MYANMAR
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Water

Ministry backs off corporatisation plan for Inland Water Transport

The Ministry of Transport and Communications has abandoned plans to transform state-owned Inland Water Transport into a corporation, citing hardships that would be caused for government staff, according to a roundup of the ministry published in The Global New Light of Myanmar on 26 March.

Corporatisation refers to efforts to run state businesses as corporations rather than government departments.

It has been pursued by various state-owned entities to varying degrees of success, though the article stated that Inland Water Transport has been placed under the Union budget again.

Inland Water Transport is the descendant of Irrawaddy Flotilla Company, which was first set up to operate boats on Myanmar’s rivers in 1865.

However, the influx of private ship operators and growing popularity of road travel is thought to have severely affected Inland Water Transport’s business.

Union Minister U Thant Zin Maung was quoted as commenting on the future of several river and sea-based infrastructure initiatives in the 26 March round-up article.

State media has recently been publishing round-ups on each government ministry to cover the NLD’s first year in office.

U Thant Zin Maung was quoted as saying that the current plan for Inland Water Transport is for public companies or joint ventures to be set up for Chindwin Water Transport Corporation, Ayeyawady Water Transport Corporation and Rakhine Water Transport Corporation at an unspecified date.

He added that a number of measures are being taken to improve waterborne transport, including adding container wharfs at the following locations:

**Ayeyarwady river**
- Bhamo
- Mandalay
- Pakokku
- Magwe

**Chindwin river**
- Monywa
- Kalaywa

However, the article also states that while water transport is cost-effective, the ability to navigate the country’s main rivers (Ayeyarwady, Chindwin, Sittaung, Thanlwin (Salween) and Kaladan) has been decreased due to silting, floods and erosion caused by deforestation and indiscriminate mining.

The states and regions have spent funds on 133 bank erosion projects this year.

The World Bank is also assisting on a plan to improve the Ayeyarwady river from Mandalay to Nyaung-U, the gateway city to Bagan, while the Union budget is funding seven projects and the emergency fund is financing 13 projects in the Sagaing, Magwe, Bago and Ayeyarwady Regions and Shan State to improve water transport.

Mandalay will be the site of the first wharf on the river.

Currently goods are on- and off-loaded using gangplanks.

The wharf is to be complete by 2020, offering better connections with Yangon.

The Ministry of Planning and Finance is seeking a loan from Belgium to improve the waterway.
Also, Japanese-financed improvements to Yangon port, including computerised systems, jetties and related services, and port-EDI project are due to be finished in October.

**Air**

*Shan State submits proposal for international flights from Heho*

The Shan State government has petitioned the Union government to allow international airlines to service Heho airport starting this year, state minister for planning and commerce U Soe Nyunt was reported as saying in *Kanbawza Tai News*.

Heho is the gateway airport for Inle lake and the Shan capital of Taunggyi.

The move to open the airport to international flights is aimed at increasing tourism in the area, but will face opposition from domestic airlines, which currently have a monopoly on air travel to the airport.

Currently, international visitors to Heho must transit in Yangon or Mandalay.

The report specifically mentioned that international connections with three cities have been proposed by the Shan State government.

- Bangkok
- Chiang Mai
- The Chinese city of Linqing

Discussions have taken place between the Shan State government, and provincial governments of Chiang Mai and Chiang Rai in Thailand, as well as Linqing’s government.

Previous reports from last month stated that Heho airport would be upgraded to land larger aircraft.

The government has invited local and foreign companies to expand the runway, with construction slated to start in the 2017-18 fiscal year.

It currently has one runway with an asphalt surface measuring 2,591m in length and 30m in width.

**Logistics**

*Q&A with EFR group chairman U Kyaw Lwin Oo*

*Myanmar Transport Monitor* met with EFR group chairman U Kyaw Lin Oo to discuss the challenges and opportunities facing logistics companies in Myanmar.

**Can you discuss EFR. What is its background? What does it expect to be its main businesses in the future?**

EFR group was set up in 1996, with a capital investment of around $1,000 USD. It was initially a local company focused solely on customs clearance.

Later in 1996, we connected with Singapore Freight Forwarding Company – G Link, which facilitated a move away from customs clearance to international freight forwarding.

We then managed to secure some agency ships for big shipping lines such as Mitsui O.S.K.

Line based in Japan, Hyundai Merchant Marine based in Korea, CMA- CGM based in France, China Shipping based in China and Evergreen based in Taipei.

Currently, in terms of maritime shipping, we are partnering with a Japanese based company
(MOL) from whom we purchased containers. We are also working with a Norwegian company, Wallenius Wilhelmsen Logistics (WWL), to carry cars via a car carrier.

In addition, we are also focused on air freight shipping as well as the local domestic market.

We are cooperating with top international airlines, such as Qatar Airways, Singapore Airlines and Myanmar-based Myanmar Airway International.

Furthermore, we also have our own warehouses around the downtown area.

