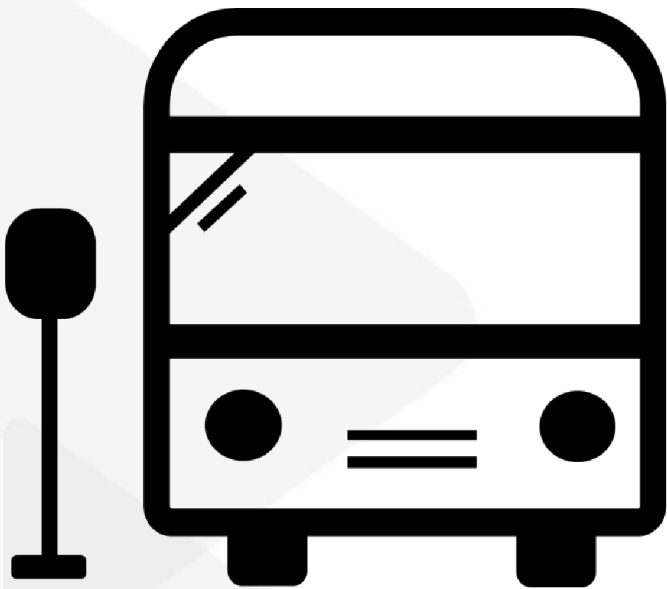
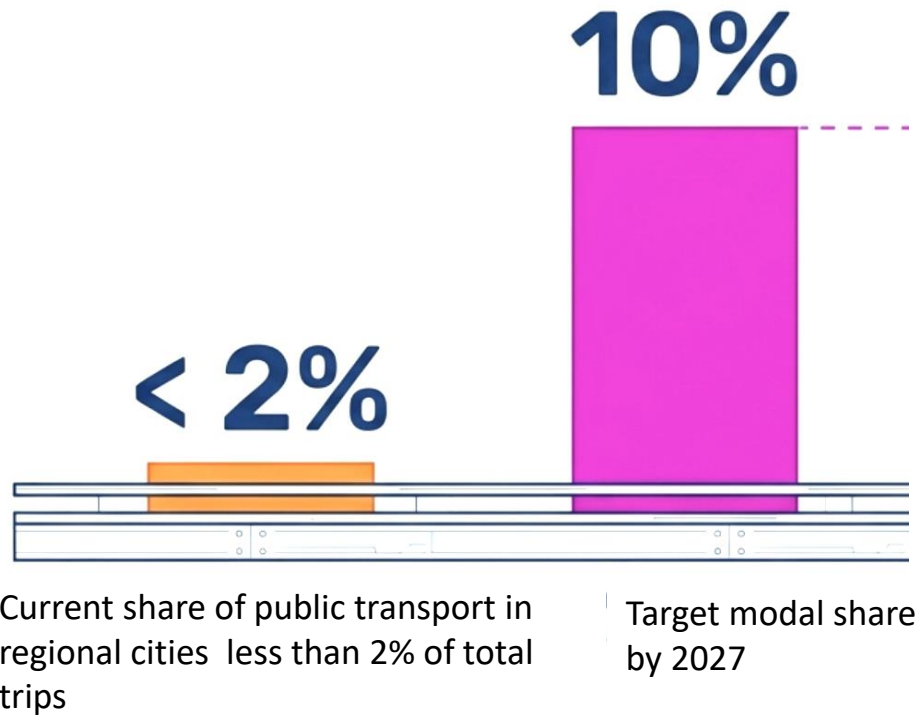


