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THE GLOBAL NEW LIGHT OF MYANMAR

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Youth volunteers prepare to deliver the aid to local people in villages in Maungtaw. **PHOTO: YAMANYA**

Fifth batch of youth volunteers provides humanitarian aid in Maungtaw

Young people have volunteered to deliver aid to villages in Maungtaw, Rakhine State, under a programme of the Union Enterprise for Humanitarian Assistance, Resettlement and Development in Rakhine (UEHRD).

The fifth batch of volunteers comprising 53 people from Yangon and Mandalay is divided into two groups and is participating to provide aid to villagers in Maungtaw and Buthidaung.

"The fifth batch of our group included 53 volunteers, including 47 volunteers from the Yangon and Mandalay regions and six staff from the department. We are providing humanitarian assistance by forming two teams of 26 volunteers for the Buthidaung Township and 27 volunteers for the Maungtaw Township. Our Maungtaw team distributed 268 units today, while the Buthidaung group supplied 150 units," said Ko Than Htun Aung from the Department of Disaster Management.

In Maungtaw, the UEHRD volunteers went to villages in Ngwetaung, Thayagone, Ywarthayar and Thittaw and provided the villagers with rice, oil, salt, fish cans, onions and potatoes. Milk powders were also provided for children aged between six months and two years. "I have never been here before. I came here as a representative of the Yangon Region social welfare association.

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Nippon Foundation builds 300th school

AMYOTHA Hluttaw Speaker Mahn Win Khaing Than attended the opening of Long Hey Basic Education Post-Primary School in Pa-O Self-Administered Zone on 3 March.

The post-primary school is the 300th school built under the initiative to construct schools by the Ministry of Border Affairs and the Nippon Foundation in Shan State.

Attending the event were Union Minister for Border Affairs Lt-Gen Ye Aung, Union Minister for Education Dr. Myo Thein Gyi, Shan State Chief Minister Dr. Lin Htut, Major General Win Min Tun of Eastern Command, deputy ministers, Shan State ministers, the Chairman of the Pa-O National Organization Nippon Foundation Chairman Mr Yohei Sasakawa, Head of Economic and Development Assistance Section at the Embassy of Japan Mr Kazuyuki Takimi, officials from philanthropic groups, and more than 1,000 ethnic nationals.

Firstly, Mahn Win Khaing Than, Lt-Gen Ye Aung, Dr. Myo Thein Gyi, Dr. Lin Htut, Major General Win Min Tun, Mr. Sasakawa and Mr. Takimi cut the ceremonial ribbon to open the school and planted some trees.

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Nippon Foundation builds 300th school

FROM PAGE-1

The attendees then toured the school, while Mr. Sasakawa, deputy ministers and the Pa-O National Organisation chairman opened the school's playground. The second part of the ceremony began with the transfer of the school's ownership.

Lt-Gen Ye Aung first delivered a speech noting that the day's ceremony was an auspicious day for the country's education. He said the Nippon Foundation has been providing assistance since 2002 to build or renovate schools and implement projects in the community to raise funds. He said the foundation was planning to expand the project into northern and southern Shan state and the Kayah State to build some 120 schools.

Next, Dr. Myo Thein Gyi said the Ministry of Education was working hard to implement the National Education Strategic Plan, so that no one is left behind in education.

He also said the ministry would upgrade education colleges to a four-year programme for an education degree to train highly-skilled teachers.

Mr. Sasakawa then explained the Nippon Foundation's work in assisting Myanmar's educational development, national reconciliation and peace efforts. Mr. Takimi also encouraged people to preserve the schools and raise the educational level of the children.

Amyotha Hluttaw Speaker, the Chairman of Nippon Foundation and other high-ranking officials cut the ribbons to open Long Hey school, the 300th school built in Shan State. **PHOTO: MNA**

Next, the Shan State Chief Minister and the Chairman of the Pa-O National Organization thanked the Nippon Foundation and all other participating philanthropic organizations for contributing towards the development of the educational sector.

Later, the documents of Long Hey school, sports equipment, and a fund of Ks7,300,000 were handed over to the responsible officials. Finally, Amyotha Hluttaw Speaker Mahn Win Khaing Than, union ministers and esteemed guests received commemorative certificates for the school's opening and other local products. —Myanmar News Agency ■

Gov't to release list of hazardous jobs for children

The authorities will release a list of jobs in the country that are not suitable for children, in order to prevent them from working in hazardous conditions, according to a report in Myawady Daily on Sunday.

As a developing country, the number of child labourers is increasing each year. The move aims to help protect the children's right to survive, their labour rights and right to education, among others.

As part of its efforts to ensure the best interests of the child, the government is working to release a list of hazardous jobs and to place some restrictions this year. The country has more than 12 million children between the age of five and 17 years, of which, 5 per cent are child workers, while some 5 per cent of the total child labourers are engaged in hazardous works.