In summary, our business is composed of 25 companies with over 1,000 employees, including shipping, freight forwarding, logistics infrastructure developments, trading, manufacturing, total inspection solutions, hotels and tourism and agriculture (rubber, mango plantation near Nyapyitaw).

These operate separately yet can also combine together depending on the business situation.

**Can you discuss EFR’s logistics business? What are the main challenges and opportunities in the logistics business?**

Currently from Yangon to Singapore, freight cost is around $50-60 for a 20ft container.

However from Mandalay to Yangon, local costs are very high and domestic logistics capacity hinders the volume of goods we can carry.

Key export goods such as rice, marine products and grain and pulses, originate far from Yangon and so the challenge becomes moving this cargo from the point of origin to its assigned destination for export purposes.

Our export system primarily depends on local trucking but the distance is more than 400-500 miles.

We would like to help develop the logistics infrastructure in Myanmar because the logistics sector is very weak right now.

For example, we have plans to set up a logistics and distribution centre in Mandalay, at Peleik.

Currently, all beans and pulses come from Mandalay to Yangon by truck via the old highway road which takes around 14-15 hours.

When the cargo arrives in Yangon, it is kept in a warehouse before being purchased by international buyers and then being sent to Yangon port for customs examination, before going to the international market.

Peleik container yard, freight stations and warehouse offers a solution to this long process as cargo can be loaded into our containers where a customs examination can also take place.

The containers can also be sent to Yangon via rail (Peleik has three sidings on standby already), directly to Thilawa port thereby cutting many transitions involved in road transport and lowering costs.

Currently trucking costs from Mandalay to Yangon for one 20ft container are around $1000-$1,200, but if we use rail, costs would be $300-$400.

**What should the government’s priority be in transportation infrastructure spending, and why?**

We support the Yangon-Mandalay railway upgrade, particularly in the area of rail speed improvements, which are currently very slow (taking up to 22 hours for rail freight at 25mph).

After maritime shipping, rail freight shipping offers the most competitive pricing for cargo.

We also welcome the government’s move to work with the private sector in the rail
industry, as they have not always previously done so.

Four or five years ago we tried to build a case for improving railway freight transport, but it proved difficult to gain the government’s support.

Only with the new government did we finally manage to make progress on the issue.

If you were to offer a suggestion or two to the government to improve transport and logistics in Myanmar, what would it be?

Trade and transport are linked together and cannot be seen in isolation from each other.

The government has previously tended to see each in isolation, without identifying how they can better link the two together for maximum benefits.

We have tried to remind the government to not solely focus on trade, and look at transport also.

Another problem has been that there were previously various government bodies dealing with the transport sector and there was not enough coordination and integration between them.

Now everything is under one roof and this is one key positive change we have seen in transport under the new government.

However, some projects are often treated in isolation.

My concern is that there is no overall clear strategic plan that takes into account demand and supply, what are the country’s main export items and where they are from.

How we can move these items from point of origin to loading port and international market is an important question which must be taken into account.

Will the transport infrastructure projects aid this process is a key question that should also be taken into consideration.

Road

Minister claims Thilawa-Bago highway construction to begin next year

Construction of a road connecting Thilawa Special Economic Zone with Bago city is set to begin in April 2018, according to Yangon Region minister of electricity, industry and transport Daw Nilar Kyaw, as quoted in Myanma Ahlin on 28 March.

The road will remove the necessity of traveling through downtown Yangon when traveling between the SEZ and upper Myanmar.

Vehicles currently making the trip between the SEZ and Bago city must travel through the urban areas of east Yangon.

The article claims the new road will be more direct, but does not lay out the route it will follow.

Daw Nilar Kyaw is also reported to have said during a session of Yangon parliament that the project will be managed by the Ministry of Construction and supported by Asian Development Bank (ADB).

The road will also benefit residents of Bago, Thanapin, Kayan, Thonekwa and Thanlyin.

Road

Declining demand strains Naypyitaw highway bus companies

Bus companies are facing declining demand for travel to and from Naypyitaw, forcing some to close down, according to a 28 March article by The Myanmar Times.

The popularity of the Yangon-Naypyitaw route has slid since 2013, the year of the SEA Games in Naypyitaw, when over 800,000 passengers made the trip.
Only 684,568 passengers travelled on the Yangon-Naypyitaw route in 2016, about 70,000 less than in 2015, the article said.

U Win Swe, head of the Naypyitaw bus supervisory committee, was quoted as saying that the break-even point for Naypyitaw-Yangon buses is to average 30 passengers per trip, and the actual figure of 28.8 is too low for companies to remain profitable.

Smaller companies have been particularly hard-hit by low demand, with some family-owned businesses, such as Asia bus line, being forced to close down, he said.

There are 23 Naypyitaw-based highway bus lines, and about 70 more lines serve the city from different bases, usually Mandalay and Yangon.

The route was formerly an essential service after the capital was moved from Yangon to Naypyitaw in 2005, when bus services were in high demand by civil servants, private sector and migrant workers.

