Myanmar’s toll fees are the cheapest, compared with other ASEAN countries. Roads and bridges of Ministry of Construction have yet to meet ASEAN standards.  
[Amyotha Hluttaw, 24th day]

NAY PYI TAW, 10 Aug-Amyotha Hluttaw Session continued for 24th day, at Amyotha Hluttaw Hall of Hluttaw Complex, here, at 10.10 am today, attended by Speaker of Amyotha Hluttaw U Khin Aung Myint and 201 MPs.

At the session, Deputy Minister for Construction U Soe Tint replied to the questions on construction sector raised by six representatives.

With respect to the question of U Nu of Yangon Region Constituency No.10 on “there is a plan to upgrade No.3 Highway in Mingaladon Township into four-lane one”, the deputy minister replied: Max Myanmar Construction Co is implementing No.2 Highway (9 miles and 2 furlongs long) through the B.O.T system. Width of the road is designated based on Annual Average Daily Traffic (AADT). AADT of the road is 2800.

So, Ministry of Construction has informed the company to construct 48-ft-wide tarred road. Expansion of road bank will be carried out in open season. It will be implemented as tarred road in 2013-2014 financial year.

Regarding the question of U Thaw Zin Oo of Magway Region Constituency No.9 on “there is a plan to construct RC bridge or gravel-filled culvert crossing the Kyit Creek on Pakokku-Seikbyu road section”, the deputy minister said: The 900-ft-wide Kyit Creek is located between Mile post Nos.12/2 and 12/4. In the rainy season, it can be crossed only when water level decreases. Hninthazin Co has been carrying Pakokku-Seikphyu road through B.O.T system.

At present, there is no plan to construct RC bridge or gravelfilled culvert crossing Kyit Creek.

Regarding the question of U Thein Hlaing of Sagaing Region Constituency No.8 on “the matter on disturbance to smooth commodity flow due to poor quality standard scales”, the deputy minister replied: There will be slight variances of scales due to weather condition and different commodities etc. The variance range can be 0.50 tons. Ministry of Construction has exempted that variance. Directives to avoid the scale errors have been given. The best way to save scale measurement time is that car owners and drivers on their parts are to avoid over-load.

Bridge crossing fees are collected based on the length of the bridges, not on withstand load and bridge types. And it is classified into four. Fee is not charged for under-180-ft bridges. It is fee, but not tax. Collecting of fees is aimed at covering capital expenses and carrying out maintenances, repairs and upgrade of roads and bridges by using collected fees.

ASEAN standard is that with the aim of trading between countries by roads by means of economic integration in ASEAN countries by 2015, roads and bridges are being upgraded, drivers are educated to follow traffic rules. Roads and bridges of the Ministry of Construction have yet to meet ASEAN standards. 10 tons per axis is maximum weight in ASEAN countries. Although it is not suitable, Myanmar has allowed it.

Myanmar’s toll fees are the cheapest, compared with other ASEAN countries. According to the survey conducted on 23 toll gates on 19-6-2012, it was found that there were 32530 cars or 98.71 percent that follow the rules and 387 cars or 1.29 percent that broke the rules. So, toll fees collection system is in full swings.
Regarding the question of U Moe Myint of Taninthayi Constituency No. 7 on “there is a plan to upgrade Taninthayi River-crossing bridge” and “he would like to know the construction of river-crossing bridge linking Thamoke village and Lawlaw village on Union Road”, he replied: The 1360-ft-long Taninthyi River crossing bridge is located on Myeik-Taninthayi-Bokpyin-Kawthoung road in Taninthayi Region. Its lower structure is RC post and upper structure, bailey type. It was commissioned into service on 12 November, 2000. It can withstand 23 tons of loads. At present, there is no plan to upgrade it. It will be upgraded, based on allotted State’s fund.

Steering clear of the Thamot River on Yangon- Dawei-Myeik Union Road, 25-mile-long Bod-Daw-Kabin Road has been put into service.

Besides, the three bridges- Pabyin Bridges with 180-feet length, Alechaung Bridge with 80-foot length and Daw Bridge with 50-foot length- in lower maintenance on Bod-Daw-Kabin Road are under transition into concrete ones and whose ten miles and six furlongs under upgrading with the fund of 2012-2013 fiscal year. Upon completion, road passers would have easy access to Myeik without using the route cross the Thamot River. Therefore, there was no plan to construct the Thamot River crossing Bridge yet.

Concerning with the query on there is any plan to construct Nansan-Mongsit motor road that would be long 19 miles and 4 furlongs in Nansan Township in Loilem District, presented by U Sai Kyaw Zaw Than from No. 2 Constituency in Shan State, the deputy minister answered that the road with 19 miles and 4 furlongs long is on a list to maintain for withstand, which is to be implemented by Shan State government. Therefore, the road work would be carried out with the funds K 543.155 million of the 2012-2013 fiscal year.

According to the plan of the 2012-2013 fiscal year, four miles and four furlongs length earth road session of the road would be upgraded to be hard one, and two miles of fourmile- and four-furlong gravel road session would be done tar-marking work. The rest of the road depends on the amount of funds to be allocated.

The deputy minister replied to the proposal on “there is any plan to put Pyay in Bago Region in priority to be added in the list to be aware of recognizing rural development projects”, presented by Dr Khin Maung Lay from No. 8 Bago Region Constituency. He said that the rural project planning group of the Department of Human Settlement and Housing Development under the Ministry of Construction is carrying out the town plan of the region after making field trips. The group is arranging the concept plan and its related report.

Under the plan on exchanging views between the department and Cologne University of Germany, there has collected the indicators of 56 towns in which there are over 0.1 million in population and that are hearts for governance and commercial including Bago, Pyay and Toungoo to implement a rural network system.

The rural project planning of Pyay in Bago Region would have been started in the opening season of the year 2012 in cooperation with respective organizations.

After Member of Amyotha Hluttaw Bill Committee U Tin Yu had read out the reports sent by the committee on discussions about the job prospects and proficiency development bill made by the Hluttaw representatives, the Hluttaw proved each paragraph of the bill in line with the amendment of the committee.

Union Minister for Labour U Aung Kyi presented a proposal to prove the bill on job prospects and proficiency development. One of the Hluttaw representatives agreed with it.

The Hluttaw decided to prove the bill.
Member of Union Civil Services Board Dr Kyaw Kyaw Htay tabled the bill on State services personnel’s law to the Hluttaw to be under discussion. One of the Hluttaw representatives gave an agreement on it.

The Hluttaw decided to agree the proposal to be discussed. Any Hluttaw representatives who wish to participate in the discussion may register not later than 15th August, 2012.

The meeting came to an end at noon and the 25th day meeting continues at 10 am on 13 August.

There were six questions answered, one bill proved and one bill tabled in today’s meeting.

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