



# Activities for Sustainable Development of Transport Sector (Myanmar)

19-11-2015

Kathmandu, Nepal

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# General Information about Myanmar



- Formal name **Republic of the Union of Myanmar**
- Myanmar lies between  
  - Lat. 9° 32' and 28° 31' N and
  - Long. 92° 10' and 101° 11' E
- Population **51.9 Million**
- GDP per Capital **1270 US\$**
- Total land area **676,578 sq km**
- Total length  
  - (South to North) **2,100 km**
  - (East to West) **925 km**
- Total land boundaries **5,867km**
- Neighbours **China, Lao PDR, Thailand, Bangladesh, India**
- Cities **Naypyitaw, Yangon, Mandalay**
- Official language **Myanmar**
- Economy **Agro-based**
- Main rivers **Ayeyarwaddy, Chindwin**  
**Sittaung, Thanlwin**
- Navigable length **6650 km**
- Total coastline **2,832 km**
- Total Road Length **142395 Km**
  - ❖ Paved Road **30879 Km**
  - ❖ Express Way **666.36 Km**
- Total Rail Length **5992.13 Km**
- Airports **69 Nos (33 Operational)**

# Introduction

## Ministry of Transport

Aviation and Maritime transport

## Ministry of Rail Transportation

Land and Rail transport

## Ministry of Construction

Construction and maintenance of national roads and bridges

## Urban Transport

Naypyitaw Development Committee

Yangon City Development Committee

Mandalay City Development Committee

## Ministry of Border Affairs

Construction and maintenance of roads and bridges in border areas

## Ministry of Livestock, Fisheries and Rural Development

Construction and maintenance of roads and bridges in rural areas

# Formulation of National Transport Master Plan



❖ The processes for the formulation of Master Plan with the assistance of JICA started in December, 2012 and completed in September, 2014.



❖ MOT took all coordination and cooperation for the formulation of Master Plan.



❖ MYT\_Plan is a timely and important initiative which will support Myanmar Social and Economic Development.



# Objectives

- To formulate the long-term development vision and strategy for the sustainable transport development
- To establish an integrated national transport network
- To establish an effective coordination mechanism in transport planning and investment
- To minimize environmental impacts caused by the transport infrastructure development through better planning
- To improve safety and security with international standards
- To encourage private sector's participation in the transport sector
- To support other sectors with the safe, secure, reliable and reasonable transport services

# Key Components of MYT\_Plan

**National Comprehensive  
Development Plan  
-NCDP**

**National Transport  
Development Master Plan**

## **POLICY COMPONENT**

**Transport Sector  
Vision and Goals**

**Key Strategic Issues  
and Policies**

**Sub-Sector Goals and  
Strategies**

## **Cross-sector Studies**

- ASEAN Integration  
-Demographic Framework  
- Economic Growth  
Scenario  
-Financial Framework  
- Environmental Framework  
- Demand Forecast

## **Sub-sector Studies**

-Air  
- Road  
-Rail  
-Inland Water  
-Port/ Maritime  
-(Pipeline)

