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Rail infrastructure development and strategies on ASEAN cross-border connectivity



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I. General information Rail development & Logistics infrastructure in Cambodia

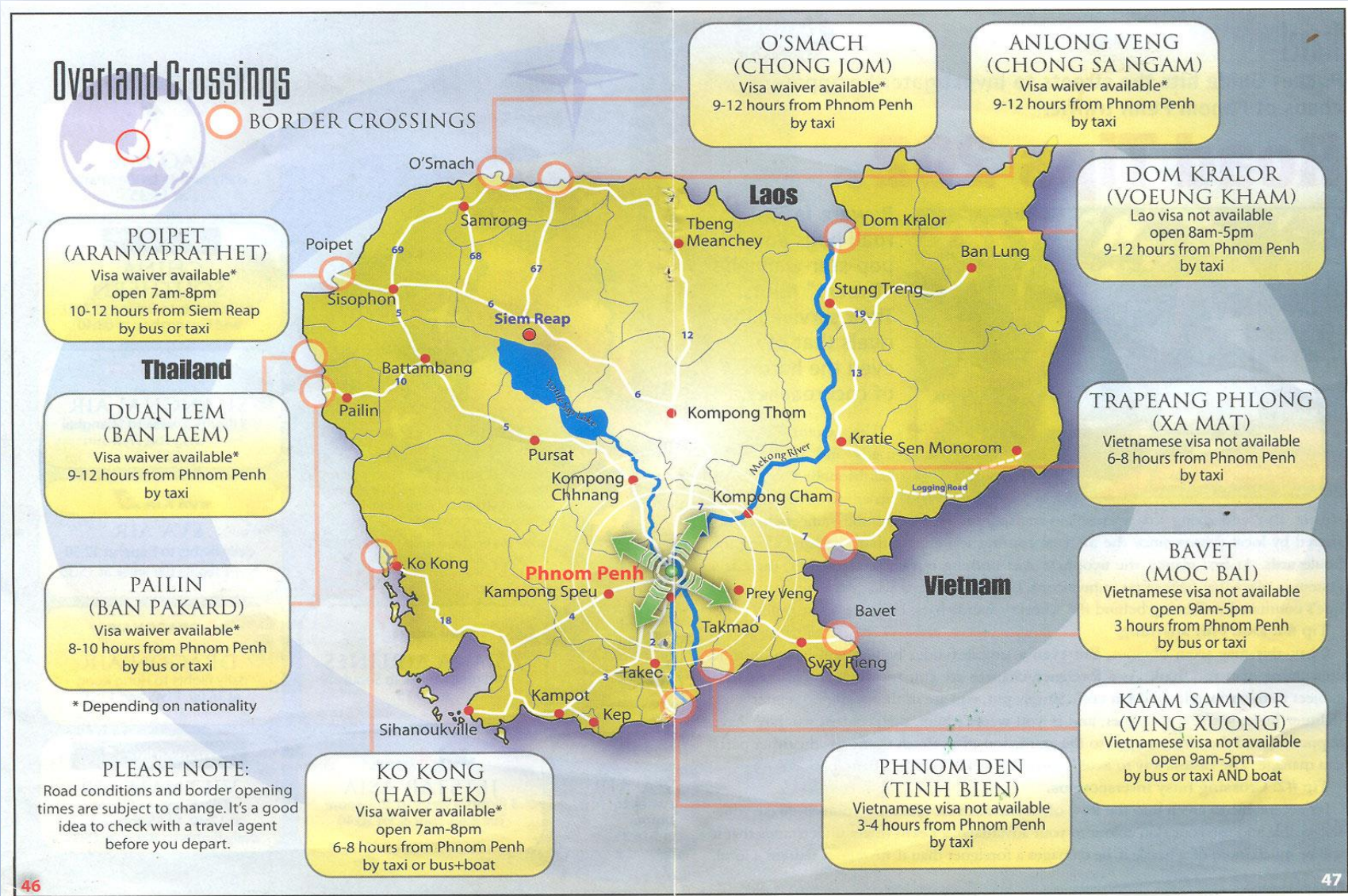
Logistics Infrastructure

- ☐ **22 international Check Points:**
 - ✓ **3 International Airports**
 - ✓ **2 ports (01 Sea-port and 01 River port)**
 - ✓ **17 Cross Border Transport Check points**
- ☐ **Railway**
- ☐ **About 450 Freight Forwarding companies in Cambodia till 2019**

