

Expert Group Meeting on Planning and Assessment of Urban Transportation Systems

22-23 September 2016 Kathmandu, Nepal

Thailand

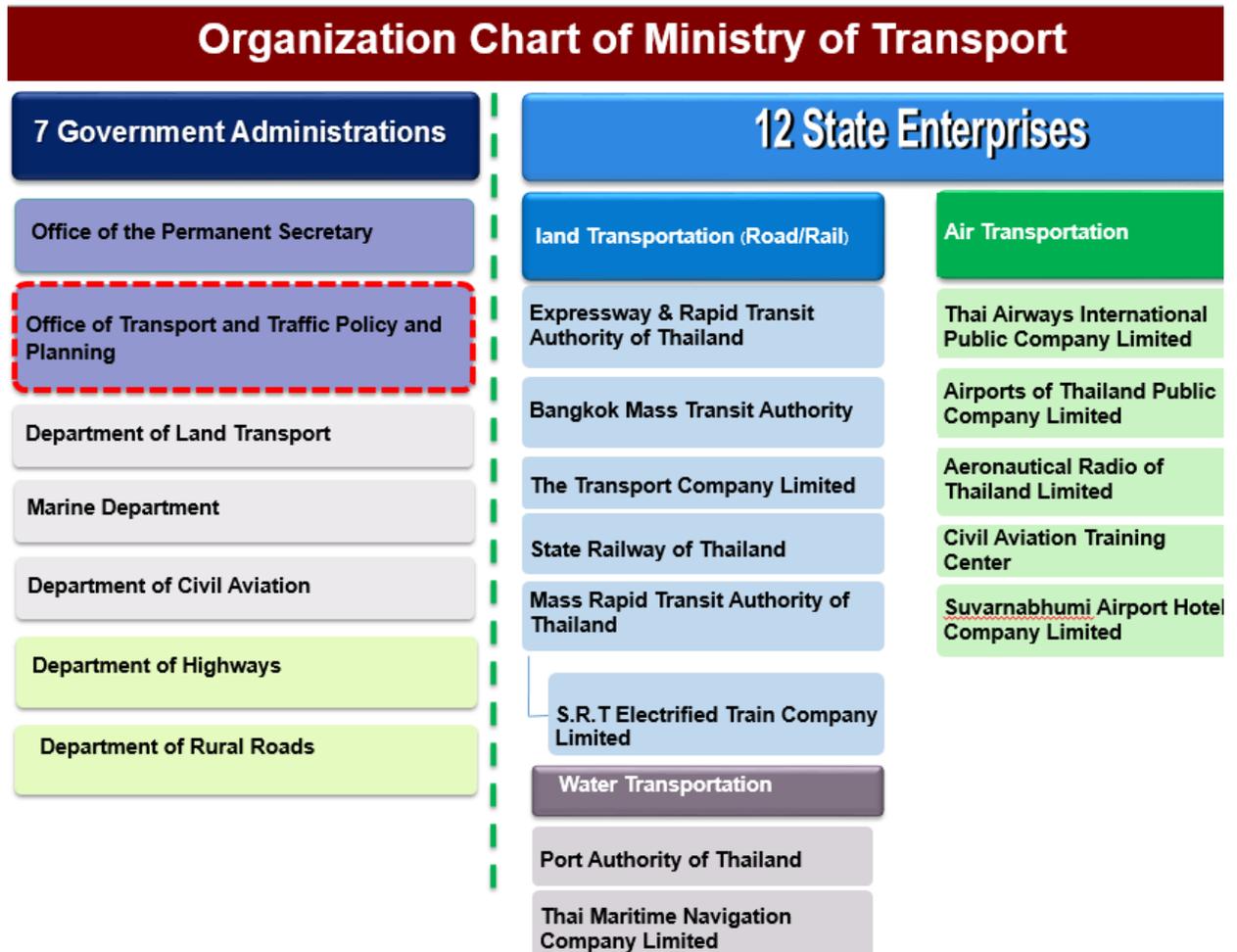
1. Introduction

1.1 • Background and status of national and urban transport systems

Thailand has an area of 513,115 square kilometers and a population of about 66 million people is ranked 20th in the world, Bangkok is the capital of Thailand. It is estimated that approximately one fifth of the country's population living in urban areas. Income from industry and services. Thailand has many famous tourist destinations such as Pattaya, Phuket, Bangkok and Chiang Mai, which generates income for the country. As well as sending out a very important part in economic development. With GDP of the country. Which is valued at approximately US \$ 334,026. More than half of the GDP increase of the country was achieved in Bangkok Metropolitan Area, BMA. Thus, the economic growth of the kingdom depends greatly on the performance of BMA.

The average economic growth rate in urban areas is higher than the national growth rate. This trend is generally accompanied by an increase in rural urban migration. Thus, a chain of problems arises from and affects the urban areas, particularly in Bangkok metropolitan areas. The urbanization of Bangkok has taken place predominantly in the corridor along major radial roads, thus leaving large land gaps still under-developed throughout the city. The urbanization of Bangkok has developed, without any control over the use of land or formal zonal division of the use types that it comes up with the problem in urban areas and great effects to the transportation system. Traffic generation and demand occur in a real random fashion. Accompanied by poor road network, traffic congestion in BMA becomes general to all road users.

1.2 Ministry of transport is the institutional arrangement involved in planning development, infrastructure of transport and urban transport system.



The Office of Transport and Traffic Policy and Planning is an agency that possesses administrative excellence, provides key recommendations regarding development in transport and traffic to the government, and guides policy to implementation, all under an effective strategic plan-management system by an efficient organization possessing a knowledge base, competent personnel, and performing its assigned tasks with public goals and interests as key objectives.