## **INFRASTRUCTURE COMPONENT**

**National Spatial  
Development Framework  
(NSDF)  
- Centers and Corridors**

**Integrated Transport  
Network Plan**

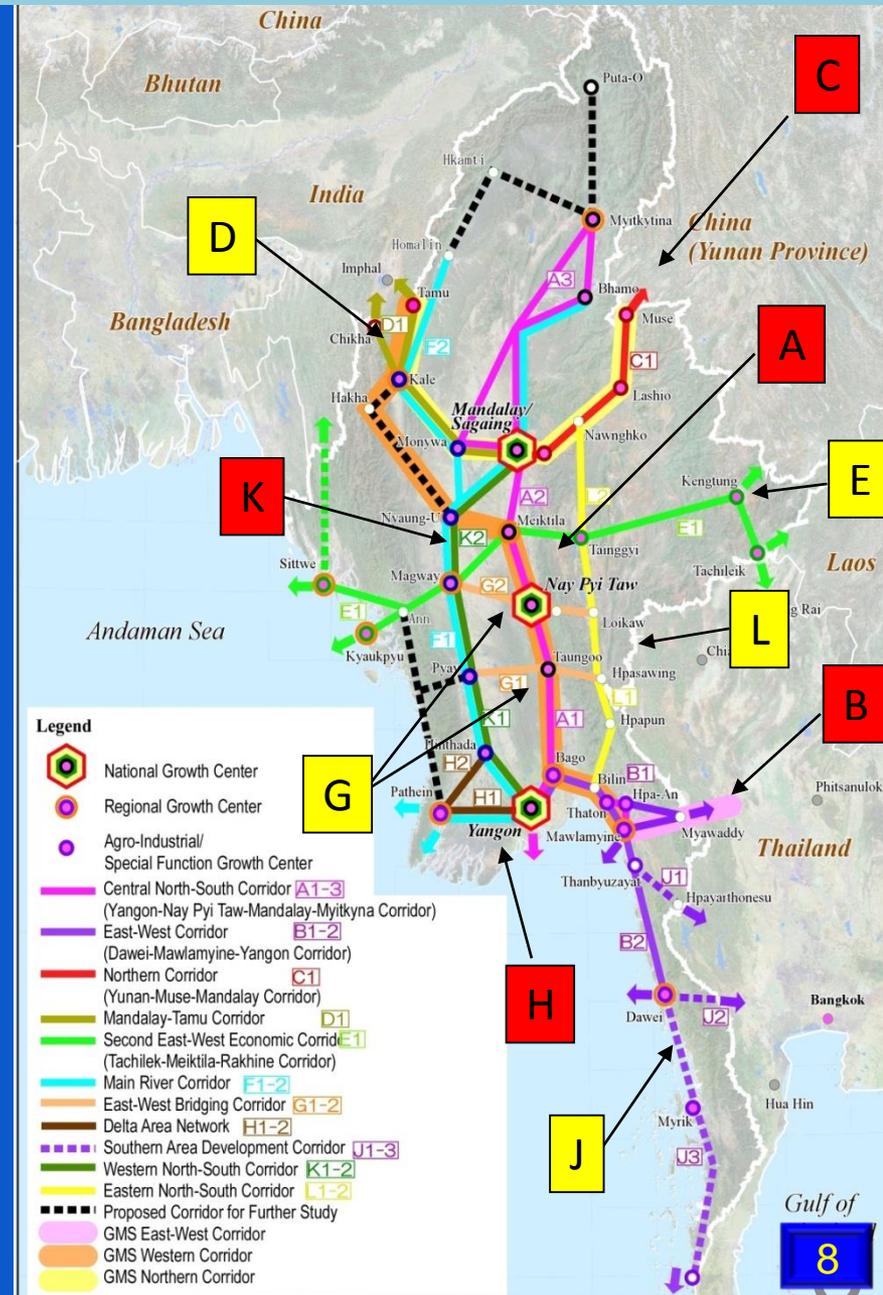
**Sub-Sector Network  
Plan**

**Proposed Projects /  
Action by Corridor**

# Corridor-based Development Approach

## 10 Major Corridors

- A** Central North-South Corridor
  - B** East - West Corridor
  - C** Northern Corridor
  - D** Mandalay - Tamu Corridor
  - E** Second East - West Corridor
  - G** East - West Bridging Corridor
  - H** Delta Area Network
  - J** Southern Area Development Corridor
  - K** Western North-South Corridor
  - L** Eastern North - South Corridor
- Priority corridors for urgent investment**



