Magway Port, Kalewa Port and Bhamo Port: 21x3= 63.0 , Pakkoku Port: 40.0 m Total 236.638 million USD.	JICA, Private Sector, KOICA, PPP	For Mandalay Port, construction of port, access bridges and access roads (civil works) already signed with "Tobishima Corporation" of Japan. Implementation of Mandalay Port will start in October 2020. Bhamo, Pakokku, Magway, Monywa and Kalewa inland ports are already submitted to NECC (National Economic Cooperation Committee) to include the Project Bank lists of Myanmar.	<ul style="list-style-type: none"> NSEC 	Inland port facilities will be upgraded and water way transportation mode will be improved



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11	Upgrading of Wan Pong Port with 500-ton container-handling facilities	The project will modernize the facilities at Wan Pong Port for handling shipping containers. It will thus help increase the trade in cargo between Myanmar and other GMS countries. Myanmar will be extensively involved in GMS trade, and will effectively use the Mekong River transport route to boost the country's economic development.	2018	50.0	Joint Committee on Coordination of Commercial Navigation Lancang–Mekong Cooperation Special Fund	Feasibility study for Wan Pong Port was completed and DWIR is preparing to get the grant assistance from the development partners.	Eastern Shan State, NSEC	Wan Pong port will be improved and port handling capacity will be increased.



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12	Upgrading of Mawlamyine – Dawei – Hteekhee Rail Link (452.58 km)	Mawlamyine-Dawei railway section (310.58 km) was constructed during 1994–1998. It is one of the most important branch lines of Myanmar Railways, not only for local railway transport but also for its link to Thailand and the ASEAN railway network. This project will improve railway transport for passengers and freight. This railway line is a part of the Trans-Asian Railway (TAR) southern corridor in Myanmar. It will be linked with the new Dawei– Hteekhee line as a proposed spur line of the Singapore–Kunming Rail Link (SKRL) to Thailand.	2020	TBD	ADB, NEDA Thailand	Upon further consideration and existing border trade development situation, it was found that choosing one of three alternate Railway Links would be more advantageous to both of Myanmar and Thailand in GMS Region, namely; (a) a missing link from Thanphyuzayat- Three Pagodas Pass (110 km in Myanmar side) to Nank Toke (Thailand); (b) a missing link from Thahton-Hpaan-Myawaddy (190 km in Myanmar side) to Maesot (Thailand) (c) a missing link from Dawei – Htikee (142 km in Myanmar side) to Kanchanaburi (Thailand)	Mon State Tanintharyi Region, SEC	Upgraded Rail Link and New spur line



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						During the joint session of 13th Mekong – Japan industry and Government Dialogue and the 1st Meeting of 2020 AMEICC working group on West – East Corridor Development (WEC-WG), Myanmar side highlighted the above situation and proposed as prioritized project to get the Technical Assistance under Mekong Industrial Development Vision 2.0 (MIDV 2.0).		





Thanks for your kind attention