Local Governments in Public Bus Transport System



CHULALONGKORN UNIVERSITY
TRANSPORTATION INSTITUTE

Goals for Public Transport Development in Regional Cities

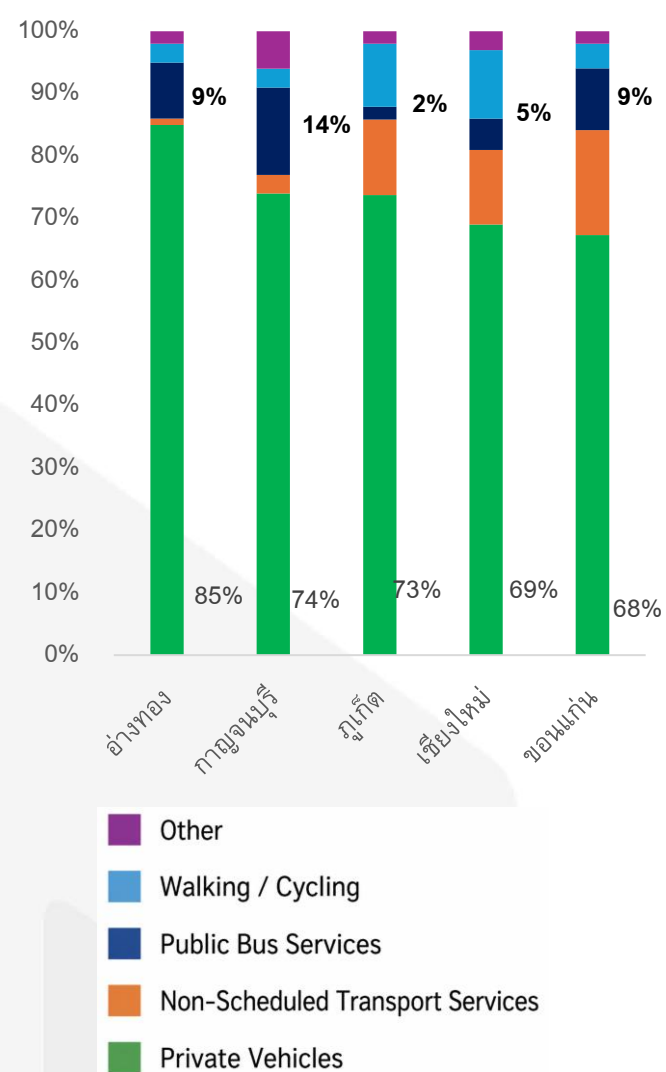


Target: Increase the share of public transport trips in provincial urban areas to **10% of all trips by 2027**.

Current Status: Public transport currently represents **less than 2% of total trips**, highlighting the need for significant improvements in service quality, accessibility, and coverage.

Source: Department of Land Transport

Key Findings from the Data Survey in the Pilot Provinces



Chiang Mai

Context: Public bus services are available on desired travel routes. Highest proportion of students traveling to school by private vehicles. Local residents mainly rely on private vehicles.
Critical Barriers: Long waiting times, Limited route coverage, High fares



Phuket

Context: Tourists primarily travel using rental vehicles and non-scheduled transport services. Local residents mainly rely on private vehicles.
Critical Barriers: Long waiting times, Limited route coverage, Multiple transfers required.