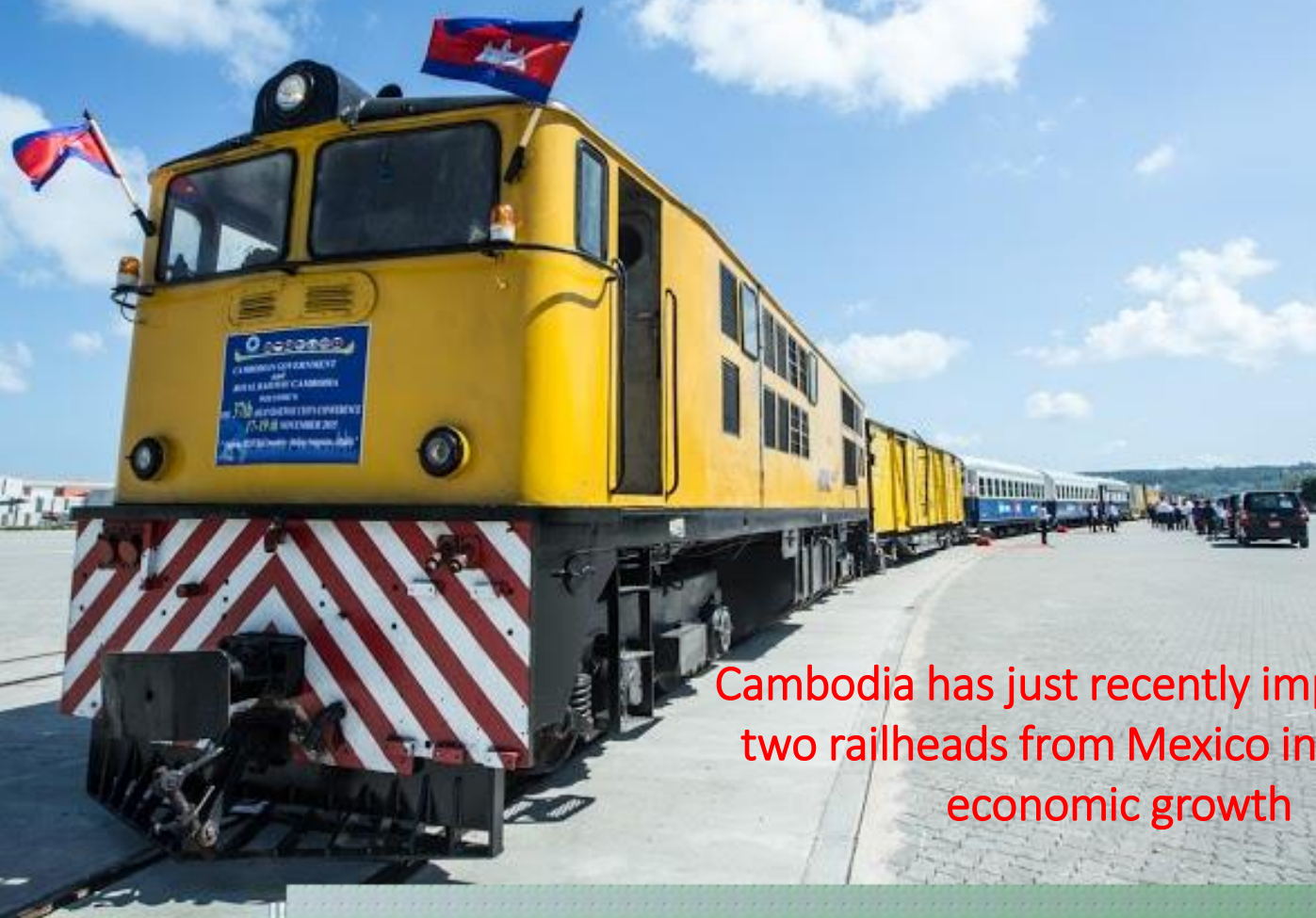
17 Cross Border Checkpoints

- **10 Checkpoints with Vietnam**
- **06 Checkpoints with Thailand**
- **01 Checkpoint with Lao PDR**

Cross Border Checkpoints



RAILWAY



Cambodia has just recently imported the two railheads from Mexico in a part of economic growth

Overview Cargo Moving by Rail & Cost

❖ Phnom Penh Railway ICD-SIH

- **Distance : 266 km**
- **Time : 11 hours**
- **Cost :**
 - **W/H- PNH Rail Station :**
 - **PNH Rail Station-SIH Rail Station:**
 - **SIH Rail Station- SIH CY:**
- ***Inland trucking PNH-SIH, CY:***
- ***Time : 6 hours***

Cambodia's Rail Networks

❑ Northern line consists of 386 km

❑ Phnom Penh to Poipet (Thai Border)

❑ Single Track Meter gauge 1000mm

❑ Constructed since 1929 (during French Colonial Era) and finished in 1942 using steel sleepers (are replaced by concrete sleeper) bold rigid and used P 30 of rail support for 15 tons axle load (will be upgraded to 20 tons axle load). It consists of 49 Stations.

Southern line, consists of 266 km

❑ Phnom Penh to Sihanoukville Port

❑ Single Track Meter gauge 1000mm

❑ Constructed since 1960 (After Independent from French) and finished in 1969; using concrete sleepers and P 43 of rail support for 20 tons axle load. It consists of 29 Stations.