The root cause of child labour is poverty, which forces children to work, an official said.

The International Labour Organisation estimates that the number of working children is some 250 million in developing countries. Of these working children, 61 per cent are in Asia, 32 per cent are in Africa and 7 per cent are in Latin America. —GNLM ■

Rainfall expected in Upper Sagaing, Taninthayi regions, Kachin State

Rain showers are expected in the Upper Sagaing and Taninthayi regions, Kachin State, in two days, as the weather is partly cloudy over the Andaman Sea and South Bay, and generally fair elsewhere over the Bay of Bengal, according to the Myanmar Daily weather report issued by the Department of Meteorology and Hydrology yesterday evening.

The forecast for Nay Pyi Taw, Mandalay, and neighbouring areas for today is generally fair, and for Yangon and its neighbouring area is partly cloudy. Seas will be slight in Myanmar waters. The wave height will be some 2-4 feet off and along Myanmar coasts.—GNLM ■

Seven killed in collision in Danubyu Township

Seven persons were killed and many others injured when a car collided with a truck and an express in Talinesu Village, Nyaung Chaung village tract, in Danubyu Township at 8.45 pm on 3 March, the Danubyu police reported.

A car driven by Kyaw Soe Khaing Tun and carrying three other passengers — a monk, a novice and a man identified as U Nyunt Lwin — crashed into the rear left side of a stationary truck. The car, which was travelling at high speed, lost control and crashed into another express vehicle on the other lane. The express was being driven by Zin Min Lat and was carrying 16 passengers.

Kyaw Soe Khaing Tun was killed in the accident, along with the three co-passengers. A man and a woman travelling in the express also lost their lives. Some 12 persons were injured in the incident.

Another rear-end collision occurred on the same spot at 4.15 am. yesterday, when a car driven by Zaw Min Htet from Hlaingthayar, with two people on board, crashed into a stationary truck ahead, causing minor injuries to the occupants.

The Danubyu police have filed charges against Kyaw Soe Khaing Tun under section 304 (a) and 338/33 of the Penal Code, as well as against Zaw Min Htet for reckless driving and speeding under section 338/33 of the Penal Code. —Aung Thu Hein (IPRD) ■

Fifth batch of youth volunteers provides humanitarian aid in Maungtaw

FROM PAGE-1

Six volunteers from our association are part of each batch. We faced some difficulties in the early days, because this is our first trip. However, we will be all right after we tour all the villages. We will do our best in the remaining days of the programme. We are providing assistance without discrimination. We are glad to deliver the aid," said Ko Naung Htet, who lives in Insein Township.

The fifth batch of youth volunteers will carry out humanitarian assistance programmes in the villages of Buthidaung and Maungtaw townships until 12 March.

The fifth wave of humantarian aid arrives in Buthidaung and Maungtaw with youth volunteers. **PHOTO: YAMANYA**

The 1st batch of UEHRD youth volunteers began their voluntary services on 5 November 2017 in the villages of Buthidaung and Maungtaw townships. — Hein Htet Zaw ■

5 MARCH 2018
THE GLOBAL NEW LIGHT OF MYANMAR

Basic businesses are fundamental for the entire economy

MYANMAR has to face a lot of challenges in various sectors on her path of democratic transition. But there are positive signs such as a gradual ease of doing business in Myanmar and the attention given to the private sector to boost the general economy. So even though Myanmar has numerous challenges, the socio-economy of the people is running smoothly.

Economists have pointed out that a much freer commerce model and more attention to the basic level of economy is needed to elevate Myanmar's overall economy. Around 99 per cent of Myanmar's businesses are made up of micro, small and medium enterprises (MSMEs) which is why an expert from the World Bank has pointed out that strengthening the country's economy with the interests of State and Regional level businesses is needed.

One of the basic-level businesses in the country is the production of edible oil which Myanmar citizens consume on a daily basis. In fact, there is a Burmese saying that a dish is not complete without oil. On average, a person consumes about 6 viss (21.6 pounds) of oil annually. Since Myanmar has a large general labor population, there is a huge market for imported edible oil.

This is why we need to empower the basic-level businesses like these to turn Myanmar's economy around on its head and also to create job opportunities. Not only edible oil, we need to revise our entire import policy to create a better model for the nation's economy.

In almost a decade, imported edible oil overshadowed the local market, effectively slowing down 90 per cent of local edible oil businesses. In 1990, imported edible oil was coming at around 10,000 tons monthly but has since increased to 50,000 to 70,000 tons a month. It is estimated to be worth USD 500 million.

When the number of local edible oil production plants decreased, demands rose for grains and husks, byproducts for feeding livestock. As a result, we now import around 500,000 tons of animal feed monthly which can total up to USD 200 million a year. To sum up, Myanmar spends a staggering USD 700 million a year on importing edible oil and animal feed. While the annual market price for imported and local edible oil has a difference of Ks 18,000 per person, in terms of aftereffects on health it can reach as high as Ks 100,000 per person.