However, rising car ownership and improved airlines has reduced the demand for bus lines.

Road

Ministry of Construction removes Yangon bridge tolls on 1 April

The Ministry of Construction (MoC) has released a list of the bridges for which tolls will be removed.

The announcement appears in state-run Myanma Ahlīn and The Mirror newspapers on 24 March.

The announcement states that the bridges were chosen in order to smooth traffic flow and reduce journey times and costs.

The names of the bridges included in the MoC’s announcement are as follows:

- Yangon-Thanlyin bridge No. (1)
- Yangon-Thanlyin bridge No. (2) (Kalawel bridge)
- Bayintnaung bridge No. (1)
- Bayintnaung bridge No. (2)
- Aung Zeya bridge
- Shwe Pyi Thar bridge
- Pan Hlaing bridge
- Twante bridge
- Maha Bandula bridge

The tolls will be removed starting 1 April. The Ministry also requested drivers respect vehicle weight allowances.

Only low tonne vehicles and cars will be initially allowed to pass on Yangon-Thanlyin bridge No. (1) due to ongoing construction works.

However, trucks can use the Yangon-Thanlyin bridge No. (2) without any charge from 1 April.

Road

Daw Aung San Suu Kyi remarks on weakness of Sagaing transportation

State Counsellor Daw Aung San Suu Kyi has pointed to weakness in Sagaing Region transportation and electricity, urging investigation in whether planning or implementation is at fault, according to an article in The Global New Light of Myanmar.

Improvements to transport infrastructure in the region, located in northwestern Myanmar, are necessary to attract foreign investment she said.
Sagaing Region’s southern end has relatively strong links, particularly near Mandalay city. However, transport links are often poor or nonexistent in the northern and western parts of the state.

Daw Aung San Suu Kyi reportedly said in her speech that the region ought to more effectively coordinate with the Union government.

Her speech was made with a number of Union and State ministers in attendance.

Separately, a number of transportation improvements have been suggested for the Region.

Chin-Sagaing-India road
New Delhi based C&C Constructions announced in March that it won an Indian tender to develop a $232m, 109km road from Paletwa in Chin State to the border with India.

Section 1 of the road will run 68km from Paletwa in Chin State to Kaletwa in Sagaing Region, while Section 2 of the project will run 42km from Kaletwa to Zorinpui on the India-Myanmar border.

The road is part of the Indian government’s Kaladan Multi-Modal Transport Project, the aim of which is to improve access to India’s remote northeast.

Road upgrade, Kalay to Kalaywa
A part of the Myanmar—India friendship road in Sagaing Region, Kalay-Kyeekone-Kalaywa road, will be upgraded with the assistance of Japan International Cooperation Agency (JICA) in the coming 2017-2018 fiscal year.

The road is a significant route for border trade between Myanmar and India.

A budget of Ks996.9m ($725,000) has been set aside to build asphalt and concrete roads with an estimated completion date of 2019.

Katha bus terminal
A new bus terminal in Katha township of Sagaing Region is expected to open in April 2017.

The new bus terminal is aimed at centralising departures and arrivals of buses which primarily run to Mandalay Region and Kachin State, ending past practices of each bus route having their own pick up / drop off point.

Road
Authorities to end private road toll collection in Tanintharyi Region
Tanintharyi Region’s Road Department has announced it will not invite private firms to bid for the right to collect bridge and road tolls in the region for the 2017-2018 fiscal year, according to the department, as reported in Myanmar Times Daily.

The Road Department will instead collect the tolls itself.

Officials claimed the move is a bid to cut down on over-capacity vehicles, which pose a safety hazard particularly to older bridges with lower capacities.

Tanintharyi Region road department head U Win Min Htut reportedly said that authorities are concerned that roads are being damaged at a faster rate, as irresponsible private companies have been left to supervise overloaded trucks.

In 2016-2017 fiscal year, the bids submitted by private companies to collect tolls at the region’s toll gates was as follows:

- Ks82m ($59,713) for Eain Shae Pyin gate
- Ks52m ($37,866) for Shwe Gu Taung gate
- Ks69m ($50,246) for Kywel Kuu-Kyaik Phyar gate
- Ks50m ($36,411) for Kawthaung gate
The government is also planning to end road and bridge toll collection at 16 gates across the country, according to the article.

However, this does not include Tanintharyi Region gates.

Road

**Buthidaung-Yathedaung bridge in Rakhine State opened**

A 960ft bridge linking two Muslim-majority areas of Rakhine State was officially opened on 25 March, according to state-owned media.

The bridge is one of twelve slated on the Maung Taw to Ponna Kyun road, with six to be completed this year.

The newest bridge specifically connects the townships of Buthidaung and Yathedaung (Rathedaung), two areas that have been affected by recent tension in northern Rakhine State.

The article stated that the bridge is to cut journey times and remove the necessity to travel by water.

It crosses the Panzin river.

