



KINGDOM OF CAMBODIA

MINISTRY OF PUBLIC WORKS AND TRANSPORT



Railway Department

PRESENTATION

For

The Meeting of Land Transport Sub-TWG

Presented by

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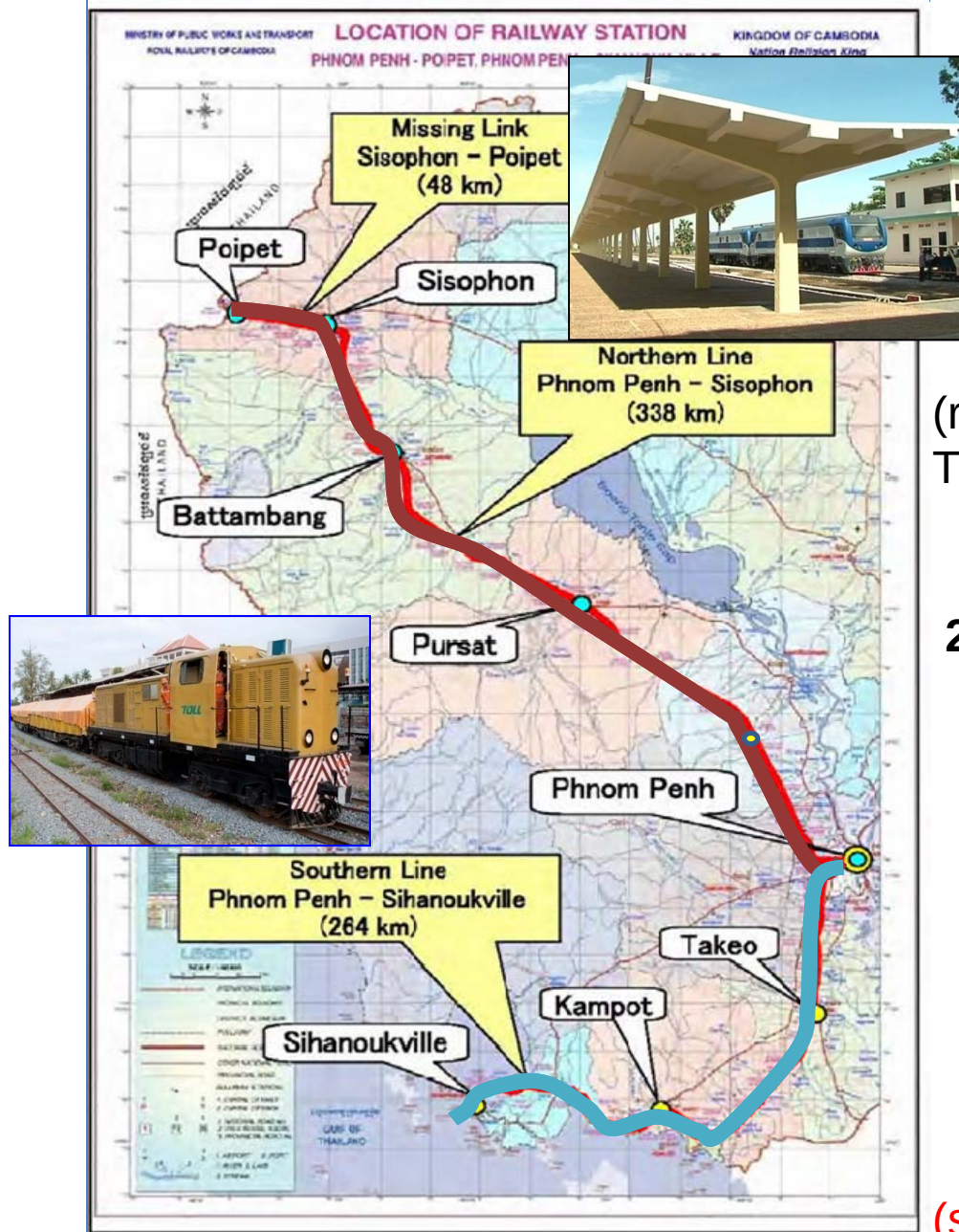
Deputy Director of Railway Department

Date: 02 July 2015

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 - a) ADB Financing: [completed about 63km (23km + 40km)]
 - b) Thai Financing: Border Railway Bridge
 - 2) Rehabilitation Plans

I. Outline's Railway Networks



1. 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 P43 (43kg/m) of rail support for **20 tons axle load**. it consists of 29 Stations.

