Thailand’s Future Development and Water Management Plans

Mr. Arkhom Termpittayapaisith
Secretary General of NESDB

Thailand Investment Seminar
Hilton Hotel, Nagoya
1. Flood Impact

2. Thailand Flood Relief, Rehabilitation and Prevention Mechanisms

3. 5 Strategies for reconstruction and future development

4. Financing source for Reconstruction and Future Development
## GDP Growth (%)

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2011</th>
<th>2011 Q1</th>
<th>2011 Q2</th>
<th>2011 Q3</th>
<th>2011 Q4</th>
</tr>
</thead>
<tbody>
<tr>
<td>GDP</td>
<td>7.8</td>
<td>0.1</td>
<td>3.2</td>
<td>2.7</td>
<td>3.7</td>
<td>-9.0</td>
</tr>
<tr>
<td>GDP (Seasonal Adjusted)</td>
<td>-</td>
<td>-</td>
<td>1.5</td>
<td>-0.5</td>
<td>0.8</td>
<td>-10.7</td>
</tr>
<tr>
<td>Agricultural Sector</td>
<td>-2.3</td>
<td>3.8</td>
<td>7.6</td>
<td>6.7</td>
<td>0.5</td>
<td>0.7</td>
</tr>
<tr>
<td>Non-Agricultural Sectors</td>
<td>8.8</td>
<td>-0.3</td>
<td>2.8</td>
<td>2.4</td>
<td>3.9</td>
<td>-10.1</td>
</tr>
</tbody>
</table>

- After seasonal adjustment, the Thai economy contracted by 10.7 percent compared to the previous quarter, and GDP in 2011 expanded by 0.1 percent.

In the 4th quarter, Thai economy contracted by 9.0 percent, mainly due to severe flood during Oct. – Nov 2011. The significant damages include:

- Production chains of Manufacturing sector and logistics systems
- Contraction of Household expenditure due to high inflation, slowdown in revenues of agriculturalists. Decline in investor’s confidence.
- Contraction of investments in construction and machinery and equipment sector
- Contracted value of Thailand’s exports due to the damage of production bases and the economic slowdown of trading partners.
- Decline in the number of foreign tourists.
Flood Impact

GDP growth by sector

March 2012
The flood damages in agricultural, manufacturing and service sectors affected in the reduction of 328,154 Mil. Baht of Thailand’s GDP (current price) and contributed to 3.7 percent decrease in economic growth. As a result, it is expected that Thailand’s overall economic growth in 2011 will be recorded merely 0.1 percent, which is lower than the initial estimated growth of 3.8 percent.

<table>
<thead>
<tr>
<th>Sectors (Million Baht)</th>
<th>Impact on Income</th>
<th>Impact to GDP (current price)</th>
<th>Impact to GDP (1988 price)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Agriculture</td>
<td>42,795</td>
<td>27,767</td>
<td>9,369</td>
</tr>
<tr>
<td>- Crops + Livestock</td>
<td>40,143</td>
<td>26,258</td>
<td>8,070</td>
</tr>
<tr>
<td>- Fishery</td>
<td>2,902</td>
<td>1,509</td>
<td>950</td>
</tr>
<tr>
<td>2. Manufacturing</td>
<td>512,502</td>
<td>227,477</td>
<td>122,444</td>
</tr>
<tr>
<td>3. Wholesales + Retials</td>
<td>31,164</td>
<td>23,948</td>
<td>10,938</td>
</tr>
<tr>
<td>4. Electricity + Water Supply</td>
<td>33,223</td>
<td>6,837</td>
<td>4,131</td>
</tr>
<tr>
<td>5. Tourism</td>
<td>31,881</td>
<td>13,709</td>
<td>5,001</td>
</tr>
<tr>
<td>6. Construction + Real Estate</td>
<td>28,172</td>
<td>9,297</td>
<td>5,408</td>
</tr>
<tr>
<td>7. Transports</td>
<td>63,750</td>
<td>19,119</td>
<td>14,409</td>
</tr>
<tr>
<td>6. Damage Value (1-7)</td>
<td><strong>743,487</strong></td>
<td><strong>328,154</strong></td>
<td><strong>171,699</strong></td>
</tr>
<tr>
<td>7. Impact to GDP (%)</td>
<td></td>
<td></td>
<td>3.7</td>
</tr>
</tbody>
</table>
Thailand’s Future Development and Water Management Plans

1. Flood Impact

2. Thailand Flood Relief, Rehabilitation and Prevention Mechanisms

3. 5 Strategies for reconstruction and future development

4. Financing source for Reconstruction and Future Development
Thailand Flood Relief, Rehabilitation and Prevention Mechanisms

Long Term Phase Mechanisms

The Cabinet approved the establishment of a **single-command authority** for the country's water management and flood prevention.