# Proposed Projects & Investment

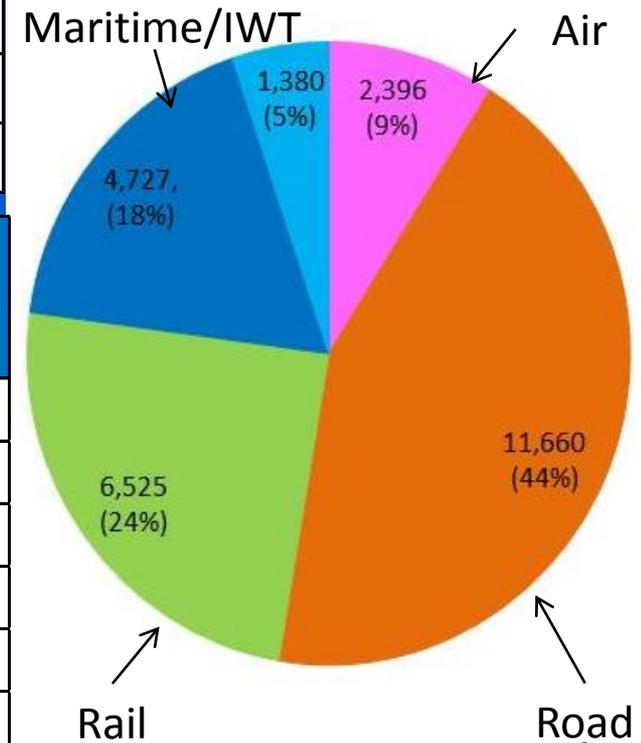
## Necessary Investment by Sub-sector

Unit: billion Kyat at 2013 constant prices

**Total(142 Projects)**

- Road ( 48 Nos)
- Rail ( 14 Nos)
- Maritime ( 15 Nos)
- Inland Water ( 33 Nos)
- Air ( 32 Nos)

Sector	Investment				2014 - 2030 (Bil. MMK)	2014 - 2030 + beyond 2030 (Bil. MMK)
	- Y2015	Y2016 - Y2020	Y2021 - Y2030	Over Y2030		
Air	319	1,155	922	0	2,396	2,396
Road	329	3,068	8,264	2	11,660	11,662
Rail	327	1,994	4,204	413	6,525	6,938
Seaport	501	1,872	2,354	1,796	4,727	6,523
Inland water	39	562	779	372	1,380	1,752
Total	1,515	8,651	16,523	2,582	26,688	29,271



Sector	Investment				2014 - 2030 (Bil. MMK)	2014 - 2030 + beyond 2030 (Bil. MMK)
	- Y2015	Y2016 - Y2020	Y2021 - Y2030	Over Y2030		
Air	21%	13%	6%	0%	9%	8%
Road	22%	35%	50%	0%	44%	40%
Rail	22%	23%	25%	16%	24%	24%
Seaport	33%	22%	14%	70%	18%	22%
Inland water	3%	6%	5%	14%	5%	6%
Total	100%	100%	100%	100%	100%	100%

