2.5 Myanmar Waterways Assessment

Myanmar Waterways Assessment
Overview
The main ports of Myanmar can be found in 9 cities: Sittwe, Thandwe, Kyauk Phyu, Pathein, Yangon and Mawlamyine. (See link: 2.1 Myanmar Port Assessment) All river ports, except Yangon, are undeveloped and lack berths, jetties and significant handling equipment. Since 2012, when permissions on car imports were streamlined and the number of trucks has been increasing, the volume of transport by river has been going down. Although it is much slower as transport by road, it remains one of the cheapest transport options in country.

The Ayeyarwaddy river is the most important commercial waterway in Myanmar, running through the centre of the country. It is about 1,350 miles (2,170 km) long, it starts in Kachin State and runs to Yangon and the Delta in Ayeyarwaddy Region. It is navigable along most of its length and all seasons. However in dry season cargo boats need to reduce their cargo by 50% due to the shallow water depth. The lower part of the river, from Mandalay to Yangon is accessible for vessels up to 1000 GRT. The upper part, from Bhamaw in Kachin State to Mandalay is accessible only for vessels up to 300 GRT.

In Sagaing Region, the Chindwin River is navigable up to Homalin in year round. Depending on the water shallow, draft and weight of vessel, it is navigable up to the Tanai (Kachin State).

In Rakhine state, around Sittwe, the rivers to Buthidaung (MayYu River) and Kyauktaw (Kaladan River) are navigable. Several towns in Rakhine can be accessed by both road and river but for most towns, by road would be quickest. Myaebon town can only be accessed by waterway. Most common transport on these waterways is by local wooden hull vessels of up to 100MT cargo capacity. Larger, shallow draft barges or landing vessels can be used, but are not common in the area.

In Mon state and Tanintharyi Region Inland Water Transport is not active. In Mawlamyine (Mon State) the Thanlyin River and Gyaing River are navigable but the river is mainly used for passenger transport and some local transport by wooden hull vessels up to 100MT.

Company Information

Inland Water Transport (IWT), established in 1865, under the Ministry of Transport is a state owned enterprise responsible for water transport of passengers and cargo. With 11.239 million passengers and 1.375 million tons of cargo transported (April 2015 to March 2016) it is the largest transport company active on the waterways. Transport by river is one of the cheapest means of transport in Myanmar. IWT has six divisions: Delta Division, Ayeyarwaddy Division, Chindwin Division, Thanlwin Division, Yakkhine Division and Cargo Division. It has a fleet of 292 vessels: Passenger, cargo vessels, powered barges and tugs. 30% of their fleet is older as 61 years, 26% between 40-60 years old, 35% between 20-40 years old, 4% between 10-20 years old and 5% under 10 years old(15 June 2016). Their cargo vessels are leased out to private contractors on annual basis, while the passenger vessels are still operated by IWT. Since 2014, their fleet was reduced by 30% and the volume of cargo transported shrank by 34%.

Shwe Pyi Tan Co. Ltd. and Pathein Thu Co. Ltd. are the largest private transportation companies for inland water transport, active in Ayeyarwaddy Region. However, most people and businesses in Ayeyarwaddy Region (in the towns of Bogale, Mawkyun, Laputta, Pathein) rely on IWT for transport of passengers and cargo to Yangon Region. There is limited competition because IWT has monopolised this sector in Ayeyarwaddy.

