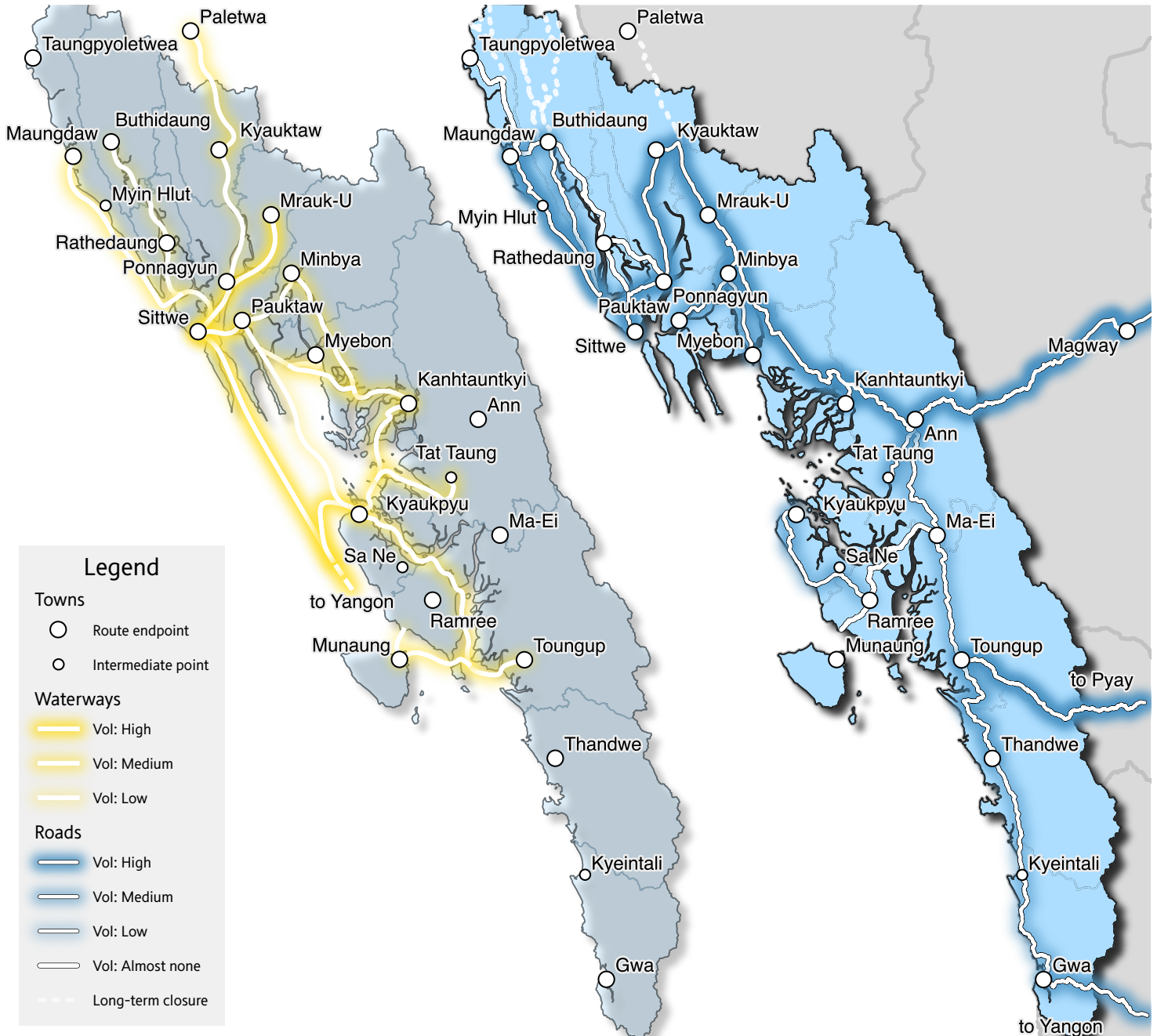


Commercial Transport Report

Market Analysis Unit (MAU)

The MAU monitors transport routes to track flows of commercial goods between towns. This rapid CTR presents pre-cyclone baseline data to support of aid delivery following Cyclone Mocha; the data do not reflect post-cyclone conditions. Data are based on MIMU shapefiles and KILs with market actors. Reports available at www.themimu.info/market-analysis-unit.



Source and Volume of Goods

Most supply of goods to Rakhine State arrives via three central/southern roads from Central Myanmar and by sea from Yangon. Supply to Rakhine State via road arrives through Ann (via Magway), Toungup (via Pyay) and Gwa (via Ayeyarwady Region). Within the state these feeder routes are linked by a single transportation artery running from Gwa in the south to Sittwe in

the north. Supply volumes are largest north of Toungup, particularly along the road to Sittwe. Supply via sea from Yangon, while less frequent, delivers supply in large volumes. On Rakhine State's northern borders, supply from Chin State is rare (indeed, Paletwa is dependant upon northern Rakhine for supply), and imports from Bangladesh are limited, informal and poorly-mapped.

