



Regional Logistics Development

“Challenges and Opportunities for Thailand”

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Permanent Secretary,
Ministry of Transport, Thailand

- ASEAN's Logistics amid Turbulent Times
The current State and Challenge of Logistics
in the ASEAN Region with a Focus on Thailand -

15 June 2022

Online Free Symposium (Zoom)

13 : 30 – 16 : 00 (TH Time)





OBSTACLES

2020 to present



CHALLENGES

- Social Distancing
- Less Face-to-face meeting
- Less Public transport usage



OPPORTUNITIES

- E-commerce
- Delivery Services
- Quick (just in time) logistics management
- New short cut service route in Aviation services





??? FUNDAMENTAL READINESS ???

- **Connectivity** in Infrastructure development in all transport modes
- **Efficiency** in logistics management in all transport modes





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1.

The Current Situations

2.

Transport Infrastructure Development Plan

3.

Connecting to the ASEAN Region





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1. The Current Situations

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3. Connecting to the ASEAN Region





Geographical Advantage in AEC





Traffic Congestion in Urban Area



Traffic Congestion



Road Accident Problem



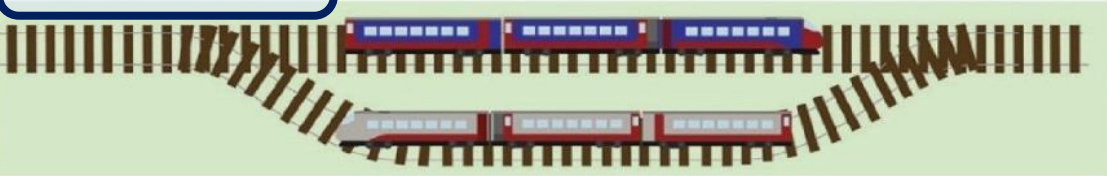
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Japan Transport and Logistics Research Institute
JTTRI-RIRO Regional Office



Key Problems in Regional Logistics

Delays

Single Track



Loss Transfer Connections



Crowded Checkpoint



Not Seamless Operation

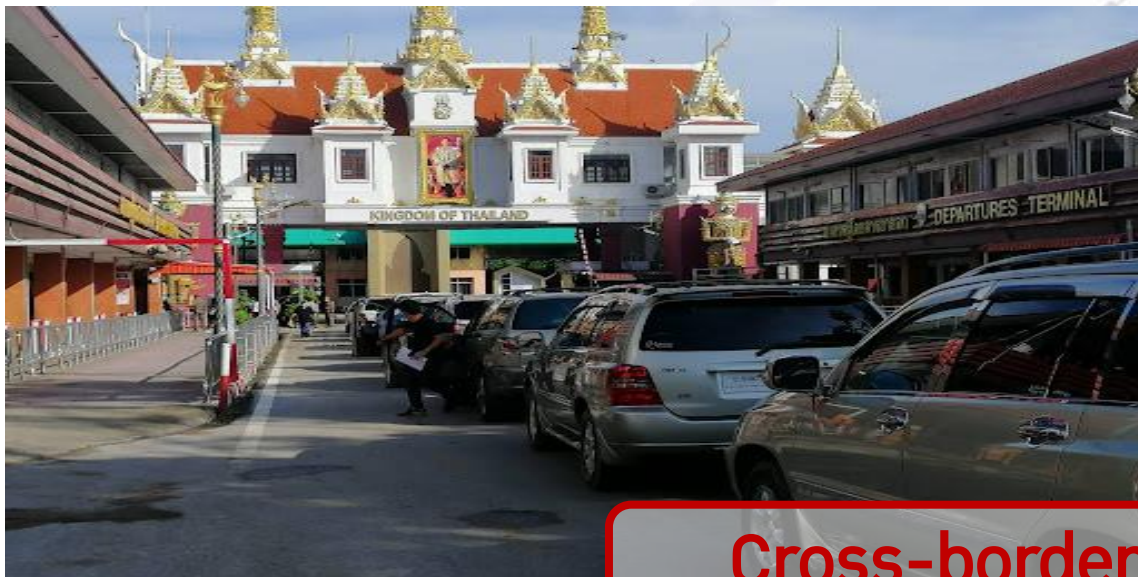


High Logistics Cost





Transport Problems Connecting Regions



Cross-border Traffics Congestion





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Thailand's Logistics Performance Indicator

Master Plan under
National Strategy
(2018 – 2037)

สรุปสาระสำคัญ
แผนแม่บทภายใต้ยุทธศาสตร์ชาติ
(พ.ศ. ๒๕๖๑ - ๒๕๘๐)

ISSUE 7

Infrastructure
Logistic and Digital
Technologies

**Targets
&
KPI**

**Targets
&
KPI**

At
present
14%

The proportion of the country's logistic costs to GDP in Thailand (Ave. percentage)

(2018 - 2022)	(2023 - 2027)	(2028 - 2032)	(2033 - 2037)
Less than 12	Less than 11	Less than 10	Less than 9

Thailand's International Logistics Performance Index (Ranking/Score)

(2018 - 2022)	(2023 - 2027)	(2028 - 2032)	(2033 - 2037)
Top 25 or Not Less Than 3.50	Top 25 or Not Less Than 3.60	Top 20 or Not Less Than 3.70	Top 20 or Not Less Than 3.80

At
present
#32

Source : NESDC. (2019)





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1. Transport Infrastructure in Thailand – The Current Situations

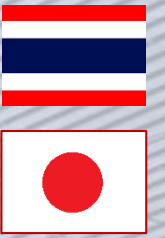
2. Transport Infrastructure Development Plan

3. Connecting to the ASEAN Region





The 20-Years Transport System Development Strategy 2018-2037

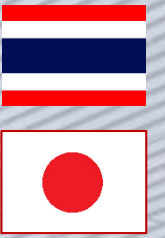


3 Concepts





The 20-Years Transport System Development Strategy 2018-2037



Efficient Transport

Target

Resolve

1

Urban Transport

Shift

Private Car

Public Transport

Traffic Congestion

Pollution

2

Intercity Transport

Shift

Truck

(Transport costs 0.71 baht/ton-km.)

Railway

(Transport costs 1.38 baht/ton-km.)

Waterway

(Transport costs 0.52 baht/ton-km.)