**Chair: Prime Minister**
- Formulating policies for water management and guideline on water management action plan
- Making recommendations on budgets, loan management and all work relating to water management to the Cabinet.

**Chair: Minister**
- Formulating water management action plan
- Developing, reviewing and approving work plans for related agency
- Formulating work guidelines for authorities involved, and supervising relevant agencies
- Given the authority to order state agencies to comply with the work plans

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**SCWRM**
Provide advice and recommendation for NWPFC

**the National Water Policy and Flood Committee (NWPFC)**

**the Water and Flood Management Committee (WFMC)**

**the Office of the National Water and Flood Policy Committee (ONWFPF)**

Related Agencies
Thailand’s Future Development and Water Management Plans

1. Flood Impact

2. Thailand Flood Relief, Rehabilitation and Prevention Mechanisms

3. 5 Strategies for reconstruction and future development

4. Financing source for Reconstruction and Future Development
5 Strategies for reconstruction and future development

1. Water Resource Management
   - Prevent and mitigate the impacts from big to medium-affected floods and to create confidence, ensure stability, increase income of Thai people

2. Restructuring of the production & service sectors
   - Prevent real sector from risks of natural disasters & crises
   - Enhance major industries towards sustainable competitiveness

3. Development strategy for new economic areas
   - Distribution of economic prosperity of the country & regions
   - Develop economic corridor at the sub-regional level
   - Create cluster with neighboring countries and Southeast Asia Region (EWEC/NSEC/SEC/GMS)
   - Develop border economic zones and border towns
   - Enhance connectivity with neighboring countries based on mutual benefits

4. Infrastructure development (2012 – 2020)
   - Enhance current transport network (land, air and marine)
   - Enhance energy security of the country
   - Develop telecommunication infrastructure
   - Upgrade public utility infrastructure for industries and people

5. Insurance system development
   - Create confidence & awareness of insurance system
   - Establish standards and service system of claiming rights for insurers in all sectors
   - Reform rules and regulation of insurance system
   - Set up an Insurance Pooling Fund

March 2012
Strategy 1: Water Resource Management

1. Royal Rain: Drought solution
2. Forest: Water restoration
3. Check dam: Water retarding
4. Vetiver Grass: Land slide prevention
5. Reservoir: Water restoration at hill base
6. Dam: Water restoration
7. New Theory Agriculture
8. Monkey cheek
9. Dike
10. Flood way
11. chaipattana-water-turbine
12. Mangrove

King’s initiatives regarding water management
## Current Status

<table>
<thead>
<tr>
<th>Number of Factory</th>
<th>Saharattana-Nakorn</th>
<th>Rojanna</th>
<th>Baan-Wah (Hi-Tech)</th>
<th>Bang Pa-in</th>
<th>Nawanakorn</th>
<th>Bang Kadee</th>
<th>Factory Land</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fully re-operating (100%)</td>
<td>46</td>
<td>220</td>
<td>153</td>
<td>93</td>
<td>230</td>
<td>44</td>
<td>93</td>
<td>879</td>
</tr>
<tr>
<td>Partially re-operating</td>
<td>9</td>
<td>2</td>
<td>39</td>
<td>12</td>
<td>4</td>
<td>4</td>
<td>73</td>
<td>143 (16%)</td>
</tr>
<tr>
<td>Not yet re-operating</td>
<td>4</td>
<td>59</td>
<td>9</td>
<td>33</td>
<td>86</td>
<td>12</td>
<td>20</td>
<td>223 (25%)</td>
</tr>
<tr>
<td>Close down business</td>
<td>30</td>
<td>137</td>
<td>95</td>
<td>45</td>
<td>137</td>
<td>28</td>
<td>-</td>
<td>472 (54%)</td>
</tr>
</tbody>
</table>

### Remarks
- Expect to re-operate by April 2012
- Expected delay from the desired plan and expected to re-operate by Q2/2012
- Expected to utilize 70% of total capacity by Q1/2012
- Electricity and water supply have been resumed to normal situation.
- Remaining factories are in the process of setting up new machines.