Previous reports in state media have said the bridge was developed by Bridge Construction Group (8) under the Ministry of Construction, with a budget of about Ks4bn ($2.9m).

The previous article in state-owned *Myanmar Ahlin* mentions that the Ministry of Construction has been working on upgrading roads providing access to Rakhine State. These include:

- Thandwe-Gwa-Ngathainggyoung road from Ayeyawady Region and Yangon Region
- Pyay-Padaung-Taungup-Maei-Kyaukpyu road from Bago Region
- Minbu-An-Sittway road from Magway Region
- Kyauktaw-Palatwa-Matup-Hakka-Falam-Teddim-Tonzang-Kyikha road from Chin State
- Taungpyo-Maungtaw-Buthidaung-Yathedaung-Ponnagyun-Sittway border road

In addition, the Yangon-Sittwe road has been upgraded to a concrete road.

Water

**Authorities announce Yangon water taxis will launch in May**

Tint Tint Myanmar company plans to start operating its water taxi service as soon as May, after inking an MoU on 26 March with the Yangon Region Transport Authority (YRTA).

The water taxis will carry passengers and cargo on the Hlaing / Yangon rivers and the Nga Moe Yeik (Pazundaung) creek.

The boats are part of the government’s efforts to ease road congestion in Yangon.

Similar services are popular in other cities such as Bangkok.

*Myawady* newspaper quoted an YRTA official as claiming the firm has already begun initial...
operations, thought to include a pilot survey. Tint Tint Myanmar officials have previously said that the water taxi service will be implemented with technical assistance from Hungary and management from Australia.

The firm was one of two shortlisted for the tender, along with Golden Peace company.

However, about 40 had bought application forms in November 2016.

Plans envision water taxis with 50-100 seats stopping at seven government designated ports on the Hlaing river route, starting at Hlaing Thar Yar harbor and terminating at Pansodan harbour.

Another route will stop at 11 ports along the Pazuntaung creek route, using boats with a reported capacity of 35 to 60 individuals.

While most of the assigned harbours along Hlaing river have already been constructed, Tint Tint Myanmar will need to construct most of the harbours along the Pazuntaung creek.

Previous press reports have said the service would launch this month, though this has not come to pass.

Rail
Upgrade works at six Yangon Circular Railway stations almost complete

Work to raise platform levels is nearly complete at several Yangon railway stations, according to a report in *Myawady Daily*.

The projects are aimed at improving the safety of boarding and disembarking from the trains, particularly for elderly, young and disabled people, as well as reducing the amount of times trains must spend at each station.

The work is expected to be finished by 31 March, the article said.

The stations receiving the platform upgrades are as follows:

- Lanmadaw
- Pan Hlaing
- Shan Road
- Ahlone Road
- Hanthawaddy Station

Work is also taking place on buildings at the Pyay Road station.

Myanmar Railways has looked at several measures to increase speeds on the slow Yangon Circle Line.

Previous plans discussed in February 2017 included closing down several stations to improve speeds.

The closure of train stations is expected to target stations with fewer passengers, though no further information has been released.

Currently, the circle train takes about three hours to complete, though authorities hope to lower this to two hours through a series of improvements to stations, track and signalling, by 2020.

Rail
Improved trains coming for Mandalay-Myitkyina route

Passengers on the Mandalay-Myitkyina railway will have the option of riding in new “special express” trains in the 2017-18 fiscal year, as new rolling stock arrives from China, according to a 27 March article in *Union Daily*.

The new trains have been ordered by Myanmar Railways from China, the article said, citing the Ministry of Transport and Communications.

The article is unclear on how the new trains will be different than existing trains, other than that the new trains will be more comfortable.
According to the ministry, special express trains have already been used with considerable success on the Yangon-Mandalay route, which has led to an increase in passengers.

The Yangon-Mandalay rail line is the country’s busiest, followed by the Mandalay-Myitkyina line.

At present, five ordinary trains are currently in use for Mandalay-Myitkyina rail line.

Myanma Railways announced in January it will buy new rolling stock for use on the Yangon Circular Train with a tender inviting the supply of eleven new six carriage trains manufactured from Japan.

Five locomotives were also reportedly delivered from India in February as part of a first intake of new rolling stock to run on the Yangon-Mandalay rail route.

Road

Authorities plan crackdown on van owners illegally ferrying passengers

The Road Transport Administration Department has announced plans to curb the use of delivery vans as passenger vehicles, according to an official from the Road Transport Administration Department quoted in a 27 March article of the Myanmar Times.

Delivery vans are frequently, if illegally, used as buses, particularly by lower-income people such as students and construction workers.

However, authorities have claimed the use of vans as passenger vehicles is illegal and a safety risk in case of a road accident, owing to their lack of seat belts.

Authorities now aim to use warning stickers to prevent the practice, with owners of the vehicles to be prosecuted.

The traffic police launched a safety campaign in late 2016, aiming to stem the rise in fatalities on the roads.

The police launched educational campaigns as well as more-strictly enforcing seatbelt rules since the start of 2017.