(rehabilitation was completed in 2011)

The rehabilitated projects cost US\$142 Millions and are financed by ADB (60%), AusAid (15%) & RGC (15%).

2. 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 & wooden sleepers (to be replaced by concrete sleeper) bold rigid and used P30 of **rail support for 15 tons axle load (will be upgraded to 20 tons axle load)**. It consists of 49 Stations.

(still under rehabilitation).

The Institution: Railway Department

The Royal Government of Cambodia established Railway Department directly under Ministry of Public Works and Transport by sub decreed No. 163 អនក្រឹត្យ ថ្ងៃទី ០១ ខែ តុលា ២០០៩ dated 01 October 2009.

The Railway Department and Concession Management Committee (CMC) are the authorities who oversees the railway concession agreement, railway reconstruction projects and become the focal point for other railway developments in Cambodia.

Total Number of Staffs of RD are: 300 persons

Management Staffs	: 6 persons (1 Director & 5 Deputies)
Engineer & Other Professional Staffs	: 60 persons
Technicians	: 100 persons
Skill Workers/Clerks	: 140 persons

Address and Contact of Railway Department:

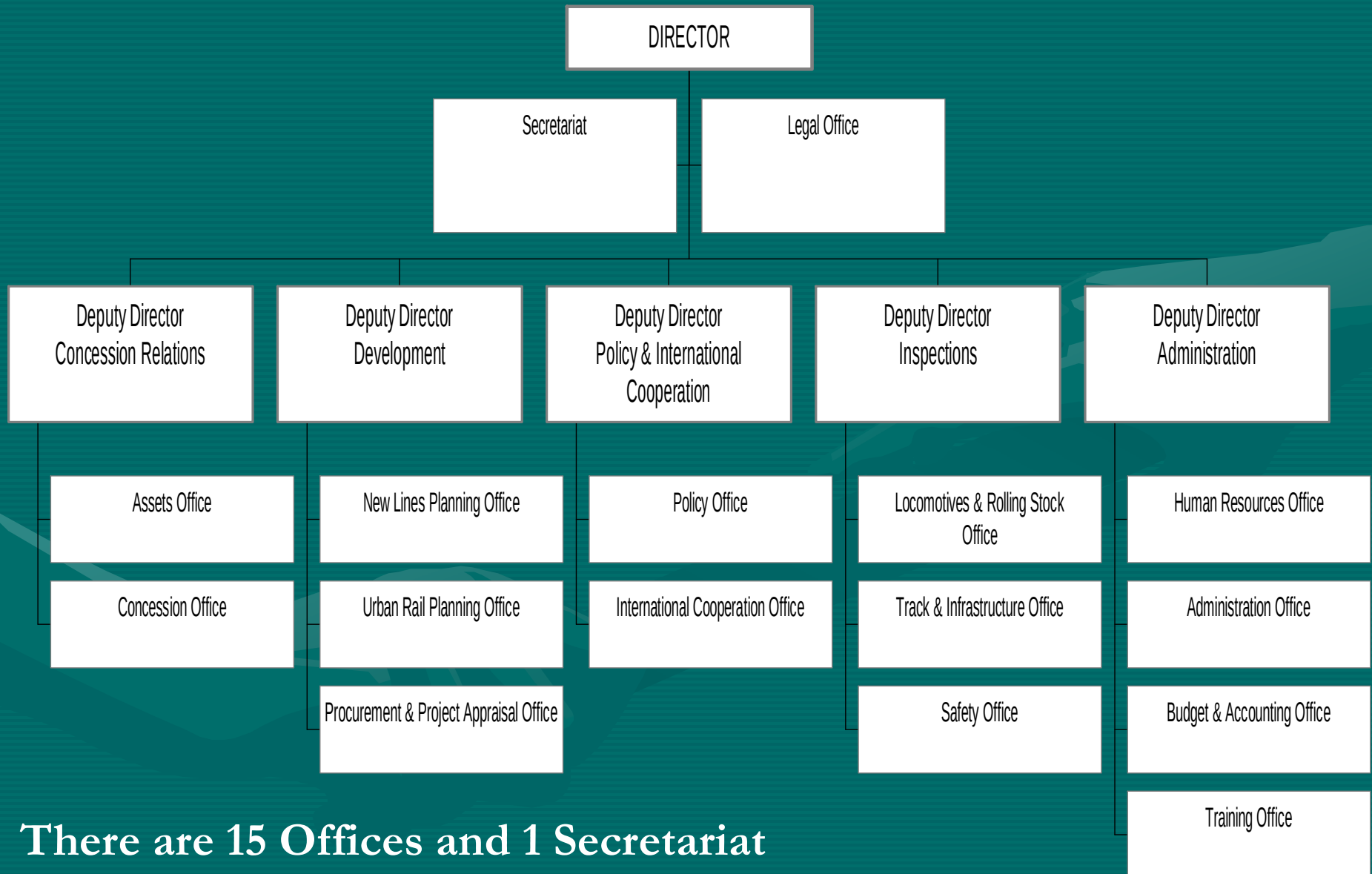
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Organization Chart of Railway Department