Source: Ministry of Industry, as of 9 Feb 2012
# Flood Dyke Construction Plan:

Soft loan facilities by government saving bank has been set up (in the amount of 15,000 million baht) for affected industrial estates.

<table>
<thead>
<tr>
<th>Types</th>
<th>Saharattana-Nakorn</th>
<th>Rojiana (Hi-Tech)</th>
<th>Baan-Wah Pa-in</th>
<th>Nawa nakorn</th>
<th>Bang Kadee</th>
<th>Factory Land</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In the designing process</td>
<td>Earth dyke with concrete plate</td>
<td>Earth dyke</td>
<td>Earth dyke and concrete dyke</td>
<td>Compact earth-concrete dyke</td>
<td>Earth-filled concrete dyke</td>
</tr>
<tr>
<td>Height from sea level (Metre)</td>
<td>6.50</td>
<td>6.05</td>
<td>5.40</td>
<td>6.00</td>
<td>5.50</td>
<td>5.00</td>
</tr>
<tr>
<td>Investment (Mil Baht)</td>
<td>240</td>
<td>2,030</td>
<td>350</td>
<td>700</td>
<td>540</td>
<td>580</td>
</tr>
<tr>
<td>Duration of Construction</td>
<td>5 months (Apr - 31 Aug 2012)</td>
<td>8 months (16 Feb - 30 Sep 2012)</td>
<td>6 months (1 Mar - 30 Aug 2012)</td>
<td>Soil dam (Jul 2012) Concrete dam (May 2013)</td>
<td>7 months (15 Feb - 31 Aug 2012)</td>
<td>7 months (10 Feb - 30 Aug 2012)</td>
</tr>
</tbody>
</table>

Source: summarized by NESDB
Strategy 2: Restructuring of the production & service sectors

### Restructuring for preventing real sector from risks of disasters and crises

- Supporting the business sector, particularly key industries to set up a system that can efficiently prevent, respond and be resilient to disasters and crises.

- The approach of Business Continuity Management (BCM) shall be applied to minimize risks and maintain operations of industries’ supply chains in the crisis.

### Restructuring for enhancing competitiveness of the production and service sectors towards more advanced technology and higher value creation

- Continuously promoting eco-industrial town development and environment revival in major industrial areas as well as supporting industrial cluster development.

- Encouraging the development of modern industry based on creativity, local wisdom and innovation.

- Developing enabling factors to promote efficiency and standard and support the application of STI in creating high-value added manufacturing products.

- Encourage and support production linkages between large and local industries and widen industrial development in regions through linkages between SMEs / OTOP entrepreneurs and large industrial companies.
Strategy 3: Development strategy for new economic areas

GMS Economic Corridors

1. **The land use policy** shall focus on promoting the distribution of economic prosperity of the country and throughout all regions based on the difference in capability of each area.

2. **The development of international transport and logistics networks** under the existing and future development plan and integration of the linkages within the sub-region and between sub-regions, as well as the cooperation under the Master Plan on ASEAN Connectivity.

3. **Development of Thailand’s regions shall be pursued to connect with neighboring countries and Southeast Asia.** The major development schemes include the EWEC, NSEC, and SEC under the GMS Scheme.

4. **Development of border economic zones and border towns** shall be undertaken to serve as an economic gateway connecting with neighboring countries.
Strategy 3: Development strategy for new economic areas

- Trilateral Exchange in Traffic Right between Thailand – Laos PDR – China and 4th Mekong River Crossover Bridge
- Border Economy Development
- Deep Sea Port and Dawei Industrial Estate Development
- Thai – Laos – China High-speed Train
- Train connecting sub-region Singapore - Kunming
- Hat Yai – Sadao Motorway
Strategy 3: Development strategy for new economic areas

East West Economic Corridor

The Myawady - Kokariem-Thaton road (189 km) – first 18 km road development financed by Thailand.
- Detail design of the 40 km uphill portion completed with Thailand's assistance.