Khon Kaen

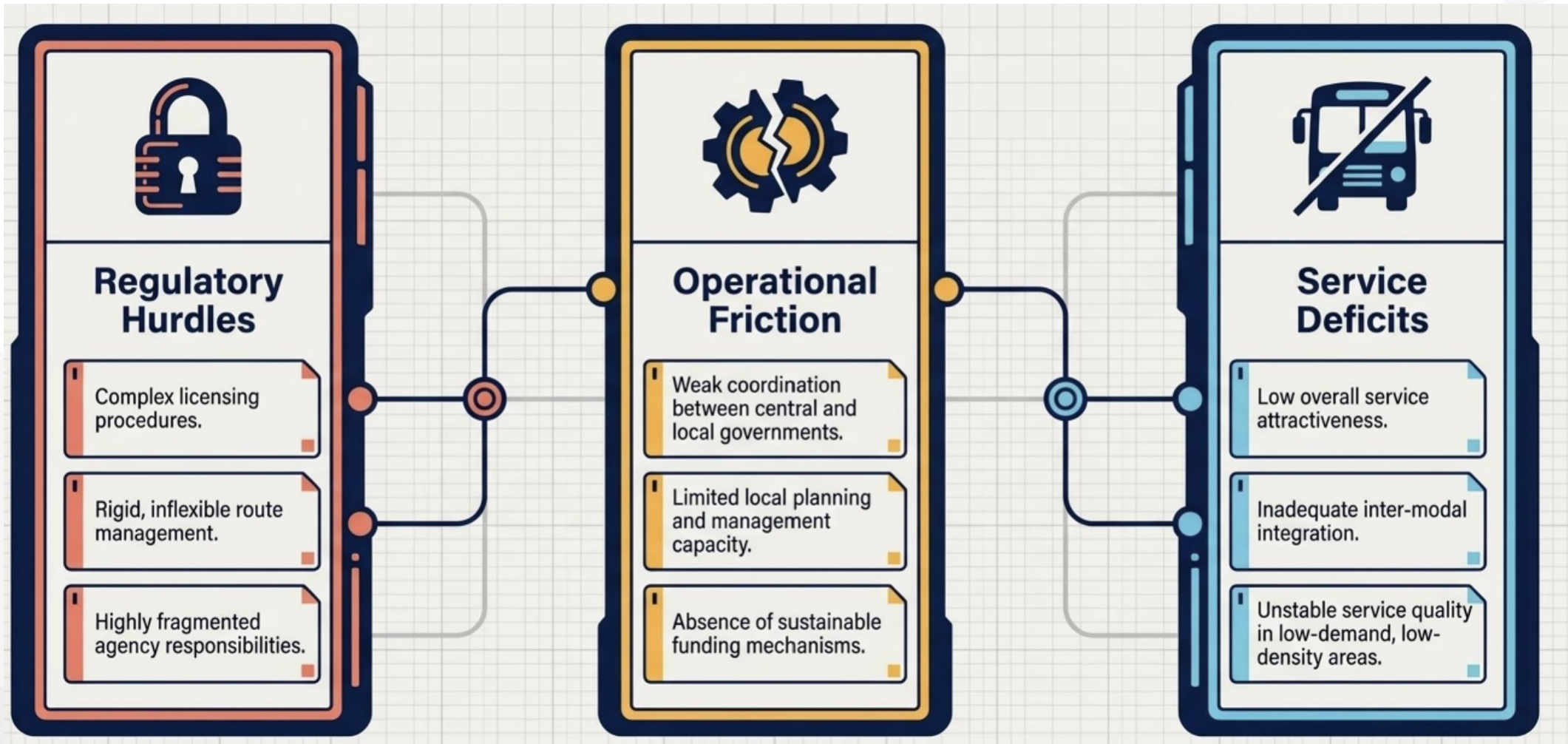
Context: Although bus services are available, many residents are uncertain whether public transport serves their desired routes. Most students travel to school by private vehicles.
Critical Barriers: Long waiting times, Poor schedule reliability, Safety concerns regarding vehicle conditions, Limited route coverage