Inland Water Transport (IWT) Fleet Composition (15/June/2016)

<table>
<thead>
<tr>
<th>(a)</th>
<th>Powered Vessels</th>
<th>142</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Passenger cum cargo</td>
<td>84</td>
</tr>
<tr>
<td>(2)</td>
<td>Cargo</td>
<td>21</td>
</tr>
<tr>
<td>(3)</td>
<td>Powered Barge</td>
<td>13</td>
</tr>
<tr>
<td>(4)</td>
<td>Water Tender</td>
<td>1</td>
</tr>
<tr>
<td>(5)</td>
<td>Tug</td>
<td>17</td>
</tr>
<tr>
<td>(6)</td>
<td>Oil Tanker</td>
<td>1</td>
</tr>
<tr>
<td>(7)</td>
<td>Miscellaneous</td>
<td>5</td>
</tr>
<tr>
<td>(b)</td>
<td>Non-Powered Vessels</td>
<td>121</td>
</tr>
<tr>
<td>(1)</td>
<td>Cargo Barge</td>
<td>115</td>
</tr>
<tr>
<td>(2)</td>
<td>Oil Barge</td>
<td>6</td>
</tr>
<tr>
<td>(c)</td>
<td>Station Pontoons</td>
<td>29</td>
</tr>
<tr>
<td>Total</td>
<td>292</td>
<td></td>
</tr>
</tbody>
</table>
### IWT Services Routes in Myanmar, countrywide.

<table>
<thead>
<tr>
<th>Sr.No.</th>
<th>Division/Route</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Delta Division</td>
<td>Sailing Frequency</td>
</tr>
<tr>
<td>1.</td>
<td>Yangon - Dala</td>
<td>Daily (46) trips</td>
</tr>
<tr>
<td>2.</td>
<td>Wadan - Dala</td>
<td>Daily (19) trips &amp; 9 trips in Sunday</td>
</tr>
<tr>
<td>3.</td>
<td>Yangon - Kanaungto</td>
<td>Daily (8) trips &amp; 6 trip in Sunday</td>
</tr>
<tr>
<td>4.</td>
<td>Sintohtan - Sarpachaung</td>
<td>Suspended</td>
</tr>
<tr>
<td>5.</td>
<td>Wadan - Satekyi</td>
<td>Suspended</td>
</tr>
<tr>
<td>6.</td>
<td>Hinthada - Pyapon</td>
<td>Suspended</td>
</tr>
<tr>
<td>7.</td>
<td>Yangon - Bogale</td>
<td>Suspended</td>
</tr>
<tr>
<td>8.</td>
<td>Yangon - Mawkyun (Night)</td>
<td>(3) trips a week</td>
</tr>
<tr>
<td>9.</td>
<td>Yangon - Kyonemange</td>
<td>(2) trips a week</td>
</tr>
<tr>
<td>10.</td>
<td>Yangon - Lattputa (In)</td>
<td>(1) trip a week</td>
</tr>
<tr>
<td>11.</td>
<td>Yangon - Lattputa (Out)</td>
<td>(2) trips a week</td>
</tr>
<tr>
<td>12.</td>
<td>Yangon - Myaungmya</td>
<td>Suspended</td>
</tr>
<tr>
<td>13.</td>
<td>Yangon - Pathein (Night)</td>
