

Ministry of Transport

# 4-year Performance

## Ministry of Transport

Under the Leadership of  
General Prayut Chan-o-cha

One Transport for All

For Happiness of Thai People



More Info



# 4-year Performance

The Ministry of Transport (MOT) under my leadership has been striving to enhance the quality of life through improved transportation systems. The MOT is developing transport networks across the country to provide multimodal interconnection for safer and more convenient travel and boosting economic activities.

In this pursuit, the MOT proposed the eight-year Thailand's Transport Infrastructure Development Strategy (2015-2022) to define the framework for development of transport networks in five aspects, namely intercity railway networks, public transit systems for addressing traffic issues, highway networks for providing links between major production bases and with neighboring countries, water transport systems, and aviation enhancement.

These infrastructure schemes aim to facilitate rapid and convenient mobility, improve living conditions and boost Thailand's competitiveness. The projects will help to unlock national economic potential and forge better connectivity in the region. I have emphasized that all responsible agencies must operate with great efficiency and transparency and that the fiscal budget should be allocated fairly and regularly as planned.

General Prayut Chan-o-cha  
Prime Minister

## In line with the Prime Minister's policies,

the Ministry of Transport (MOT) has been implementing infrastructure development to make Thailand a leading member of the Association of Southeast Asian Nations (ASEAN).



This has included the development of land, rail, water and aviation systems at domestic and cross-border levels to facilitate safe, convenient and inclusive transport and logistical measures generally. This will help to enhance incomes, contentment and quality of life for the Thai people as well as empower national economic competitiveness and upgrade Thailand into a regional transport hub.

Mr. Arkhom Termpittayapaisith  
Minister of Transport

## To achieve optimally connected

and comprehensive infrastructure development at the regional level.



We need strong determination and collaboration among the public and civil sectors to overcome constraints and limitations. In addition, we have to think outside the box in the pursuit of new approaches, i.e. law revision, process improvement and cooperation with the private and civil sectors. This will help to generate rapid and efficient development. We should also maintain transparent standards and ensure that implementation is accepted by the general public.

Mr. Pailin Chuchottaworn  
Deputy Minister of Transport



# Government Commitment to Developing the National Economy

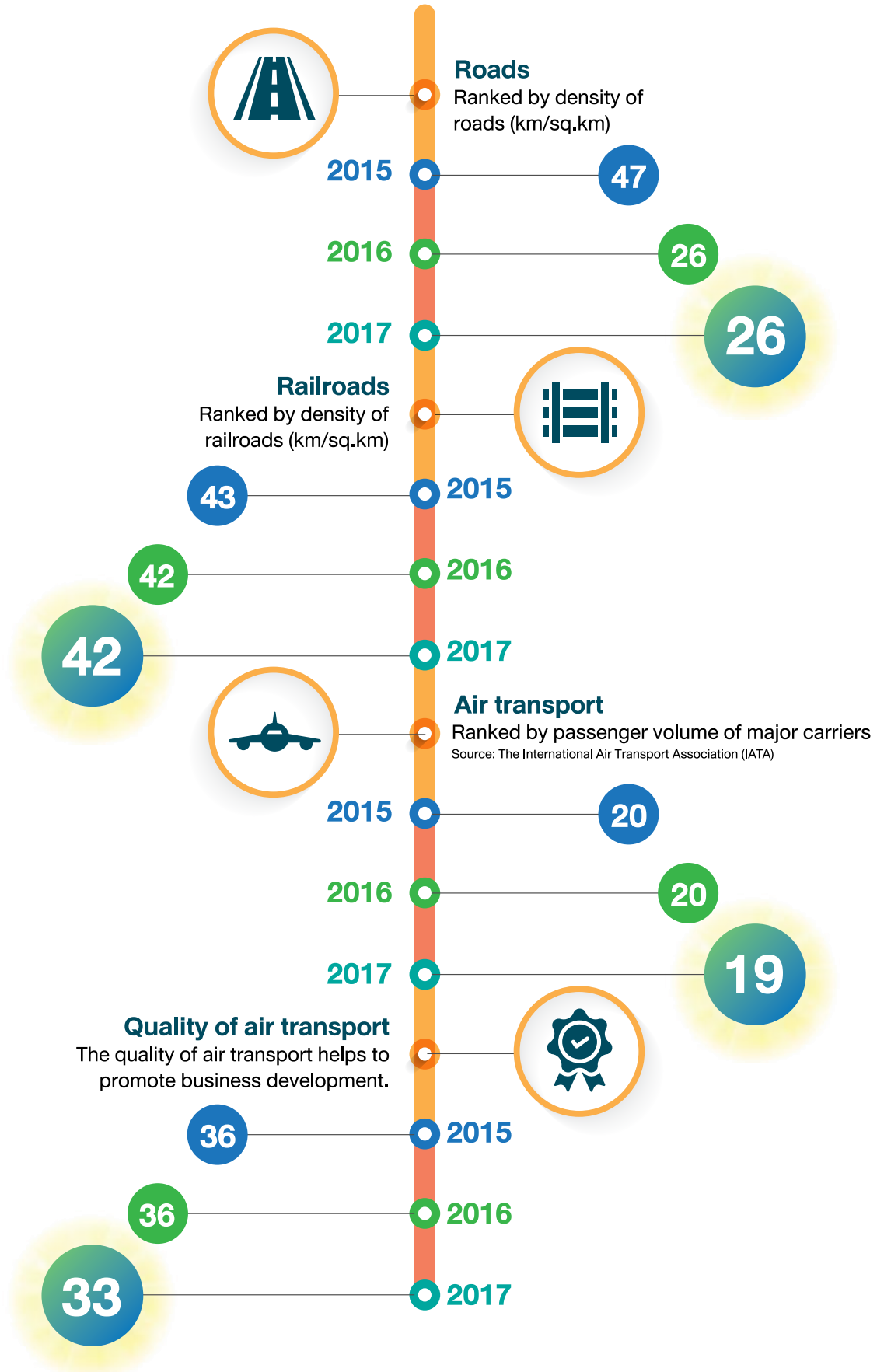
**The Royal Thai Government (RTG), under the supervision of General Prayut Chan-o-cha,** is focusing on national economic development in a bid to enhance people's well-being and create economic stability. Controlling logistical costs is a significant factor with regard to national economic advancement.

The RTG is thus determined to reduce logistical costs to boost national competitiveness. Planning is underway to expedite the development of efficient and cost-effective modes of transport including rail- and water-based transport systems. In 2014, Thailand's total logistical costs were 1,876.7 billion baht or 14.2 percent of the gross domestic product (GDP). After policy implementation, this figure had declined to 13.9 percent of the GDP in 2016.



Competitiveness rankings by the International Institute for Management Development (IMD)'s World Competitiveness Center indicate that Thailand has higher rankings in terms of the quality of overall infrastructure as follows:

## Thailand's Quality of Overall Infrastructure Rankings





# Developing Roads for Economic Corridors

**The RTG via the MOT has been upgrading roads nationwide for public benefit.**

The goals are to promote swift, safe and convenient travel and facilitate freight transport from production bases to commercial zones. This will help to boost economic growth and enhance general quality of life.

## Intercity Motorway and Expressway Projects for Comprehensive Public Transport Networks at Domestic and Cross-border Levels

### Intercity Motorway Projects

For the past 19 years, there had been only two functional intercity motorways with a combined length of 146 km. With the RTG's support, General Prayut Chan-o-cha **approved development of three further routes on 14 July 2015:**

- (1) Bang Pa-in-Nakhon Ratchasima (196 km)
- (2) Bang Yai-Kanchanaburi (96 km)
- (3) Pattaya-Map Ta Phut (32 km)

In addition, the **motorway network has been expanded to cover 13 provinces with a combined length of 470 km.** All the projects are slated for operation within 2020. Currently, the **production of public-private partnership (PPP) reports for the following four routes is being expedited with a combined length of 324 km.**

- (1) Nakhon Pathom-Cha-Am
- (2) Hat Yai-the Thai-Malaysian Border
- (3) The Uttaraphimuk Elevated Tollway (Rangsit-Bang Pa-in)
- (4) The Elevated Tollway on Highway No. 35 (Thon Buri-Pak Tho), Bangkok-Maha Chai

These routes will help to **lower transport and logistical costs, promote intercity mobility, alleviate traffic congestion** on other roads and highways, and facilitate safe and convenient travel.

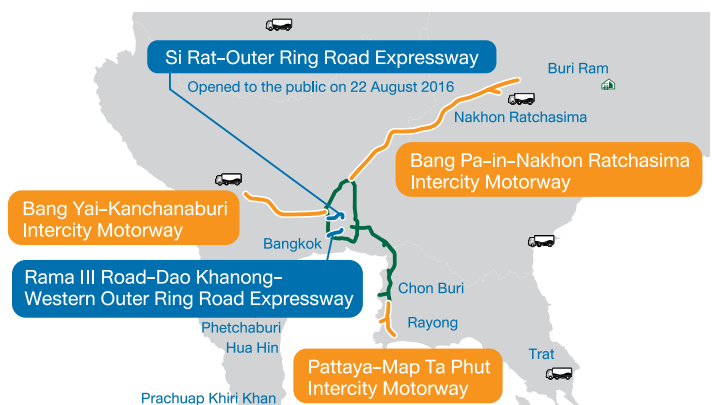


General Prayut Chan-o-cha presided over the groundbreaking ceremony for Bang Pa-in-Nakhon Ratchasima Intercity Motorway Project on 3 August 2016.

### Expressway Projects

Formerly, there were seven expressways with a combined length of 208 km. On 22 August 2016, the **Si Rat-Outer Ring Road Expressway was inaugurated** with a length of 16.7 km. This project helps to mitigate traffic congestion on the Thon Buri flank and accommodate travel demand between western Bangkok and nearby provinces.

The **Rama III Road-Dao Khanong-Western Outer Ring Road Expressway Project** was approved with a length of 18.7 km. This will facilitate travel between inner and outer Bangkok areas and reduce traffic congestion on Rama II Road.