Note: Placenames based on MIMU records, where available. Some route depictions may not be exact.

In central and northern Rakhine State, waterways exist alongside roads as critical supply channels. Waterways duplicate and in some cases supercede road-based supply in the state's north. Waterways are particularly critical network links for locations like Pauktaw, Paletwa (Chin State), Myebon, and Mrauk-U, and they are important for connecting Kyaukphyu and Sittwe to Yangon by sea. Moreover waterways are critical for last-mile travel: some townships like Rathedaung have large areas with few roads, making waterways critical for reaching villages. Yet water-based supply routes in Rakhine State see less regular traffic than roads, with some major water routes seeing regular trade throughout the week but less-than-daily.

Route Quality and Seasonal Effect

Major supply routes in Rakhine State have decent quality roads, yet most routes are very susceptible to poor weather. Road quality in Rakhine State is best in central/southern areas and along the major north-south corridor, and it is worst in remote areas of the north. The conditions created by Cyclone Mocha—like seasonal monsoon conditions in general—can badly impact road and waterway transportation. Some key routes in the far north invariably worsen in heavy rain, and few throughout the state are consistently reliable. Route conditions are often uncertain poor weather, including those critical for reaching towns like Buthidaung, Pauktaw, Paletwa, and Minbya.

Route Volume and Infrastructure

#	Route (point A - point B)	Mode	Volume	Distance (Hrs)	Quality	Monsoon Conditions
1	Taungpyoletwae - Maungdaw	Road	●	-	★★	↘
2	Maungdaw - Sittwe	Water	●●	10	★★	↘
3	Maungdaw - Sittwe via Myin Hlut	Road	●	5	★★★★	->
4	Maungdaw - Buthidaung	Road	●●	1	★★★★★	->
5	Buthidaung - Rathedaung	Road	○	2	★★★★	->
6	Buthidaung - Rathedaung	Water	●	6	★★★★	->
7	Buthidaung - Sittwe	Road	●	6	★★	->
8	Rathedaung - Ponnagyun	Road	○	2	★★	↘
9	Rathedaung - Sittwe	Water	●	4	★★★★	->
10	Rathedaung - Sittwe	Road	○	4	★★★★	->
11	Sittwe - Mrauk-U	Water	●●●	3	★★★★	->
12	Sittwe - Ponnagyun	Road	●●●	1	★★★★★	->
13	Sittwe - Myebon	Water	●	4	★★★★	->
14	Sittwe - Kyaukphyu	Water	●	6	★★★★	->
15	Sittwe - Yangon	Water	●●●	50	★★★★	->
16	Sittwe - Pauktaw	Water	●●●	2	★★★★	->
17	Pauktaw - Minbya	Water	●●	2	★★★★	->
18	Pauktaw - Minbya	Road	●●	1	★★★★	->
19	Ponnagyun - Kyauktaw	Road	●●●	2	★★★★★	->
20	Kyauktaw - Mrauk-U	Road	●●●	2	★★★★★	->

#	Route (point A - point B)	Mode	Volume	Distance (Hrs)	Quality	Monsoon Conditions
21	Kyauktaw - Paletwa	Water	●●	4	★★★★	->
22	Kyauktaw - Paletwa	Road	N/A	-	-	-
23	Mrauk-U - Minbya	Road	●●●	1	★★★★★	->
24	Minbya - Kanhtaunkyi	Water	●●	4	★★★★	->
25	Minbya - Kanhtaunkyi	Road	●●●	5	★★★★★	->
26	Minbya - Myebon	Road	●●	1	★★★★★	->
27	Kanhtaunkyi - Kyaukphyu	Water	●●	2	★★★★	->
28	Kanhtaunkyi - Ann	Road	●●●	1	★★★★★	->
29	Ann - Magway (Magway)	Road	●●●	6	★★★★★	->
30	Ann - Ma-Ei	Road	●	1	★★★★★	->
31	Ann - Kyaukphyu via Tat Taung	Mixed	●●	3	★★★★★	->
32	Kyaukphyu - Toungup	Water	●●	6	★★★★	->
33	Kyaukphyu - Ramree via Sa Ne	Road	●	3	★★★★★	->
34	Ramree - Munaung	Mixed	○	4	★★★★	->
35	Ma-Ei - Toungup	Road	●	2	★★★★★	->
36	Toungup - Munaung	Water	●●	4	★★★★	->
37	Toungup - Pyay (Bago)	Road	●●●	5	★★★★★	->
38	Toungup - Thandwe	Road	●●	1	★★★★★	->
39	Thandwe - Gwa via Kyeintali	Road	●	1	★★★★★	->
40	Gwa - Yangon	Road	●●	12	★★★★	->

Route Indicators

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

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

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.

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

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

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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