Reduce Logistics Cost

Punctuality



MOT's Infrastructure Development Plan



ROAD



RAIL



WATER / PORT



AVIATION





Urban Transport Networks Development



Traveling by public transportation is inconvenient

Urban Transport

Transport problems in the past effects present



Traffic Congestion

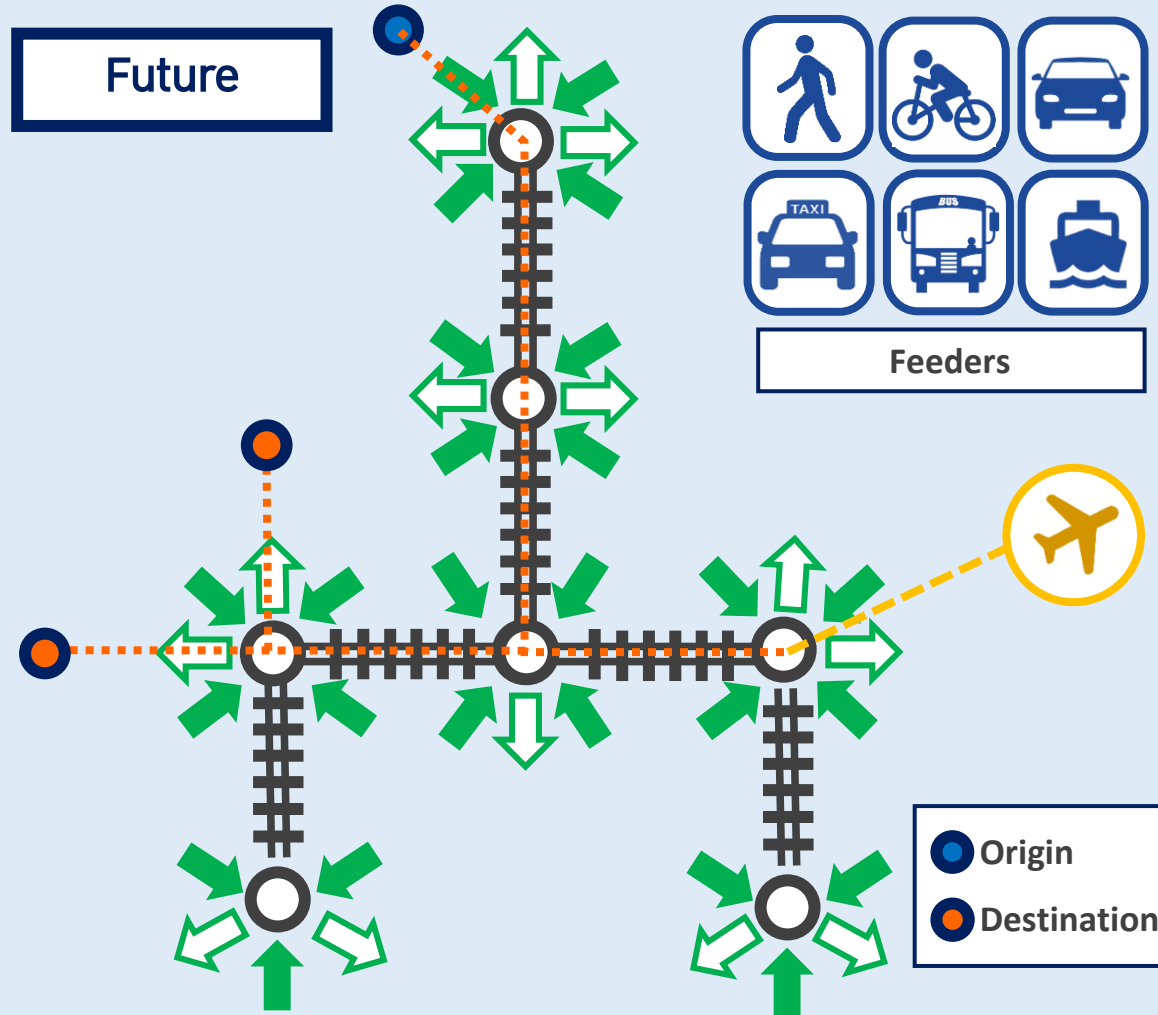
Air Pollution

Energy using inefficiency

Future



Feeders

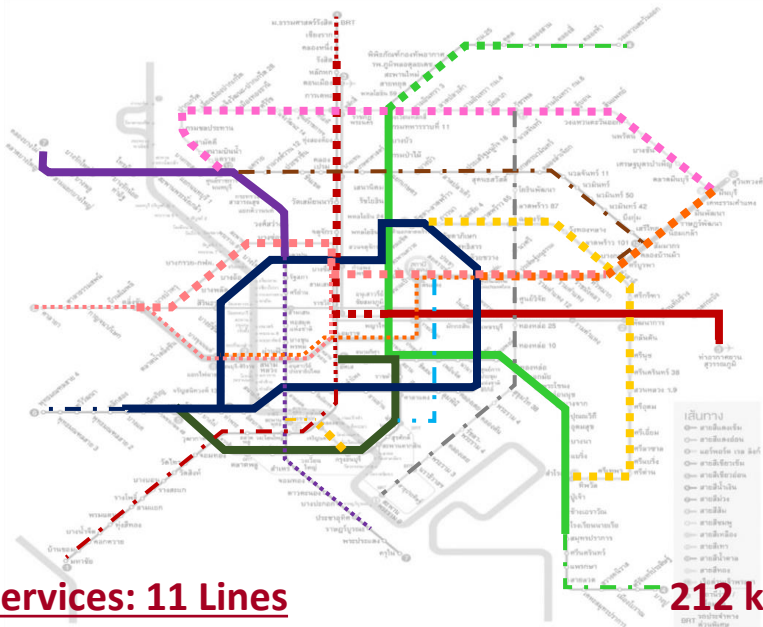




Urban Mass Transit Development Plan



14 Colors, 27 Lines: 554 km.



In Services: 11 Lines

212 km.

● Green	Mo Chit-Samut Prakan	37.10
● Green	Mo Chi-SaphanMai-Khu Khot	18.70
● Dark Green	National Stadium-Bang Wa	14.00
● Blue	Bang Sue-Hua Lamphong	20.00
● Blue	Lamphong-Bang Khae	14.00
● Blue	Bang Sue-Tha Phra	13.00
● Airport Rail Link	Phayathai-Suvarnabhumi	28.70
● Purple	Bang Yai-Tao Poon	23.00
● Gold	Krung Thon Buri-Klongsan	1.88
● Dark Red	Bang Sue-Rangsit	26.30
● Light Red	Bang Sue-Taling Chan	15.26

Under Construction: 4 Lines

114 km.

● Pink	Khae Rai-Minburi/Srirat-Mueang Thong Thani	37.30	Operate in 2023
● Yellow	Ladprao-Samrong/Ratchada-Ladprao-Ratchayothin	33.00	Operate in 2023
● Orange	Thailand Cultural Centre- Minburi	22.50	Operate in 2025
● Airport Rail Link	Phaya Thai-Don Muaeng (3 Airports Link)	21.80	Operate in 2028

Expedite project: 4 Lines

93 km.

● Purple	Tao Poon-Ratburana	23.60
● Light Red	Bang Sue-Huamark/ Taling Chan-Salaya, Taling Chan-Sirirat	46.40
● Dark Red	Bang Sue-Hua Lamphong/Rangsit-TU Rangsit Campus	14.60
● Orange	Bang Khun Non-Thailand Cultural Centre	13.40

Next Phase: 8 Lines

134 km.