<td>Suspended</td>
</tr>
<tr>
<td>14.</td>
<td>Yangon - Pyay</td>
<td>Suspended</td>
</tr>
<tr>
<td>15.</td>
<td>Yangon - Kyaunkone</td>
<td>Suspended</td>
</tr>
<tr>
<td>16.</td>
<td>Yangon - Pyapon</td>
<td>(3) trip a week</td>
</tr>
<tr>
<td>17.</td>
<td>HlaingTharYar - Sintohtan</td>
<td>Suspended</td>
</tr>
<tr>
<td>2.</td>
<td>Ayeyarwaddy Division</td>
<td>Sailing Frequency</td>
</tr>
<tr>
<td>1.</td>
<td>Mandalay - Bamaw (Express)</td>
<td>Suspended</td>
</tr>
<tr>
<td>2.</td>
<td>Mandalay - Bamaw (Special Express)</td>
<td>(3) trips a week</td>
</tr>
<tr>
<td>3.</td>
<td>Mandalay - Nyaung Oo (Express)</td>
<td>Suspended</td>
</tr>
<tr>
<td>4.</td>
<td>Mandalay - Kathar (Special Express)</td>
<td>Suspended</td>
</tr>
<tr>
<td>5.</td>
<td>Mandalay - Pyay</td>
<td>Suspended</td>
</tr>
<tr>
<td>6.</td>
<td>Mandalay – Bamaw(normal class)</td>
<td>Suspended</td>
</tr>
<tr>
<td>3.</td>
<td>Chindwin Division</td>
<td>Sailing Frequency</td>
</tr>
<tr>
<td>1.</td>
<td>Monywa - Homalin</td>
<td>Suspended</td>
</tr>
<tr>
<td>2.</td>
<td>Monywa - Kalaywa</td>
<td>Once a week</td>
</tr>
<tr>
<td>3.</td>
<td>Monywa - Khamti</td>
<td>Suspended</td>
</tr>
<tr>
<td>4.</td>
<td>Thanlwin Division</td>
<td>Sailing Frequency</td>
</tr>
<tr>
<td>1.</td>
<td>Chaungnakwa</td>
<td>Suspended</td>
</tr>
<tr>
<td>2.</td>
<td>Mawlamyaing - Kalwi</td>
<td>Daily(2)trips</td>
</tr>
<tr>
<td>3.</td>
<td>Mawlamyaing - Nathnaw</td>
<td>Daily(2)trips</td>
</tr>
<tr>
<td>4.</td>
<td>Mawlamyaing - Nathnaw (Special)</td>
<td>Suspended</td>
</tr>
<tr>
<td>5.</td>
<td>Yakhine Division</td>
<td>Sailing Frequency</td>
</tr>
<tr>
<td>1.</td>
<td>Sittway - Myauk Oo</td>
<td>Twice a week</td>
</tr>
<tr>
<td>2.</td>
<td>Sittway - Buthetaung</td>
<td>Twice a week</td>
</tr>
<tr>
<td>3.</td>
<td>Taunggote - Manaung</td>
<td>Suspended</td>
</tr>
<tr>
<td>4.</td>
<td>Sittway - Taunggote (Special)</td>
<td>Suspended</td>
</tr>
<tr>
<td>6.</td>
<td>Cargo Division</td>
<td>Sailing Frequency</td>
</tr>
<tr>
<td>1.</td>
<td>Yangon-Mandalay</td>
<td>Suspended</td>
</tr>
</tbody>
</table>