# **Strategic Urban Development Plan of the Greater Yangon**

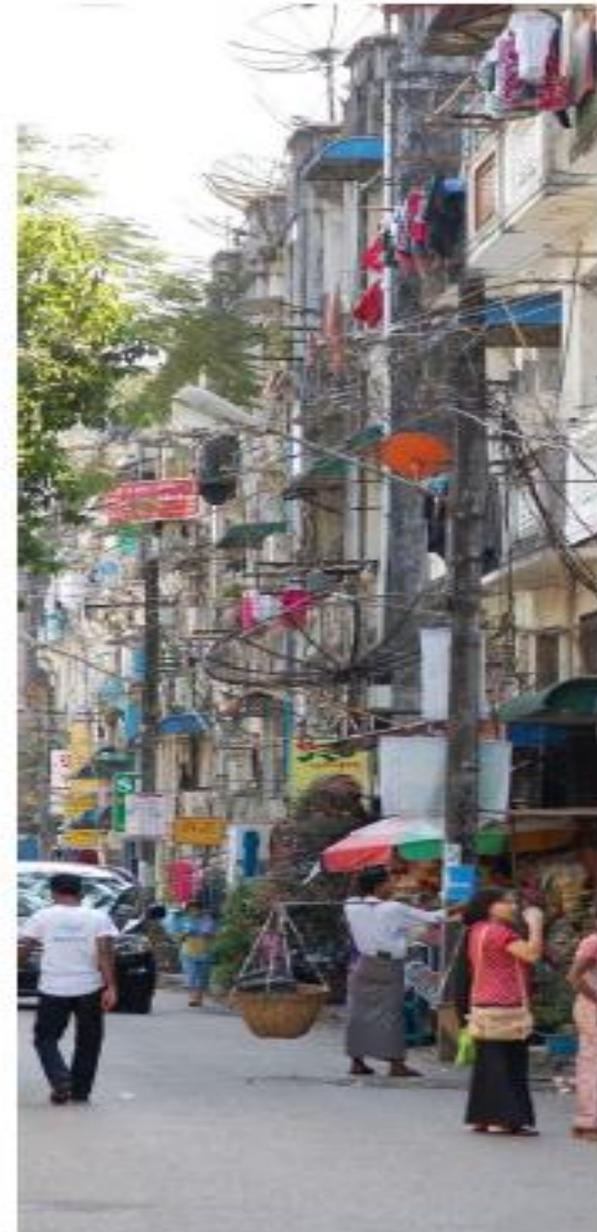
# Components of YUTRA

- I. YUTRA Transport Policy and Strategy
- II. Transport Network Planning
- III. Master Plan (Road)
- IV. Master Plan (Railway)
- V. Master Plan (Logistics)
- VI. Project Evaluation
- VII. Implementation
- VIII. Immediate Actions Needed



# Objectives of YUTRA

- A. Promotion of Social Understanding about Urban Transport Problems and Issues
- B. Effective Management of Urban Growth and Development
- C. Promotion and Development of Attractive Public Transport
- D. Efficient Traffic Control and Management
- E. Effective Transport Demand Management (TDM)
- F. Comprehensive Development of Transport Space and Environment
- G. Enhancement of Traffic Safety
- H. Strengthening of Transport Sector Administrative and Management Capacities



# Proposed Short - Terms Actions

- Recommended BRT – Network
- Traffic Management
- Institutional Reform
- Yangon Circular Railway Network Project



# Proposed Traffic Management Projects

1. Yangon CBD Traffic Congestion Mitigation Project
2. Major Roads Traffic Congestion Mitigation Project
3. Capacity Development on Traffic Planning and Management
4. Yangon Parking Development Project (Master Plan)
5. Yangon Parking Development Project (Construction)
6. Yangon Traffic Safety Five-Year Program