● Green	Khu Khot-Lam Luk Ka/Samut Prakan-Bang Puu	16.00
● Dark Red	Hua Lamphong-Wongwian Yai-Mahachai	38.00
● Brown	Khae Rai-Lam Sali	22.10
● Light Blue	Din Dang-Sa Thron	9.50
● Blue	Bang Khae-Phutthamonthon Sai 4	8.00
● Gold	Klong San-Prajadhipok	0.92
● Grey	Watchapol-Tha Phra	39.91



Public Transport Development Plan in Major Cities

Chiang Mai (Light Rail Transit : LRT)

- MRTA: DD/EIA/PPP
- Pilot Project Red Line in Nakhon Phing Hospital - Mae Hia Saman Samakkhi Intersection
- Total distance 15.80 km., Investment 27,211 million baht
- Expected to propose the Cabinet for approval in 2020 and construction in 2022 - 2027

Udonthani : Public transportation master plan 6 routs (EV Bus)

- Pilot project 2 routes, red and orange lines, Total distance 20.60 km
- Electric buses

Phitsanulok (Auto Tram)

- MRTA: DD/EIA/PPP
- Red line pilot project will operation in 2021 - 2022: Phitsanulok university - Phitsanulok Mueang Mai Village
- Total distance 12.6 km., Investment cost 762.29 million baht
- Expected propose to the cabinet in 2023, Civil work in 2024-2029

Khonkean (Light Rail Transit : LRT)

- Red line pilot project Samran - Tha Phra:
- Operation by Khonkaen Transit system CO.,LTD.
- Total distance 26 km., Investment cost 22,000 million baht
- Expected propose to the cabinet in 2021, Civil work in 2022 - 2024

Phuket (Light Rail Transit : LRT)

- MRTA: DD/EIA/PPP
- Phuket public transportation system: 1st phase Phuket airport - Chalong Intersection, Total distance 41.7 km.
- Investment cost 30,155 million baht
- Expected propose to the cabinet in 2020, Civil work in 2022 - 2026

Nakorn Ratchasima (Light Rail Transit : LRT)

- MRTA: DD/EIA/PPP
- Green line pilot project: Saveone market - Bannarisawat
- Total distance 11.17 km., Investment cost 8,275.26 million baht
- Expected propose to the cabinet in 2021, Civil work in 2022 - 2025

Chachoengsao, Chonburi, Rayong:

Public transportation master plan (EV Bus / EV Mini Bus / Tram Bus)

Hat Yai, Songkhla (MONORAIL)

- Klong Wa - Van Station
- Total distance 12.54 km., Investment cost 16,186.01 million baht
- Considering PPP report, Expected to propose to the cabinet in 2021, Civil work in 2022-2025



Intercity Transport Networks Development



Intercity Transport

Transport problems in the past effects present



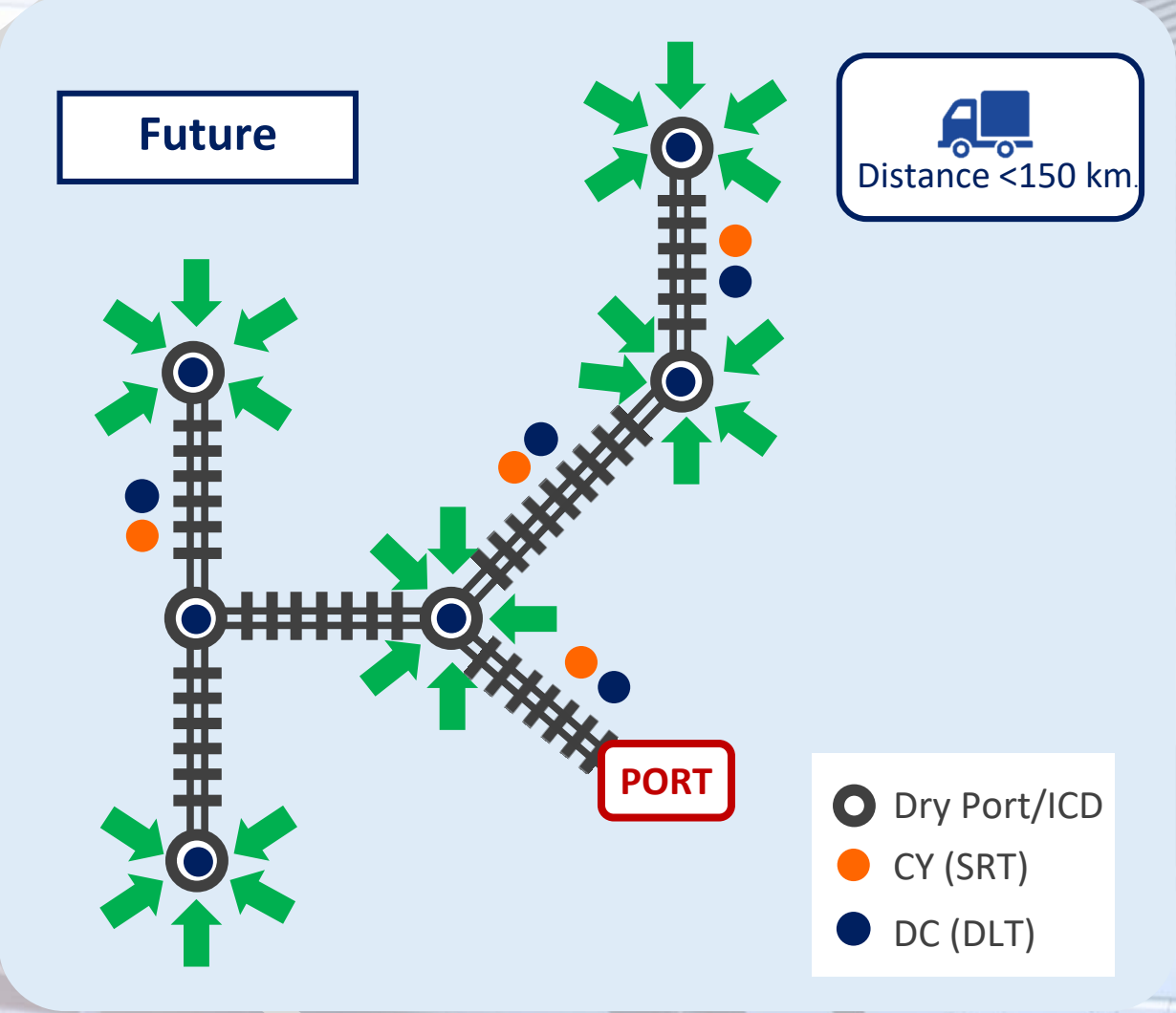
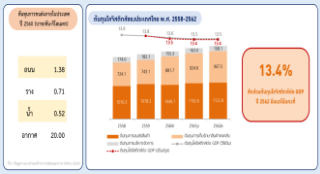
Road accidents



Air pollution



Logistics costs





Double Track Development Plan










As Backbone



Immediate Phase








7 sections: 993 km

-  1 Chachoengsao-Khlong19-Kaeng Khoi
-  2 Jira Junction-Khon Kean
-  3 Mab Kabao-Jira Junction
-  4 Lopburi-Pak Nam Pho
-  5 Nakhon Pathom-Hua Hin
-  6 Hua Hin-Prachuap Kiri Khan
-  7 Prachuap Kiri Khan-Chumphon

Complete construction In 2023

Medium Phase



7 sections: 1,479 km

-  1 Pa Pak Nam Pho-Den Chai
-  2 Den Chai-Chiang Mai
-  3 Khon Kean-Nong Kai
-  4 Jira Junction-Ubon Ratchathani
-  5 Chumphon-Surat Thani
-  6 Surat Thani-Hat Yai-Song Kha
-  7 Hat Yai-Padang Besar

New Line








APPROVED

2 sections: 679 km

-  1 Den Chai-Chiang Rai-Chiang Khong
-  2 Ban Pai-Mukdahan-Nakhon Phanom

Signed the contract in December 2021

New lines, next phase

-  1 Mae Sot-Tak-Kamphaeng Phet-Nakhon Sawan
-  2 Nakhon Sawan-Ban Pai
-  3 Si Sa Ket-Yasathon-Roi Et
-  4 Ubon Ratchathani-Chong Mek
-  5 Kanchanaburi-Ban Phunamron
-  6 Kanchanaburi-Suphan Buri-Ban Phachi Junction
-  7 Sriracha-Rayong
-  8 Map Ta Phut-Rayong-Chanthaburi-Trat
-  9 Chumphon-Ranong
-  10 Sarat Thani-Phangnga-Tha Nun
-  11 Sarat Thani-Don Sak
-  12 Thap Put-Krabi



