

Construction Minister replies question about repair of motor roads in Gangaw District linking Yangon and Mandalay

NAY PYI TAW, 23 March-At today's Amyotha Hluttaw session, Hluttaw Representative U Hla Swe from Constituency No. 12 of Magway Region said that Gangaw District is a far-flung region in north-western part of Magway Region and lies on Myittha Basin between Pontaung-Ponnya mountain ranges and Chin mountain ranges. Gangaw District has three major roads to connect with Yangon and Mandalay- Gangaw-Pale Road (84 miles), Kyaukhtu-Pauk-Pakokku- Seikpyu Road (142 miles), Saw-Seikpyu Road (69 miles). As the economic mainstay of the district is wood production and heavily-loaded trucks and heavy rainfall have damaged the roads.

Both Gangaw District and Haka of Chin State use Gangaw-Pale Road and Kalay District also use it in monsoon as Monywa-Kalay-Yargyi Road is out of commission in monsoon. In spite of the road being 84 miles in length, it is in poor condition as it is built through Pontaung-Ponnya mountain ranges.

Kyaukhtu-Pauk-Pakokku Road is also used by Mindat District. The road has three bridges on it in Pauk and Seikpyu townships. All the three bridges were destroyed by the storm and flood in October last year. As no new bridge has been constructed so far, the road will be blocked in monsoon, causing inconvenience for residents of Pauk Township in travel.

Saw-Seikpyu Road is also used by Kanpetlet Township.

Although the facility is only 69 miles long, vehicles face difficulty in driving on the road due to its poor condition.

He said that the above-mentioned roads are important to Gangaw, Htilin and Saw townships in Gangaw District and Haka Township, Mindat District and Kanpetlet Township in Chin State and are badly in need of repair and asked whether or not the government has plans to repair those facilities and upgrade the roads to tarred facility, and the duration of the repair.

In his response to query of U Hla Swe, Minister for Construction U Khin Maung Myint said that Pale-Gangaw Road is one of the major roads linking Chin State, Magway region and Sagaing Region and also the main gateway into Chin State.

The road is located on Monywa-Pale-Gangaw-Haka Road and has direct link with other towns via Monywa. The road has been 12-ft wide tarred facility since 1974 and superintending engineers of Gangaw District and Monywa District is keeping regular check on the road under close supervision of superintending engineers from Ministry of Construction and Magway and Sagaing regions.

The road was damaged partly because it is spiral with a large number of up and down as it is built through mountainous Pontaung-Ponnya Region and partly because of heavy rainfall.

But, over-loaded vehicles are found to be major contributing factor to the damages of road rather than heavy rainfall.

Export products of Gangaw District from the west of Magway region are transported to regions through Pale- Gangaw Road. It is known that export products are transported with over-loaded vehicles only in monsoon while the earth foundation is weak. Those roads are owned by national peoples and can roads and bridges be used up to their full lifespan only local residents do not allow over-loaded vehicles pass the road and road users abide by traffic rules.

Ministry of Construction broadens roads and making uphill roads even yearly. Gangaw District is a major region to travel to Chin State. To be able to carry out more road works in the district, 162 tons of tar was distributed to the region last year and 480 tons of tar, amount the triple of last year, was distributed in current fiscal year. So, the roads in Gangaw District will be in better condition. The ministry has also made researches and designed road layer which can bear 40 tons of loads and will upgrade it phase by phase over years.

Regarding Kyaukhtu-Pauk-Seikpyu Road, it is combination of three networks of roads-Seikpyu-Pauk-Kuakhtu Road (84 miles and three furlongs), Pakokku-Pauk-Kyaukhtu Road (79 miles) and Seikpyu-Pakokku Road (59 miles) covering 142 miles.

The road has three bridges on it, all of which were destroyed due to Giri Storm which swept the region in October last year. Ministry of Construction has assigned Special Bridge Construction Groups to reconstruct those bridges as quickly as possible. Reconstruction of No. 1 Pauk Bridge (Ohntaw) has so far been completed by over 25 per cent and is planned to be opened before monsoon whereas No. 2 Pauk Bridge (Yepya) has been completed by 90 per cent and is scheduled to be commissioned on 31 March.

Kandwin (Yaw Creek) Bridge is of broad crest facility and thus takes time to be repaired. So, a temporary bailey bridge was built and put into service on 25 December, 2010.

And the transportation between Seikpyu and Pakokku has become normal. To ensure normal transportation in monsoon, a five-mile long new road is being constructed from old Kandwin Bridge to Daungtha (Yaw Creek) rail-cum-bridge to Myitche-Wazi Road with the use of machinery. The road will provide easy access to Pakokku from Myitche and the road on Daungtha Bridge is also being tarred.

The transportation will become normal as those bridges will be put into service ahead of coming monsoon.

Source: NLM 2011-03-24

Pakokku-Pauk-Kyaukhtu Road is 79 miles long and was commissioned as 12-ft wide tarred facility in November, 2003.

Seikpyu-Pauk-Kyaukhtu Road is 84 miles and three furlongs long and is all-weather one. The road is made of 47 miles and three furlongs long tarred road and 37 miles long gravel road.

Seikpyu-Pakokku Road is 59 miles long and was commissioned as 12-ft wide tarred facility in April 1999.

Seikpyu-Saw Road is made of 10 miles and two furlongs long tarred road and 59 miles long gravel road, totaling 69 miles and two furlongs in length. As creeks big and small, originating from catchment areas of Chin mountain ranges flow through the road into Ayeyawady River, the road has many big and small bridges on it. And vehicles face difficulties in crossing the road due to wooden bridges and flood.

Now, the Ministry of Construction is taking measures to upgrade all the bridges in states and regions to RC type facility. Top priority is given to under-50-ft bridges, bridges between 50-ft and 100-ft in length as second priority, and bridges between 100-ft and 180-ft as the third priority for upgrading. If there is any over-180-ft bridge to be upgraded to RC type facility, the ministry will ask the government to upgrade it.

On 4 January, 2010, Pathein-Monywa Motor Road on the west bank of Ayeyawady River was commissioned as 450 miles and five furlongs long and 12 feet wide tarred facility, providing transportation between Chin State, Magway Region (West), Gangaw District and Yangon and Mandalay as well as town in states and regions in short time.

The State has spent a large sum of cash on construction of roads and bridges every year. The Ministry of Construction has constructed tarred to have 10-year lifespan and broad crest bridges to have 100-year lifespan.

Cargo trucks and timber trucks of private companies passing on those roads and bridges load more than limited amount, and consequently, roads with expected lifespan of 10 years are damaged within two or three years.

He then asked the representative to urge local residents not to drive over-loaded vehicles and ride iron-wheel bullock carts on the road. In conclusion, the minister said that the Ministry of Construction is paving new roads, upgrading and maintaining roads in states and regions covering 21361 miles and two furlongs in length. It is improving Union Highways, inter-region and inter-state roads yearly according to priority ranking as well as roads and bridges in Gangaw District which is the gateway to the west of Magway Region and Chin State.