

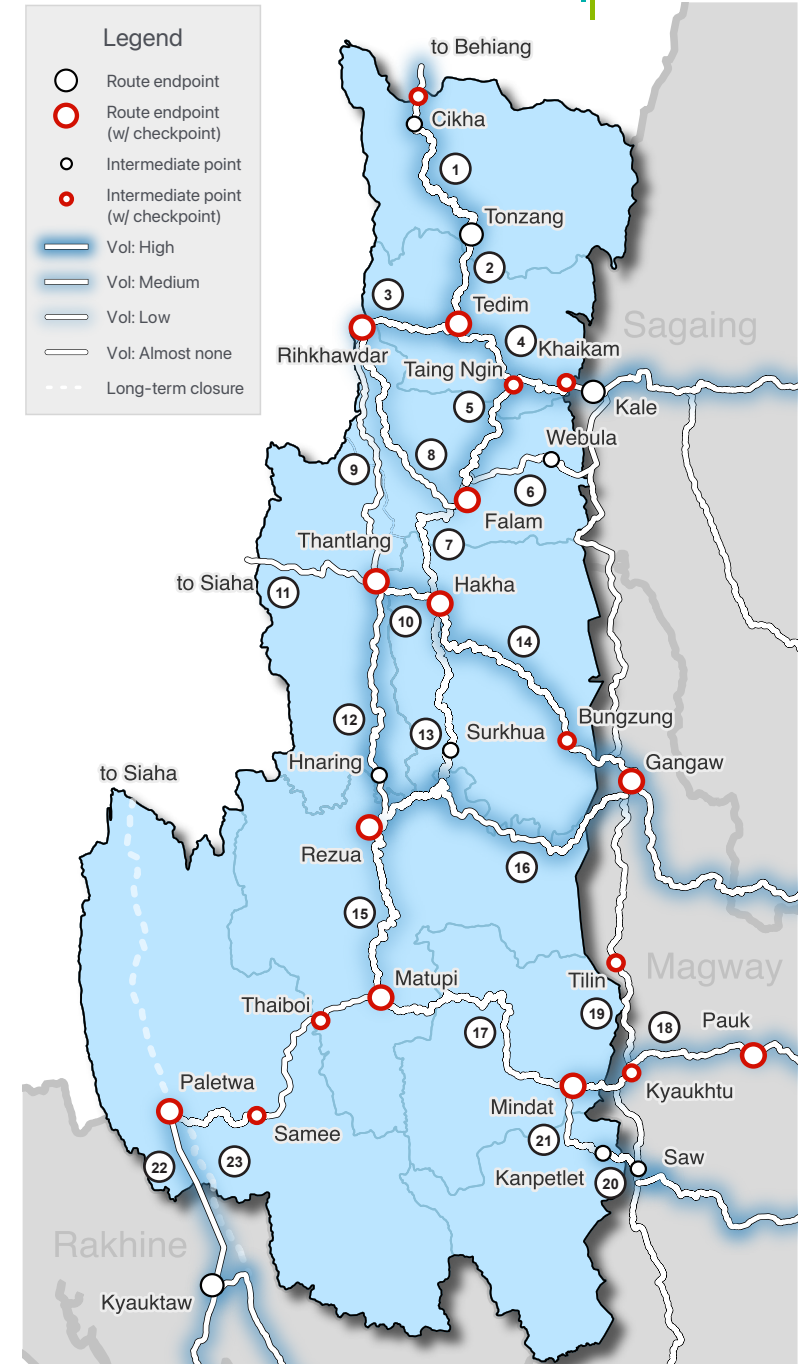
Commercial Transport Report

Market Analysis Unit (MAU)

The MAU monitors transport routes to track flows of commercial goods between towns. Data are based on KIIs with market actors. Reports available at www.themimu.info/market-analysis-unit.