Completed Construction



Under Construction



Propose to Cabinet

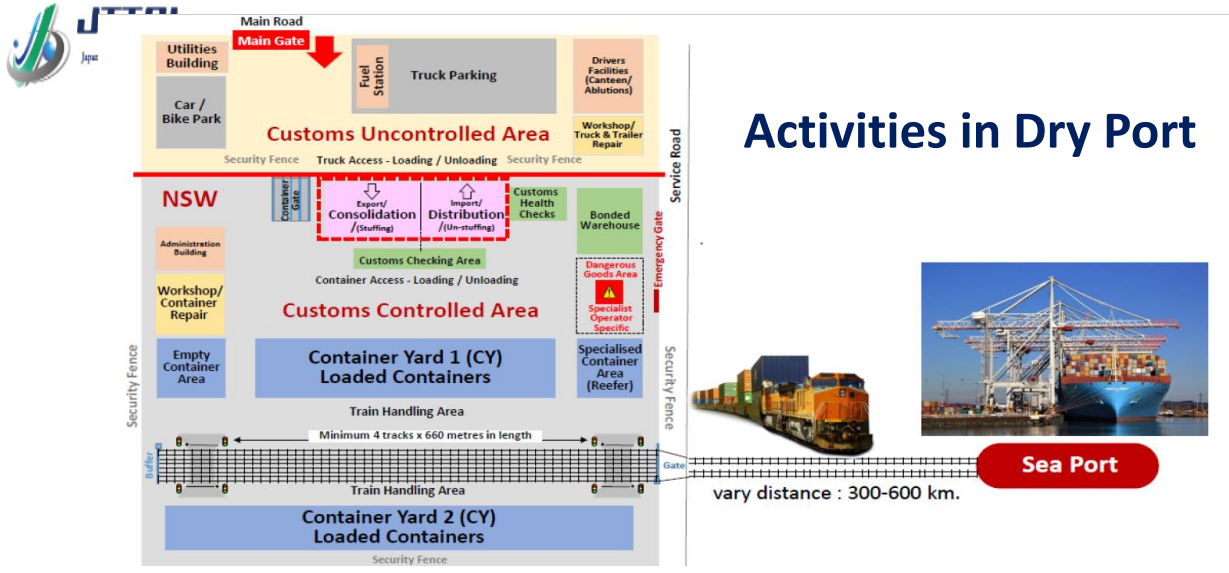
APPROVED

Cabinet Approval

Source : Department of Railway Transport



Dry Port



Activities in Dry Port



Sea Port

vary distance : 300-600 km.

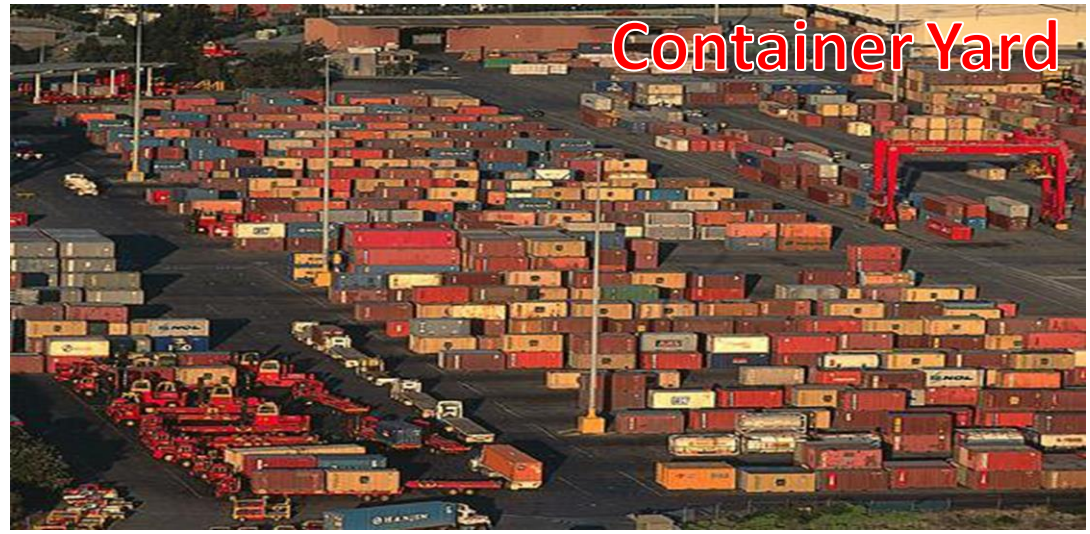
Distribution Center



ICD



Container Yard





High Speed Rail Development Plan



Immediate Phase

2 sections: 1,208 km

- ① Bangkok-Nakhon Ratchasima (253 km)
- ② Connected 3 Airport (220 km)
- ③ Nakhon Ratchasima-Nong Khai (355 km)
- ④ Bangkok-Phitsanulok (380 km)

Under Construction

Under Land Expropriation Process

Under the Investment Scheme Consideration

Under Detailed Design

Medium Phase

2 sections: 759 km

- ① Hua Hin-Surat Thani (424 km)
- ② Surat Thani-Padang Besar (335 km)

Feasibility Study in 2022

Feasibility Study has completed

Long Term Phase

2 sections: 499 km

- ① Bangkok-Hua Hin (211 km)
- ② Phitsanulok-Chiang Mai (288 km)