According to figures from the World Health Organisation, Myanmar has the second highest road accident fatality rate in Southeast Asia after Thailand.

In 2015 (the last publicly available figures) road fatalities were at 4,420.

The National Road Safety Council has claimed failure to wear a seatbelt was the primary cause of these fatalities.

Road

Two firms shortlisted for Yangon bus passenger information system

The Yangon Region Transport Authority (YRTA) has shortlisted two companies to provide an electronic passenger information system at bus stops, according to an article in Myawaddy newspaper on 30 March.

About 250 Yangon bus stops are to receive the upgrades at a cost of Ks10bn ($7m), representing a fraction of an estimated 2,000 to 2,500 stops in the city.

Although the article referred only to the new system providing information on bus arrival and departure times, typically electronic passenger information systems at a station or stop can provide accurate real time
information on:

- Which route and destinations are operated by the next vehicle to arrive
- When the vehicle will arrive.
- How closely it is running to the timetable.
- Similar information for the following few services
- General advice on current travel disruptions that may be useful to the passenger

The original tender for the information system was announced by the chief minister at a press conference held in Yangon region’s government office on 17 February.

Five companies initially submitted bids for the tender, according to an official from YRTA.

The names of the two shortlisted companies were not revealed in the article.

Yangon Region chief minister U Phyo Min Thein has previously said that all bus stations in the region should be installed with the electronic software at international standards.

U Phyo Min Thein has also promised that implementation of such a system would be rolled out immediately following the tender.

The number of bus lines on the Yangon Bus Service now reportedly stands at 79 (78 as there is no bus line 13), up from an initial 60 lines that launched with the revamp on 16 January.

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**Water**

**Japan hands over first of three vessels for Rakhine State**

The first of three vessels to be used for inland waterways in Rakhine State has been handed over to Myanmar Port Authority (MPA), according to an article by state-owned *Myanma Ahlin* newspaper.

The handover for the ship Kissapanadi 1 was held on 29 March at Phaung Taw Oo harbour in Sittwe, after arriving at the city on 15 March.

It is not clear from the article why the vessel was handed over to MPA rather than the Inland Water Transport department.

Donated by Japan, the ship marks a return for government service in the area.

State-owned vessels ceased running in the area in 2015, with the space filled by private operators.

However, local people have reportedly claimed that fares have risen as a result.

Rakhine State has a large number of rivers and islands near Sittwe, with generally poor road transportation links.

The donation ceremony was attended by Union minister for Transport and Communications, U Thant Sin Maung, together with other officials from the ministry, as well as representatives from the Japanese embassy led by Japanese Ambassador Tateshi Higuchi.
The passenger ship, named Kissapanadi 1, has a capacity for 145 passengers plus 6 sailors, and can travel up to 20mph.

A second ship is expected to arrive in May.

It is currently undergoing refurbishment as well as safety inspections in Japan.

Both ships have previously been in service in Japan, though Kissapanadi 3 will be brand new and is due to arrive at the end of 2018, the Democracy Today Journal has quoted.

Air

Golden Myanmar Airlines to offer daily Yangon-Thandwe flight during Thingyan

Golden Myanmar Airlines will fly daily between Yangon and Thandwe near the beach resort of Ngapali during Thingyan Festival, according to company advertisements.

The airline will fly the route from 7 to 23 April, in what appears to be a temporary move.

Four domestic carriers - Mann Yadanarpon Airlines, Myanmar National Airlines, Myanmar Airways International and Air KBZ currently operate on the Yangon-Thandwe route.

Rakhine state has airports in Sittwe, Kyaukpyu, Thandwe, Ann, Manaung, Gwa, and Mrauk-U townships.

Of these, Sittwe and Thandwe are the most visited, with Sittwe being the capital and Thandwe located near the tourist destination of Ngapali beach.

According to a 7Day Weekly report in December 2016, Thandwe airport was to be expanded by early 2017 to host more planes and passengers.

As part of the planned upgrades, the airport was slated to receive a new terminal building in January 2017, and an expansion designed to allow six planes to be hosted simultaneously, rather than two at present.

Road

Mandalay to charge monthly fee for container trucks

Container trucks passing through the Mandalay municipal area will be charged monthly fees to use the city’s roads, according to U Kyaw Zaw Aung, a committee member of Mandalay City Development Committee, as quoted in The Voice Daily.

The move appears to be a departure from current practices of charging trucks from others states and regions a fee to enter the area.

The article does not discuss the issue directly, but it appears the new fee will be charged to all container trucks entering the area, regardless as to whether they are registered in Mandalay or not.
Following initial registration, the fees will be paid monthly at the revenue department of the Mandalay City Development Committee, the article said.

Currently, most container trucks travelling through the city come through the Htone Bo gate on the Mandalay to Pyin-Oo-Lwin road, which eventually connects with Muse, the main border gate with China.