#	Route (point A - point B)	Route Status as of Mar. 2023 (compared to Feb. 2022)	Closures		Commercial Volume	
			Now/change	Total/change	Direction	
1	Tonzan - Behiang (India) via Cikha	Still a minor border-crossing with India (more for imports than exports). Volume is up only slightly.	Rare	— ●●	—	█
2	Tonzan - Tedim	Still main supply route for Tonzan. Goods come from Mandalay via Kale (Sagaing). Volume is unchanged.	Rare	— ●●	—	█
3	Tonzan - Rihkhawdar	Chin State's main border crossing with India (more for imports than exports). Volume is unchanged.	Rare	— ●●	—	█
4	Tedim - Kale (Sagaing)	Still main supply route for Tedim. Goods come from Mandalay. Volume is unchanged.	Rare	— ●●	—	█
5	Falam - Kale (Sagaing) via Lungbang/Khaikam	Still main supply route for Falam. Goods come from Mandalay. Volume up slightly due to less fighting.	Rare	▼ ●●	—	█
6	Falam - Kale (Sagaing) via Webula	Still secondary supply route for Falam. Volume is down as Falam-Kale transport via Lungbang (5) resumed.	Rare	— ○	▼	█
7	Falam - Hakha	Still backup supply route for Falam. Goods come from Mandalay via Gangaw (Magway). Still rarely used.	Rare	— ○	—	█
8	Falam - Rihkhawdar	Connects Falam to Indian border (more for imports than exports). Volume is up due to less fighting / closures.	Rare	▼ ●	▲	█
9	Thantlang - Rihkhawdar	Connects Thantlang to Indian border (more for imports than exports). Still rarely used.	Rare	— ○	—	█
10	Thantlang - Hakha via Sopum	Main supply route for northern Thantlang. Goods from Hakha take a long detour via Sopum (due to closure).	Rare	— ●●	—	█
11	Thantlang - Siaha (India) via Sangua	Chin State's second source for Indian goods. Volume is unchanged despite less fighting (due to higher prices).	Rare	— ○	—	█
12	Thantlang - Hnaring	Main supply route for southern Thantlang. Goods come via Magway. Volume is up due to less fighting.	Rare	— ●●	▲	█
13	Hakha - Hnaring	Connects Hakha to S. Chin. Fighting/closures are down, but rarely used unless other routes are closed.	Rare	▼ ○	—	█
14	Hakha - Gangaw (Magway)	Still main supply route for Hakha. Goods come from Mandalay. Volume is up due to less fighting.	Occasional	— ●●	▲	█
15	Matupi - Rezua	Still main supply route for Matupi. Goods come via Magway. Volume down due to reduced demand.	Occasional	— ●	▼	█
16	Rezua/Hnaring - Gangaw (Magway)	Main supply corridor for southern Thantlang and Matupi. Matupi volume is down, but Thantlang is up.	Occasional	— ●●	—	█
17	Matupi - Mindat	Once Matupi's main supply route, but trade remains rare due to checkpoints and closures.	Frequent	— ○	—	█
18	Mindat - Pauk (Magway)	Still main supply route for Mindat. Volume is up due to less fighting and slight rise in population / demand.	Rare	— ●●	▲	█
19	Mindat - Gangaw (Magway) via Kyaukthu/Htilin	Still secondary supply route for Mindat. Goods come via Sagaing. Still rarely used due to low demand.	Occasional	— ○	—	█
20	Kanpetlet - Saw (Magway)	Still main supply route for Kanpetlet (from Magway). Volume is unchanged despite less fighting / closures.	Rare	▼ ●●	—	█
21	Kanpetlet - Mindat	Still connects Mindat and Kanpetlet, but commercial transportation remains rare.	Rare	— ○	—	█
22	Paletwa - Kyauktaw (Rakhine) via waterway	Still main supply route for Paletwa. Goods come from Mandalay / Yangon. Closures are up; volume is static.	Frequent	▲ ●●	—	█
23	Paletwa - Kyauktaw (Rakhine) via roadway	Closed since mid-2019.	Long-term	—	N/A	█
24	Paletwa - Matupi via Samee/Thaiboi	Still secondary supply route for Paletwa, used only when the waterway is closed. Volume is unchanged.	Occasional	— ○	—	█



Note: Placenames based on MIMU records, where available. Some route depictions may not be exact. Checkpoints can belong to any party and may not be exhaustive.