Request for Budget Allocation for Revision

Under the Investment Scheme Consideration

Source : Department of Railway Transport

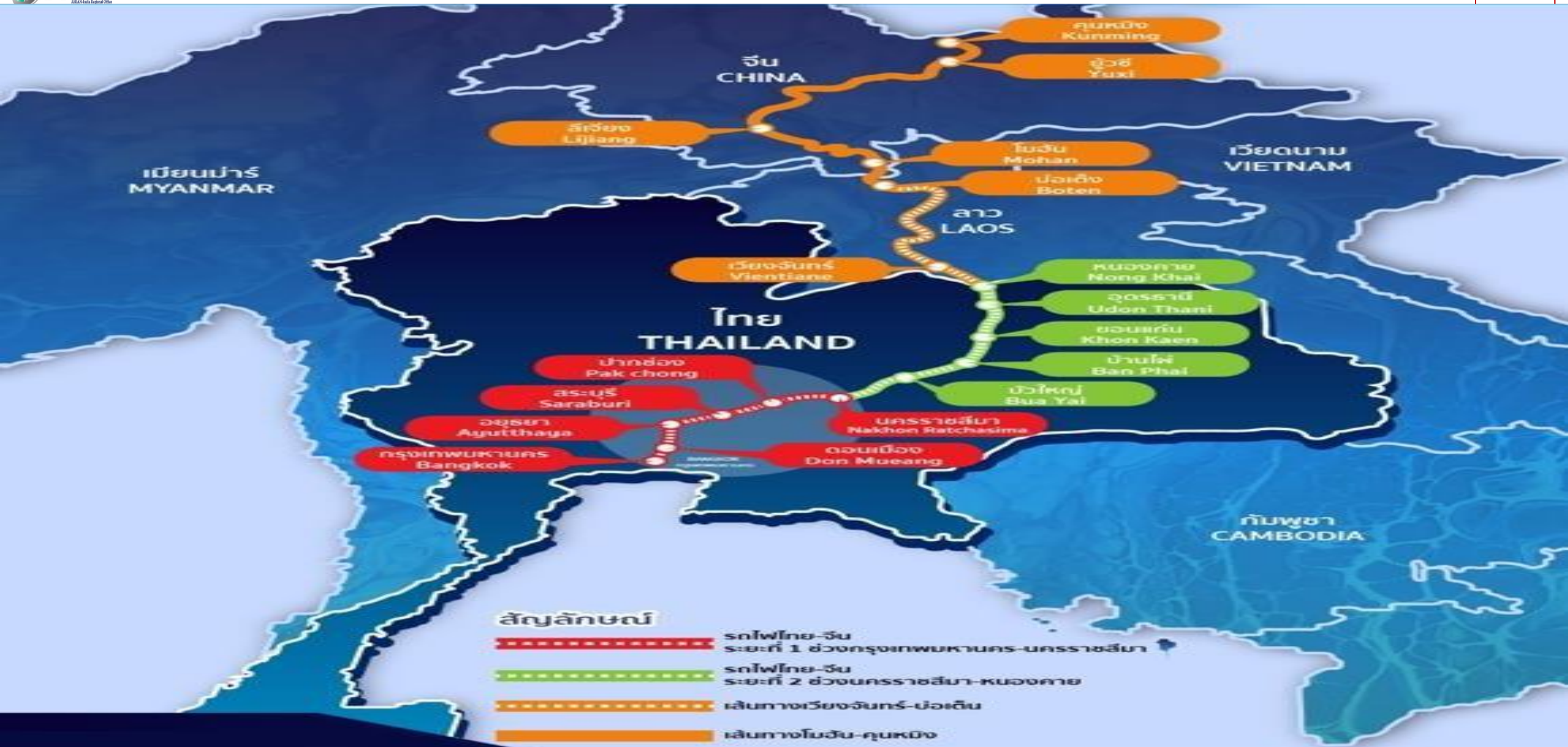








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High Speed Rail : Bangkok-Nakhon Ratchasima



สัญลักษณ์

-  รถไฟไทย-จีน ระยะที่ 1 ช่วงกรุงเทพมหานคร-นครราชสีมา
-  รถไฟไทย-จีน ระยะที่ 2 ช่วงนครราชสีมา-หนองคาย
-  เส้นทางเวียงจันทน์-บ่อเต็น
-  เส้นทางโมฮัน-คุนหมิง



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High Speed Rail : Bangkok-Nakhon Ratchasima

Open in 2026

Section 1 : Bangkok – Nakhon Ratchasima

Total length : 253 km. with Max. speed 250 km/hr.

Total station : 6 stations

Project cost : 179,412 million baht (5,276 million USD.)



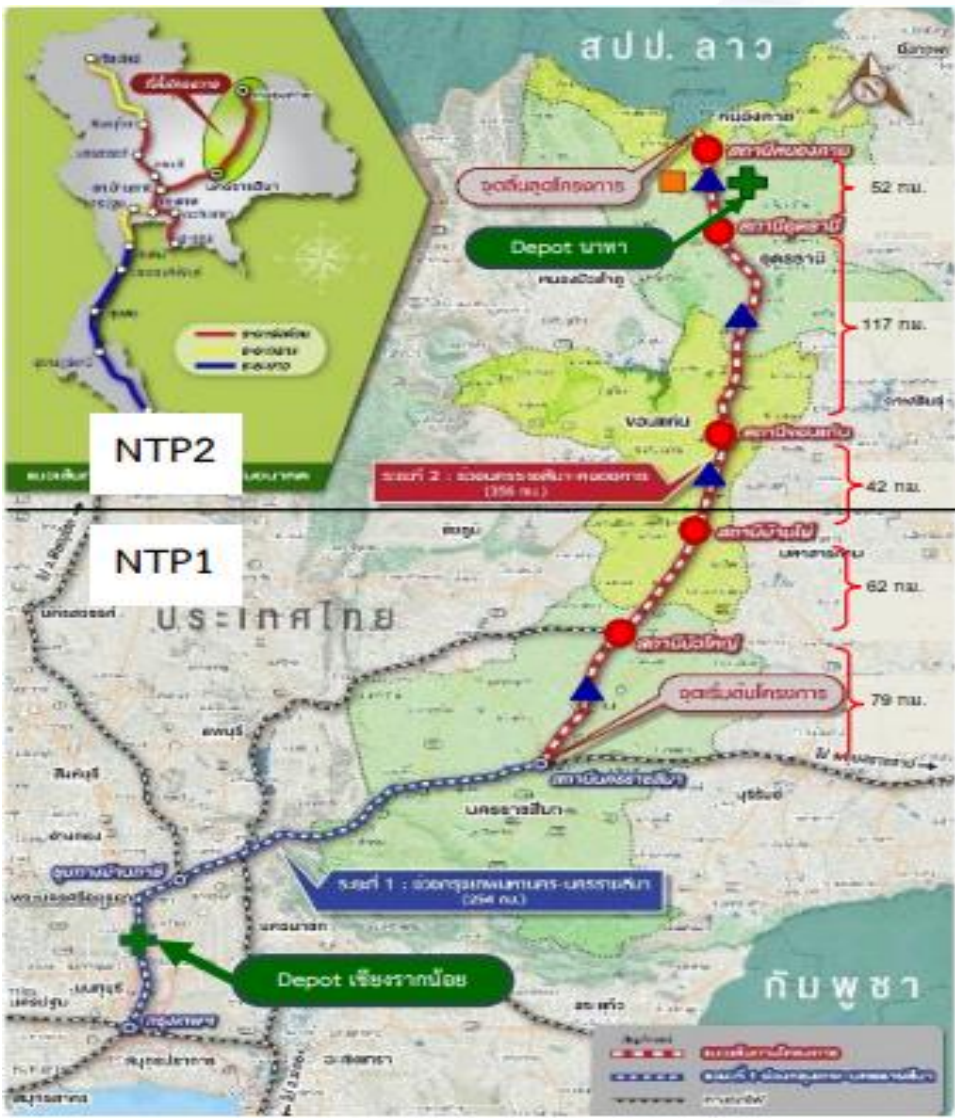
Current status :
Under Construction

Source : Department of Railway Transport





High Speed Rail : Nakhon Ratchasima - Nong Khai




Expected to open in 2037

Section 2 : Nakhon Ratchasima – Nong Khai

Total length : 356 km.

Total station : 5 stations

-  **Current status :**
- The detailed design for civil work has been completed.
 - The EIA has been conducted.
 - The Thai government invests the project and is responsible for civil work.
 - The Chinese government is responsible for the project design, CSC, and railway systems.



High Speed Rail (Phase III): Nong Khai - Vientiane



High Speed Rail (Phase III): Nong Khai - Vientiane

Total length : 16 km. (Thailand side 4 km. / Laos 10.5 km.)

Current Status : Thailand, Laos and China have discussed the details of the 2nd railway bridge development and the train operation in January 2022.