Construction of 82 km section of the R11 route in Lao - Thailand's financial assistance costs 1,392 million Baht.

Nongkhai - Ta Na Laeng Rail route – Thailand assisted in helping financing 6 km of the route to completion in 2009.

Hai Van Tunnel construction completed in 2005.

3rd Thai-Lao Friendship Bridge at Nakhon Phanom province, construction completed in 2011.

Roads in Thailand – mostly 4 lanes, except Tak-Kalasin-Mukdahan and Mukdahan and borders that are still under expansion to 4 lanes.

Da Nanag Port – Construction completed (5 million tons per annual / 35,000 DWT).


March 2012
Strategy 3: Development strategy for new economic areas

High-speed rail route from Chiang Mai - Bangkok
Government of Thailand - China signed MOU on December 2011

228 km Road infrastructure construction in Lao - Completed/ 84.77 km- Road in Thailand rehabilitation nearly finish.
4th Thai-Lao Friendship Bridge (Chiang Khong - Huay Sai) completion expected next year

296 km Hanoi - Lao Cai / Huaykoh Rail route - costs 120 million US dollars, under construction

Kunming-Nanning Railway - cost of 12,900 million Dollars, financed by Chinese government and ADB, about start construction

110 km road expansion connecting Chiang Rai - Chiang Khong - completed within 5 years
60 km road extension between Chiang Rai - Mae Sai - expansion to 4 lanes and construction of the 8 km bypass completed.

2 lanes of the 256 km- road network from Mae Sai - Tachilek - Dali Luoyang in Myanmar construction - completed, fair condition

620 km expressway between Jinghong - Kunming - expansion to 4-6 lanes

The Dali-Ruili rail route - under construction by Chinese Govt and road rehabilitation financed by ADB

North South Economic Corridor
**Southern Economic Corridor**

**Strategy 3: Development strategy for new economic areas**

- **4-lane road** (except Prachin Buri-Kabin Buri and Aranya Prathet inbound sections)
- **Construction completed by ADB and Japan**
- **Road rehabilitation** completed in 2007, assistance from WB, ADB and Thailand
- **Construction Completed with assistance from China**
- **Road rehabilitation** completed in 2008 by Japan and ADB
- **River Bridge** under construction and expected for completion in 2012 with assistance from Japanese government
Strategy 3: Development strategy for new economic areas

Road Link between Laem Chabang Sea Port and Dawei Sea Port

MAP:
ACCESS ROAD between Dawei - Pu Nam Ron
The middle section is under trial testing process.

Road between Pu Nam Ron - Thai-Myanmar border, total length of 4.4 Km. (the last 400 m under construction)

Road between Kaosakhaburi - Pu Nam Ron, total length of 75 Km. (completed)

Motorway NO.81 between Bangyi - Kanchanaburi, total length of 90 Km. (yet to be constructed)

Road between Thai-Myanmar border - Pu Nam Ron - Route 323 - Route 4 - Route 338 -
- Wartam Ring Road - Southem Ring Road - Route 34 - Route 7 connected to Laem Chabang Port

Border Crossing

Remarks:
Total of 43 border crossings at Kanchanaburi
The distance between NAIRUL and Elawns is 34 Km.
1. **Transport Infrastructure Development:**

- Development of land transport network to connect main economic zones and cities in the region and neighboring countries including road networks, rail networks, and mass transit networks within the capital and perimeters.
- Air Transport Infrastructure Development
- Sea Transportation Infrastructure Development

2. **Energy Security:** New sources of energy, both domestic and international need to be sought and developed, especially through the establishment of collaborations in the area of energy resource development with potential neighboring countries on the west of Thailand (Dawei)

3. **Telecommunications Infrastructure Development:** to provide high-speed internet services covering all areas in the country, creating more opportunity for the public to get the services. Also, the Government Information Network (GInet) needs to be developed for support large and small and medium enterprises (SMEs) to efficiently utilize it to improve their competitiveness and generate greater income.

