

## 2.1.1 Myanmar Port of Pathein, Ayeyarwaddy

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### Port Overview

Pathein is one of the larger, more developed cities of Ayeyarwaddy division. The port consists of several jetties along the Pathein River, but most jetties are not suitable for cargo vessels. The hovercraft and small boats use the jetties within Pathein downtown. The Wel Kyi Daunt wharf is the largest and it is privatised. This wharf is located within the compound that was owned by Department of Trade Promotion (DOTP). The warehouses in this compound are controlled by Logistics Department of the Myanmar army.

Wel Kyi Daunt wharf is designed for cargo vessels up to 600 GRT. There is no cargo handling equipment at any of the jetties in Pathein. The draft of Wel Kyi Daunt wharf is 7 metres. It has a concrete jetty.

|  |   |
|--|---|
| <b>Port Location and Contacts</b>  |   |
| <b>Country</b>   | Myanmar   |
| <b>Province or District</b>  | Ayeyarwaddy division  |
| <b>Town or City (Closest location) with Distance (km)</b>  | Name : Pathein<br>km: 5 km  |
| <b>Port's Complete Name</b>  | Pathein port,<br>Wei Kyi Daunt wharf                              |
| <b>Latitude</b>  | 16.77277  |
| <b>Longitude</b>   | 94.71819  |
| <b>Managing Company or Port Authority (If more than one operator, break down by area of operation)</b> | Myanma Port Authority   |
| <b>Management Contact Person</b>   | U Ko Ko Naing, Harbor Officer<br>Phone: 042-24430                 |
| <b>Closest Airport and Frequent Airlines to / from International Destinations</b>                      | Airport Name: Pathein airport<br>Airlines: Only for military use. |

### Port Picture



Wel Kyi Daunt Port Warehouse Compound, Pathein. There are many warehouses in this compound. For more details on warehouses, see storage section.

## Description and Contacts of Key Companies

### 4.4 Myanmar Port and Waterways Company Contact List

There are no key companies responsible for stevedoring, freight forwarding or cargo handling. The Myanmar Port Authority, The Customs department and the Township Labour Exchange Office for daily labourers are the main organisations active.

## Port Performance

There is no congestion; the average waiting time until berthing is 1 day. The maximum draft is 7 metres and maximum vessel size 600 GRT. There is no container handling capacity.

| Seasonal Constraints   | Yes / No | From <month> to <month> |
|------------------------|----------|-------------------------|
| Rainy Season           | No       | n/a                     |
| Major Import Campaigns | No       | n/a                     |
| Other                  | n/a      | n/a                     |

## Discharge Rates and Terminal Handling Charges

Unknown, contact Port Authority for details.

## Berthing Specifications

| Type of Berth      | Quantity | Length (m) | Width (m) | Maximum Draft (m) |
|--------------------|----------|------------|-----------|-------------------|
| Conventional Berth | 1 *      | 120        | 15        | 7                 |
| Container Berth    | n/a      | n/a        | n/a       | n/a               |
| Silo Berth         | n/a      | n/a        | n/a       | n/a               |
| Berthing Tugs      | n/a      | n/a        | n/a       | n/a               |
| Water Barges       | n/a      | n/a        | n/a       | n/a               |

\* Wei Kyi Daunt wharf: concrete jetty.

## General Cargo Handling Berths

| Cargo Type                 | Berth Identification |
|----------------------------|----------------------|
| Imports - Bagged Cargo     | Wei Kyi Daunt wharf  |
| Exports - Bagged Cargo     | Wei Kyi Daunt wharf  |
| Imports and Exports - RoRo | n/a                  |
| Other Imports              | Wei Kyi Daunt wharf  |

## Port Handling Equipment

No port handling equipment available. Only manual labour.

## Container Facilities

There is no container handling facility available.

## Customs Guidance

A customs office is available, operating at normal working hours. The customs clearance process takes about 1 day.

### [1.3 Myanmar Customs Information](#)

## Terminal Information

### Multipurpose Terminal

There is no multipurpose handling facility available.

### Grain and Bulk Handling

There is no specific grain and bulk handling facility available, nor bagging facilities

### Main Storage Terminal

| Storage Type       | Number of Storage Facilities | Area (square meters) |
|--------------------|------------------------------|----------------------|
| Bagged Cargo       | no                           | n/a                  |
| Refrigerated Cargo | no                           | n/a                  |
| General Cargo      | no                           | n/a                  |

## Stevedoring

There is no specific stevedoring company available. Daily labourers must take care of loading and unloading. The Township Labour Exchange Office, under control of the ministry of labour, is able to provide daily labourers for the port. The port authority can assist too with sourcing daily workers.

## Hinterland Information

There are no local transport companies, only a limited number of private trucks. There is no railroad. Cargo can be transported by river using small wooden hull vessels, with a capacity of up to 100 GRT.

## Port Security

There is no port security and no perimeter fencing because the jetties are separate.

|                                      |     |  |
|--------------------------------------|-----|--|
| <b>Security</b>                      |     |  |
| <b>ISPS Compliant<br/>(Yes / No)</b> | No  |  |
| <b>Current ISPS Level</b>            | n/a | <b>Level 1 = Normal, Level 2 = Heightened, Level 3 = Exceptional</b> |
| <b>Police Boats</b>                  | No  |  |
| <b>Fire Engines</b>                  | No  |  |