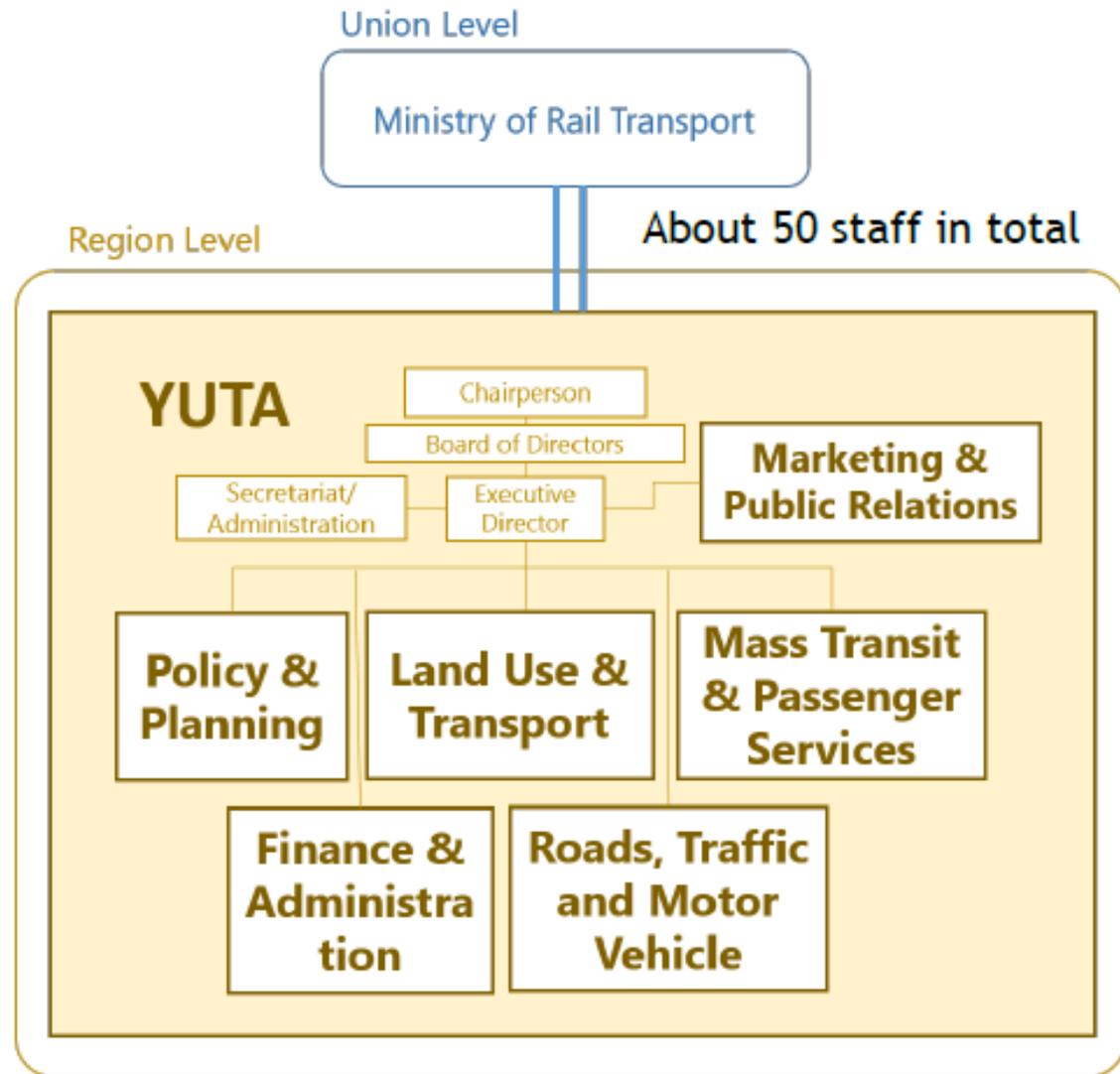
### (3) Institutional Reform

#### Establishment of Yangon Urban Transport Authority (YUTA)- proposed

Responsible for:

- Planning
- Management
- Budgeting
- Monitoring, etc.