We can now evidently see that relying on imported edible oil is detrimental to our country's economy. It slows down MSMEs and is a cause for unemployment. To see onions, garlic, lentils and other agricultural products being imported from other countries when they can be cultivated right here in Myanmar is an unfortunate sight.

This is why we need to empower the basic-level businesses like these to turn Myanmar's economy around on its head and also to create job opportunities. Not only edible oil, we need to revise our entire import policy to create a better model for the nation's economy.

Development Status of Roads and Bridges in Rakhine State

KYAW LINN (Construction)

There are three main gateways to Rakhine using land transport, namely:
1. Minbu – Ann – Sittwe road
2. Pyi – Padaung – Taungup – Kyaukphyu road
3. Ngathaingchaung – Gwa - Thandwe road

Main exit and entry gates of Rakhine State

- Ngathaingchaung-Gwa-Thandwe-Taungup road
- Pyi-Padaung-Taungup-Maei-Kyaukphyu road
- Minbu-Ann-Kyauktaw-Sittwe road
- Sittwe-Ponnagyun-Rathedaung-Buthidaung-Maungdaw-Ahngumaw road
- Kyauktaw-Paletwa-Matupi-Hakah-Falam-Tiddim-Tonzaang-Kyikha road

In the previous days, in order to go to Sittwe from the central part of Myanmar, road users have to pass through Minbu and then to Ann with the total vehicle running time of 16 hours due to the existing topography and the conditions of road and bridges along the route. One of the bottleneck section is the Ramong Bridge as time goes by the loading capacity of the saidsuspension bridge was reduced and up to the buses were allowed to cross on the bridge maintaining slow speed. The rest of the cargo trucks were needed to use the z craft to cross the river.

During the Democratic Government, there is a mandate to develop the Rakhine State within one year in basic infrastructures. Therefore, Ministry of Construction has set up the plan to minimize the curvature in the existing curve sections on Minbu – Ann road, upgrading the existing temporary bridges to reinforced concrete bridges on Ann – Sittwe road, and upgrading the existing Ramong suspension bridge with the technology provided by JFE company of Japan so that nowadays, people can have vehicle running time (driving time) of 12 hours with ease of comfort using Minbu – Ann – Sittwe road. The main goal is to reduce the driving time to 10 hours within 3 years to improve mobility on the aforementioned road.

Rehabilitation of Ramong suspension bridge on Yangon-Sittwe road

Finishing work of Ramong suspension bridge on Yangon-Sittwe road

(King Creek Bridge 44 feet)
Upgrading from Bailey bridge to Concrete Bridge on Minbu-Ann-Sittwe road

Before — After

Construction of Stone Pitching Retaining wall in 140km-142km on Minbu-Ann-Sittwe road

Completion of retaining wall

5.5m wide Construction of concrete road in 375.6km-381.8km on Minbu-Ann-Sittwe road

Completion of concrete road

Overlay of Minbu-Ann-Sittwe road

Construction of Stone pitching retaining wall in (109.5km-110km) on Minbu-Ann-Sittwe road

Completion

Construction of0.8m wide bituminous pavement (160.6km to 161.4km) on Yangon-Sittwe road

Ongoing — After construction

Ongoing construction of thickness of 225mm and 5.49m wide concrete road from 170km to 174.8 km on Yangon-Sittwe road

Ongoing construction of concrete road

Pyi – Padaung – Taungup – Kyaukphyu road is now upgrading with the Official Development Assistance (ODA) of Japan International Cooperation Agency (JICA). The project includes upgrading of existing 6 bridges as well as the targeted road section which is 14 miles 4 furlongs in length. In addition, upgrading of existing road with rigid pavement about 4 furlongs and flexible pavement 1 mile 7 furlongs as well as 7 bridges were constructed with the financing of the Government.

5.5m wide construction of concrete road between 50km and 50.8km on Yangon-Kyaukphyu (Taungup-Maei section)

Before — Being ongoing

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Development Status of Roads and Bridges in Rakhine State

FROM PAGE 9

Upgrading gravel road from 12feet wide bituminous road on Yangon-Kyautphyu road (Maei-Alechaung Section)

Before construction at mile post (68/0-68/5)

After construction at mile post (68/0-68/5)

Upgrading from Bailey bridge to Reinforced concrete bridge (TanhlawyBridge 600ft) on Yangon-Kyaukphyu road (Taungup-Maei section)

Before

After

Ngathaingchaung – Gwa – Thandwe road is passing through Rakhine mountain range and previously, using the said cross road takes 12 driving hours to get to Thandwe from Yangon. During the reign of the new government, within a year, many existing roads were upgraded in Ayeyarwaddy Region, including the upgrading of existing bridges and road stretches of Gwa – Ngathaingchaung – Thandwe road. Nowadays, vehicles leaving Yangon at 6 am can arrive Thandwe around 2:30 pm (total driving hours 8hr 30 min). There is a 20 million USD project funded by World Bank for the upgrading of the said road and within 3 years people can have travel time around 7 hrs. using this route.