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High Speed Rail connecting 3 Airports (DMK-SUV-UTP)



Opened

Under construction

Future plan

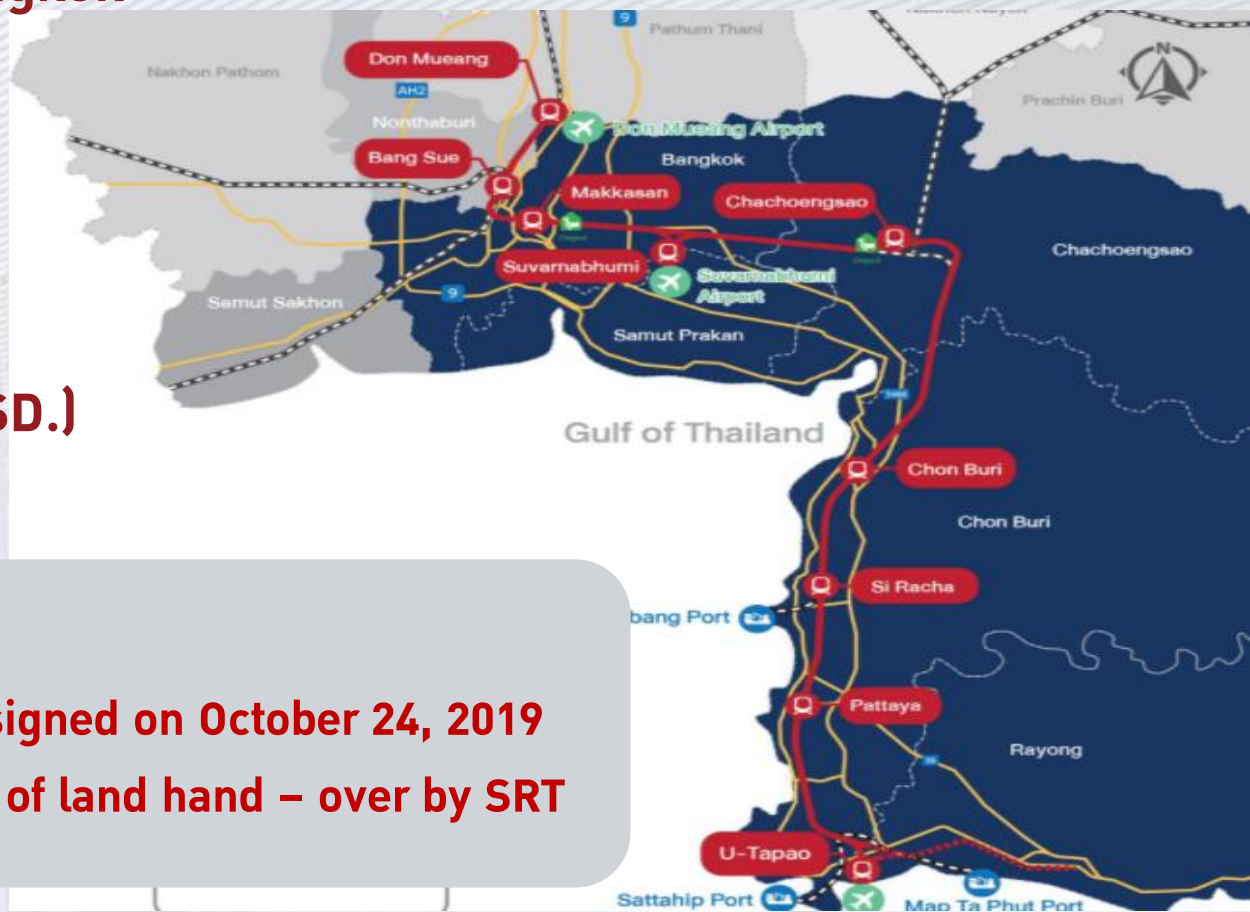
Connecting 5 provinces, 3 major Int. airports of Bangkok

Total length : 220 km. with Max. speed 250 km/hr.

Total station : 10 stations

Investment scheme : PPP.

Project cost : 182,524 million baht (5,368 million USD.)



Current status :

- The contract was signed on October 24, 2019
- Under the process of land hand - over by SRT



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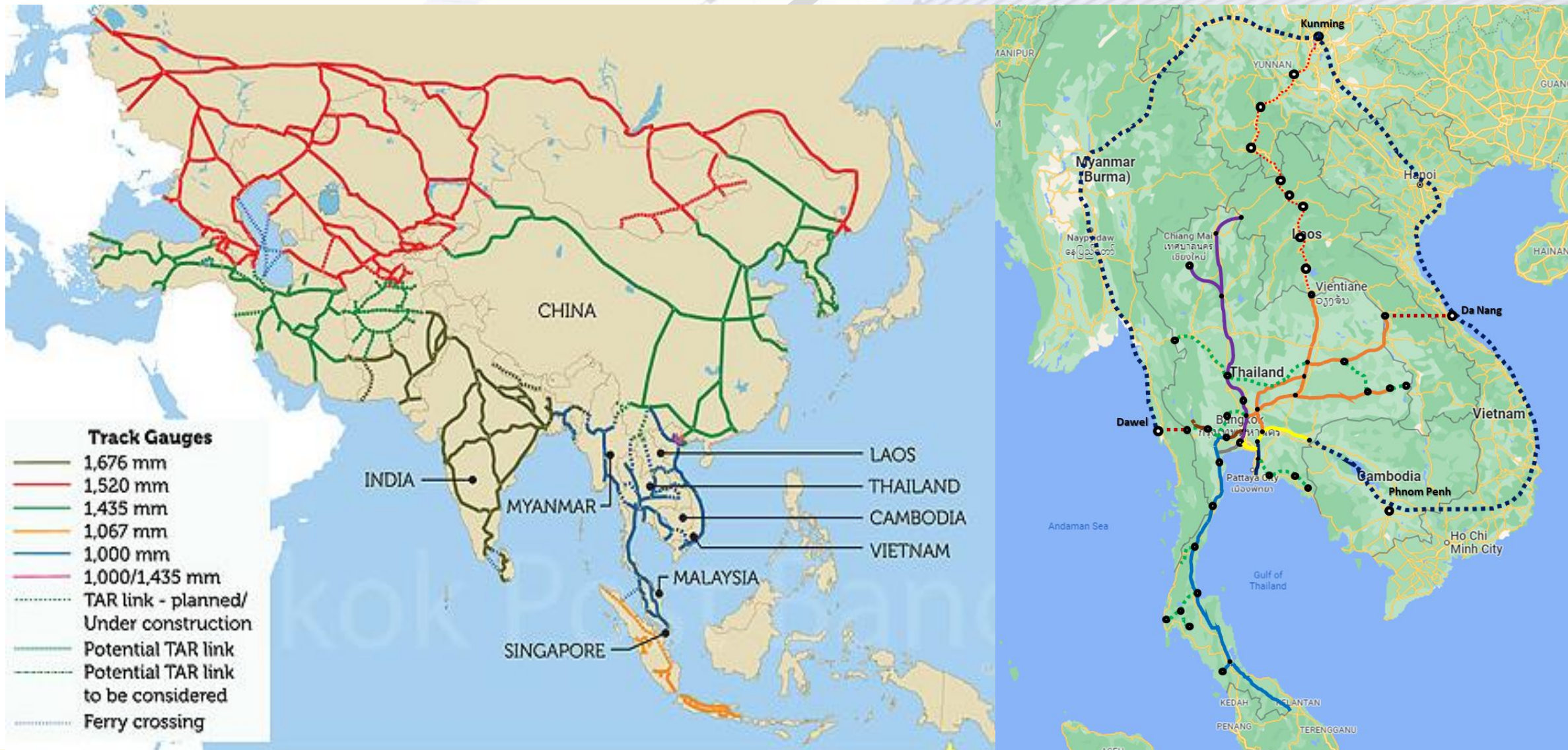
3. Connecting to the ASEAN Region