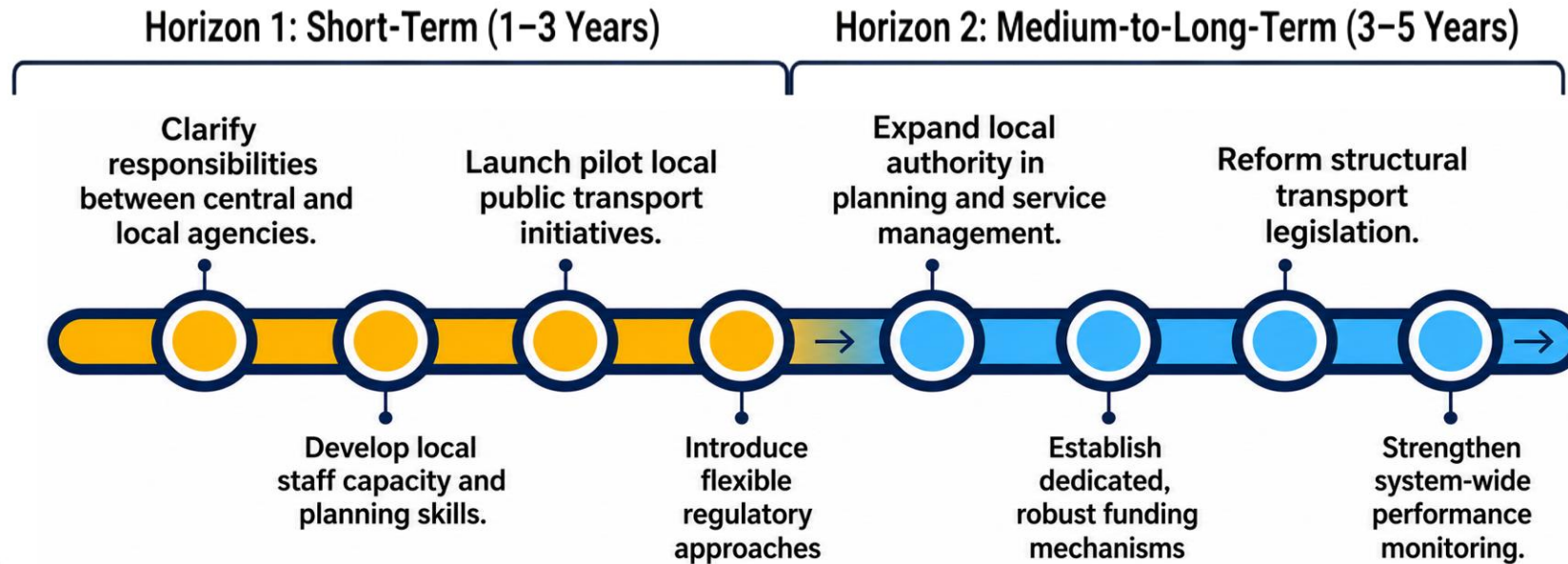
Kanchanaburi

Context: Public bus services are available on desired travel routes, but many people still do not use them. Most students travel to school by private vehicles.
Critical Barriers: Poor quality of public transport and inadequate network coverage.

Institutional Bottlenecks



A Roadmap to Decentralized Public Transport Governance



Financial Mechanisms

- Establish Public Transport Development Fund via central subsidies.
- Reallocate local vehicle tax revenues (currently 80% PAO / 20% other LAOs).
- Unlock grant funding (ThaiHealth, Road Safety Fund).



Capacity Building

- Intensively train local officials in modern network planning.
- Transition to flexible, 'On-Demand' licensing for low-density areas.



