

CHIN STATE (FEB. 2022)

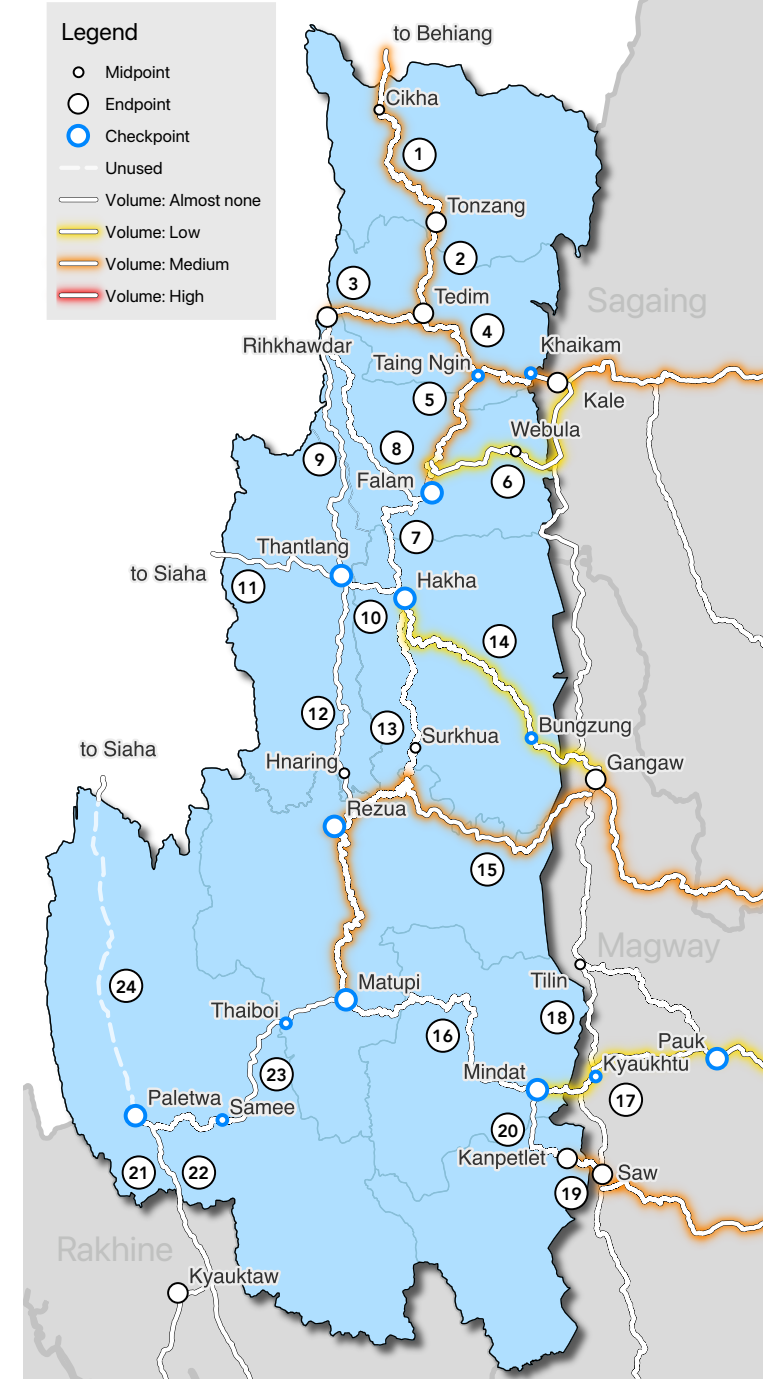
# COMMERCIAL TRANSPORT REPORT

## Market Analysis Unit (MAU)

The MAU monitors transport routes to track the flow of commercial goods between major towns and border crossings. Data are based on KIIs with market actors. Some route depictions may not be exact. Reports are available online at [www.themimu.info/market-analysis-unit](http://www.themimu.info/market-analysis-unit).