*Suspended: Lines stopped since 2014 that were uneconomical.*

For information about IWT and government contacts see link:

4.1 Myanmar Government Contact List
For information about port and waterways companies contacts see link:

4.4 Myanmar Port and Waterways Company Contact List

Ayeyarwaddy River

IWT still operates 14 passenger ships along the Ayeyarwaddy River, while 10 of their cargo vessels and 30 passenger/cargo vessels have been privatized since 2013. There are private passenger vessel companies that operate for tourism from Yangon to Pyay (Prome), Nyaung-U (Bagan), Mandalay and Kathar along Ayeyarwaddy River and mostly individually owned vessels, barges and small ferries run along Chindwin River between Pakokku, Monywa, Kalewa, Homlin and Khanti.

World Bank started in 2016 a dredging project that will run until 2021 to increase the depth of the Ayeyarwaddy River from Nyaung-U to Mandalay (191 km) to at least 2 metre. In dry season (Nov-April), the minimum depth currently ranges from 1-1.5m (5-7 ft).

<table>
<thead>
<tr>
<th>Number of Passenger Vessels</th>
<th>Dept. IWT</th>
<th>MGRG Express</th>
<th>Myanmar Holidays Co., Ltd/ Interconnection/ Shwe Keinnery Vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>U Min Kyawt (Manager of Transport (Dept. IWT), Ayeyarwaddy Region, Yangon</td>
<td>No.38, 38th St, Bet 79thx80th, Maha Aung Myay Tsp, Mandalay</td>
<td>24 – 26, 38th Street, Kyauktada Township, Yangon 11182, Myanmar. Tel/ Fax: +(95-1) 371 691, 371 692 E-mail: <a href="mailto:info@myanmarholiday.com">info@myanmarholiday.com</a></td>
</tr>
<tr>
<td></td>
<td>Ph# +95-9-5322324</td>
<td>+95-9-910 06098</td>
<td><a href="http://www.mgrgexpress.com/">http://www.mgrgexpress.com/</a></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:mknna99@gmail.com">mknna99@gmail.com</a></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Passenger Carrying Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 20 pax</td>
</tr>
<tr>
<td>&lt; 50 pax</td>
</tr>
<tr>
<td>&lt; 100 pax</td>
</tr>
<tr>
<td>&gt; 100 pax</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cargo Carrying Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dept. IWT</td>
</tr>
<tr>
<td>U Min Kyawt (Manager of Transport (Dept. IWT))</td>
</tr>
<tr>
<td>Ph# +95-9-5322324</td>
</tr>
<tr>
<td><a href="mailto:mknna99@gmail.com">mknna99@gmail.com</a></td>
</tr>
</tbody>
</table>

| Number of Boats              | 14 (operating with cargo+ pax) |
| Tonnage / Volume Capacity    | 20-50 Tonnage |
| Number of Barges             | 10 |
| Tonnage / Volume Capacity    | 1,920 Mt / 50,000 M³ |
| Number of Tugs               | No information |
| Tonnage / Volume Capacity    | Other (specify) |

| Other (specify) | About 30 ferries with the capacity of 100-300 pax+ 20-50 Mt each, were tendered each year. |

Travel Time Matrix

Average speed on the Ayeyarwaddy River for regular 20-60 MT cargo boats is 16 km/hr following the current (downstream), 9.6 km/hr against the current (upstream).

Security: Some robbery incidences have occurred with cargo shipments between Pakokku and Mandalay along the Ayeyarwaddy River. Passenger and tourist vessels however were not targeted. Travel times between key ports.

Corridor: Ayeyarwaddy River (from Yangon to Mandalay)

<table>
<thead>
<tr>
<th>Travel Time from Main port to other major Ports (hours / days) for standard barge 20-60 mt capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yangon</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>Port</td>
</tr>
<tr>
<td>------------</td>
</tr>
<tr>
<td>Mandalay</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Katha</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Banmaw</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

**Corridor: Ayeyawaddy river (from Mandalay to Banmaw)**

<table>
<thead>
<tr>
<th>Port</th>
<th>Distance (km)</th>
<th>Travel Time (hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mandalay</td>
<td>378Km</td>
<td>39 hr (up), 24 hr (down)</td>
</tr>
<tr>
<td></td>
<td>440Km</td>
<td>56 hr (up), 34 (down)</td>
</tr>
<tr>
<td>Katha</td>
<td>317Km</td>
<td>31.7 hr (up), 20 hr (down)</td>
</tr>
<tr>
<td></td>
<td>123Km</td>
<td>17 hr (up), 10 hr (down)</td>
</tr>
<tr>
<td>Banmaw</td>
<td>440Km/44 hr</td>
<td>27.5 hr (up)</td>
</tr>
<tr>
<td></td>
<td>123Km/ 12.3 hr</td>
<td>7.7 hr (down)</td>
</tr>
</tbody>
</table>

**Key routes**

<table>
<thead>
<tr>
<th>Key Route Information</th>
<th>Domestic / International</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yangon-Pyay-Pakokku-Mandalay</strong></td>
<td>Pakokku-Monywa-Kalewa Pakokku to Mandalay Mandalay to Banmaw</td>
</tr>
<tr>
<td><strong>Total Distance (km)</strong></td>
<td>944 Km</td>
</tr>
<tr>
<td><strong>Width (m): Broadest Narrowest</strong></td>
<td>In flood season 1,600m, min. 227m in dry season</td>
</tr>
<tr>
<td><strong>River Flow (m³ / second)</strong></td>
<td>unknown</td>
</tr>
<tr>
<td><strong>Seasonal Affects</strong></td>
<td>Dry season cargo load is reduced by 50%</td>
</tr>
<tr>
<td><strong>Maximum Weight and Size of Vessels</strong></td>
<td>The regular vessel with 2000 GRT Mt, 2 meter draft, 24m Width x 91.5m Length</td>
</tr>
<tr>
<td><strong>Regular Traffic Passenger / Cargo</strong></td>
<td>No traffic</td>
</tr>
</tbody>
</table>
## Companies Operating Along the Route
1. Apache cement Co.
2. Famous OK
3. Denko Trading Co.Ltd.
4. Semeikhon port committee