There are 15 Offices and 1 Secretariat

I. Current Operation Status for Southern Line and Related Issues

The Royal Government of Cambodia signed Concession Agreement for 30 years with (an Australian Based Investor) Toll Holding Group on 12 June 2009.



1) Southern Line Operation Status

Toll Royal Railway

- In September 2010, The Toll Group and The Royal Group formed a joint venture namely Toll Royal Railway (TRR) to be responsible for the operation and maintenance of Cambodian Railway under **Concession Agreement. There are 4 stages to re-start the operation:**

Stage 1: TRR began train operations on the Section of the Southern line from Phnom Penh to Touk Meas Station (Cement Factory) in the length of 120 km on October 1, 2010.

Stage 2: Phnom Penh to Kampot in September 2012.

Stage 3: Phnom Penh to Sokimex siding at SHV in May 2013.

Stage 4: Phnom Penh to the Sihanoukville Port (container Siding) in June 2013.



Southern Line Operation Status

Toll Royal Railway

Toll Royal Railway commodities by corridor are;

- bagged cement from Touk Meas to Phnom Penh
- bulk coal from Sihanoukville to Touk Meas
- bulk fuel from Sihanoukville to Phnom Penh
- export containerised rice, sugar, beverages, garments and footwear from Phnom Penh to Sihanoukville, and
- import containerised fabric, automobiles, agricultural machinery and fertiliser from Sihanoukville to Phnom Penh.



Services of Toll Royal Railway

Services of Annual Concession Year 2014 (Jul 2013 – Jun 2014)

Freight train statistics

Train	No of Services	Gross Tonnes	Total Kilometres	Product	Origin Destination
Loaded	589	929,675	134,555	Fuel Cement Coal Rice Garments Automotive Rubber	SHV-PP TM-PP SHV-TM PP-SHV
Empty	317	122,700	67,068		PP-SHV PP-TM TM-SHV