Construction of Overlay road (1.8km-9km) on Thandwe-Gwa road

Before

After

Kyaukpasat bridge on Thandwe-Gwa road

Before

After

Furthermore, in Rakhine State, there is a roadway to Paletwa town of Chin State. This route can lead to Kalaymyo, Gangaw and Pakokku via Matupi and Hakha of Chin State. The upgrading of the said route namely: Paletwa – Matupi – Hakha road will be finished within three years of the reign of the government and there will have one more gateway to Rakhine through Chin State. This access route to Paletwa is now mostly in earthroad condition but a few section has paved with penetration macadam and the missing links has been connected with bridges.

Kyauktaw-Paletwa-Matupi-Hakah- Kyikha road

The northern part of Rakhine State including towns of Buthidaung, Maungtaw and Rathedaung, were hard to access in the previous days. Thesetowns rely on waterway for transport and travelling took almost a day with ships to connect to the southern part. The Democratic Government has implemented the Sittwe – Ponnagyun – Rathedaung – Buthidaung – Maungtaw road project and some of the bridges were built over the creeks already. In this section, five bridges are still under implementation with day and night shifts to connect the missing links and it is targeted to be finishedby March 31, 2018.

In the said section, there is a tunnel which was built in the early 20th Century was deteriorating and causing bottleneck nature and the bypass route was constructed so that the existing route was improved to all weather road standard within one-year period.

Kyauktaw - Paletwa road

After construction of bituminous road between (53.4km-53.6km)

After construction of bituminous road between (53.6km-53.8km)

Documentary photo of Kyauktaw- Paletwa road construction

After construction of bituminous road between (53.2km-53.4km)

After construction of gravel road between (32.8km-33km)

Sittwe-Rathedaung-Buthidaung-Maungdaw-Ahngumaw road

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Development Status of Roads and Bridges in Rakhine State

FROM PAGE 10

Construction of reinforce concrete bridge (Panzin creek bridge) at Rathedaung-Buthidaung road

365.7m length reinforce concrete bridge construction (Tawphyar bridge) at Ponnagyun- Rathedaung road

170m length reinforced concrete bridge construction (No.7/10) at Buthidaung-Maungdaw road

Before After

40m length reinforced concrete bridge construction (No.12/8) between 7/6 mile and 7/7 mile at Buthidaung-Maungdaw road

Before After

40m length reinforced concrete bridge construction (No.13/7) between 6/7 mile and 7/0 mile at Buthidaung-Maungdaw road

Before After

By-pass road for 658m length tunnel between 7/7mile and 8/0 mile at Buthidaung-Maungdaw road

After After

12ft widebituminous road construction between 12.8km and 13.2km at Buthidaung-Maungdaw road

Before After

The road toAhlaethankyawandAhngumaw by Maungdaw is about 50 miles in length, and it was not maintaining well because of shortage of budget and in the previous days, the travel time was about 5 hours but now road users can travel within 3 hours for the Maungdaw – Ahngumaw section. Currently, under the guidance of UEHRD, the said road section is undergoing construction to upgrade the existing road with concrete pavement carriageway by the Asia World Company Ltd.

Upgrading from wooden bridge to reinforced concrete bridge within 82km-83.6km (OhnCreek Bridge) at Manaung island ring road

Before After

The progress on the road and bridge sector of Rakhine State for the last two years, can be seen on the following table:

Sr	Particulars	1.4.2016 to 28.2.2018	Remarks
1	Progress of concrete road	24 miles 4 furlongs	
2	Progress of asphalt concrete road	2 miles	
3	Progress of bituminous road	23 miles	
4	Progress of (12 Ft.) wide bituminous road	53 miles	
5	Updated progress of over 180ft. bridges	14 nos.	
6	Renovation of over 180ft. bridges	3 nos.	
7	Progress of bridges between over 50ft. and above 180ft.	16 nos.	
8	Progress of bridges of below 50ft. bridges and culverts	354 nos.	
9	Progress of gravel road	56 miles 4 furlongs	

In Rakhine state, the main roadways have been upgraded with two year as well as access and ring road of Myan Aung Island, Myepon-Minpyar road, Pauktaw-Minpyar road including upgrading the other roads and bridges construction are being carried out. The transportation sector in Rakhine state has been significantly developed within two-year period under the new regime. Moreover, the road and bridge sector will be remarkably improved during the coming three-year period in the whole Rakhine State. ■