of urban transport projects

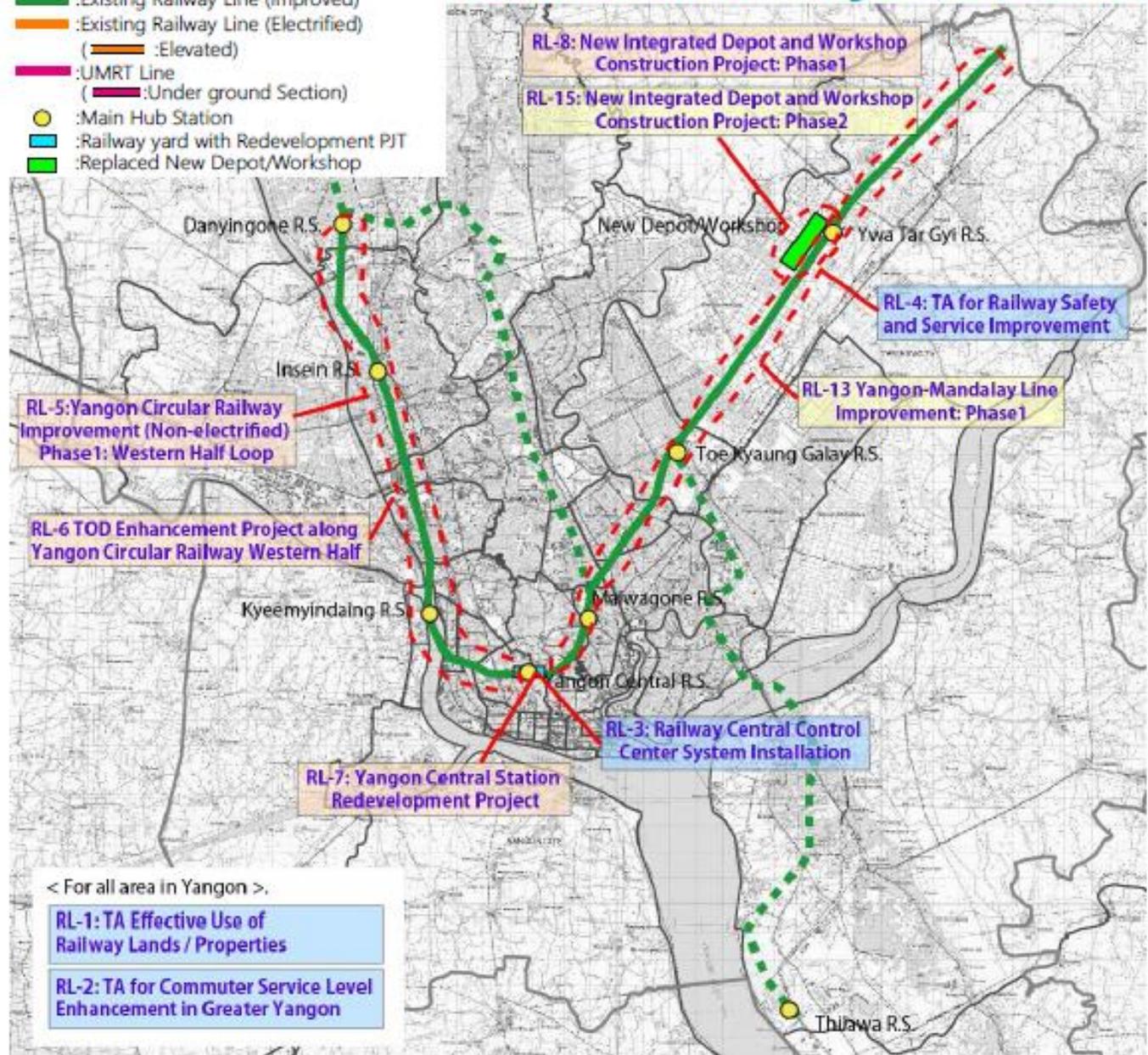


# Railway Projects (1)

Network Length	Line No.
MR: 49.3km	MR: 2 lines
UMRT: None	UMRT: None
<b>Total 49.3 km</b>	<b>Total 2 lines</b>

- :Existing Railway Line (not improved yet)
- :Existing Railway Line (improved)
- :Existing Railway Line (Electrified)  
( — :Elevated)
- :UMRT Line  
( — :Under ground Section)
- :Main Hub Station
- :Railway yard with Redevelopment PJT
- :Replaced New Depot/Workshop

