**Northern Line**
- First line connection from Phnom Penh – Battambang to Poipet at Thai Border.
- Rail Length 385Km.
- Constructed 1929-1942

**Southern Line**
- Second line connection from Phnom Penh – Sihanoukville (International Sea Port).
- Rail Length 264Km
- Constructed 1960-1969
Railway Resources

Stations:
- Phnom Penh – Poipet  49 Stations
- Phnom Penh – Sihanouk Ville 29 Stations
## Railway Resources

### Track

- **Phnom Penh – Poipet 385Km:**
  - Rail Gauge: 1 000mm
  - Rail Track: P 30Kg/m
  - Steel Sleepers
  - Axle load: 15Tonnes

- **Phnom Penh – Sihanoukville 264Km:**
  - Rail Gauge: 1 000mm
  - Rail Track: P 43Kg/m
  - Wooden Sleepers
  - Axle load: 20Tonnes
  - Total Brand Line: 100km

### Bridge and Culverts

- 100 Steel bridges of 2.733meters
- 168 Concrete bridges of 4.026meters
- Culverts 716Pcs.
• 18 February 2008 Ground breaking ceremony were held by Prime Minister and President of ADB at Sisophon where the located missing line of the Northern line;
• Commencement of rehabilitation and reconstruction works is started on 1 March 2008.
<table>
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<th>Source of Funds</th>
<th>Original Project</th>
<th>Supplementary Financing ($million)</th>
<th>Total</th>
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</table>
Railway Rehabilitation (Scope of Works)

1. Southern line: Phnom Penh to Sihanouk Ville

- Length: 264 km
- Bridges: Repair 4 and minor repair 18
- Culverts: 49 (new 37 and repair 12)
- Loading stand: 20 tonne
- Sleepers: Concrete Sleeper and fastening.
- Construction: 945 days.

2. Northern Line: Phnom Penh to Poipet

- Length: 385 km
  + 338 km (Phnom Penh to Sisophon)
  + 48 km (Missing Link from Sisophon to Poipet)
- Bridges: 67 (new 32 and repair 35)
- Culverts: 80 (new 77 and repair 03)
- Loading stand: 20 tonne
- Sleepers: Steel and concrete sleeper for missing link.
- Construction: 884 days.
Rehabilitation Work at the Southern Line

Phnom Penh – Sihanouk Ville 264km
Rehabilitation Work at the Northern Line

Phnom Penh - Poipet 385Km
REHABILITATION WORK
I – Study on The New Railway Link From Bat Doeng to Snoul (Cambodia) connect to Loc Ninh (Vietnam):

(1) KL Consultant, **416.7 millions US$**

This estimated price is including bridges over the Mekong River (L=2,000m) and Tonle Sap River (L=1,800m).

The feasibility studied in November 2000, commissioned by the Malaysian Transport Ministry, which covers the entire Trans-Asia Road and Rail Project.

(2) Second Survey and Design Institute of P.R. China, has conducted the Preliminary Technical Study from Bat Doeng to Snoul, which is the part of the Singapore – Kunming Rail Link Project in Cambodia with the total length **257.35Km** including bridges over the Mekong River (L = 12,800m) and Tonle Sap River (L = 7,750m), **(1.865 million US$/Km)**, Estimated cost about **480 millions US$** in year 2005.
(3) Royal Railways of Cambodia study team, about **262 millions US$**. Based on local prices of materials to be use and local workforces to work on the field including bridges over the Mekong River (L=1,500m) and Tonle Sap River (L=1,000m).

(4) Third Survey and Design Institute of P.R. China, has conducted the feasibility study of the railway link from Bat Doeng to Snoul, on the Singapore – Kunming Rail Link Project in Cambodia, with the total length **257.85Km** including bridges over the Mekong River 5,034.5m and Tonle Sap River 3,993.6m, (Construction Cost 2.663millions US$/Km). Estimated cost about **686.646millions US$** in year 2011.

II – The Feasibility Study on The New Railway Link From Snoul to Stung Treng connect to Laos:

Nanning Survey and Design Institute Co., Ltd of China Railway Siyuan Group of PR China conducting the feasibility study of the new railway link from Snoul, Kratie province to Stung Treng province connect to Laos, with the total length about **273km**.

The feasibility study will finish the report at the end of year 2013.
Propose new link from Bat Doeng to Loch Ninh (Vietnam) 255km

Propose new link from Snoul to Stung Treng to Laos Border 273km

Sisophon - Poipet 48Km

Phnom Penh - Sihanouk Ville 264km

Phnom Penh - Sisophon 338Km
In the late 1950’s, UNESCAP suggested the idea of developing a rail network connecting certain countries in Asia linking the railway from Istanbul, Turkey to Singapore. This linkage was named the Trans Asian Railway.

Until December 1995, the Fifth ASEAN Summit was held in Bangkok. At the meeting Malaysia was nominated to coordinate activities leading to the establishment of the proposed the Singapore - Kunming Rail Link (SKRL) Project.

Based on priority ranking of the KL consultant’s study and followed up the suggestion of the special working group meeting on Singapore - Kunming Rail Link, it is recommended that the Project of the Singapore – Kunming Rail Link connecting Singapore – Malaysia – Thailand – Cambodia – Myanmar – Laos – Vietnam and China be chosen, which has a distance of about 5,513Km.
Singapore-Kunming Rail Link Project