The article said the fees will be set at the following amounts:

- Ks15,000 per day for four wheel trucks to ten wheel trucks
- Ks30,000 for 12 wheel and above Vehicles

Trade

UK trade mission eyes infrastructure opportunities

A British trade mission led by the UK Department of International Trade will visit Myanmar from 30 to 31 March as part of a two-week trip to the region.

The mission is focused on infrastructure, energy and education, and is part of a broader trade mission to Southeast Asia and the Asian Development Bank (ADB) by representatives of UK companies.

During the trip, mission delegates are to gain access to project information and procurement contacts for ADB, World Bank, and Japan International Cooperation Agency, along with local government ministries.

The first half of the two-week mission covered the ADB Business Opportunities Fair in Manila.

Yangon is one of three stops during the second week, along with Jakarta and Hanoi.

By statistics alone, the UK is one of Myanmar’s largest investors.

The Myanmar Investment Commission approved $851m in investment from the UK in the 2014-15 fiscal year, the second-highest amount by country.

In the current fiscal year as of 31 January, the UK is ranked seventh with $47m in approved investment.

However, the UK figures include investments routed through the British Virgin Islands and other British tax havens, which artificially increases figures.

UK officials in the past have said that actual British investment is at a similar level to investment from Germany or France, accounting for about 1% or 2% of Myanmar’s total FDI.

Other

Myanmar highlighted as Japan seeks to adapt infrastructure projects

The Japan Ministry of Land, Infrastructure, Transport and Tourism is looking to Myanmar as part of its efforts to build more international transport infrastructure projects, according to an article in the Nikkei Asian Review.

The ministry released an updated plan including a list of 76 projects broken down by region for potential investment.

The list reportedly included the Yangon-Thanlyin bridge over the Bago river, though this bridge has already received Japanese financing.
The project is aimed at removing a transport bottleneck between Yangon and Thanyin township, which includes the Japan-supported Thilawa Special Economic Zone and is planned for completion in March 2021.

Overall, Japan has lost out in competition to China and South Korea for some recent opportunities, the article said.

Japan is looking to boost private-sector involvement in infrastructure projects in developing countries, as their governments shy away from adding foreign debt.

It is also looking at ways to lower costs, such as mobilising finance from state-backed Japan Bank of International Cooperation.

Automobile

**Yangon authorities order bus companies to operate during Thingyan**

Yangon Region Transport Authority (YRTA) has ordered private bus lines to operate at least 20% of their fleets on all lines during the upcoming Thingyan holidays, according to an article in *Myawady Daily* on 29 March.

The order comes in response to concerns that less than 50% of all bus lines will be operational during the holidays.

Authorities had released a list on 15 March showing that only 30 of about 79 bus lines would be operational during the holiday, amounting to about 1,100 buses out of a city-wide total of about 3,700.

The remaining bus lines had planned to close due to staff shortages during the holidays.

It is unclear how YRTA will enforce its more recent edict that 20% of buses must be running on each line.

A total of 21 companies are reported to be operating as part of the Yangon Bus Service (YBS).
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<tr>
<td>Directorate of Water Resources and Improvement of River Systems under the Ministry of Transport and Communications, area (2) Ayeyarwady region</td>
<td>Directorate of Water Resources and Improvement of River Systems under the Ministry of Transport and Communications, area (2) Ayeyarwady region invites interested companies to enforce taxes imposed on vessels at the following jetties for 2017-2018 fiscal year: <strong>Pathein district</strong> Kangyidaunk Township (Kangyidaunk jetty, Dar Ka jetty, Myin Ka jetty, Kan Ywar jetty, Shan Ywar jetty) Kyaunggon Township (Kyaunggon jetty) Kyonpyaw Township (Kyonpyaw jetty) Yekyi Township (Nagthaingchaung jetty, Ah Thoke jetty) Thabaung Township (Thabaung jetty) Tender opening place: Directorate of Water Resources and Improvement of River Systems, area (2), Ayeyarwady region, Pathein. <strong>Pyapon district</strong> Pyapon Township (Pyapon jetty) Bogale Township (Bogale jetty) Dadaye Township (Dadaye jetty, Nyaung Ta Bin jetty, Kyon Dar jetty, Yaw Hani jetty, Matali jetty) Kyaiklat township (Kyaiklat jetty) Mawlamyine Gyun township (Mawlamyaing Gyun jetty) Tender opening place: Phapon district supervisory office, Pyapon <strong>Hinthada district</strong> Hinthada Township (Hinthada jetty, Nat Maw Chaung jetty) Zalun Township (Zalun jetty) Myan Aung Township (Myan Aung jetty, Ka Naung jetty) Kyan Gin Township (Kyan Gin jetty) Lay Myat Hnar Township (Shwe Kyat Kya jetty, Htupayone jetty) Ingapu township (Zee Pin Kwin jetty, Nyaung Kyo jetty) Tender opening place: Hinthada district supervisory office, Hinthada Closing date for application form submission: 4 April 2017, 11:00 Tender opening date: 4 April 2017, 13:00</td>
<td>4/4/17</td>
<td>Directorate of Water Resources and Improvement of River Systems, area (2) Ayeyarwady region. Ph- 042-29154</td>
</tr>
<tr>
<td>Organisation</td>
<td>Description</td>
<td>Deadline</td>
<td>Contact</td>
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</tbody>
</table>
| Electricity Supply Enterprise under the Ministry of Electricity and Energy | Electricity Supply Enterprise under the Ministry of Electricity and Energy invites interested companies to conduct the following works:  
(1) To supply concrete poles  
(2) To supply associated items of sub electric power station  
(3) To develop additional works under Turnkey system  
(4) To supply machinery needed for Diesel generator including their transportation to the factory  
Payment will be made in Myanmar Kyats. | 25/4/17 | Ph- 067-8104244, 067-8104245, Fax- 067-8104246 |
| No.1 Heavy Industry Enterprise | No.1 Heavy Industry Enterprise invites local and foreign investors to form a joint venture with No.14 Heavy Industry in Thargaya in the Bago region.  
The industry is reportedly located on 49.8 acres. However, it is not clear from the tender as to what is the nature of the industry.  
Expression of Interest (EoI) letters are available for collection at the Planning Department, No.1 Heavy Industry Enterprise, Ministry of Industry, Office 30, Naypyitaw, with a submission deadline of 27 April. | 27/4/17 | Ph- (+95)67 405 059, 405 322 |
### NEW TENDERS