## Enhancing Highway and Rural Road Efficiency

For four years, the MOT has been conducting four-lane expansion on 59 main highways, employing high safety standards, with a combined length of 1,049.75 km. This is equal to one-fourth of the total length (4,271 km) of all projects implemented between 1992 and 2014. The most significant projects are:



### Northern Routes

- **Highways No. 101 and 103 (Nakhon Sawan-Phitsanulok-Nan/Ngao District) (41.53 km)** including:
  - 1) Highway No. 103 (Rong Kwang District-Ngao District), Section 2 (20 km)
  - 2) Highway No. 101 (Rong Kwang District-Nan), Section 3 (12.60 km)
  - 3) Highway No. 101 (Rong Kwang District-Nan), Pha Mu-Pang Yao (8.93 km)

### Upper East-West Corridor Routes

- **Highway No. 12 (Mae Sot District-Tak-Sukhothai-Phitsanulok-Mukdahhan) (250.55 km)** including:
  - 1) Highway No. 12 (Tak-Mae Sot District), Section 3 (24.625 km)
  - 2) Highway No. 12 (Tak-Mae Sot District), Section 4 (26.451 km)
  - 3) Highway No. 12 (Lom Sak District-Nam Nao District), Section 1 (11 km)
  - 4) Highway No. 12 (Kalasin-Highway No. 12 (Ban Na Khrai)), Section 2 (71.436 km)
  - 5) Highway No. 12 (Na Khrai-Khamcha-I District) (36.31 km)
  - 6) Highway No. 12 (Lom Sak District-Khon San District), Nam Duk-Khon San District (81.04 km)
- **Highway No. 225 (Nakhon Sawan-Chaiyaphum-Maha Sarakham-Roi Et-Ubon Ratchathani-Chong Mek), Nakhon Sawan-Chaiyaphum, Section 1 (5 km)**

### Northeastern Routes

- **Highways No. 24 and 304 (Sattahip District-Phanom Sarakham District-Kabin Buri District-Ubon Ratchathani-Mukdahhan) (132.91 km)** including:
  - 1) Highway No. 304 (Kabin Buri District-Wang Nam Khiao District), Section 3 (11.365 km)
  - 2) Highway No. 304 (Kabin Buri District-Pak Thong Chai District) (Wildlife Corridor) (3 km)
  - 3) Highway No. 24 (Prasat District-Khukhan District-Highway No. 2085 Intersection), Section 1 (35 km)
  - 4) Highway No. 24 (Khun Han District-Highway No. 2085 Intersection) (31.80 km)
  - 5) Highway No. 24 (Prasat District-Sangkha District), Prasat District-Krathiam (26.44 km)
  - 6) Highway No. 24 (Prasat District-Sangkha District), Krathiam-Sangkha District (25.30 km)
- **Highway No. 408 (Surat Thani-Nakhon Si Thammarat-Hat Yai District (covering Songkhla and Chana District)) (39.14 km)** including:
  - 1) Highway No. 408 (Nakhon Si Thammarat-Songkhla), Ranot-Sathing Phra District (Part 2) (22.50 km)
  - 2) Highway No. 408 (Nakhon Si Thammarat-Sathing Phra District), Section 4 (11.80 km)

3) Highway No. 408 (Nam Krachai Intersection-Thung Wang Intersection) (4.84 km)

- **Highway No. 4 (Phuket-Phang-Nga-Krabi-Trang-Phatthalung), including Highway No. 4, Huai Yot District-Nakhon Si Thammarat (Phang-Nga-Krabi), Section 3 (Thap Put-Ao Luek) (31.80 km).**

### Other routes covering a total length of 129.55 km

- 1) Highway No. 401 (Surat Thani-Phang-Nga), Highway No. 41 Intersection-Highway No. 415, Section 2 (20.79 km)
- 2) Highway No. 4 (Chumphon-Ranong), Section 2 (23.50 km)
- 3) Highway No. 101 (Sukhothai-Sawankhalok District), Section 1 (6 km)
- 4) Highway No. 201 (Kaeng Khro District-Chum Phae District), Kaeng Khro District-Phu Khiao District (23.638 km)
- 5) Highway No. 4 (Chumphon-Ranong), Section 4 (32.45 km)
- 6) Highway No. 101 (Sukhothai-Sawankhalok District), Tawet Nok-Ko Ta Liang (6.22 km)
- 7) Highway No. 4 (Chumphon-Ranong), Sai Daeng-Bang Non (17.75 km)

Many of these projects aim to **upgrade Thailand into a regional hub for trading, investment and tourism**. In the past Thailand had eight cross-border bridges. Recently, **two projects have been launched** to provide further links to neighboring countries, i.e.,

- The Second Thai-Myanmar Friendship Bridge Crossing the Moei River, Mae Sot District, Tak Province
- The highway connecting Aranyaprathet District to the Thai-Cambodian Border (Ban Nong Ian-Stung Bot)

In addition, **road surfacing improvement has been conducted across the country with a combined length of 3,365 km**. Ninety-three roads were also constructed to accommodate royally-initiated projects with a combined length of 606 km as well as **193 bridges in community areas to better the lives of over 73,300 households**.

## Enhancing Road Safety

In cooperation with Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT), the MOT has applied technologies and innovations to upgrade road safety engineering. This has included **addressing the dangers of accident-prone spots on main highways** to promote road safety by installing warning signage, improving road barriers and providing anti-slip coatings as well as road markings for speed reduction in the pilot four provinces of Uttaradit, Phetchabun, Khon Kaen and Suphan Buri. Currently, these activities are being expanded across the country.



# Upgrading Mobility and Metropolitan Living Conditions

The MOT is offering a mass rapid transit system as a new option for urban transportation. It is also developing road and water transport networks systematically to alleviate traffic congestion in Bangkok and its vicinity, **boost transport efficiency and promote sustainable traffic mitigation measures for enhanced quality of life.**

## Developing Mass Rapid Transit Systems in Bangkok and Its Vicinity

Since 1999, only two mass transit routes had been operational with a combined length of 23.5 km. Until 2014, railway lines had been increased by just 62.5 km.

However, General Prayut Chan-o-cha's government has expedited the slow-moving construction of existing projects, approved the development of five new projects, and proposed four additional projects. The plan is to expand rapid transit networks in Bangkok and its vicinity to encompass a distance of 464 km.

### The inauguration of two recent projects covering 24 km:

- The Chalong Ratchadham Line (Bang Yai-Tao Poon), with 16 stations: Commenced on 6 August 2016
- The Green Line (Bearing-Samrong), with one station: Commenced on 3 April 2017

### The acceleration of five projects covering 105.8 km:

- The Blue Line (Hua Lamphong-Bang Khae and Bang Sue-Tha Phra)
- The Dark Green Line (Bearing-Samut Prakan)
- The Dark Green Line (Mo Chit-Saphan Mai-Khu Khot)
- The Orange Line (Eastern Section) (Thailand Cultural Centre-Min Buri (Suwinthawong))
- The Dark Red Line (Bang Sue-Rangsit)

### The contract signing of three projects covering 91.9 km:

- The Pink Line (Khae Rai-Min Buri)
- The Yellow Line (Lat Phrao-Samrong)
- The Light Red Line (Bang Sue-Phaya Thai-Makkasan-Hua Mak) and Dark Red Line (Bang Sue-Hua Lamphong)

### One project under bidding, covering 25.9 km.

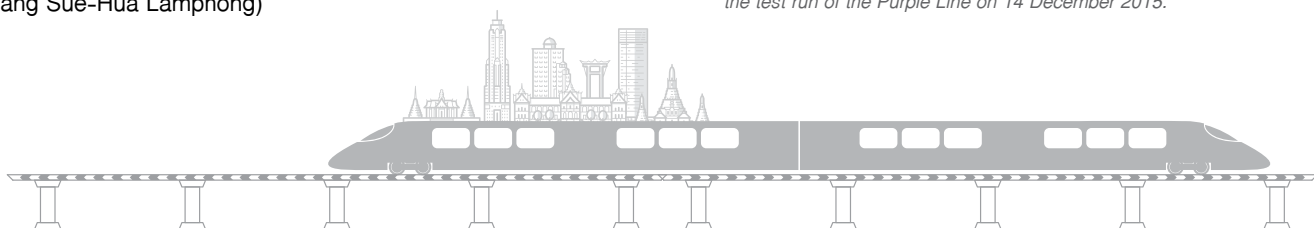
- The Purple Line (Southern Section) (Tao Poon-Rat Burana)

### Proposal of four projects to the Cabinet for approval, covering 42.7 km.

- The Orange Line (Western Section) (Taling Chan-Thailand Cultural Centre)
- The Light Red Commuter Train Extension from Taling Chan to Siriraj
- The Light Red Commuter Train Extension from Taling Chan to Salaya
- The Dark Red Commuter Train Extension from Rangsit to Thammasat University (Rangsit Campus)

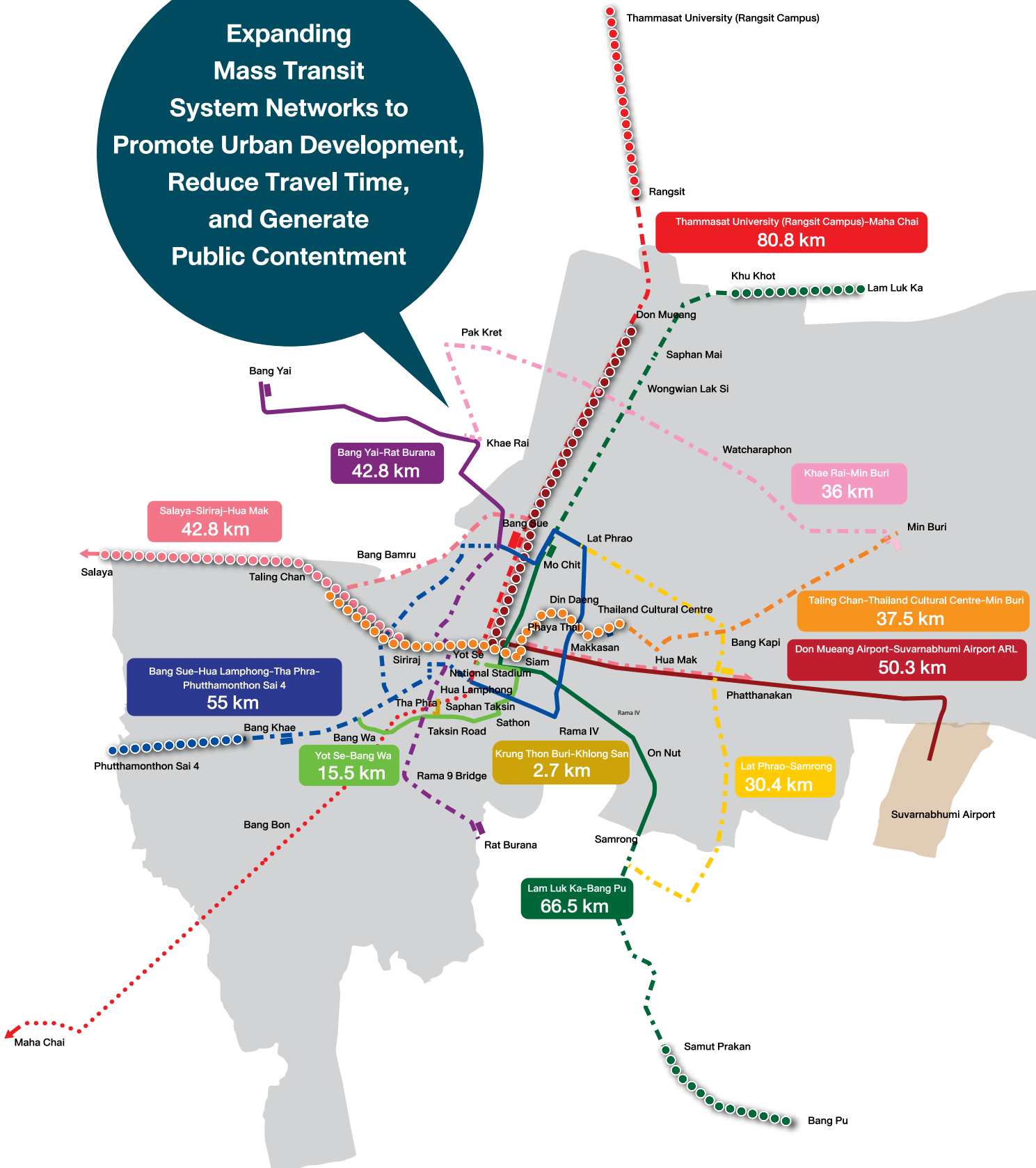


General Prayut Chan-o-cha presided over the test run of the Purple Line on 14 December 2015.





