

»» Project Information



Railway Network in Myanmar

Overview

The transport services in Myanmar consist of four modes, i.e., Railways, Road, Water and Air transport. Both passenger travel and goods traffic is conducted mostly via the road network and also via rail network mostly for transportation. The 6,110 km metre gauge rail network consists of 858 stations and generally spans north to south with branch lines to east and west. The quality of the railway infrastructure is generally poor. Most remains in poor repair, and the speeds of freight trains are heavily restricted on all existing links as a consequence of weak track and bridge conditions. Railways transport service is monopolized by the state-owned transport enterprise, Myanma Railways.

network in the last two decades, from nearly 3,200 km in 1988 to 5,405 km in 2010. MR has seized to pursue the further extension of the network and committed itself to strengthening and refurbishment of existing lines. The investment plan has been revised accordingly.

Dieselization started in 1958. MR has a total of 368 locomotives (244 diesel electric locomotives and 124 diesel hydraulic locomotives) in its books, of which 30 are younger than ten years and 215 are older than 30 years. Hence, the current holding of locomotives could only be kept serviceable by a series of repowering programs executed in the past in MRs own workshops. Due to the generally weak track and frequently tight curves the majority of the mainline diesel locomotives exceed the maximum axle weights on the secondary lines. That is why the German built Diesel-hydraulic

Context

Myanma Railway (MR) is mainly a passenger-transport-oriented railway. On average 215 passenger and trains are operated per day (42 express, 60 mail and others, 66 mixed, 28 rail bus, and a total of 21 suburban trains in Yangon). Dedicated freight trains only account for 28 trains per day on the average. Much of the freight (bulk cargo) obviously is carried on inland waterways and roads.

The network of MR has a total length of 6,110 line-km (single track: 5,405 km / double track: 705 km) all metre-gauge with maximum axle load of 12.5 tons. The north-south extension is ca. 1,900 km. The double track line is mainly the link between the two major cities Mandalay and Yangon with the capital Naypyidaw in between. MR has steadily increased the reach of its

Project name	Railway Workshop Ywataung
Commissioned by	Federal Ministry for Economic Co-operation and Development (BMZ)
Country/Region	Myanmar/ Sagaing Region
Lead executing agency	Myanma Railway (MR)/ Ministry of Transport and Communication





Locomotive in Sagaing Region Source: KfW / Kurt Rieckhoff

locomotive classes DD 950 and DD 1200 which complied ideally with the operational requirements on the one side and the technical constraints on the other side.

Project approach

From 1960 to 1988 MR purchased a number of diesel hydraulic locomotives from the German company Krupp, to large extent financed through Financial Cooperation loans. The latest batch of 17 locomotives was delivered in 1987 and in 1988.

The refurbishment of the locomotives will be done in the railway workshop in Ywataung, about 30 km outside the city of Mandalay. This diesel locomotive workshop was opened 1975 and received yearlong assistance through GTZ. The workshop does the general overhaul of about 40 locomotives per year and other repair and maintenance work. The extent of the repairs and the far reaching production of spare parts are extraordinary and caused by the long isolation of the country.

The workshop is an excellent example for good craftsmanship and sustainability of development cooperation.

Attached to the railway workshop is the Railway Technical Training Centre, (RTTC) a vocational training institution that offers training for all railway specific crafts and professions. More than 80 trainees attend training courses of 1 year and 160 trainees attend courses of up to 4 weeks training per year. The RTTC has opened 1981 with substantial support of GTZ until 1987.

Since then very few amounts were invested in the training material which is overaged, broken or worn out. In order to assure the sustainability of the workshop MR and the Ministry of Transport and Communication urgently requested KfW to support the railway workshop

through a loan in order to purchase most urgently required training materials and also support in training.

Impact

Through the project MR can improve its maintenance capabilities and the capacities at the Ywataung Locomotive Workshop. Locomotives can operate more frequently and smoothly especially in branch lines for the population in rural areas. Further, more efficient training can be held by using the modernized training aids like in RTTC like ITC Sinda.



Contact

KfW Group
KfW Development Bank
Palmengartenstrasse 5-9
60325 Frankfurt, Germany
Phone +49 69 7431 -9555
michael.sumser-hellstern@kfw.de

KfW Office Yangon
45, Inya Myaing Road,
Golden Valley Ward 2
Bahan Township, Yangon, Myanmar
Phone +95 12 30 55 48
Fax +95 12 30 55 53
kfw.rangun@kfw.de