2. Urban transport policies

Sustainability is a global priority and Thailand were the same. Thus, the development of infrastructure and transportation planning and traffic is moving towards sustainable transportation. The development of transport infrastructure focus on three levels, national links with neighboring countries. The primate city, Bangkok and the main city in the region.

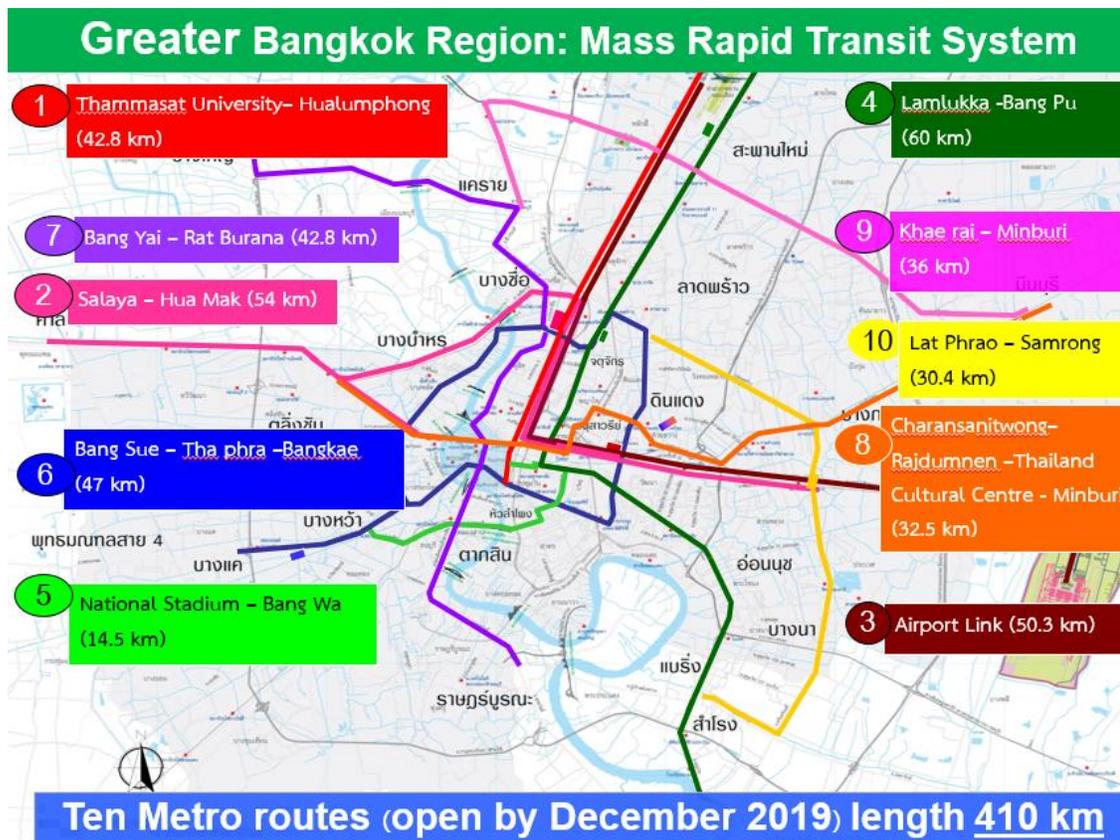
The problem of traffic jams in the nation's capital, Bangkok and the main cities in the region such as Chiang Mai, Phuket, Hat Yai, the government gives priority to solutions and systems for transportation and traffic in the area. Traffic congestion mainly due to the rapid increase of private cars and the public transport system does not encourage people to use.

The government has a strategic investment in transport infrastructure is geared towards sustainable transport. Optimizing transportation system in the country, and creating new opportunities for trade and investment, transport connections with the neighboring countries of Thailand. The policy is to change patterns of travel and transport goods by road, rail and ship. In particular, the problem of traffic congestion in urban areas. If the change in travel patterns from using private cars to rail or boat or non-motorized. Expected number of private cars is reduced. This is one approach to solving problem of traffic jams in urban area. Further, The government has a master plan for development of rail transportation and has a master plan of mass transit system in Bangkok metropolitan Area.

The goal of strategy to make travel and transportation is convenient, fast and safe. In addition, the government has given priority to the elderly and disabled by developing the transport infrastructure accessible for all.

- Ongoing and planned major urban transportation projects

Transport infrastructure development in urban area shift from road to rail. The master plan of mass rapid transit is ongoing with 10 lines



3. Data availability on urban transport indicators

Transportation, mainly in the use of land transport essentially on December 31, 2556 in a car registered cumulative 34,624,406 units of motorcycles most personal is 19,853,157 units, followed by passenger cars up to seven people, 6,736,602 units. and personal truck 5,734,302 units with a licensed shipping 405,378 copies in the year 2556 a passenger bus terminal at the Department of Transport regulatory 395,509,573 people rail use in Thailand is 4,044 kilometers in 2555, with passenger rail 40.8. Million people

Thailand, with water in a 3,700 km navigable river and the Saen Saeb canal is the main water transportation. There are more than 360 000 passengers per day, the main port of Thailand's Klong Toey and Laem Chabang in 2547, with imports and exports of around 47.7 million tonnes.

Suvarnabhumi International Airport in 2556 as a passenger is ranked 17th in the world.

4. Issues and challenges faced by the urban transport systems

How to promote the modal shift of transport from Road to rail to ship to non-motorized or the other cost-saving modes

Luksanawadee Tanamee

Office of Transport and Traffic Policy and Planning

Ministry of transport, Thailand