**Expanding  
Mass Transit  
System Networks to  
Promote Urban Development,  
Reduce Travel Time,  
and Generate  
Public Contentment**



Aware of the need for convenient access to mass rapid transit systems, the MOT has constructed Park & Ride buildings and installed safety systems along project alignments. Five parking buildings were constructed to facilitate access to the Chalong Ratchadham Line with a combined capacity of 4,900 vehicles. Additional projects will be implemented in line with the Park & Ride Master Plan for the Bangkok Metropolitan Region to accommodate future lines.

Four-car Airport Rail Link (ARL) trains were also launched with an increased number of seats and handrails. This helps to accommodate an average capacity of over 10,500 passengers per day in line with international safety standards.

## Constructing Roads and Bridges to Facilitate Traffic Flow in Suburban and Provincial Areas

The MOT has been **developing an inclusive road network** to mitigate traffic congestion in Bangkok, its vicinity and major cities in each region and to enhance general mobility.



*Maha Chesadabodindranusorn Bridge*



*Mr. Arkhom Termpittayapaisith, Minister of Transport, visited the Construction Project of Nakhon Ratchasima Outer Ring Road on Highway No. 290 (Northern Side), Section 2 on 6 May 2018.*

### Completed projects for addressing traffic congestion in Bangkok and its vicinity:

- The Maha Chesadabodindranusorn Bridge
- The road linking Ratchaphruek and Kanchanaphisek roads (east-west)
- The interchange at the intersection of Ratchaphruek and Kanlapaphruek roads
- The Ratchaphruek Road Extension, Phase 2 (Section 2) from Soi Charan Sanit Wong 13 to Maha Sawat Canal
- Ngor Road, Sawai Pracharat Road (Wat Khlong 4 Road), Khu Khot Comprehensive Plan, Pathum Thani Province

### Ongoing projects:

- The road linking Ratchaphruek and Kanchanaphisek roads (north-south)
- The Kanlapaphruek Road Extension
- The Ratchaphruek Road Extension, Phase 2 (Section 3) from Maha Sawat Canal to Highway No. 345
- Por Thor.3004 Road at the intersection of Highway No. 305 and Ban Lam Luk Ka, Thanyaburi District, Pathum Thani Province



*Mr. Arkhom Termpittayapaisith, Minister of Transport, visited the Construction Project of Kor Road, Nong Khai Comprehensive Plan on 17 February 2018.*



*Road construction linking Ratchaphruek and Kanchanaphisek roads (north-south)*



*Mr. Arkhom Termpittayapaisith, Minister of Transport, inspected operational readiness of the Project of Traffic Improvement and Accident Mitigation of Fah Ham Underpass Traffic Control and Facilitation Building on 8 June 2018.*

## Completed projects for addressing traffic congestion in provincial areas:

- Chor Road, Nakhon Ratchasima Comprehensive Plan, Nakhon Ratchasima Province
- The tunnel under the intersection of Sukhumvit and Pattaya Klang roads in Chon Buri Province
- Khor Road, Hat Yai Comprehensive Plan, Hat Yai District, Songkhla Province
- Jor and Chor roads, Mae Sot Comprehensive Plan, Tak Province (Mae Sot-Rim Moei)
- Kor Road (Section 2), Surat Thani Comprehensive Plan, Surat Thani Province
- Chor and Khor roads, Chai Nat Comprehensive Plan, Chai Nat Province
- Siri Lanta Bridge, Krabi Province

## Ongoing projects:

- Jor Road, Chumphon Comprehensive Plan, Chumphon Province
- Nor Yor.3007 Road at the intersection of Highway No. 305 and Ban Khlong 33, Ongkharak District, Nakhon Nayok Province
- Nor Mor.1120 at the intersection of Highway No. 2 and Ban Khok Phai, Mueang District, Nakhon Ratchasima Province
- The interchange crossing Highway No. 37 and connecting Thor Chor.Por Khor.2052 Road to Thor Chor. Por Khor.2057 Road, Hua Hin District, Prachuap Khiri Khan Province
- Jor1 and Jor2 roads of the Phayao Comprehensive Plan; Khor Road of the University of Phayao Community Comprehensive Plan; and the road linking Phayao Bypass Road
- The tunnel on San Pa Tong-Hang Dong Bypass Road, Chiang Mai Province



*Mr. Arkhom Termpittayapaisith, Minister of Transport, presided over the inauguration of the Siri Lanta Bridge, Krabi Province on 11 June 2016.*

## Chao Phraya River Pier Construction Project



To upgrade public boat piers into boat stations, the MOT has improved 17 piers to facilitate safe and convenient water transportation. They number the Samut Prakan, Bang Hua Suea, Bang Kachao Nok, Sathorn, Si Phraya, Harbor Department, Din Daeng, Ratchawong, Saphan Phut, Rajinee, Tha Tien, Tha Chang, Phran Nok, Thewet, Kiak Kai, Kheaw Khai Ka and Rama 5 piers.

## Developing Mass Transit Systems in Major Provinces



For greater public contentment in all regions, the MOT has commenced mass transit system projects in Phuket, Chiang Mai and Nakhon Ratchasima provinces under the PPP Fast Track scheme. Further development will be conducted in Khon Kaen, Phitsanulok and Udon Thani provinces. The targets are to promote systematic and sustainable traffic improvement and facilitate convenient travel for the public, entrepreneurs and visitors to industrial zones and tourist attractions.



# Continuous Development of Rail Transit Systems

## Improving Existing Railways, Constructing New Railways and Upgrading Services

**After more than 117 years the wait is over.** The RTG under the leadership of General Prayut Chan-o-cha has written a new page of history by developing rail transit systems as Thailand’s major transport network. This helps to promote safe, rapid, convenient and cost-effective transport and logistical measures via a precise timetable.

### Expediting Double-track Railway Construction

For the past 117 years, there were only 359 km of double-track railway lines. The RTG is thus expediting **development of the current project, approved development of another six projects** and has proposed nine additional projects, covering a combined length of 3,528 km. The ratio of double-track railway to the total railway network will thus be **increased from 9 to 68 percent.**



Mr. Somkid Jatusripitak, Deputy Prime Minister, presided over the contract signing ceremony for the five double-track railway projects (urgent plans) on 28 December 2017. The event was joined by Mr. Arkhom Termpittayapaisith, Minister of Transport; Mr. Pailin Chuchottaworn, Deputy Minister of Transport; and Mr. Chartchai Tipsunave, Permanent Secretary.

#### Ongoing project:

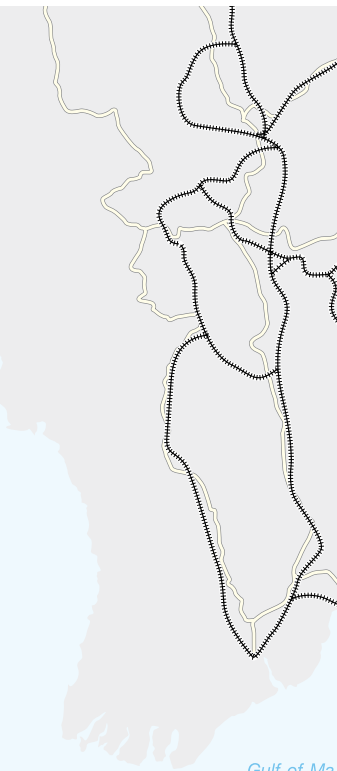
- Chachoengsao-Kaeng Khoi (106 km)

#### Six projects implemented between 2015 and 2017:

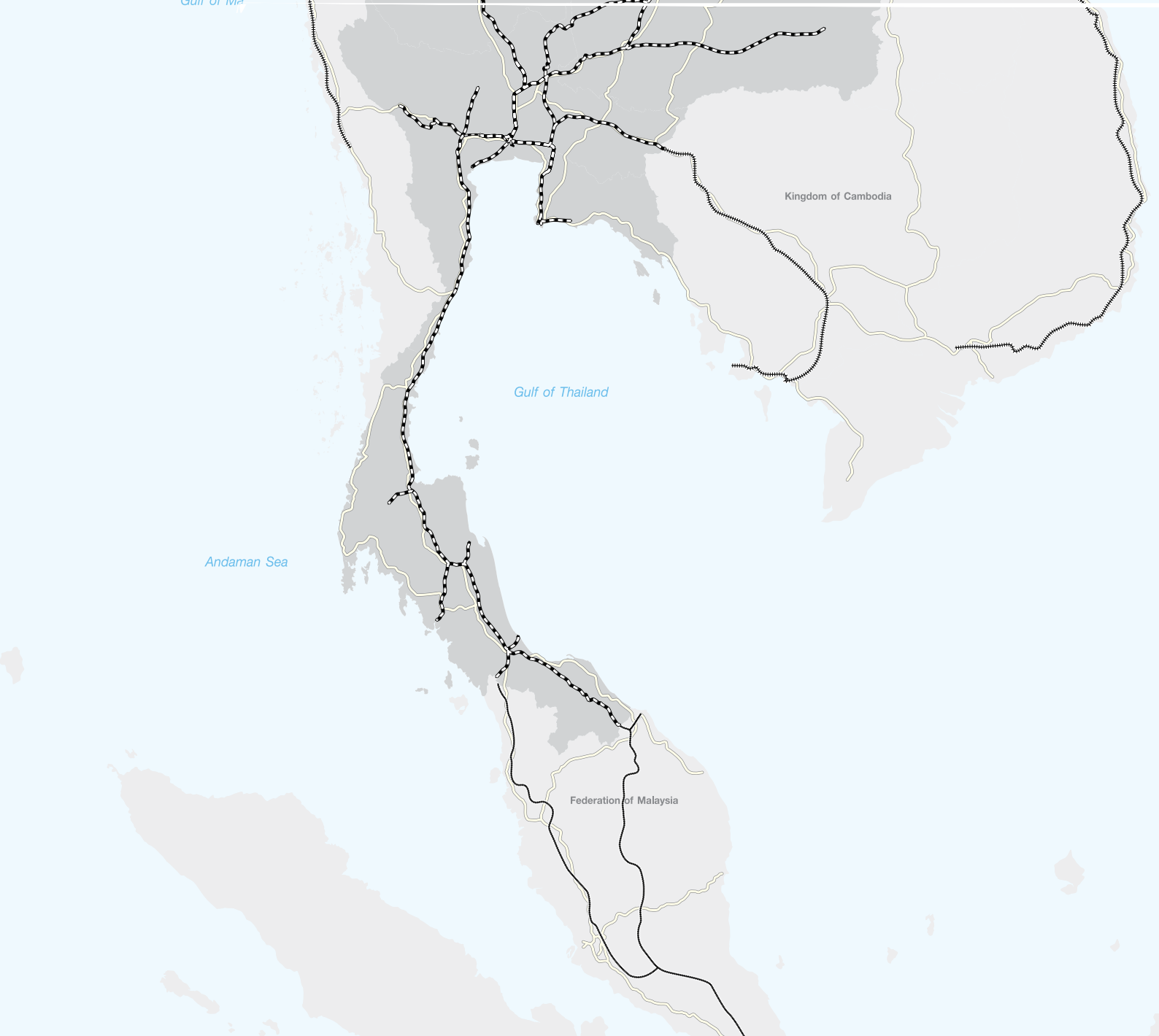
1. Thanon Chira Junction-Khon Kaen (187 km)
2. Prachuap Khiri Khan-Chumphon (167 km)
3. Lop Buri-Pak Nam Pho (148 km)
4. Map Kabao-Thanon Chira Junction (132 km)
5. Nakhon Pathom-Hua Hin (169 km)
6. Hua Hin-Prachuap Khiri Khan (90 km)