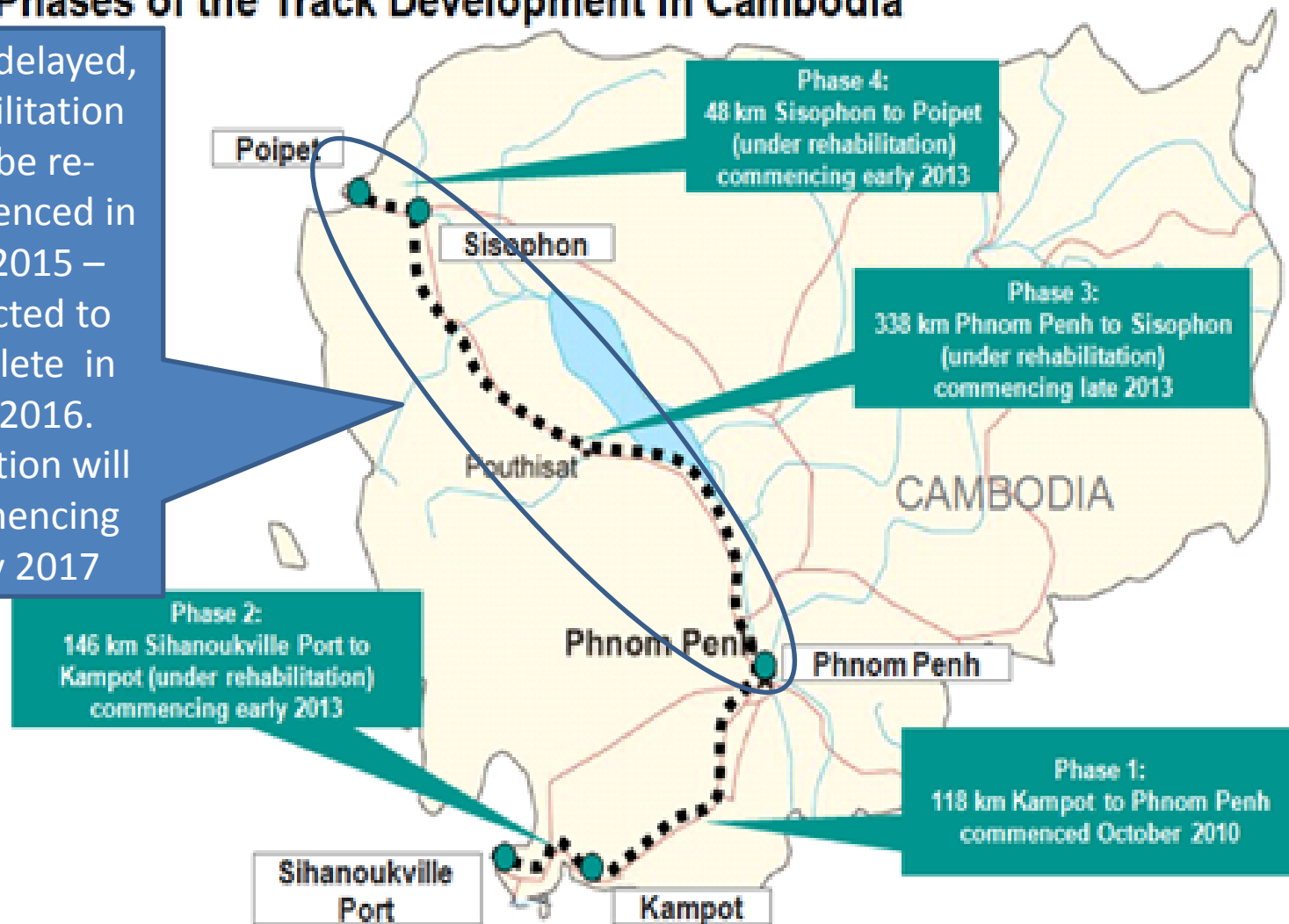
(Source: TRR's Annual Concession Report, Fiscal Year of Report 1 Jul 2013 – 30 Jun 2014)

Issues: delay of northern line rehabilitation

Toll Royal Railway

Phases of the Track Development in Cambodia

It was delayed, rehabilitation will be re-commenced in Sep 2015 – expected to complete in Sep 2016. Operation will commencing early 2017



Map not drawn to scale.