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ASEAN Regional Office

Trans-ASIAN Railway Network



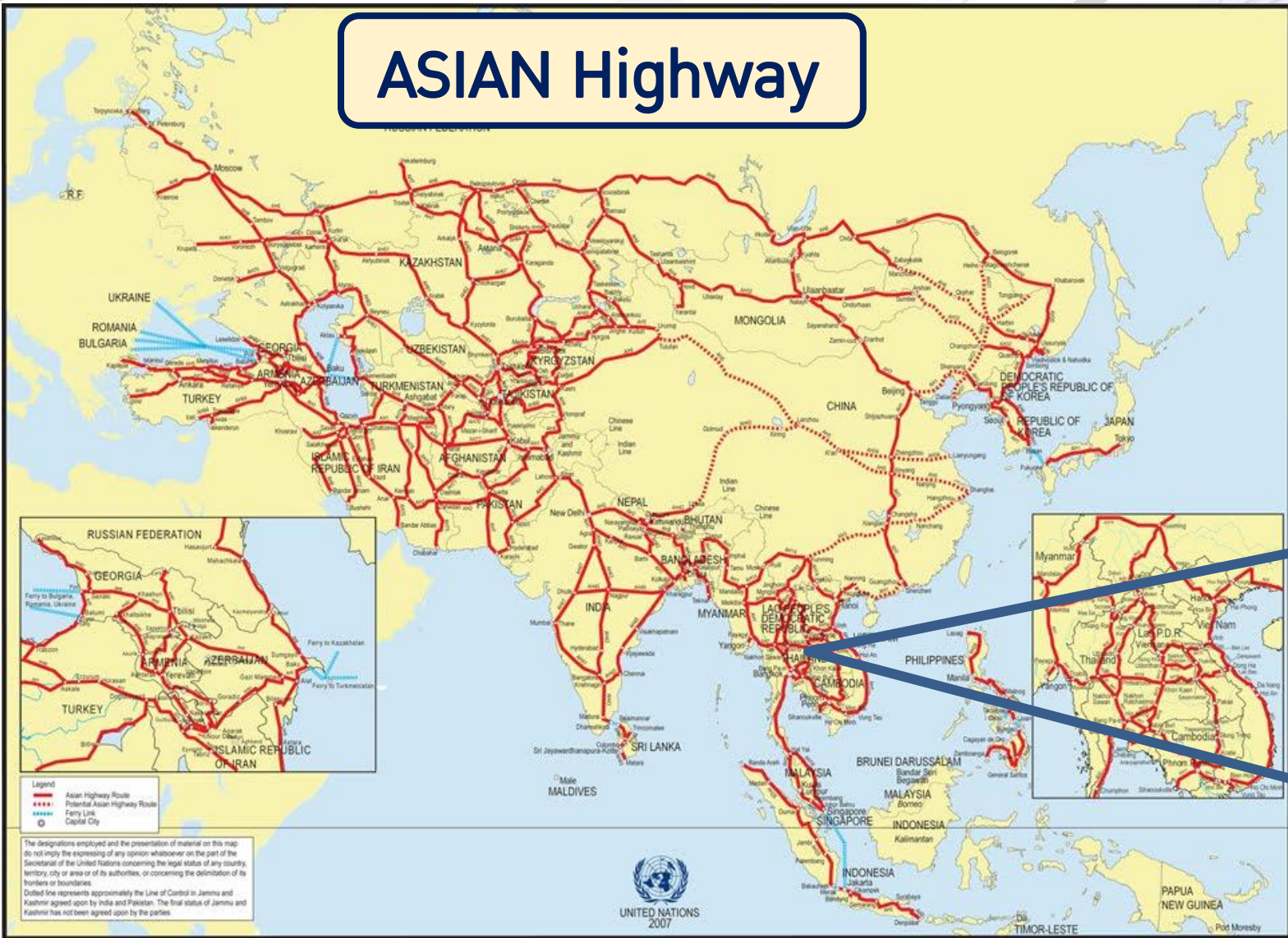


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Connecting Regions Seamlessly



ASIAN Highway





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Enhancing Connectivity between Neighboring Countries



5th Thai – Lao Friendship Bridge

(Bueng Kan - Bolikhamxai)

Bueng Kan Province



Total Length : 16 km.

Project Cost : 3,930 million baht

Under construction

Open in 2023

6th Thai – Lao Friendship Bridge

(Ubon Ratchathani - Salavn)

Ubon Ratchathani Province



Total Length : 26 km.

Project Cost : 4,365 million baht

Construct in 2023

Open in 2025

Thai – Cambodia Friendship Bridge

(Ban Nong Ian – Stung Bot)

Sa Kaeo Province



Total Length : 25 km.