#### Nine projects proposed to the Cabinet for approval:

1. Pak Nam Pho-Den Chai (285 km)
2. Thanon Chira Junction-Ubon Ratchathani (308 km)
3. Khon Kaen-Nong Khai (167 km)
4. Chum Phon-Surat Thani (168 km)
5. Surat Thani-Hat Yai-Songkhla (321 km)
6. Hat Yai-Padang Besar (45 km)
7. Den Chai-Chiang Mai (189 km)
8. Den Chai-Chiang Rai-Chiang Khong (new construction) (326 km)
9. Ban Phai-Mukdahan-Nakhon Phanom (new construction) (355 km)



Gulf of Ma



Kingdom of Cambodia

Gulf of Thailand

Andaman Sea

Federation of Malaysia

## High-speed Railway (HSR) Projects

For the first time in Thailand, high-speed railway is being developed to facilitate public transport and logistics.

1. In cooperation with the Chinese Government, the RTG developed the **Bangkok-Nong Khai HSR Project, Phase 1** (Bangkok-Nakhon Ratchasima, covering a combined span of 252 km. Construction commenced on 21 December 2017.

2. The RTG collaborated with the Government of Japan in researching the **Bangkok-Chiang Mai HSR Project (672 km)**. Initially, the Bangkok-Phitsanulok HSR project will be constructed up to a length of 380 km. In the second phase, the Phitsanulok-Chiang Mai HSR Project will be developed to cover a length of 293 km.

3. The **High-speed Rail Linking Three Airports (Don Mueang-Suvarnabhumi-U-Tapao) Project** was accelerated in line with the Eastern Economic Corridor (EEC) Development Plan.

4. The **Bangkok-Hua Hin HSR project** was initiated to connect the central region with the south of Thailand, covering a combined span of 211 km.



General Prayut Chan-o-cha presided over the groundbreaking ceremony for Bangkok-Nakhon Ratchasima HSR Project on 21 December 2017

## Enhancing the Service Quality of Third-class Trains



General Prayut Chan-o-cha presided over the launching of the first batch of improved third-class trains on 21 December 2016.

This initiative responded to the RTG's policies. It aimed to enhance quality of life by providing safer, cleaner, and more convenient third-class travel. Twenty trains were initially improved to serve as a New Year 2016 gift for the Thai people. Currently, the improvement of 144 trains was completed. On 21 December 2016, the Prime Minister presided over the launching of the first batch of improved third-class trains.



General Prayut Chan-o-cha, the Prime Minister, traveled on a third-class train to the cabinet meeting on 11 June 2018.

## Railway Service Quality Improvement

One hundred and fifteen new trains were launched to upgrade railway services and deliver better public transport. The Prime Minister presided over the inauguration of the first route from Bangkok to Nakhon Pathom on 29 August 2016.



Mr. Arkhom Termittayapaisith, Minister of Transport, and Mr. Krisana Lalai demonstrated how disabled persons can apply railway facilities at Bangkok Railway Station on 2 March 2017.



# Opening Water Gateway to Empower Economic Competitiveness

## The RTG is striving to develop water transportation at an international level.

The plans are to extend water transport services to facilitate cross-border connection, enhance efficiency of water-based tourism and transport, introduce ferry services across the Gulf of Thailand, and upgrade Laem Chabang Port into a world-class port.

This includes waterway dredging for more efficient boat operations; dam construction for erosion prevention; and improvement of domestic and coastal vessel operations. The aim is to promote a swift, safe, and convenient transport as well as national logistics system advancement.

## Single Rail Transfer Operator (SRTO) Construction Project at Laem Chabang Port

On 22 September 2015, the Cabinet approved the railway construction project and application of rail mounted gantry crane with a lifting capacity of 2.0 million TEUs per year. It is expected to be opened in 2018.

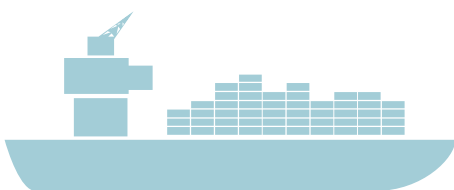


*Mr. Pailin Chuchottaworn, Deputy Minister of Transport, visited Laem Chabang Port Project, Phase 3 on 18 January 2018.*



## Coastal Terminal A Construction Project at Laem Chabang Port

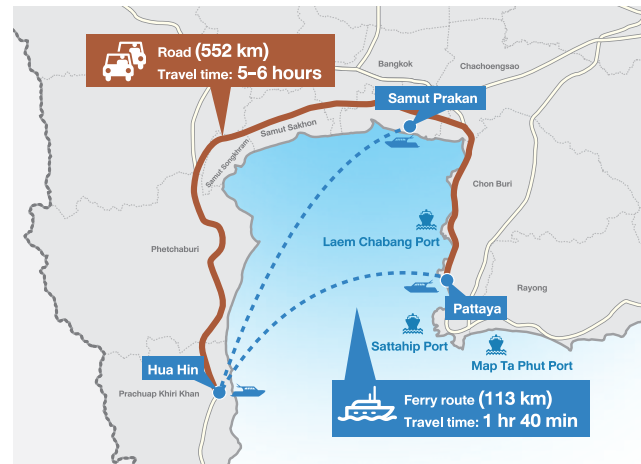
On 26 May 2015, the Cabinet approved the coastal terminal A construction project to accommodate 3,000 DWT coastal vessels and 300,000 TEUs of containers per year. The project is expected to be opened in 2018.





## The Gulf of Thailand Ferry Pier Development Project

- The first ferry route was officially launched on 12 February 2017 to facilitate commuters from Pattaya to Hua Hin.
- The long-term pier development project aims to offer ferry services for commuters, vehicles, and trucks from the eastern to western parts of the Gulf of Thailand. Currently, a feasibility study is being conducted.



Mr. Arkhom Termpittayapaisith, Minister of Transport, presided over the launching of the ferry route from Pattaya to Hua Hin on 12 February 2017.

## Water Transport Infrastructure Development (Waterway Dredging and Dam Construction for Erosion Prevention)

- **Waterway dredging and maintenance** have been conducted to address drought and flood crisis and facilitate coastal and inland water-based transportation. During the past four years, 508 waterways had been dredged, with 34.56 million cu.m. of soil.
- **54-dam construction for erosion prevention** was aimed to permanently prevent soil erosion and damages to public properties, maintain riverside nature, and facilitate efficient drainage and water transportation.
- **42-erosion control structure development within four years.** The structures can help to prevent erosion, maintain coastal environment, and ensure life and property security. The natural resources can thus be exploited to promote socioeconomic advancement at a national level.





# Expanding Air Transport

## Opportunities for Everyone

**To boost business related to travel, trading, investment and tourism** the MOT has been promoting safe and inclusive aviation services at both domestic and international levels to safeguard national security and upgrade Thailand into a regional aviation hub.

### Enhancing the Capacity of Major Airports

#### Suvarnabhumi Airport Development Project, Phase 2

The aim is to increase capacity **from 45 million to 60 million passengers per year**. The project is slated to commence **operation in November 2021**. Currently, the Midfield Satellite Building 1 (Basement), aprons, southern tunnel and infrastructure systems are under construction. Other works including Midfield Satellite Building 1 (second, third and fourth floors) construction and eastern terminal expansion are subject to contractor procurement and are undergoing work area hand-over processes.



General Prayut Chan-o-cha presided over the groundbreaking ceremony for the Suvarnabhumi Airport Development Project, Phase 2 on 14 February 2016.

This is a pilot project that employs the Construction Sector Transparency Initiative (CoST) to underscore transparent methodology through project auditing. All basic information will be disclosed throughout operational processes.

In addition, Terminal 2 will be constructed to **increase passenger capacity by 30 million passengers per year**. The 3,700-m Third Runway Construction Project has also been implemented to accommodate the increasing passenger and freight volumes. The goal is to make Suvarnabhumi Airport a regional aviation hub.

#### Don Mueang Airport Development Project, Phase 2

The 2<sup>nd</sup> domestic passenger terminal commenced operation on 24 December 2015. Currently, capacity has **increased from 18.5 million to 30 million passengers per year**.

#### Don Mueang Airport Development Project, Phase 3

The project is being implemented from 2017 to 2025. It will be able to **accommodate 40 million passengers per year and 40-50 flights per hour**. Currently, an EIA study is being conducted. Construction will begin in the 2020 fiscal year.

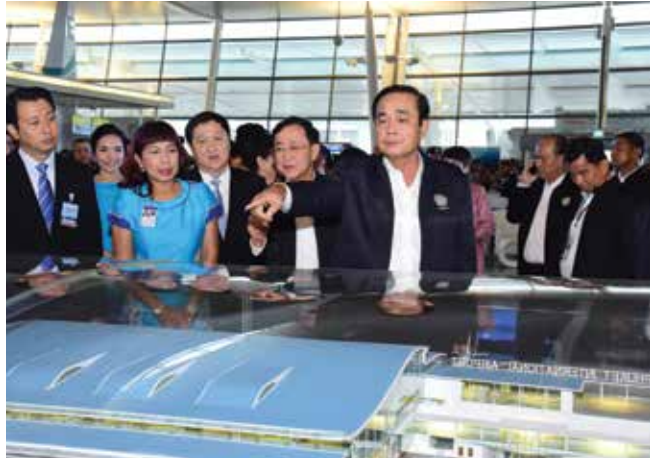
## Improving Regional Airports

The aims are to mitigate congestion and accommodate a passenger volume that was expected to increase by 28 percent per year. This will also help to generate income in the tourism sector and promote urban development.

### Phuket Airport Development Project

Phuket Airport was developed to **increase passenger capacity from 6.5 million to 12.5 million per year**. This included construction of a new international passenger terminal equipped with associated infrastructure. **It became operational on 16 September 2016** to alleviate congestion.