Issues (Con't)

- The bulk services have been limited as the Green Trade Warehouse line and the Sokimex line have not been rehabilitated due to postulating over the northern line rehabilitation and ongoing delays to finalise the resettlement on the line. *But RGC has rehabilitation plan for the section to GTW in 2016 (US\$1.02 M).*
- Container services has been significantly restricted due to slow transit speeds of the southern line between Phnom Penh and Sihanoukville is being twelve (12) hours and average speed being 19kmph. The original business case was based on a transit time of five and a half (5 ½) hours and an average speed of 50kmph. *RGC also have the plan to repair all defects in 2016 to allow the train run up to 50kmph. [The repair works includes: (i) a bridge strengthening at PK23+643, (ii) repair defects from PK9+400 – PK265+000, (iii) Installation of Safety Equipment (including Signaling Systems) from Phnom Penh (PK0+000) to PK45+000]; (US\$5.7M).*

Issues (Con't)

- **Passenger train services were not commenced for a number of reasons, including:**
 - i. The primary railway stations have not been renovated due to resettlement issues. Thus the Company has rehabilitated the external facades of the primary southern and northern line stations but has been unable to rehabilitate the internal rooms in the station buildings (external renovations are continuing).
 - ii. The main line from Phnom Penh to Samrong has not been rehabilitated. ***But RGC has a rehabilitation plan for this section (PK0+000 – PK9+400) in 2016 (US\$1.28 M).***

III. Rehabilitation Progress and Plan for Northern Line

1) Rehabilitation Progress:

- a) ADB Financing was completed only about 63km ((i) 22.6km from PK9+400 to Batdueng at PK32; and (ii) 40km from Sisophon [PK338+500] to Poipet City [PK 378+500] of the 48km missing link).
- b) Thai Financing: Border Railway Bridge [at KM 385 +050] is now about 95% completed (The remaining is only abutment in Cambodia side).



2) Rehabilitation Plan

Scope of Works for Nothern Line Rehabilitation Plan							
No.	Description	Length	Schedule		Duration	Amount	Form of Procurement
		(km)	Start	Complete	(Month)	(US\$ Million)	
1	Rehabilitation to complete the Missing Link	8.5	Apr, 2016	Sep, 2016	6	6.50	ICB & NCB
	1.1 Track Works, PK378+500 - PK 385+050	8.5					
	1.2 Siding (Freight & Passenge)	2					
2	Repair of Track Works from PK300 - PK310		Sep, 2015	Dec, 2015	4	2.00	Force Account
	2.1 Dismantle of track PK328 - PK338	10					
	2.2 Reinstall of track at PK300 - PK310	10					
3	Rehabilitaion of Track Works		Apr, 2016	Sep, 2016	6	6.00	ICB & NCB
	3.1 Earth Works & Track Works PK328 - PK338	10					
4	Reinforcement of all Bridges		Sep, 2015	Dec, 2015	4	2.50	ICB & NCB
	4.1 Emegency Repair of Bridges Length	3.61					
5	Track Rehabilitation (Batdoeung-Monkul Bore	286	Apr, 2016	Sep, 2016	6	10.00	ICB & NCB
	5.1 Works from PK32 - PK300	268					
	5.2 Works from PK310 - PK328	18					
6	Track Rehabilitation in Phnom Penh	16.9	Apr, 2016	Sep, 2016	6	2.30	ICB & NCB
	5.1 Works from PK0+000 - PK9+400	9.4					
	5.1 Works from PK0+00 - PK6+000 (GTWH)	7.5					
7	Rehabilitation of Sidings		Apr, 2016	Sep, 2016	6	3.80	ICB & NCB
	7.1 Repair works of siding at all stations	28					
	Total					33.10	

THANK YOU !