The Evolution of Cambodian Railway

1. French Colonial Era (1863-1953): The First Construction of Cambodian Railway in 1929-1942 of the Northern Line for 386 km (from Phnom Penh to Thai Border).
2. Independent Era (King Sihanouk, 1953-1970): The 2nd Construction of Cambodian Railway in 1960-1969 of the Southern Line for 264 km (from Phnom Penh to Sihanoukville Port) for the purpose of buster international trade.
3. The 1st Civil War (1970-1975): The first wave of destruction of Cambodian Railway. Both lines were frequently blew up sections by sections; all trains operation were almost completely ceased.
4. The Communist Regime (Khmer Rouge, 1975-1979): Both lines were rehabilitated (a major mode of transport), but train operations' capacity were very low due to close economies.
5. The 2nd Civil War (1979-1991): Both lines were again frequently destructed but trains were still operated on daily/or weekly basis after sectional repairs.

The Evolution of Cambodian Railway

6. The Collapse of Cambodia Royal Railway (1991-2009): The interruption of continuing civil wars with very poor maintenance of both tracks and trains led to transport services by rail sharply drop and until 2007 freight and passenger trains transport service were completely shutdown. However, another reason of shutdown was the RGC stop providing subsidies.
7. The Restructuring of Cambodia Royal Railway (2006-2010): ADB started to finance the track works reconstruction of both lines (18 Feb 2008), and The State run company of Cambodia Royal Railway were dissolved on 1st Oct 2009 and all assets are conceded to a private corporation (namely Toll Royal Railway) under 30 years Concession Agreement for Freight Service. Then the Cambodian Railways are revitalized (re-operated) in October 1st , 2010. Also The Railway Department were established on Oct 1st 2009 to oversee the Concessionaire and other railway development projects.
8. **Cambodia Railway Networks Master Plan has been developed in 2014 in a comprehensive manner for Short, Medium and Long Term Development for the next 15 years (2014-2031).**

Joint Rail Traffic Cross Border Agreement Between Cambodia & Thailand

- ❖ The Agreement was signed on 22-Apr, 2019 by Minister of Public Work and Transport of Cambodia & Minister of Transport of Thailand at Poipet border of Cambodia & Ban Klong Luk Border Station of Thailand**

REGULATORY FRAMEWORKS OF CAMBODIA RAILWAY

- ❖ **Technical Standard & Specification: None**
- ❖ **Railway Infrastructure Act/Law/Regulation: None**
- ❖ **Railway Operation Business Act/Law/Regulation: None**

II. Rail Strategy on Cross Border Connectivity

Cambodia Railway Master Plan

- ❑ MPWT suggested 2 Expert from Korean International Cooperation Agency (KOICA), to be supporting develop the Railway Network Development Master Plan.

- ❑ Objectives for the Master Plan for Railway Network Development are following:
 - ❖ Strengthen economy and national development
 - ❖ Improve living standard of Cambodian people as well as the people in regions and to eliminate poverty
 - ❖ Establish the traffic system with low cost and high efficiency
 - ❖ Strengthen international cooperation and economic growth of the country.

Cambodia Railway Master Plan

- ☐ In the Master Plan for Railway Network Development, there are four main categories of the railway lines:
 - ☐ Main Lines <5 main lines>
 - ☐ Branch Lines < 8 branches lines>
 - ☐ High Speed Railway <4 high speed lines >
 - ☐ Industrial Access Railway

Connection

Line A - Phnom Penh to Poipet the border with Thailand < 386km>

Line B- Phnom Penh and Sihanouk Ville <Sea Port> < 266 Km>

Line C- Sisophon < Banteay Mean Chey > to Cheung Prey Kg.Cham < 326 km>

Line D- Bat Doeung <Kg.Speu> to Snuol < Kratie> the border with Vietnam <257 km>

Line E- Snuol<Kratie> to Stoeung Treng, the border with Lao PDR<248km>

Concessionaire's Railway Business Operation

- ☐ The concessionaire agreement between MPWT & Toll Holding since 2009 and has changed status of partners from Toll Holding to Royal Group and became name Royal-Railway.
- ☐ Since 2015 was operated business Rail Way from PHN- Sihanouk Ville
- ☐ The Northern Line from PHN-Poipet finished construction in 2018
- ☐ MPWT is processing to change the concessionaire status with Royal-Railway. The Concession Contract Agreement need to be renegotiated .

III. Challenging & Recommendation

Challenging

- Transport By Rail Cost is similar to Truck Charge
- Duration of Transport Longer then Truck Transport
- PNH-SHV By Rail : about 11hours Vs PNH-SHV By Road : about 5hours
- Railway usage is limited
- Cambodia is facing difficulty in seeking investment funds for the implementation of such huge project of the Master Plan
- Lack of Rule and Regulation to be development Strategy

Recommendation

- ❖ Royall Railway should review of services price and encourage Freight Forwarder Companies use their services with the best cost.
- ❖ MPWT should finding FUND more to prepare master plan implement Railway Sector
- ❖ Finding Expert to Establish Law & Regulations to Development Railway Sector

THANK YOU

A close-up photograph of two hands shaking in a firm grip, symbolizing agreement or partnership. The hands are wearing dark blue suit sleeves. The background is blurred, showing hints of a green and yellow environment.

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