4. **Public Infrastructure Development:** The water supply system in rural areas and economic zones as well as the waste water management system shall be further developed to create efficient and worthwhile utilization resources for the consumption of population and the production and service sectors.
<table>
<thead>
<tr>
<th>Route</th>
<th>From</th>
<th>To</th>
<th>Distance (KM)</th>
<th>Amount (Mill. USD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Bang Sue</td>
<td>Chiang Mai</td>
<td>745</td>
<td>7,300</td>
</tr>
<tr>
<td>North-East</td>
<td>Bang Sue</td>
<td>Nong Kai</td>
<td>615</td>
<td>3,100</td>
</tr>
<tr>
<td>East</td>
<td>Makkasan</td>
<td>Rayong</td>
<td>330</td>
<td>2,300</td>
</tr>
<tr>
<td>South</td>
<td>Bang Sue</td>
<td>Huahin</td>
<td>225</td>
<td>2,600</td>
</tr>
</tbody>
</table>
Strategy 4: Infrastructure development (2012 - 2020)

Metropolitan rail system

- Airport Link (36.4 km)
- Bangkok-Sukhumvit (42.8 km)
- Thonburi-Sathorn (9.5 km)
- North-Sungai Burung (15.5 km)
- Bang Chak-Mangkorn (55 km)
- Chatuchak-Wat Phra Sri Rattana Mahathat Station (65.5 km)
- M.R. Rajathanee-Maeklong (80.8 km)
- Don Muang-Phra Phuttha (66.5 km)
- Samut Prakan-Chachoengsao (9 km)
- Phra Nakhon-Saphan Taksin (30.4 km)
- Don Muang-Mahachai (37 km)
- Don Muang-Mahachai (37.5 km)

EIRR 19.67%
Strategy 4: Infrastructure development (2012 - 2020)

Express way between major cities
### Strategy 4: Infrastructure development (2012 - 2020)

#### Dual Track Train

<table>
<thead>
<tr>
<th>From - To</th>
<th>Distance (KM)</th>
<th>Amount (Mill. USD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chachoengsao - Kaeng Khoi</td>
<td>106</td>
<td>360</td>
</tr>
<tr>
<td>Lop Buri - Nakhonsawan</td>
<td>118</td>
<td>420</td>
</tr>
<tr>
<td>Map Kabao - Thanon Chira Junction</td>
<td>132</td>
<td>370</td>
</tr>
<tr>
<td>Thanon Chira Junction - Khonkaen</td>
<td>185</td>
<td>410</td>
</tr>
<tr>
<td>Nakhonpathom - Hauhin</td>
<td>165</td>
<td>530</td>
</tr>
<tr>
<td>Prachuap Khiri Khan - Chumphon</td>
<td>167</td>
<td>500</td>
</tr>
</tbody>
</table>
Energy Security

New sources of energy, both domestic and international, need to be sought and developed, especially through the collaborations in the area of energy resource development with potential neighboring countries on the west of Thailand (Dawei), aiming at strengthening the nation’s energy security.
## Infrastructure Development

<table>
<thead>
<tr>
<th>Sector</th>
<th>Amount (Billion Baht)</th>
<th>Amount (Billion USD)</th>
<th>Share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Land Transport</td>
<td>1,470</td>
<td>46.7</td>
<td>65</td>
</tr>
<tr>
<td>2. Air and Marine Transport</td>
<td>148.5</td>
<td>4.7</td>
<td>6</td>
</tr>
<tr>
<td>3. Energy</td>
<td>499.5</td>
<td>15.9</td>
<td>22</td>
</tr>
<tr>
<td>4. Telecommunication</td>
<td>35.2</td>
<td>1.1</td>
<td>2</td>
</tr>
<tr>
<td>5. Utility</td>
<td>117</td>
<td>3.7</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,270</strong></td>
<td><strong>72.1</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>
The focus is on developing the insurance system to be a key mechanism, which provides economic and social security and handles the risks from natural disasters.

- Confidence and awareness of importance of insurance of the public shall be promoted by instilling understanding and knowledge about necessity and importance insurance to society and people.

- Standards and service system of claiming rights for insurers in all sectors shall be established by setting service guidelines of standard insurance practices.

- Development of infrastructure for insurance system by renewing related laws and regulations to be modernized, efficient, and adaptive to changing circumstances and international standards. New insurance products and services shall be encouraged. Additionally, tax systems shall be developed to promote insurance system to be in line with the accounting and asset appraisal standards.