## Short-term Projects (2018)



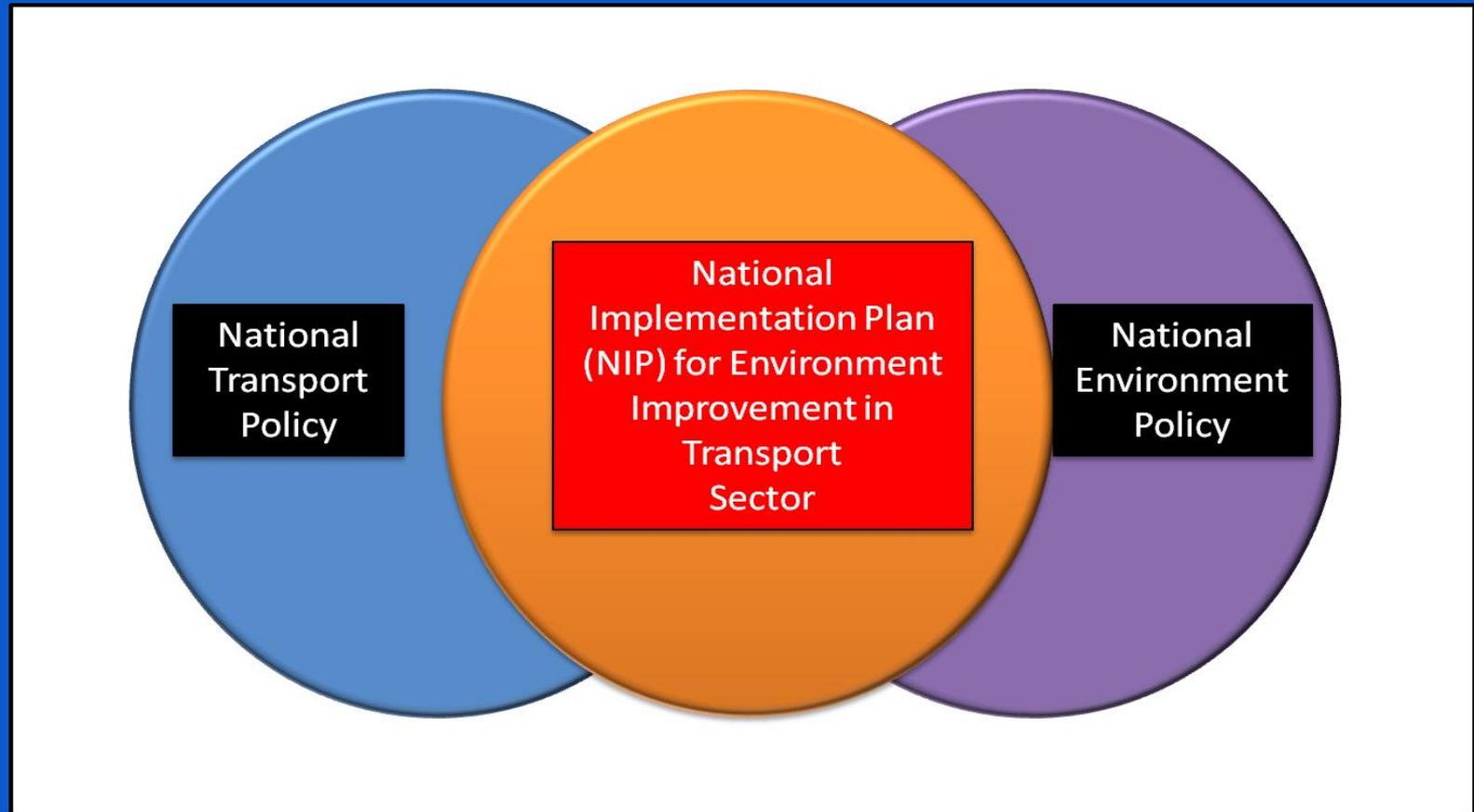
Note: 72.8km existing lines without improvement

# National Implementation Plan

# National Implementation Plan

**“To Reduce the Increasing rate of CO2  
Emission and Air Pollution caused by  
Transport Sector especially in the Road  
Transport Sector”**

# Policy Context of NIP in Myanmar



# Measures to be taken

1. Highlighting environmental awareness in Policies of Ministries concerned
2. Promotion of Public awareness and environmental education for Environmental improvement in Transport sector
3. Collection of data and sharing information related to environmental improvement in transport sector
4. Subsidization for Environmental improvement in transport sector
5. Encouragement the use of Public Transport and induce the use of Rail Transport Mode
6. Upgrading vehicle inspection system
7. Initiative for environmentally friendly driving
8. Adoption of appropriate measures in marine and air transport
9. Monitoring Air Quality of Large Cities
10. Monitoring noise pollution and vibration at urban areas



# Current Implementation for Environmental Actions

- Electronic Toll Collection system to be introduced in Yangon-Nay Pyi Taw- Mandalay express way
- Smart card system to be introduced in Yangon Urban Bus transport system
- New truck terminals to be constructed in Yangon
- New roads for non-motorized transport to be provided.
- Upgrading of circular rail system in Yangon.
- BRT system to be introduced in Yangon
- Bus route system in Yangon to be transformed.
- Infrastructure for Modal shift to be developed.
- Upgrading of vehicle inspection system and equipment
- The research and development of electric vehicle to be supported technically and financially.
- Taxation and subsidiary system to be introduced for importing of hybrid vehicles.
- Eco-driving system to be promoted in public.
- Airport to be upgraded as Eco-airport
- Port to be upgraded as Eco-port.

# Conclusion

Myanmar has given great emphasis to the transport sector development to meet the international standards in order to support the economic and social development of the state and region.





# Thank You

Thank You

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