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Description</th>
<th>Deadline</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Ministry of Industry</td>
<td>The Ministry of Industry invites interested local and foreign companies to manufacture agricultural vehicles and other machinery at No.(16) heavy industry (Sinde). Interested parties can submit their Expression of Interest - EOI to the Ministry of Industry, No (1) Heavy Industry Enterprise, administration department, Office No. (30), Naypyitaw. Interested parties should do so no later than 4 April, 16:00 with the following documents: (1) Company registration document (2) Company organisation information (3) Details of partnership with foreign company (if applicable)</td>
<td>4/4/17</td>
<td>Ph- 067-405159, 067-405322</td>
</tr>
<tr>
<td>No (1) Heavy Industries Enterprise under the Ministry of Industry</td>
<td>No (1) Heavy Industries Enterprise under the Ministry of Industry invites interested companies to purchase an assortment of vehicle engines. Payment can be made in both USD and Myanmar Kyats. Starting date to obtain tender application form: 20 March 2017 Closing date to submit tender application form: 6 April 2017, 16:00 Tender details can be obtained at the technology development department, No (1) Heavy Industries Enterprise, Office No. (30), Naypyitaw</td>
<td>6/4/17</td>
<td>Ph- 067-405060, 067-405139</td>
</tr>
</tbody>
</table>
The Ministry of Electricity and Energy

1. The Ministry of Electricity and Energy has received financing from the World Bank towards the cost of the National Electrification Project, and intends to apply part of the proceeds towards payments under the contract for steel poles for the National Electrification Project.

2. The Ministry of Electricity and Energy now invites sealed bids from eligible bidders for supply of steel poles of 10 meter and 12 meter, for total quantity of 11,484 poles to be delivered in 2017 and 2018 to multiple destinations in all Regions and States of Myanmar.

Domestic preference with the margin of 15% will apply. The goods will be grouped into 10 lots and bidders may submit bid for any one or more lots.


4. Interested eligible bidders may obtain further information from Project Manager, Project Management Office, Office No. (27), Ministry of Electricity and Energy, nep.pmo moep@gmail.com and inspect the bidding documents during office hours 10:00 to 16:00.

5. A complete set of bidding documents in English language may be purchased by interested eligible bidders upon the submission of a written application to the address below and upon payment of a nonrefundable fee of Ks100,000. The method of payment will be transferred to the following account:

Electricity Supply Enterprise, account no. SEE 10316 at Myanma Economic Bank in Naypyitaw, Myanmar. The transferred slip shall be submitted with the above application. Once the application and the transferred slip are received, the bidding documents will be provided.

6. Bids must be delivered to the address below on or before 10:00, 4 April, 2017. Electronic bidding will not be permitted. Late bids will be rejected. Bids will be publicly opened in the presence of the bidders’ designated representatives at the address below at 10:00, 4 April, 2017. Director General Office, Department of Electric Power Planning Office No (27), Ministry of Electricity and Energy, Naypyitaw, the Republic of the Union of Myanmar.
## OPEN TENDERS