- An Insurance Pooling Fund shall be set up to be a primary mechanism in creating security and providing assistance to all parties affected by disasters.
Strategy 5: Insurance system development

- Disaster Insurance Promotion Fund was established within the Ministry of Finance with the main objective of managing catastrophic risks by means of insurance and reinsurance and providing financial aids to insurer, with the starting fund of 50 billion baht.

Disaster Insurance Promotion Fund

- Insurance Policy
- Government
- Initial Fund
- Foreign Reinsurance company
- Re-insurance company
- Re-insurance
- Insurance Policy
- Re-insurance
- Insurance Company
- Re-insurance
- Insurance Policy
- Household
- SMEs
- Industries
- The Insured
- The Insurer
- Buffer
- Reinsurer
## Current Status

The executive board of Disaster Insurance Promotion Fund has developed the insurance policy for 3 type of insured and it is expected to be on the market in the middle of March. In case there is a high risk and insurance companies deny to insure any individual or company. The Disaster Insurance Promotion Fund will step in and insure all of the risks instead.

<table>
<thead>
<tr>
<th>Insured</th>
<th>Sublimit Insurance (maximum claim)</th>
<th>Claims conditions</th>
<th>Deductible Rate</th>
<th>Premium Rate*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household</td>
<td>Not more than 100,000 baht</td>
<td>Submerged building: 30,000 baht</td>
<td>none</td>
<td>0.5%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Floodwater 50cm: 50,000 baht</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Floodwater 100cm: 100,000 baht</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SMEs</td>
<td>30% of sublimit (With sum insure not exceed 50 Mil baht)</td>
<td>Estimated the damages by insurance company and pay accordingly (not more than the sublimit insurance)</td>
<td>5% of sublimit</td>
<td>1.0%</td>
</tr>
<tr>
<td>Industries</td>
<td>30% of sublimit (sum insure limit above 50 Mil baht)</td>
<td></td>
<td>1.25%</td>
<td></td>
</tr>
</tbody>
</table>

*Premium = maximum claim * premium rate
Household will be 500 baht per policy = 100,000 * 0.5%
SMEs not exceed 500,000 baht per policy = 50,000,000 * 1.0%
Industries not exceed 1.25% of sublimit
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## Financing source for Reconstruction and Future Development

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Amount (million Baht)</th>
<th>Amount (million USD)</th>
<th>Financing Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Restructuring of the production &amp; service sectors</td>
<td>10,000</td>
<td>317</td>
<td>Royal Decree on Investment Loan for Water Resource Management and Future Development</td>
</tr>
<tr>
<td>3. Development strategy for new economic areas</td>
<td>10,000</td>
<td>317</td>
<td>Royal Decree on Investment Loan for Water Resource Management and Future Development</td>
</tr>
<tr>
<td>4. Infrastructure development</td>
<td>2,270,086</td>
<td>72,066</td>
<td>Annual Budget / SOEs / Loan / PPP</td>
</tr>
<tr>
<td>5. Insurance system development</td>
<td>50,000</td>
<td>1,587</td>
<td>Royal Decree on Insurance Pool Fund</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,652,712</strong></td>
<td><strong>84,212</strong></td>
<td></td>
</tr>
</tbody>
</table>
## Financing source for Reconstruction and Future Development

<table>
<thead>
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<td>4.7</td>
<td>6</td>
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<td>3. Energy</td>
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<td>15.9</td>
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<tr>
<td>4. Telecommunication</td>
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<td>2</td>
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<td>5. Utility</td>
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<td><strong>Total</strong></td>
<td><strong>2,270</strong></td>
<td><strong>72.1</strong></td>
<td><strong>100</strong></td>
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<table>
<thead>
<tr>
<th>Financing source</th>
<th>Amount (Billion Baht)</th>
<th>Amount (Billion USD)</th>
<th>Share (%)</th>
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<tbody>
<tr>
<td>1. SOEs, and Loan</td>
<td>721.5</td>
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<td>2. PPP</td>
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<td>3. Government</td>
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<td>36.1</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>2,270</strong></td>
<td><strong>72.1</strong></td>
<td><strong>100</strong></td>
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</tbody>
</table>
Thank you