*General Prayut Chan-o-cha, the Prime Minister, presided over the inauguration of the new international passenger terminal of Phuket Airport on 16 September 2016.*



### Chiang Mai Airport Development

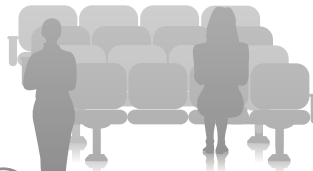
To accommodate travel demand and enhance service efficiency, project development has been divided into two phases:

The **Chiang Mai Airport Development Project, Phase 1** will be implemented from 2018 to 2025 to increase capacity to **not less than 18 million passengers per year**. This includes construction of a new international passenger terminal; development of the existing building into a domestic passenger terminal; improvement of roads, aprons, taxiways and infrastructure systems; and construction of support buildings. Currently, the construction budget is being considered for approval.

The **Chiang Mai Airport Development Project, Phase 2** will be conducted from 2027 to 2031 to increase capacity to **not less than 20 million passengers per year**. This includes construction of domestic and international boarding gate buildings and improvement of existing terminals and related infrastructure systems.



*Chiang Mai Airport was awarded third place in the Best Airport by Size category for airports that handle 5-15 million passengers per year.*



## Hat Yai Airport Development

The Hat Yai Airport Development Project, Phase 1 will be implemented from 2018 to 2024 to increase capacity to **not less than 8.5 million passengers per year**. This includes construction of western parallel taxiways, expansion of aprons, construction of a new terminal, development of an existing terminal into a domestic passenger terminal, and construction of related facilities. Currently, the construction budget is being considered for approval.

The Hat Yai Airport Development Project, Phase 2 will extend from 2023 to 2030 to increase capacity to **not less than 10 million passengers per year**. The project includes construction of eastern parallel taxiways, expansion of aprons and a new terminal, and development of other related facilities.



## Mae Fah Luang – Chiang Rai Airport Development

The Mae Fah Luang - Chiang Rai Airport Development Project, Phase 1 will help to enhance capacity to **not less than six million passengers per year**. This includes construction of parallel taxiways, expansion of aprons and passageways to boarding areas inside the existing terminal and development of related facilities. Currently, the construction budget is being considered for approval.



## Mae Sot Airport Extension

The Mae Sot Airport Extension Project, Tak Province is expected to promote Tak Special Economic Zone (SEZ) development, improve airport capacity and facilitate air-based transport to Myanmar. The airport will be able to accommodate 1.7 million passengers per year. Currently, construction of a new terminal has completed and the runways are under extension. The project is slated for operation in March 2021.



*Mr. Arkhom Termpittayapaisith, Minister of Transport, inspected Mae Sot Airport staff's operation on 14 April 2018.*





Mr. Arkhom Termpittayapaisith, Minister of Transport, visited Krabi Airport on 12 May 2018.

### Krabi Airport Construction and Extension

The **Krabi Airport Construction and Extension Project, Krabi Province** includes extension of aprons and electrical system installation. Currently, they are under the bidding process and the project is expected to be completed in 2020. The project also includes Terminal 3 construction as well as improvement of Terminals 1 and 2. The target is to accommodate **8 million passengers per year**. Furthermore, a new parking building will be constructed with capacity of 2,000 vehicles.

### Khon Kaen Airport Development

The **Khon Kaen Airport Development Project** was initiated to accommodate **5 million passengers per year** with **550 parking lots**. Currently, bidding is underway. In addition, aprons will be expanded to improve their capacity and the project is slated for operation in 2020.

## Developing New Airports



### Betong Airport Development

The **Betong Airport Development Project** was initiated to address transportation problems in Betong District, Yala Province and nearby areas. The RTG has encouraged the development of air-based transport to promote political and socioeconomic development and enhance stability in the three southern border provinces. Currently, runways, taxiways, aprons, terminals, and buildings are under construction. In future, the project will be able to accommodate **864,000 passengers per year** and is slated for operation in 2020.



Mr. Arkhom Termpittayapaisith, Minister of Transport, presided over the foundation stone-laying ceremony of the Betong Airport Development Project on 8 December 2017.

## Promoting Aviation Personnel Development

On 7 June 2016, the Cabinet encouraged the Civil Aviation Training Center (CATC) to construct the Aviation Personnel Development Center Building. After inauguration in 2022, it will house 4,500-5,000 students each year.

To upgrade personnel development standards, the CATC applies the European Aviation Safety Agency (EASA)'s standard and continues to implement the International Civil Aviation Organization (ICAO)'s standard. It also plans to upgrade its status from full membership of the TRAINAIR PLUS Programme into a **Regional Training Center of Excellence (RTCE)**.



Furthermore, the CATC has been **regularly financed to produce a master plan for the establishment of an aviation and aerospace training center**. The aim is to develop personnel to accommodate the maintenance, repair and overhaul (MRO) and original equipment manufacturer (OEM) industries. Initially, personnel are developed into trainers in line with the EASA standards. Currently, they are being selected to study abroad in Canada, France, Germany and England. In 2018, a pioneer group of 10-15 personnel will be dispatched. Delivery of all of the trained 49 personnel will be completed by 2022.



## Expanding Airspace through Advanced Technology

### Promoting National Airspace Policy

On 13 March 2018, the RTG encouraged Aeronautical Radio of Thailand Ltd. (AEROTHAI) to cooperate with the Civil Aviation Authority of Thailand (CAAT) to set out the plan for implementing the Flexible Use of Airspace (FUA) concept. The targets are to enhance service capacity and create sustainability of Thailand's aviation system.



### Air Traffic Management Capacity

According to air traffic data, the accumulated volume is expected to reach 1,007,700 flights in September 2018 and will be constantly increasing. To mitigate traffic congestion, the AEROTHAI employs **Thailand Modernization CNS/ATM system** to accommodate the increasing traffic volume, empower competitiveness, and upgrade Thailand into a regional aviation hub. Currently, new system's safety evaluation document is being produced to submit to the CAAT for certification. This includes preparation of new system testing along with the existing system.

## Empowering Thai Airlines' Competitiveness at Global Level

In conformity with international standards, Thai Airways International PCL. (THAI) enhances service quality, conducts price management, increases revenue sources, expands flight services, conducts proper fleet identification, and controls costs through reduction of expenses that do not affect airline safety.



*THAI wins three first place Skytrax Awards 2017 including the World's Best Economy Class, World's Best Airline Lounge Spa, and World's Economy Class Onboard Catering. In addition, it has been ranked eighth place under the Best Long-haul Airlines category from the Telegraph Travel Awards 2017 organized by [www.telegraph.co.uk](http://www.telegraph.co.uk).*



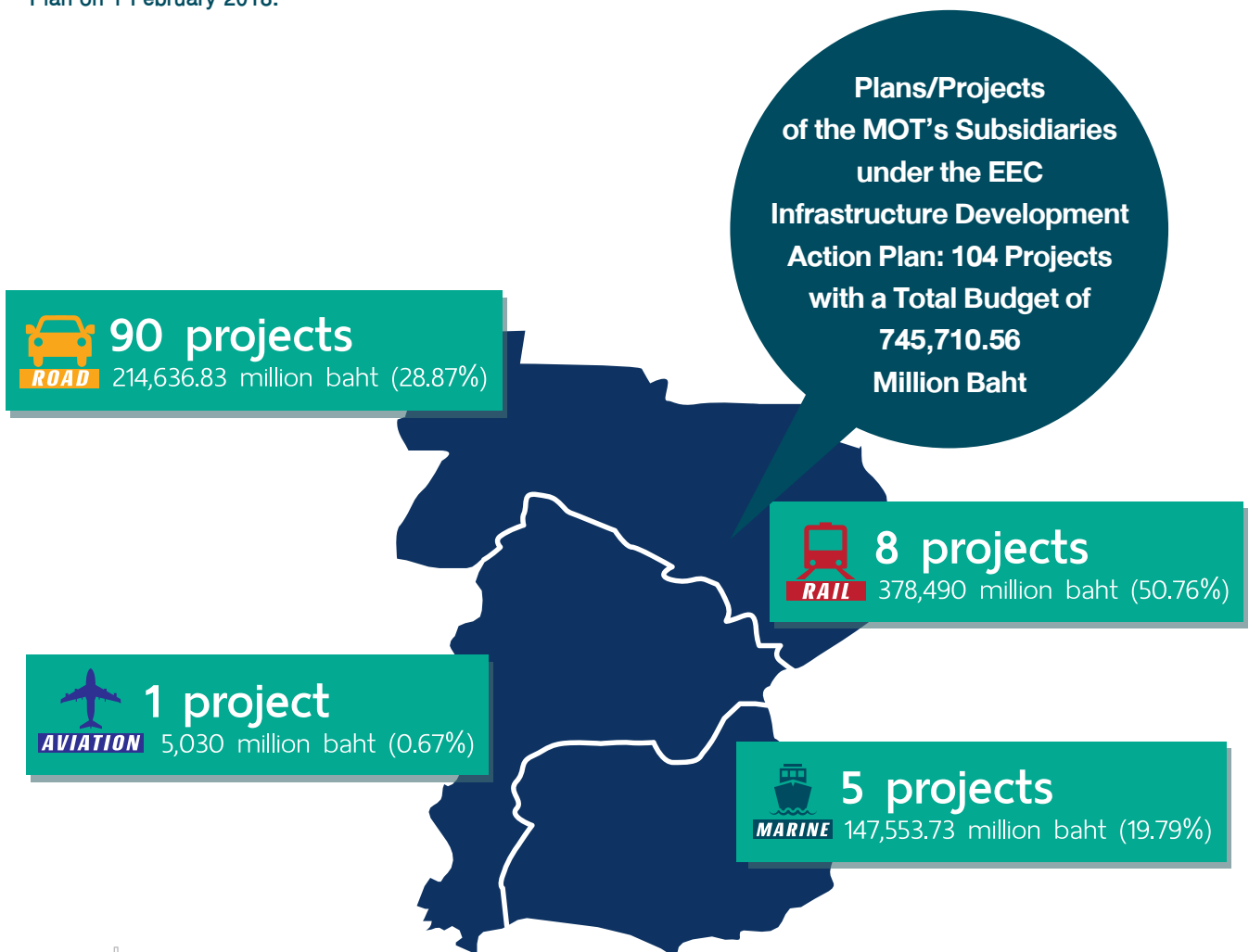


# Accommodating Economic Zones

The MOT has been developing inclusive multimodal transport networks to accommodate all significant economic hubs. This helps to facilitate swift business operations, save logistics costs, empower competitiveness, and promote national economic growth on a stable and sustainable basis.

## Developing Transport Infrastructure to Promote the EEC Project

The Eastern Economic Corridor (EEC) Development Plan aims to promote seamless multimodal connection covering land-, water-, and air-based transport systems in three eastern provinces, namely Chachoengsao, Chon Buri, and Rayong as well as nearby provinces. This will help to enhance area capacity to accommodate tourism and economic activities, particularly the new S-curve industries. The EEC Policy Committee approved the EEC Infrastructure Development Action Plan on 1 February 2018.