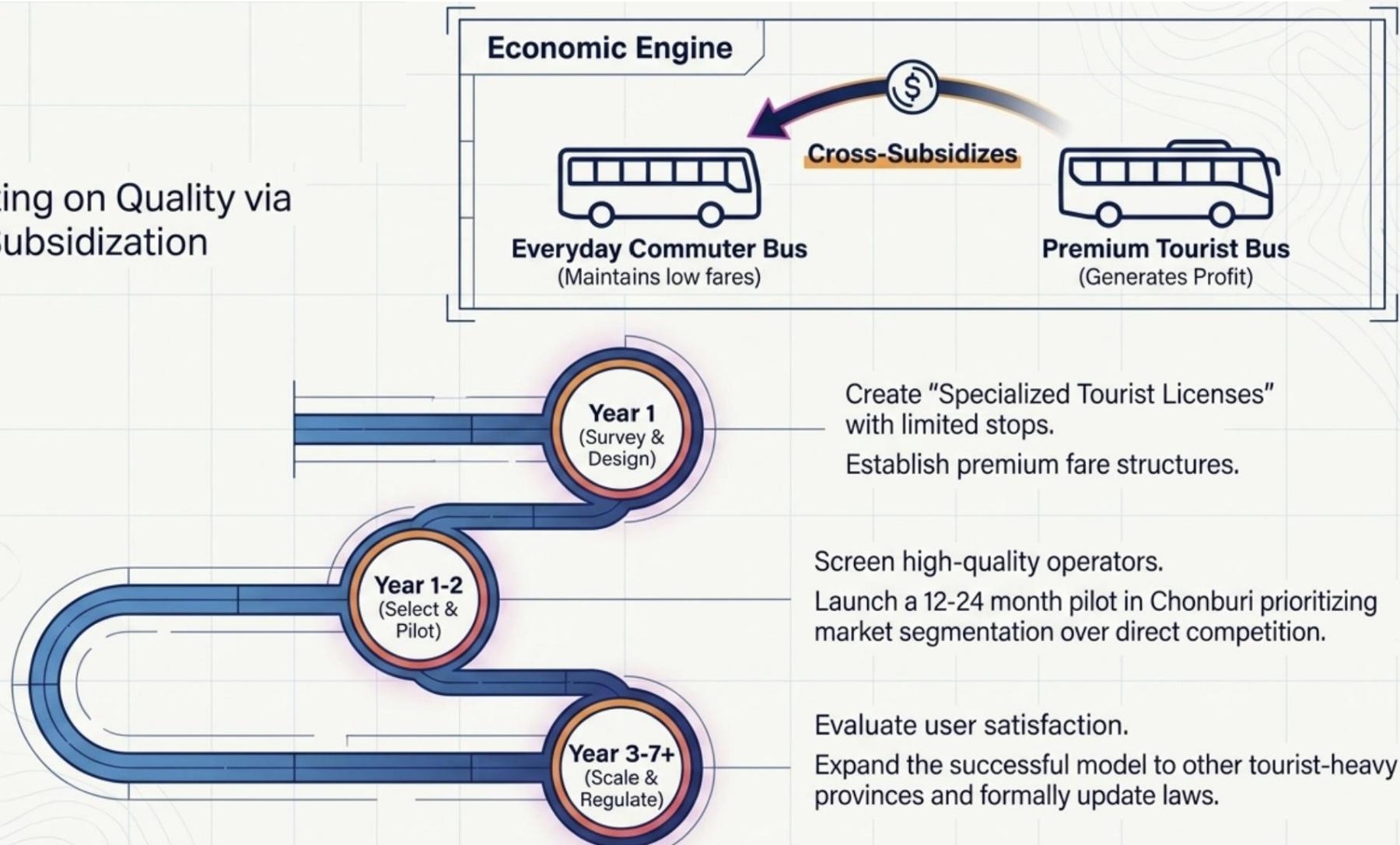
Performance & Incentives

- Integrate transit KPIs directly into Local Performance Assessments (LPA).
- Reward high-performing LAOs with elevated autonomy and bonus funding.



Example Roadmap for Implementation

Competing on Quality via
Cross-Subsidization

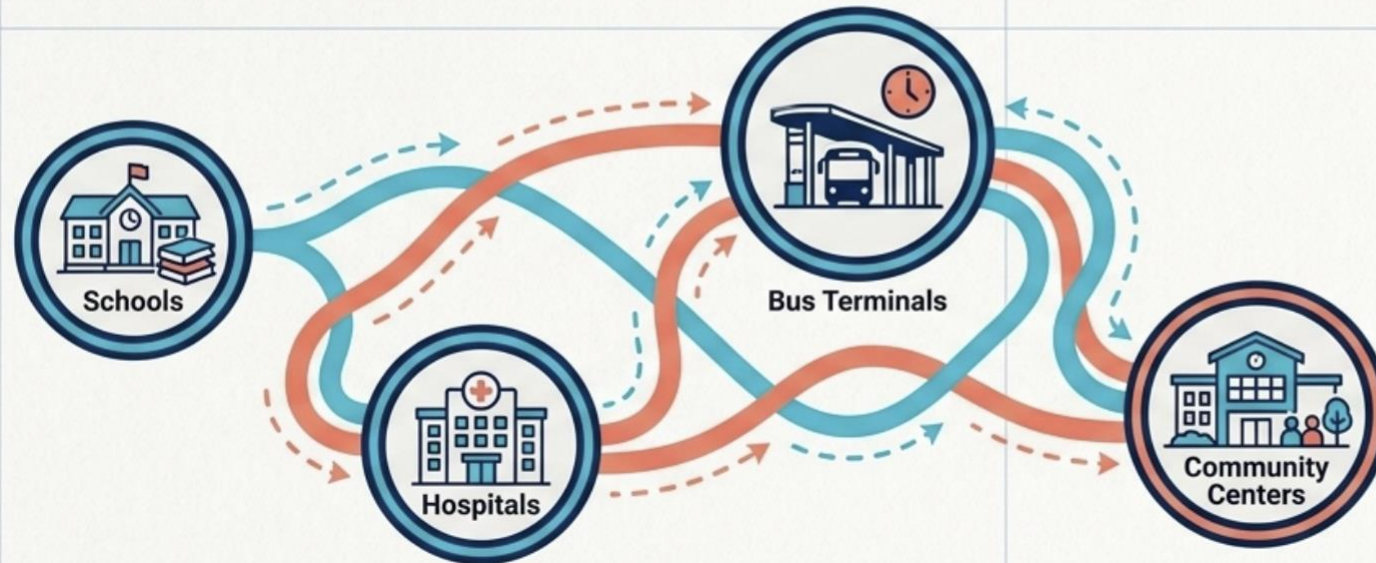


Responsive Public Transport Models for Rural and Low-Density Areas



Conventional fixed-route services are often unable to meet the mobility needs of rural and dispersed communities. Flexible public transport offers a more responsive and sustainable alternative.