Key Findings

- **Reduced armed conflict has made route closures less frequent on some routes;**
- **Trade volumes have increased on routes supplying Hakha, Mindat and southern Thantlang,** yet commercial trade elsewhere in Chin State has remained mostly flat;
- **Mandalay remains the main source of goods for Chin State,** as Indian imports remain low;
- **Export of local cash crops from Chin State has increased very slightly since March of 2022;**
- **Infrastructure quality on interior and border roads has worsened due to neglect,** although road quality on major corridors remains decent;
- **Thantlang, Matupi and Paletwa are likely to see supply disruptions from monsoon weather.**

Closures and Checkpoints

Reduced fighting has reduced the frequency of route closures, although they remain common in southern Chin State. In the past year, route closures were less frequent on major routes supplying Falam in northern Chin State and Kanpetlet in southern Chin State (5, 20); in general, closures have become fairly rare on these routes. The frequency of closures elsewhere remains unchanged, with closures rare in northern Chin State and occasional or frequent in southern Chin State. The direct route between Hakha and Thantlang remains closed, supplanted by a lengthy detour via Sopum (10). The Paletwa-Kyauktaw road also remains closed, replaced by waterway transport which is permitted several days per week (22, 23).

The myriad checkpoint locations in Chin State appear largely unchanged in the past year. Many towns in Chin State already had entrance/exit checkpoints one year ago, and most exit still. In the state's villiage tracts, checkpoints sometimes exist at strategic midway points on more popular routes. Some checkpoint times have worsed—increasing shipping times—while others have improved.

Source and Volume of Goods

Trade volumes increased marginally in Chin State since last year, particularly on routes supplying Hakha, southern Thantlang and Mindat.

Reduced fighting in central and southern Chin State has led to increased volume on larger trade corridors serving Hakha, southern Thantlang, and Mindat (12, 14, 18). In the case of Mindat, this may also be linked to rising demand for goods as some displaced households return from Magway Region. On the other hand, in northern Chin State the main pipeline of commercial goods—which passes via Kale in Sagaing Region—has not grown (4, 5). In fact, most routes in Chin State have not seen increased trade since last year, and no routes currently see volumes comparable to 2019.

Most goods supply to Chin State still arrives from Mandalay via Sagaing and Magway Regions. The supply of goods to Tedim, Falam and Hakha in northern Chin State continues to arrive mainly from Mandalay via Kale in Sagaing Region or Gangaw in Magway Region (ongoing conflict in those regions partly accounts for little growth in trade in Chin State). Tedim and Falam Townships also continue to receive Indian imports, but traders say these imports have not grown. Reduced fighting in border areas initially led to increased Indian supply to Tonzan, Tedim and northern Thantlang Townships, but traders say this waned as exchange rates rendered Indian goods more expensive than alternatives from central Myanmar; only Falam continues to see marginally-higher supply from

Route Infrastructure

#	Route (point A - point B)	Mode	Distance (Hrs)	Quality	Monsoon Conditions
1	Tonzan - Behiang (India) via Cikha	Road	7	★	↘
2	Tonzan - Tedim	Road	2	★★★★	→
3	Tonzan - Rihkhawdar	Road	5	★★★	→
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	6	★★★	- →
9	Thantlang - Rihkhawdar	Road	5	★	↘
10	Thantlang - Hakha via Sopum	Road	12	★	↘
11	Thantlang - Siaha (India) via Sangua	Road	9	★	→
12	Thantlang - Hnaring	Road	5	★★★★	- →
13	Hakha - Hnaring	Road	7	★	- →
14	Hakha - Gangaw (Magway)	Road	4	★★★	→
15	Matupi - Rezua	Road	12	★	↘
16	Rezua/Hnaring - Gangaw (Magway)	Road	10	★	↘
17	Matupi - Mindat	Road	9	★★★★	→
18	Mindat - Pauk (Magway)	Road	3	★★★	→
19	Mindat - Gangaw (Magway) via Kyaukthu/Htilin	Road	5	★★★★	→
20	Kanpetlet - Saw (Magway)	Road	1	★★★★	→
21	Kanpetlet - Mindat	Road	2	★★★★	→
22	Paletwa - Kyauktaw (Rakhine) via waterway	Road	8	★★★★	→
23	Paletwa - Kyauktaw (Rakhine) via roadway	Road	3	★★★	→
24	Paletwa - Matupi via Samee/Thaiboi	Road	12	★★★	↘