# Three Types of Plan

## Long-term Plan

Plans/projects that aim to promote a sustainable EEC development and offer links to other regions and neighboring countries. This will help to upgrade the EEC into an economic door of the CLMV (Cambodia, Lao PDR, Myanmar and Vietnam).

### Projects

- The Railway Connecting the EEC to Myanmar's Dawei and Cambodia
- Chachoengsao Inland Container Depot (ICD)
- Motorway (Chon Buri-Klaeng District)
- Road Expansion to Accommodate New Cities

**5 projects 202,239.50 million baht**

## Urgent Plan (Two Years)

Plans/projects that must be accelerated to promote economic development in the EEC area.

### Projects

- TG MRO Campus Development under the PPP Scheme, Phase 1
- The High-speed Rail Linking Three Airport Development under the PPP Scheme
- U-Tapao Station
- Laem Chabang Port, Phase 3 Development under the PPP Scheme
- Motorway (Pattaya-Map Ta Phut)
- Secondary Road Network Improvement

**50 projects 214,066.79 million baht**

## Middle-term Plan (Three Years)

Plans/projects that must be implemented after achieving the urgent plan to create transport networks that can efficiently accommodate economic activities.

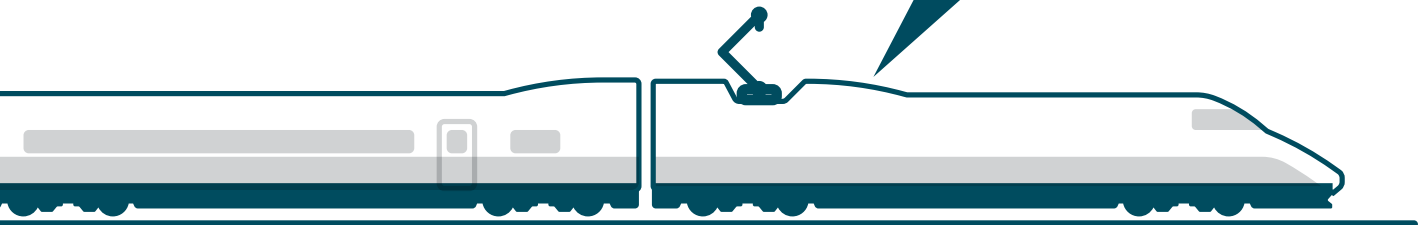
### Projects

- Double-track Railway (Laem Chabang-Map Ta Phut-Rayong-Chanthaburi-Trat)
- Free Trade Zone Development, U-Tapao Airport under the PPP Scheme
- Motorway (Laem Chabang-Prachin Buri)
- Secondary Road Network Improvement
- Bypass Road Network Expansion

**49 projects 329,404.28 million baht**



**Infrastructure investment will encourage the private sector to conduct further investment for generating economic value added of over 2.1–3.0 million baht. This will also facilitate one-hour travel from the EEC to Bangkok via the high-speed railway.**



## RAIL

- High-speed Rail Linking Three Airports
- Freight Rail (Hua Mak-Chachoengsao-Si Racha)
- Double-track Railway (Si Racha-Sattahip-Map Ta Phut)
- Double-track Railway (Khlong 19-Kaeng Khoi Inland Container Depot (ICD)-Chachoengsao)
- Double-track Railway (Si Racha-Rayong and Rayong-Map Ta Phut)
- Railway (Rayong-Chanthaburi-Trat)
- Double-track Railway (Khlong 19-Aranyaprathet)
- Double-track Railway (Tha Chalaep-Phan Thong)

## ROAD

- Intercity Motorway No. 7 (Bangkok-Chon Buri-Pattaya-Map Ta Phut)

## AVIATION

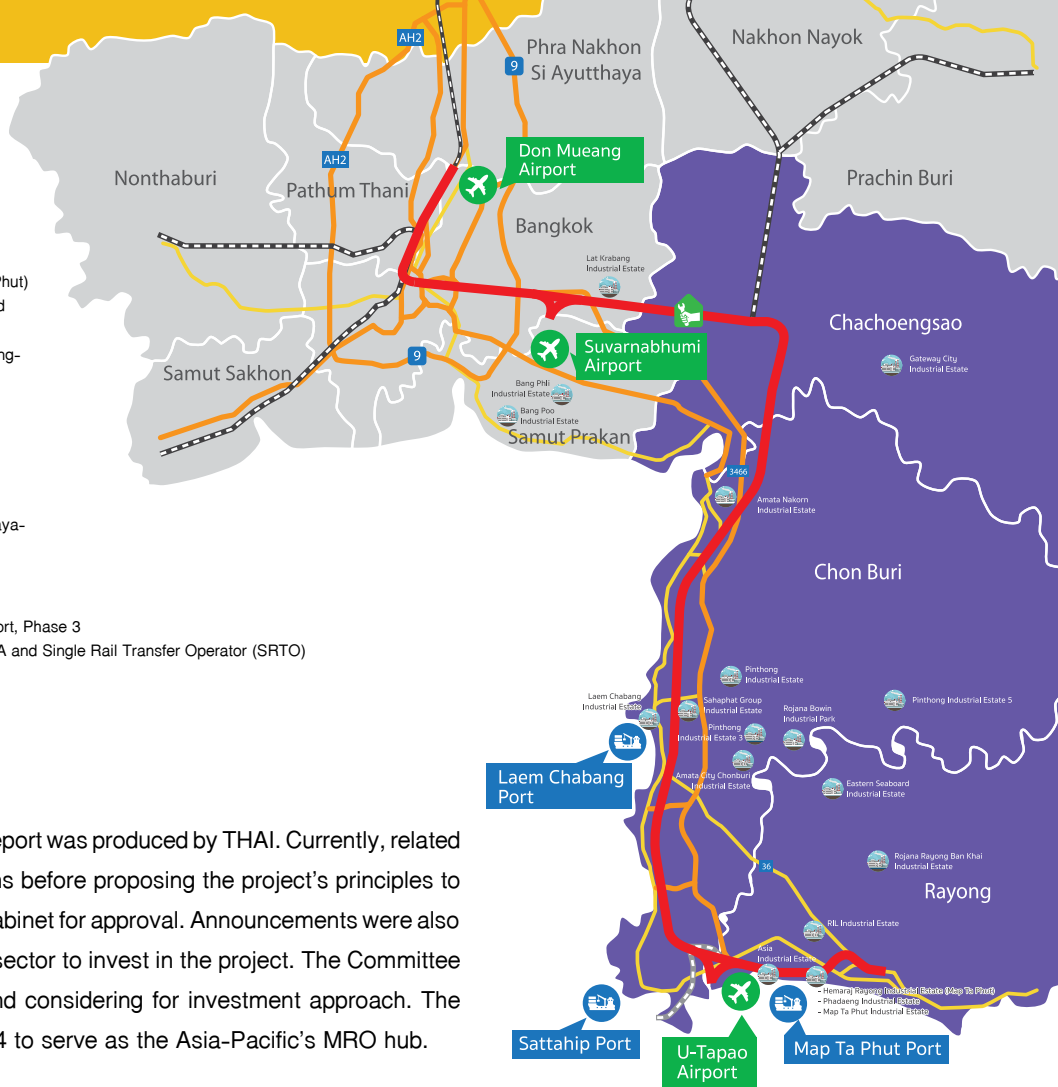
- U-Tapao Airport (Aviation Hub)

## MARINE

- Laem Chabang Port, Phase 3
- Coastal Terminal A and Single Rail Transfer Operator (SRTO)

## TG MRO Campus Project

A project study and analysis report was produced by THAI. Currently, related agencies are being asked for opinions before proposing the project's principles to the EEC Policy Committee and the Cabinet for approval. Announcements were also conducted to encourage the private sector to invest in the project. The Committee is now selecting private investors and considering for investment approach. The project is slated for operation in 2024 to serve as the Asia-Pacific's MRO hub.



## The High-speed Rail Linking Three Airports

On 27 March 2018, the Cabinet approved the project to facilitate seamless connection between **three major airports, i.e. Don Mueang, Suvarnabhumi and U-Tapao** in Bangkok and the EEC with a **duration of one hour to one hour and forty minutes**. The project will be developed under a PPP scheme at a **total length of 220 km**. It is slated for operation in 2023.



## Laem Chabang Port, Phase 3

The project aims to enhance port capacity and accommodate a higher demand for international marine transport and logistics. Environmental health impact assessment (EHIA) is being conducted. The project has already been proposed for consideration in conformity with the Office of Natural Resources and Environmental Policy and Planning (ONEP)'s steps.

Currently, the Committee is selecting private investors and considering for proper investment approach.

## Developing Border Transport Center and Regional Truck Terminals



### Chiang Khong Intermodal Facility Development Project in Chiang Rai Province (under development)

The target is to facilitate freight transport from western China and cross-border trading in the Greater Mekhong Subregion (GMS) through the R3A Highway and the 4<sup>th</sup> Thai-Lao Friendship Bridge across the Mekong River. The project will also offer intermodal transfer between the highway and the Double-track Railway (Den Chai-Chiang Rai-Chiang Khong) to Laem Chabang Port or the future Pak Bara Port.

#### The acceleration of two projects:

**Border Transport Center Development Project in Nakhon Phanom Province.** Currently, property survey and land acquisition are being conducted to prepare for project construction. It will serve as a warehouse and

distribution center. This helps to facilitate cross-border logistics between Thailand, Vietnam, and western China. The goods will be transported from Lao PDR via the R12 route and cross the 3<sup>rd</sup> Thai-Lao Friendship Bridge to Thailand.