Fixed Route (High Empty-Mile Cost)



Demand-Responsive Transport (DRT):
Services are triggered directly by passenger requests with adjustable routes and timetables that align with real-time travel needs.

Public Transport Development in Thailand

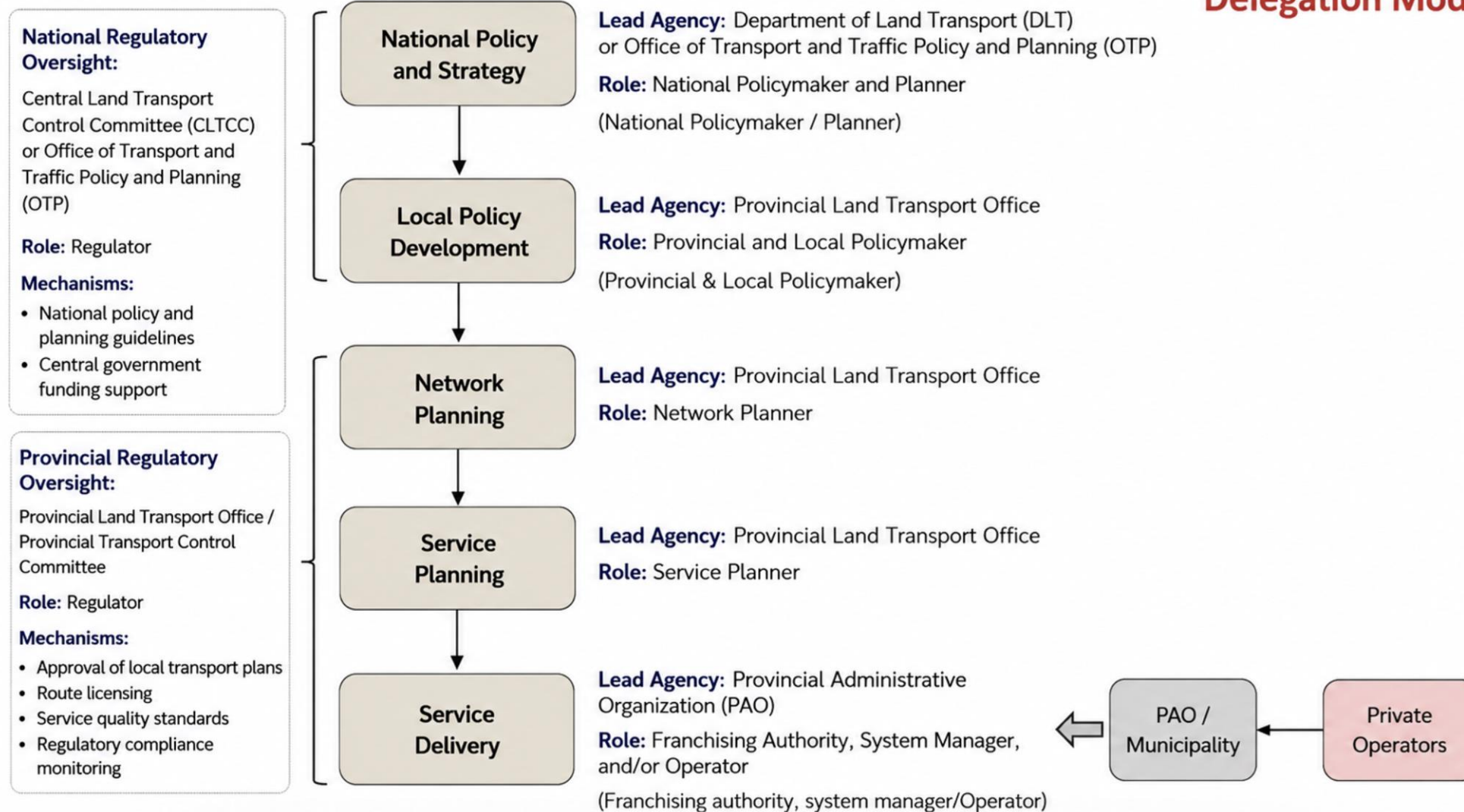


Responsive Public Transport Models for Rural and Low-Density Areas



Roles of Local Government in Bus Services

Delegation Model



Roles of Local Government in Bus Services

Devolution Model