#	Route (point A - point B)	Route Status as of Feb. 2022 (compared to Jan. 2021)	Commercial Volume		
			Change	Total	Direction
1	<b>Tonzang - Behiang (India)</b> via Cikha	Still a minor border-crossing with India. Volume is unchanged.	—	●●	
2	<b>Tonzang - Tedim</b>	Still Tonzang's main supply route, but volume is down. Goods come from Mandalay via Kale (Sagaing).	▼	●●	
3	<b>Tedim - Rihkhawdar</b>	Still the main route to the Indian border at Rihkhawdar, but volume is down.	▼	●●	
4	<b>Tedim - Kale (Sagaing)</b>	Still Tedim's main supply route, but volume is down. Goods come from Mandalay.	▼	●●	
5	<b>Falam - Kale (Sagaing)</b> via Lungbang/Khaikam	Still Falam's main supply route, and volume is unchanged. Goods come from Mandalay via Kale (Sagaing).	—	●●	
6	<b>Falam - Kale (Sagaing)</b> via Webula	Still Falam's secondary supply route, and volume is up due to checkpoints on the main route.	▲	●	
7	<b>Falam - Hakha</b>	Still Falam's backup supply route, but remains rarely used. Goods come from Mandalay via Gangaw (Magway).	—	○	
8	<b>Falam - Rihkhawdar</b>	Still connects Falam to the Indian border at Rihkhawdar, but rarely used.	—	○	
9	<b>Thantlang - Rihkhawdar</b>	Still connects Thantlang to the Indian border at Rihkhawdar, but transport has mostly stopped.	▼	○	
10	<b>Thantlang - Hakha</b>	Still Thantlang's main supply route, but transport has mostly stopped. Goods come from Mandalay via Gangaw (Magway).	▼	○	
11	<b>Thantlang - Siaha (India)</b> via Sangua	Still the secondary border-crossing with India, but transport has mostly stopped.	▼	○	
12	<b>Thantlang - Rezua</b> via Hnaring	Still connects Thantlang to S. Chin, but remains rarely used.	—	○	
13	<b>Hakha - Rezua</b> via Surkhua	Still connects Hakha to S. Chin, but remains rarely used.	—	○	
14	<b>Hakha - Gangaw (Magway)</b>	Still Hakha's main supply route, but volume is down sharply. Goods come from Mandalay.	▼	●	
15	<b>Matupi - Gangaw (Magway)</b> via Rezua	Matupi's new main supply route, and volume is up due to conflict in Mindat. Goods come from Pakokku/Mandalay via Kyaukhtu/Pauk.	▲	●●	
16	<b>Matupi - Mindat</b>	No longer Matupi's main supply route, as transport has mostly stopped.	▼	○	
17	<b>Mindat - Pauk (Magway)</b>	Still Mindat's main supply route, but volume is down sharply. Goods come from Pakokku/Mandalay via Pauk (Magway).	▼	●	
18	<b>Mindat - Gangaw (Magway)</b> via Kyaukhtu/ Htilin	Still Mindat's secondary supply route, but transport has mostly stopped. Goods come from India or Kale (Sagaing).	▼	○	
19	<b>Kanpetlet - Saw (Magway)</b>	Still Kanpetlet's main supply route, but volume is down. Goods come from Chauk (Magway).	▼	●●	
20	<b>Kanpetlet - Mindat</b>	Still connects Mindat and Kanpetlet, but commercial transport remains rare.	—	○	
21	<b>Paletwa - Kyauktaw (Rakhine)</b> waterway	Still Paletwa's main supply route, and volume is up due to less road travel. Goods come from Mandalay/ Yangon via Sittwe (Rakhine).	▲	●●	
22	<b>Paletwa - Kyauktaw (Rakhine)</b> roadway	Still Paletwa's secondary supply route, but volume is down. Goods come from Mandalay/Yangon via Kyauktaw/Sittwe (Rakhine).	▼	○	
23	<b>Paletwa - Matupi</b> via Samee/Thaiboi	Still Paletwa's backup supply route, but volume is down.	▼	○	
24	<b>Paletwa - Siaha (India)</b> via Zorinpui	Still being constructed, not a functioning border-crossing with India.	N/A	N/A	N/A



## Current Route Dynamics

Commercial transport volumes are higher in the northern district of Falam and lower on most routes in Hakha and Mindat Districts. Many key arteries in Chin State now see low or medium volume (e.g., near Tedim and Falam), and those in the center and south of the state see almost none (e.g., near Thantlang, Matupi, Mindat). Conflict continues to disrupt transport, and checkpoints in more than a dozen locations across the state often prevent, detour or delay transport of commercial goods. Transit is mostly inbound, with few goods leaving the state.

## Route Changes (since Jan. 2021)

Increased armed conflict since February 2021 has reduced transport volumes throughout the state. Commercial transport volumes are down on more than half of major transport routes in Chin State, in both the north and south. Declines in volume are naturally most common near main towns, particularly Mindat. This has also led to modest volume increases on some alternative routes (e.g., near Falam, Matupi, Paletwa). Most commercial transport was already inbound prior to February 2021, but this is even more true now, likely due to fewer outbound goods.