#### Regional Truck Terminals Development Project.

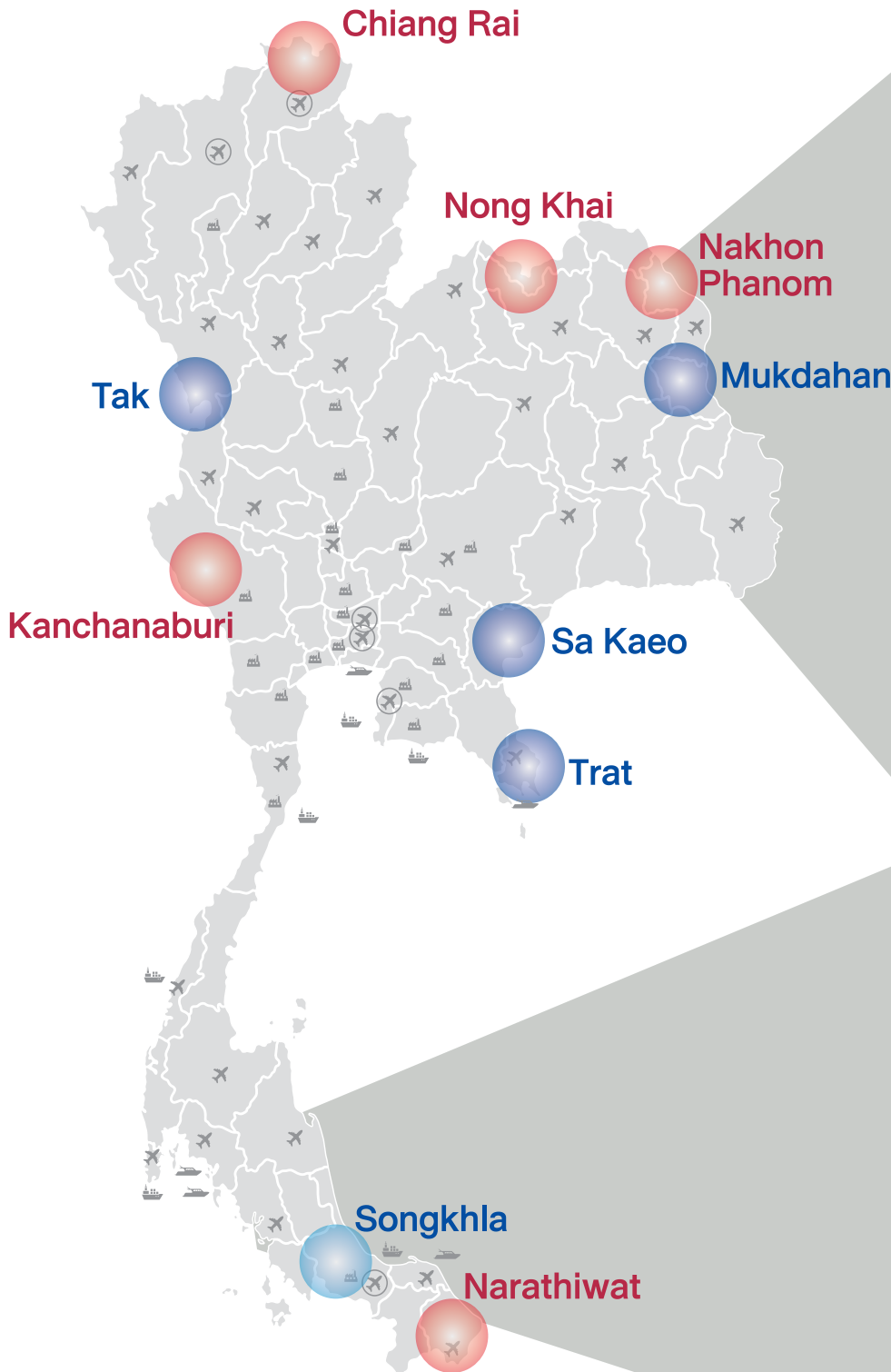
Currently, property survey and land acquisition are being conducted to prepare for project construction in **seven border provinces**, namely Chiang Rai, Tak, Nong Khai, Mukdahan, Sa Kaeo, Songkhla, and Narathiwat. This includes **study, planning and design of five regional truck terminals** in major provinces, namely Chiang Mai, Phitsanulok, Khon Kaen, Nakhon Ratchasima, and Surat Thani. They will provide links between domestic and cross-border road networks and serve as a warehouse and distribution center. This will promote efficient land transport and logistics.



## Promoting Special Economic Zone (SEZ) Development

The plan is to develop transport infrastructure in the SEZs and nearby areas to meet standards and offer links with national major transport networks. This includes **77 projects with a budget of 217,490 million baht**. They will be implemented in the second phase in line with the infrastructure and customs house development plan.

Budget allocation was completed. The projects have been progressed in conformity with the plan. The significant progress is as follows:



### Tak SEZ

- The Four-lane Highway (Tak-Mae Sot), slated for operation in 2019
- The 2<sup>nd</sup> Thailand-Myanmar Friendship Bridge Crossing the Moei River. The construction was completed.
- Development of Mae Sot Airport to accommodate A320 and B737 aircrafts. Runway and terminal expansion will be completed in 2019.
- Highway No. 12 (Tak-Mae Sot) (24 km) (under development)
- Cargo inspection yard and facilities at the Mae Sot Customs House (under development)
- The 2<sup>nd</sup> Mae Sot Customs House (under development)
- Mae Sot Bypass Road and the 2<sup>nd</sup> Bridge Crossing the Moei River (under development)
- Mae Sot Airport improvement (under development)

## Border SEZ Development, Phase 1

### Nong Khai SEZ

- Highway No. 212 (Nong Khai-Phon Phisai District) was completed.
- Highway No. 212 (Phon Phisai District-Bueng Kan), Section 1 (under development)
- Highway No. 211 (Ban Nong Song Hong-Tha Bo District-Si Chiang Mai District), Section 2 (future project)
- Nong Khai Bypass Road (Eastern Part) (future project)
- Highway No. 211 (Ban Nong Song Hong-Tha Bo District-Si Chiang Mai District), Section 1 (future project)

### Mukdahan SEZ

- Highway No. 12 (Kalasin-Highway No. 12 (Ban Na Khai)), Section 1 was completed.
- Highway No. 12 (Kalasin-Na Khai), Section 2 (71.4 km) (under development)
- Highway No. 212 (Wan Yai-That Phanom) (under development)
- Highway No. 12 (Na Khai-Khamcha-I) (under development)

### Trat SEZ

- Khlong Yai Port access road improvement was completed with a total length of 0.647 km.
- Four-lane road to Khlong Yai Port with a total length of 0.35 km. (under development)
- The Multi-purpose Khlong Yai Port, Trat Province was completed.
- Khlong Yai Border Checkpoint Building construction was postponed.
- Highway No. 3 (Trat-Hat Lek), Sections 2-3 (under development)

### Sa Kaeo SEZ

- The Highway to Thailand's Ban Nong Ian (New Border Checkpoint), slated for operation in 2020
- The Railway (Aranyaprathet-Cambodia's Poipet). The construction was completed. Currently, the cross-border railway operation is being negotiated.
- Highway No. 372 (Aranyaprathet Bypass Road) (under development)
- Highway No. 384 (Aranyaprathet-Kaeo Phet Phloi) (under development)
- Highway (Aranyaprathet-Thailand-Cambodia Border) (Ban Nong Ian-Stung Bot) (under development)
- Khlong Luek CIQ Border Building (under development)
- Aranyaprathet Customs House and facilities (Ban Pa Rai) (under development)

### Songkhla SEZ

- Intercity Motorway. Feasibility study, detailed design and environmental impact assessment (EIA) were completed. Currently, land acquisition is being conducted. The construction will be completed in 2023.
- Highway to the new Sadao Border Checkpoint. Project study and designing were finished. The project will be opened to the public together with the Sadao Border Checkpoint within 2019.
- Sor Khor.1027-Padang Besar (10 km) (under development)
- Padang Besar Customs House Building improvement, Phase 2 (under development)
- New Sadao Customs House construction (under development)
- Intercity Motorway (Hat Yai-Sadao) (under development)
- Intersection between Highway No. 4 and the 2<sup>nd</sup> Sadao Border Checkpoint (under development)

## Border SEZ Development, Phase 2

### Chiang Rai SEZ

- Highway No. 1290 (Chiang Saen District-Chiang Khong District), Section 3 (under development)
- Western Chiang Rai Bypass Road (under development)
- Chiang Khong Intermodal Facilities (under development)

### Nakhon Phanom SEZ

- Highway No. 22 (Sakon Nakhon-Nakhon Phanom), Section 1 (under development)
- Highway No. 212 (Nakhon Phanom-Tha Uthen District) (future project)
- Highway No. 22 (Sakon Nakhon-Nakhon Phanom) (future project)
- Highway No. 212 (Ban Phaeng District-Tha Uthen District), Section 1 (future project)
- Highway No. 212 (Ban Phaeng District-Tha Uthen District), Section 2 (future project)

### Kanchanaburi SEZ

- Highway No. 367 (Kanchanaburi Bypass Road) (under development)
- Highway No. 81 (Kanchanaburi-Thailand-Myanmar Border) (Ban Phu Nam Ron) (future project)
- Highway No. 367 (Kanchanaburi Bypass Road)
- Flyovers crossing railways and interchanges (future project)
- Highway No. 81 (Bang Yai-Ban Pong-Kanchanaburi) (under development)

### Narathiwat SEZ

- Highway No. 4055 Project (Narathiwat-Ra-ngae) (future project)
- Highway No. 4056 Project (Ra-ngae-Su-ngai Kolok), Section 1 (future project)
- Highways No. 4056 and 4323 (Ra-ngae-Su-ngai Kolok), Section 2 (future project)
- Highway No. 4056 (Ra-ngae-Su-ngai Kolok), Section 3 (future project)



# Addressing All Problems for a Sustainable Public Safety

With the focus on **safe, swift and convenient transport services**, the MOT sets out the policy to promote quality services in conformity with standards and **accelerates significant problem-solving in line with the RTG's policies.**



## Implementing International Aviation Safety Standards and Creating Justified Monitoring System

The International Civil Aviation Organization (ICAO) discovered 33 significant safety concerns and 35 related flaws and announced the red flag status against Thailand on 18 June 2015. As a result, the Civil Aviation Authority of Thailand (CAAT) accelerated problem-solving. On 20-27 September 2017, ICAO dispatched auditors to conduct ICAO Coordinated Validation Mission (ICVM) and inspect a safety management system of new airlines that received the Air Operator Certificate (AOC). After this visit, the ICAO **removed Thailand's red flag status on 6 October 2017.**

The CAAT also conducted **AOC re-certification in line with auditing processes.** Sixteen airlines were certified, while other four airlines are waiting for auditing.

### Improving Safety Monitoring System

The CAAT implemented ICAO's **Universal Safety Oversight Audit Programme-Continuous Monitoring Approach (USOAP-CMA)** as well as conducted the Universal Security Audit Programme-Continuous Monitoring Approach (USAP-CMA) to make Thailand a leading aviation hub at a global level.

### International Cooperation Is Central to Aviation Development

The CAAT is aware of the importance of international cooperation. **France's European Aviation Safety Agency (EASA) and Dirección General de Aeronáutica Civil (DGAC)** gave the CAAT an assistance with establishment of auditor/staff training standards and appointment requirements. They also gave an advice on audit sampling of airlines or depot service providers and production of operation manuals.

In addition, the CAAT collaborated with Japan Civil Aviation Bureau (JCAB) in aviation safety system development, airline safety inspection, and airlines' safety report system. The JCAB also dispatched airworthiness experts to work with the CAAT's staff.



## Facilitating the Interconnection between the MRT Blue Line (Chaloem Ratchamongkhon Line), Hua Lamphong–Bang Sue Section, and the MRT Purple Line, Bang Yai–Bang Sue Section

On 14 February 2017, the Cabinet issued the resolution to improve interconnection between the MRT Blue Line (Chaloem Ratchamongkhon Line), Hua Lamphong–Bang Sue Section, and the MRT Purple Line, Bang Yai–Bang Sue Section. System installation and railway operations management for the 1-km Blue Line Extension, Tao Poon–Bang Sue Section, were thus accelerated to facilitate interconnection between the two lines. This helped to mitigate traffic congestion and maximize public interest. Project inauguration was presided over by the Prime Minister on 11 August 2017.