## Security Concerns
(Yes / No)
Yes, robbery of cargo at night. Not targeting tourists between PKK-MDY
No report
Yes, robbery of cargo at night. Not targeting tourists.
No

## Main Ports
- Yangon & Mandalay
- Pokokku, Monywa & Kalewa
- Pakokk, Simee Khon, Mandalay
- Mandalay, Katha & Bamarw

To go from Yangon to Pyay there are two options. Option 1 is via Twantay canal (124 km length) at Twantay city. Twantay canal is preferred by Inland Water Transport. Option 2 via the Hlaing River (98km length) at Nyaungdon city is 26km (1.5 hr/3 hrs) shorter. The Hlaing River is preferred by the private sector, but is more difficult to navigate due to narrow sections with many bends.

### Corridor: Chindwin River (from Pakokku to Kalewa)

<table>
<thead>
<tr>
<th>Travel Time from Main port to other major Ports (hours / days)</th>
<th>Barge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pakokku</td>
<td>Monywa</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Pakokku</td>
<td>100 Km/ 10.4 hr (up)/ 6.3 hr (down)</td>
</tr>
<tr>
<td>Monywa</td>
<td>100 Km/ 10.4 hr (up)/ 6.3 hr (down)</td>
</tr>
<tr>
<td>Kalewa</td>
<td>374Km/ 40 hrs/ 20 hrs</td>
</tr>
<tr>
<td>Homalin</td>
<td>646 Km/ 61hr(up)/ 43hr (down)</td>
</tr>
<tr>
<td>Hamanthi</td>
<td>731Km/ 66.5hr(up)/ 51.5 hr (down)</td>
</tr>
<tr>
<td>Hkamti</td>
<td>838Km/ 67.2hr(up)/ 58.5 hr (down)</td>
</tr>
</tbody>
</table>

### Port Information

#### Key Port Information

<table>
<thead>
<tr>
<th>Pakokku</th>
<th>Monywa</th>
<th>Kalewa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>21°18'50.76&quot;N 95°322.53&quot;E</td>
<td>22° 07&quot; 20.7&quot; N 95° 07&quot; 06.8&quot; E</td>
</tr>
<tr>
<td>Contact Information</td>
<td>Mr. U Aung Cho Myint (Manager- Inland Waterway Department, Pakokku-Nyaung-U), Nyaung U Office Ph#: 95-9-43008220</td>
<td>Mr. U Tin Tun Aung Manager of Chindwin division: Directorate of Water Resources and Improvement of River System (DWRIRS), Phone: +95-9-6451984</td>
</tr>
<tr>
<td>Connections with other transport means (road/waterways/air)</td>
<td>Road</td>
<td>Road</td>
</tr>
<tr>
<td>Storage Capacity (square meters and cubic meters)</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Handling Equipment</td>
<td>No, but can arrange 3-5 MT mobile crane</td>
<td>Mobile Cranes: 25, 35MT</td>
</tr>
<tr>
<td>Customs Clearance Available (Yes / No)</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td>Other Comments</td>
<td>Chindwin river, 2.5ft draft during dry season</td>
<td>Chindwin river, 2.5ft draft during dry season</td>
</tr>
</tbody>
</table>

