Nam Kong, Forgotten River of Myanmar and Future International Navigation Improvement

Win Naing Tun
- 886 kilometers stretch from Simoa in China and Luang Prabang in Lao navigable for vessels up to 500 tons
- Open river navigation to commercial vessels – Thailand
- Laos, Myanmar and Thailand signed agreement in 2000.
- First phase, blast out 11 rapids and 10 reefs along 331 km section
- Rapids provide a critical habitat for migratory fish species
- Reef produce oxygen, reducing pollution and aiding decomposition of vegetation within river basin
• Islets and rapids are sources of food and income for fishermen who rely on the river for their livelihoods. Blasting of the rapids would severely threaten the income and food security of villagers living in the area.

• River bank, increased erosion, higher sediment level, strange disruption of water flow

• Shipping of dangerous goods (liquefied petroleum gas, oil and other petroleum products)

• Impact to local people’s water weed collecting business

• Wave impact to small fishing boats, increase drought and floods
Soahloi Ferry Check Point
Eastern Shan State Special Region (4)

- Navigation passage and not destination so less economic benefit
- Required continuous maintenance
- Navigation Channel Improvement Project for Large Cargos
- Fisheries, Socio-economic, livelihood
- Improvement of cooperation between MRC, China and Myanmar

Hotel Construction Project near Soahloi Port
Benefit

- Increase in trade
- Labour and goods spreading in the region
- Progress of Yunnan Province
- Regional cooperation among Mekong countries
- Further canalization of the river will be bringing more impacts

Thank You!