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Description</th>
<th>Deadline</th>
<th>Contact</th>
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</thead>
<tbody>
<tr>
<td><strong>Myanmar Railways under the Ministry of Transport and Communications</strong></td>
<td>Myanmar Railways under the Ministry of Transport and Communications invites interested parties to supply the following overhead crane.</td>
<td>3/5/17</td>
<td>Ph- 01-294352, 291994</td>
</tr>
<tr>
<td></td>
<td><strong>No.</strong></td>
<td><strong>Tender Number</strong></td>
<td><strong>Item</strong></td>
</tr>
<tr>
<td>1</td>
<td>04/MaMa/CME (MIT) (17-18)</td>
<td>15 tonne overhead crane (2-sets)</td>
<td></td>
</tr>
<tr>
<td><strong>Myanmar San Chan transportation company</strong></td>
<td>Myanmar San Chan transportation company invites interested parties to sell the following used machinery, vehicles and cars.</td>
<td>31/3/17</td>
<td>Ph- 09-5055904, 09-254120599</td>
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<tr>
<td></td>
<td>Daewoo Excavator (28 tonnes)</td>
<td>1 Lot</td>
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<td></td>
<td>Daewoo Excavator (20 tonnes)</td>
<td>7 Lot</td>
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<td></td>
<td>Daewoo Wheel Loader (Mega-400)</td>
<td>1 Lot</td>
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<td></td>
<td>Daewoo Wheel Loader (Mega-200)</td>
<td>1 Lot</td>
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<td>Daewoo Forklift (5 tonnes)</td>
<td>1 Lot</td>
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<td>Daewoo Tractor &amp; Trailer (40 tonnes)</td>
<td>1 Lot</td>
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<td></td>
<td>Daewoo Bowser</td>
<td>1 Lot</td>
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<td></td>
<td>Toyota Light Truck</td>
<td>2 Lot</td>
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<td></td>
<td>Toyota Hilux Double Cab</td>
<td>1 Lot</td>
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<td></td>
<td>Toyota Super Custom</td>
<td>1 Lot</td>
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<tr>
<td>The company also have to sell 885 used items of Daewoo brand tractors, generators and spare parts.</td>
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<tr>
<td>Interested companies can submit their Expression of Interest (EOI) application at No. (231), Than Lyet Soon road, Botahtaung from 10 March 2017 to 31 March 2017.</td>
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</table>
**NEW TENDERS**

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Description</th>
<th>Deadline</th>
<th>Contact</th>
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</thead>
<tbody>
<tr>
<td>Myanma Petrochemical Enterprise under the Ministry of Electricity and Energy</td>
<td>Myanmar Petrochemical Enterprise under the Ministry of Electricity and Energy invites interested bidders to sell the following petroleum refined products manufactured from No. (2) oil refinery (Chauk).</td>
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<td></td>
<td>(1) Crude oil – 306,356 gallons</td>
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<td>(2) Oil dregs – 1,423,836 gallons</td>
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<td>(3) Petrol – 123,049 gallons</td>
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<td>(4) Liquid left after distilling of wax (SR) -150,000 gallons</td>
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<td>(5) CGO gas – 929,554 gallons</td>
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<td>(6) Blue oil – 1,439,553 gallons</td>
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<td>(7) (Igniting) oil – 368,735 gallons</td>
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<td>(8) Diesel – 597,256 gallons</td>
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<td>Interested parties need to submit their Expression of Interest for each product.</td>
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<td>Opening date to obtain tender application form: 30 March 2017</td>
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<td>Place to obtain tender application form:</td>
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<td>(1) Finance Department, Myanmar Petrochemical Enterprise, office no. (44), Naypyitaw</td>
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<td></td>
<td>(2) Finance Department, Myanmar Petrochemical Enterprise, no. 7(Ka), Thanlyet Soon road, Botahtaung township, Yangon</td>
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<tr>
<td></td>
<td>Closing date for application form submission: 5 April 2017, 12:00</td>
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<td>Tender opening date: 5 April 2017, 13:00</td>
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<tr>
<td></td>
<td>Tender opening place: Myanmar Petrochemical Enterprise, office no. (44), Naypyitaw</td>
<td>5/4/17</td>
<td>Ph- 067-411349</td>
</tr>
</tbody>
</table>
**THIS WEEK’S NEW DATA**

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Diesel</td>
<td>Ks. 725</td>
<td>Ks. 720</td>
<td>Ks. 720</td>
<td>Ks. 710</td>
</tr>
<tr>
<td>Octane 95</td>
<td>Ks. 770</td>
<td>Ks. 770</td>
<td>Ks. 765</td>
<td>Ks. 760</td>
</tr>
<tr>
<td>Octane 92</td>
<td>Ks. 735</td>
<td>Ks. 735</td>
<td>Ks. 735</td>
<td>Ks. 720</td>
</tr>
</tbody>
</table>

Source: Myanmar Petroleum Trade Association. Myanmar Ks per litre

Note: The original source refers to the figures as "fuel prices". According to our surveys of petrol stations, they are largely in line with retail prices in Yangon. The source notes that retail prices may vary from location to location due to transportation costs.
**CALENDAR**

**15th ASEAN Ports & Shipping 2017**
6-7 July 2017 - 26 February, Sule Shangri-La, Yangon, Myanmar

**Building Yangon: Property and Urban Infrastructure Market & Legal Update**
4 April 2017 , Sule Shangri-La, Yangon, Myanmar
ABOUT US

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