### Key Port Information

<table>
<thead>
<tr>
<th></th>
<th>Sagaing</th>
<th>Mandalay</th>
<th>Semeikhon</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location</strong></td>
<td>21°52'59.09&quot;N 95°59'41.44&quot;E</td>
<td>21°58'16.04&quot;N 96° 3'22.08&quot;E</td>
<td>21° 44' 53.8&quot;N 95° 25' 23.4&quot;E</td>
</tr>
<tr>
<td><strong>Contact Information</strong></td>
<td>IWT, Mr. U Khin Maung Aye, Mandalay Division, Dept. IWT Phone: +95-2-36035</td>
<td>IWT, Mr. U Khin Maung Aye, Mandalay Division, Dept. IWT Phone: +95-2-36035</td>
<td>U Thein Soe Win (Port Manager) Ph: +95-9-796512259</td>
</tr>
<tr>
<td><strong>Connections with other transport means (road/waterways/air)</strong></td>
<td>Road</td>
<td>Road</td>
<td>Road (limited) for truck capacity (6 wheeler in dry season)</td>
</tr>
<tr>
<td><strong>Storage Capacity (square meters and cubic meters)</strong></td>
<td>None</td>
<td>None</td>
<td>None, but container yard is available</td>
</tr>
<tr>
<td><strong>Handling Equipment</strong></td>
<td>None</td>
<td>Mobile Cranes: 25, 35, 17MT</td>
<td>50m concrete boat ramp and a 50MT crane on a barge</td>
</tr>
<tr>
<td><strong>Customs Clearance Available (Yes / No)</strong></td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td><strong>Other Comments</strong></td>
<td>Timber port, across from Mandalay port</td>
<td>Private co. handles general cargo</td>
<td></td>
</tr>
</tbody>
</table>

### Key Port Information

<table>
<thead>
<tr>
<th></th>
<th>Homalin</th>
<th>HtaManThi</th>
<th>Hkamti</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location</strong></td>
<td>24°51'47.32&quot;N 94°54'31.92&quot;E</td>
<td>25°19'55.39&quot;N 95°17'28.28&quot;E</td>
<td>26° 0'2.73&quot;N 95°41'44.88&quot;E</td>
</tr>
<tr>
<td><strong>Contact Information</strong></td>
<td>U Ba La (Chief) Ferry Between: Hkalmti and Sinte</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Connections with other transport means (road/waterways/air)</strong></td>
<td>Road (limited) for truck capacity (6 wheeler in dry season)</td>
<td>Only Waterway is accessible on the other side of the bank, there is a ferry to connect road of Homalin-Hkamti</td>
<td>Road (limited) for truck capacity (6 wheeler in dry season)</td>
</tr>
<tr>
<td><strong>Storage Capacity (square meters and cubic meters)</strong></td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Handling Equipment</strong></td>
<td>Only manual</td>
<td>Only Manual</td>
<td>Only Manual</td>
</tr>
<tr>
<td><strong>Customs Clearance Available (Yes / No)</strong></td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td><strong>Other Comments</strong></td>
<td>Timber to Mandalay, Fuel Supply to Resource Extraction Project in Sagaing</td>
<td>Private co. handles general commodities to move to Layshi of Naga Administration Zone.</td>
<td>Timber to Mandalay, Fuel and general cargo to Resource Extraction Project in the area and the Naga Administration Zone</td>
</tr>
<tr>
<td><strong>Key Port Information</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>--------------------------</td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Katha</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Location</strong></td>
<td>24° 9'55.29&quot;N</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>96°20'32.35&quot;E</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Contact Information</strong></td>
<td>U Gyi Myint (Chairman)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Waterway Traffic Control Office</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Connections with other transport means</strong></td>
<td>Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(road/waterways/air)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Storage Capacity</strong></td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(square meters and cubic meters)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Handling Equipment</strong></td>
<td>Not for handling purpose, but can hire in case of emergency from DWRIRS based in Mandalay</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Customs Clearance Available</strong></td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Yes / No)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other Comments</strong></td>
<td>Diesel fuel drum are trucking to northern part of the city.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>