India (8). The supply of goods to southern Chin State remains fractured, with Matupi and Mindat supplied from Mandalay via Gangaw, Pauk and Saw, while Paletwa is supplied via waterway from Kyauktaw in Rakhine State.

The outflow of locally-produce goods produced from Chin State has increased slightly since last year. The vast majority of goods shipped throughout Chin State are imported from Central Myanmar (and less so India), but there has been some increase in the outflow of locally-produced goods. The export of cash crops from Chin State to central Myanmar—such as elephant foot yam—has resumed somewhere after pausing almost entirely during the COVID-19 pandemic. Most of these goods go to wholesale markets in Mandalay.

Route Quality and Seasonal Effect

Route infrastructure remains decent for Chin State's main supply links with Sagaing and Magway Regions, but border and interior routes have worsened. The main supply routes into Chin State—such as those serving Falam or Kampetlet (5, 20)—remain medium-quality and reliably open in monsoon season. However, many roads in Chin State require annual repair due to seasonal damage from rain or landslides, and road maintenance has waned since February 2021. Today there are more routes with "Poor" or "Very Poor" quality, particularly in border areas supplying Indian imports to Tonzan and Thantlang (1, 9, 11) and on backup routes that supply Thantlang and Matupi when conflict closes their main supply routes (13, 15).

Monsoon conditions may hamper supply to Thantlang, Matupi and Paletwa. Monsoon weather dramatically affects commercial supply in Chin State by rendering some roads unreliable or impassible from June to August. This is particularly true in northern border areas supplying Indian imports to Tonzan, Falam and Thantlang (1, 8, 9). It is also true of local routes providing critical backup supply to Falam, Thantlang and Paletwa when conflict affects their primary supply routes (6, 10, 13, 24). Some major corridors also worsen in monsoon, such as the Hnaring/Rezue - Gangaw

Implications

- **Low trade volumes suggest market systems in Chin State remain shocked by conflict.** Only minor improvement in trade volumes suggest market systems remain very disrupted;
- **Traders appear ready to service local demand if / when fighting and closures wane.** Trade increases following lulls in conflict suggest crucial transport service potential remains intact;
- **Increased trade around Thantlang, Hakha and Mindat suggests improved goods supply.**
- **Continued roadway degradation will further hamper supply and raise transport costs.** Absent maintenance, access will grow more difficult and costly—particularly to village tracts;
- **Thantlang, Matupi and Paletwa will likely see supply disruptions during monsoon,** potentially exacerbating already-poor supply of goods to communities reliant on these markets.

Route Indicators

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

Closures – Frequency of closures on route since last measured.

- Rare** - Closed less than twice per year
- Occasional** - Closed 2-5 times per year
- Frequent** - Closed 6 or more times per year
- Long-term** - Closed indefinitely

Volume (change) – Change in volume on route since last measured.

- ▲ **Increased**
- **Stable**
- ▼ **Decreased**

Volume (total) – Current commercial volume on route, relative to routes when last measured. Excludes raw materials and illicit trade (e.g., timber, drugs).

- **High**
- **Medium**
- **Low**
- **Almost none**

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



Mode – Route modality (e.g., road, waterway).

Distance – Route length, measured as hours of travel by standard car/boat (incl. checkpoints). 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 good**
- ★★★★☆ **Good**
- ★★★☆☆ **Poor**
- ★☆☆☆☆ **Very poor**

Monsoon Condition – Route conditions in monsoon season.

- **Good** - Stable in monsoon
- → **Variable** - Weather-dependent
- ↘ **Poor** - Poorer in monsoon
- × **Closed** - Closed in monsoon

road (16), which supplies Matupi and southern Thantlang Township.

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).

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