Mr. Arkhom Termpittayapaisith, Minister of Transport, inspected readiness of an interchange of the MRT Purple Line before launching on 27 August 2016.



General Prayut Chan-o-cha, the Prime Minister, presided over the inauguration of the MRT Blue Line Extension, Tao Poon–Bang Sue Section on 11 August 2017.

## Responding to the Transport 4.0 Policy

To promote swift, safe and convenient transport services, the MOT introduced the following technologies.

### M-Pass and Easy Pass System Integration

The MOT has responded to the RTG's Thailand 4.0 Policy with the target to transform traditional services into high-value services. The plan was to develop an integrated electronic toll collection (ETC). The Expressway Easy Pass and Motorway M-Pass were thus developed into interchangeable toll cards and launched on 31 October 2016.



### Project for GPS Tracking Device Installation in All Public Vehicles

The aim was to ensure the quality and safety of land-based transport services. All types of public vehicles including vans, tractor trucks, and large trucks (ten wheels or more) that has registered since 25 January 2016 must install GPS tracking devices. The previously registered vehicles must also install devices, link data, or adjust GPS data logger within a specified period, so they can further conduct registration renewal. Currently, there are 145 GPS service providers who link data with the Department of Land Transport (DLT). There are now 276,252 public vehicles with the linked devices. This includes 5,131 public vans, type 2. In addition, there are 1,148 vehicles that link data with the Ministry of Public Health's ambulances.



## Public Van Service Monitoring and Improvement

The MOT has tried to turn 2,225 illegal vans into licensed vehicles with proper seating positions. Each van shall comprise not over 13 seats with an aisle at the rear seats to facilitate emergency evacuation, avoid congestion, and ensure passenger safety. In addition, all public vans which transfer passengers from Bangkok to other provinces must park at Mo Chit Bus Terminal, Ekamai Bus Terminal, and Southern Bus Terminal (Sai Tai Mai). **This law was enforced on 25 October 2016** to alleviate traffic congestion around the Victory Monument and solve influential person and offender problems.

## New Bus Procurement

To enhance BMTA's bus services, new vehicle procurement and **bus route reform** were conducted. The aim was to prevent overlapping services, accommodate travel demand, as well as facilitate swift and efficient multimodal interchange.



Mr. Arkhom Termpittayapaisith, Minister of Transport, and followers visited BMTA staff who facilitated students and the general public at the Victory Monument on the first day of a new semester on 16 May 2018.



Mr. Arkhom Termpittayapaisith, Minister of Transport, presided over the launching of BMTA's air-conditioned buses using natural gas (NGV) on 26 March 2018



Mr. Arkhom Termpittayapaisith, Minister of Transport, and Mr. Pailin Chuchottaworn, Deputy Minister of Transport, signed a consortium agreement between the BMTA and Scan Inter PCL. in the name of SCN-CHO Cooperation for bidding the purchase of 489 air-conditioned buses using natural gas (NGV) with repair and maintenance services on 27 December 2017.





Mr. Arkhom Termpittayapaisith, Minister of Transport, tested Taxi OK service.

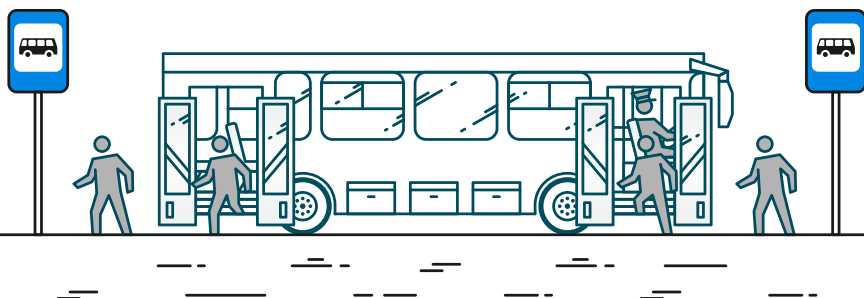
### Taxi Service Quality Standard Enhancement

The MOT employs management tools and technologies with the target to promote quality services. The Taxi OK Mobile Application Project was thus initiated. All taxis under the project will be installed with GPS tracking device, driver identification device, and snapshot security camera. Moreover, there is an emergency button for passengers or tourists to notify service centers and the DLT of emergency cases. The application was launched on 26 January 2018. Currently, there are **5,248 registered taxis in Bangkok and its vicinity and 146 taxis in other provinces.**



### Provision of Bus Operation Control and Real Time Information Display Systems inside Smart Bus Terminal (SBT)

The project was developed according to the Project for GPS Tracking Device Installation in All Public Vehicles. GPS location data will be processed through the aforesaid system. As a result, passengers can see bus information on screens inside bus terminals or via Android/iOS mobile application. This will help to enhance passengers' confidence in public transport system. **Currently, screens are being installed inside 81 bus terminals across the country.**





## Revising and Regulating Laws Concerning Transport and Logistics

The RTG via the MOT has accelerated the revision of **23 legal regulations** related to transport and logistics. The aim is to modernize laws in harmony with current situations and promote more efficient monitoring and enforcement.



### Three Legal Regulations Concerning Land-based Transport

- Land Transport Act (No. 12), B.E. 2557 (2014)
- Land Transport Act (No. 13), B.E. 2557 (2014)
- Vehicle Act (No. 17), B.E. 2557 (2014)



### Three Legal Regulations Concerning Rail-based Transport

- Order of the Head of the National Council for Peace and Order No. 42/2559 on the MRT Blue Line Construction Project for facilitating rapid and effective implementation to ensure maximum public interest
  - Order of the Head of the National Council for Peace and Order No. 78/2559 on measures on interconnection improvement between the MRT Blue Line (Chaloem Ratchamongkhon Line), Hua Lamphong-Bang Sue Section, and the MRT Purple Line, Bang Yai-Bang Sue Section
  - Order of the Head of the National Council for Peace and Order No. 30/2560 on measures to accelerate and improve efficiency of the Bangkok-Nakhon Ratchasima HSR Project



### Seven Legal Regulations Concerning Air-based Transport

- Certain Offences against Air Navigation Act, B.E. 2558 (2015)
  - International Air Carriage Act, B.E. 2558 (2015)
  - International Air Carriage Act (No. 2), B.E. 2560 (2017)
  - Civil Aviation Authority of Thailand Emergency Decree, B.E. 2558 (2015)
    - The Royal Decree B.E. 2558 (2015) on the Amendment of the Air Navigation Act, B.E. 2497 (1954)
      - Order of the Head of the National Council for Peace and Order No. 61/2559 on solving problems relating to aviation personnel
      - Order of the Head of the National Council for Peace and Order No. 40/2560 on supporting measures for regulating aviation in line with ICAO's standards



### Ten Legal Regulations Concerning Water-based Transport

- Civil Liability for Oil Pollution Damage Caused by Ships Act, B.E. 2560 (2017)
  - Requirement of Contributions to the International Fund for Compensation for Oil Pollution Damage Caused by Ships Act, B.E. 2560 (2017)
    - Navigation in Thai Waters (No. 17), B.E. 2560 (2017)
    - Maritime Labour Act, B.E. 2558 (2015)
    - Order of the Head of the National Council for Peace and Order No. 10/2558 on illegal, unreported and unregulated (IUU) fishing
      - Order of the Head of the National Council for Peace and Order No. 24/2558 on illegal, unreported and unregulated (IUU) fishing (additional laws enforcement)
      - Order of the Head of the National Council for Peace and Order No. 42/2558 on illegal, unreported and unregulated (IUU) fishing (2<sup>nd</sup> additional laws enforcement)
      - Order of the Head of the National Council for Peace and Order No. 53/2559 on illegal, unreported and unregulated (IUU) fishing (3<sup>rd</sup> additional laws enforcement)
      - Order of the Head of the National Council for Peace and Order No. 22/2560 on illegal, unreported and unregulated (IUU) fishing (4<sup>th</sup> additional laws enforcement)
      - Order of the Head of the National Council for Peace and Order No. 32/2560 on mitigation of local residents' damages according to waterway encroachment



## International Cooperation

The RTG via the MOT signed many MOUs with various countries at a regional level to promote cooperation in transport system development and knowledge exchange. This helped to provide cross-border links and empower national competitiveness.



### Thailand–Japan Transport Cooperation

1. A letter of intent (LOI) between Thailand's MOT and Japan's MLIT on cooperation in rail-based system development was signed on 9 February 2015 in Tokyo, Japan.

2. MOU between Thailand's MOT and Japan's MLIT on rail-based system development was signed on 27 May 2015 in Tokyo.

3. MOU between Thailand's MOT and Japan's MLIT on rail-based system development along the Southern Economic Corridor (SEC) was signed on 26 November 2015 in Tokyo.

4. MOU between Thailand's MOT and Japan's MLIT on rail-based system development and road safety was signed on 6 August 2016 in Bangkok.

5. MOU between Thailand's MOT and Japan's MLIT on rail-based system development was signed on 6 June 2017 in Tokyo.



### Thailand–Republic of Korea Transport Cooperation

The Agreement on Renewal of the MOU between Thailand's MOT and Korea's Ministry of Land, Infrastructure and Transport (MOLIT) was signed on 11 October 2016 in Bangkok.



### Thailand–Germany Transport Cooperation

The official statement on the railway development cooperation between Thailand's MOT and Germany's Federal Ministry of Transport and Digital Infrastructure (BMVI) was organized on 23 November 2016 in Bangkok.



## ASEAN Transport Cooperation

The documents were signed in the 23<sup>rd</sup> ASEAN Transport Ministers Meeting (ATM) on 12-13 October 2017 in Singapore:

- The 10<sup>th</sup> Package of Commitments on Air Transport Services under ASEAN Framework Agreement on Services
- Protocol 3 on Domestic Code - Share Rights, and ASEAN Multilateral Agreement on the Full Liberalization of Passenger Air Services
- Mutual Recognition Arrangement (MRA) on Flight Crew Licensing, and Specifications on ASEAN Aviation Regulatory Monitoring
- ASEAN Framework Agreement on the Facilitation of Cross-Border Transport of Passengers by Road Vehicles
- MOU between the Authorities in Charge of Aircraft Investigation of ASEAN Member States and the Civil Aviation Administration of China on Cooperation Relating to Aircraft Accident and Incident Investigation



### Transport Cooperation between Thailand and Neighboring Countries

1. MOU between the RTG and the Cambodian Government on railway network connection

2. MOU between the RTG and the Cambodian Government on facility construction including cross-border bridge and roads at the Ban Nong Ian–Stung Bot Border Checkpoint

3. Agreement between the RTG and the Government of the Republic of the Union of Myanmar on the construction of the Second Thai-Myanmar Friendship Bridge Crossing the Moei River (called "Tong Yin River" in Burmese)

## Greater Mekong Subregion (GMS) Transport Cooperation

MOU on GMS Cross-border Transport Agreement (CBTA)



“To Achieve **One Transport for All**,  
the MOT is determined to develop transport  
infrastructure for happiness of Thai people.”



Ministry of Transport



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