The relative importance of some commercial routes has shifted in the past year due to conflict risk. As fewer goods come from Mindat, Matupi now relies on a much longer route via Gangaw. Due to conflict in the north, Falam increasingly receives goods from Kale on a checkpoint-free backup route via Webula.

## Implications

- **Goods transport will remain hard statewide.** Particularly in Thantlang, Matupi, and Mindat.
- **Monsoon impacts may be felt most at border crossings and north-south connectors.**
- **Routes may shift further as transporters adapt to conflict and checkpoints.** However, limited road networks will place hard limits on adaptation and increase motorcycle reliance.

## Permanent Route Features

	Route (Point A - Point B)	Mode	Distance (Hrs)	Quality	Monsoon Condition
1	Tonzan - Behiang (India) via Cikha	Road	5	★	↪
2	Tonzan - Tedim	Road	2	★★★	→
3	Tedim - Rihkhawdar	Road	4	★★	→
4	Tedim - Kale (Sagaing)	Road	4	★★★	→
5	Falam - Kale (Sagaing) via Lungbang/Khaikam	Road	4	★★★	→
6	Falam - Kale (Sagaing) via Webula	Road	6	★★	↪
7	Falam - Hakha	Road	2	★★★	→
8	Falam - Rihkhawdar	Road	4	★★	- →
9	Thantlang - Rihkhawdar	Road	5	★	↪
10	Thantlang - Hakha	Road	1	★★	→
11	Thantlang - Siaha (India) via Sangua	Road	9	★	✕
12	Thantlang - Rezua via Hnaring	Road	5	★★★	- →
13	Hakha - Rezua via Surkhua	Road	7	★	- →
14	Hakha - Gangaw (Magway)	Road	4	★★	→
15	Matupi - Gangaw (Magway) via Rezua	Road	12	★★★	- →
16	Matupi - Mindat	Road	6	★★★	→
17	Mindat - Pauk (Magway)	Road	3	★★	→
18	Mindat - Gangaw (Magway) via Kyaukthu/ Htilin	Road	5	★★★	→
19	Kanpetlet - Saw (Magway)	Road	1	★★★	→
20	Kanpetlet - Mindat	Road	2	★★★	→
21	Paletwa - Kyauktaw (Rakhine) waterway	Water	4	★★★	→
22	Paletwa - Kyauktaw (Rakhine) roadway	Road	3	★★	→
23	Paletwa - Matupi via Samee/Thaiboi	Road	12	★★	↪
24	Paletwa - Siaha (India) via Zorinpui	N/A	N/A	N/A	N/A

## Route Indicators

Indicators are estimated based on KIIs. They are intended to provide a qualitative impression rather than exact measures.

**Volume (total)** – Commercial volume on route, relative to routes in the state. Excludes raw materials and illicit trade (e.g., timber, drugs).

○ ○ ○ Almost none  
 ● ○ ○ Low  
 ● ● ○ Medium  
 ● ● ● High

**Volume (direction)** – Portion of volume in each direction (null if volume is “almost none”).

A to B B to A

**Distance** – Route length, measured as hours of travel by standard car/boat. Travel times vary; this is intended only as a rough measure of relative distance.

**Quality** – Route quality in dry season based on infrastructure, relative to elsewhere in state.

★ ★ ★ ★ Very poor  
 ★ ★ ★ ★ Poor  
 ★ ★ ★ ★ Medium  
 ★ ★ ★ ★ High

**Monsoon Condition** – Route conditions in monsoon season.

✕ Closed - closed in monsoon  
 ↪ Poor - worse in monsoon  
 - → Variable - weather dependent  
 → Good - stable in monsoon

**Checkpoints** – Checkpoints or outposts on route (belonging to any party) which regulate the transport of goods.

## Market Analysis Unit (MAU)

The Market Analysis Unit provides development practitioners, policymakers and private sector actors in Myanmar with data and analysis to better understand the impacts of Covid-19, conflict and other crises on:

- Household purchasing power, including coping mechanisms, safety nets and access to basic needs;
- Supply chains, including trade, cross-border dynamics and market functionality (particularly as it relates to food systems);
- Financial services, including financial services providers, household and business access to finance and remittances; and
- Labor markets (formal and informal), with a focus on agricultural labor and low-wage sectors (e.g., construction, food service).

## CONTACT

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