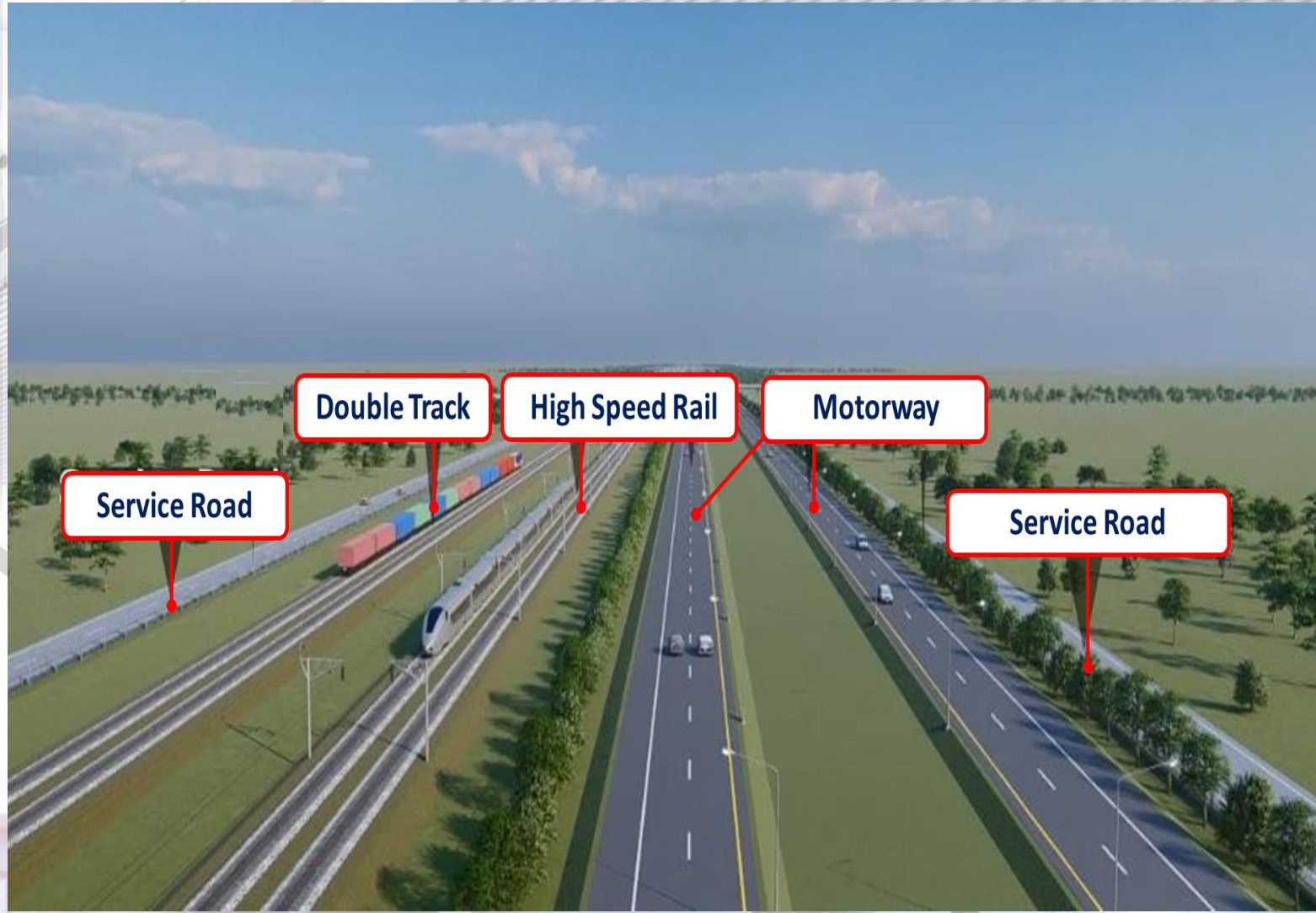
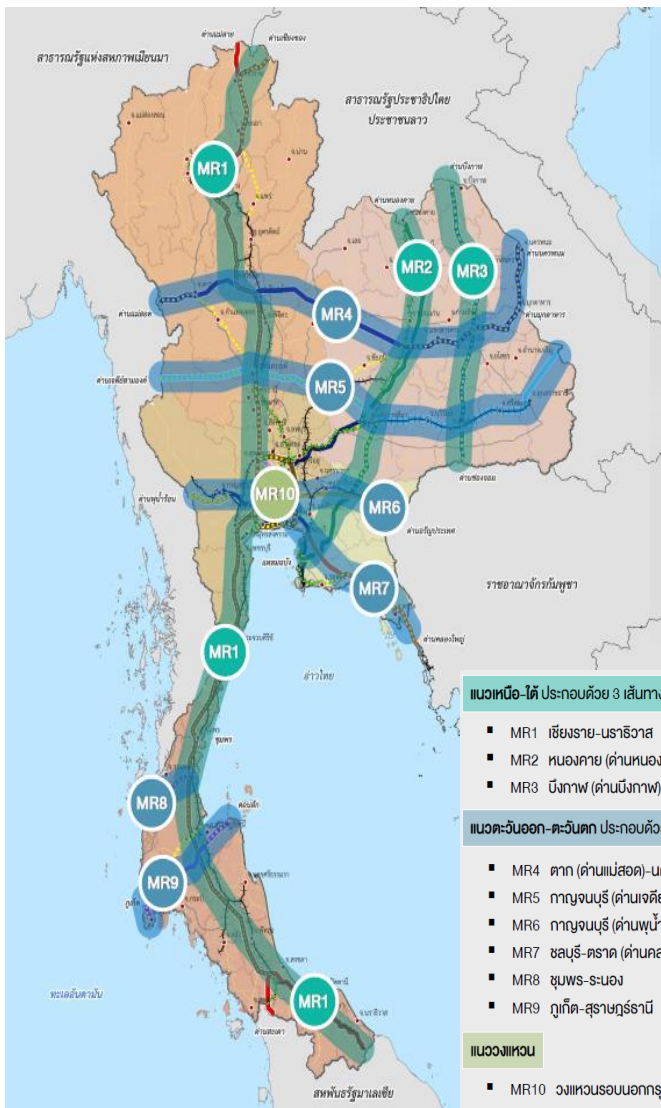
Project Cost : 3,020 million baht

Under construction

Open in 2023



MR-Map Development Concept

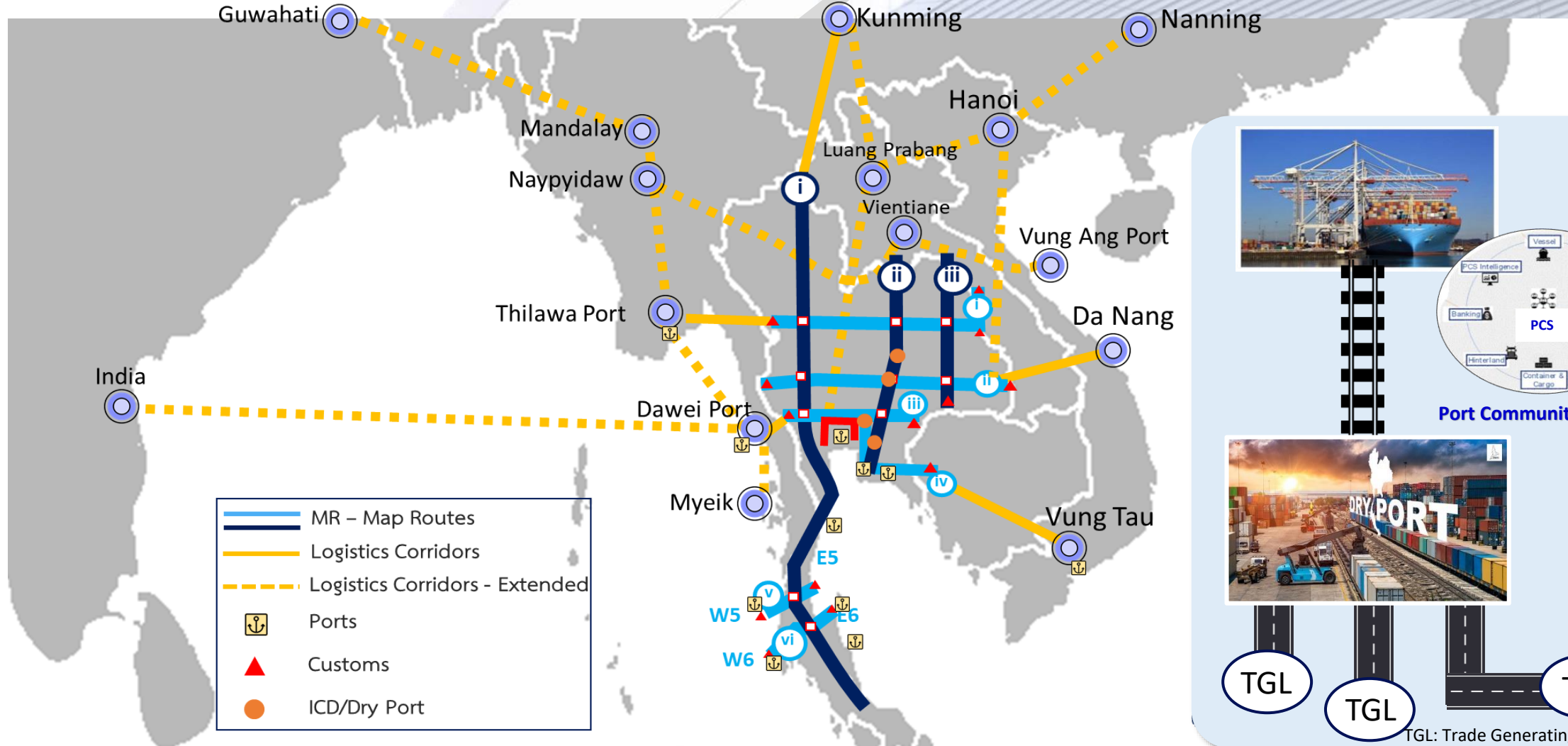




MR-Map Master Plan



Freight Transportation Network Development



- MR - Map Routes
- Logistics Corridors
- Logistics Corridors - Extended
- Ports
- Customs
- ICD/Dry Port

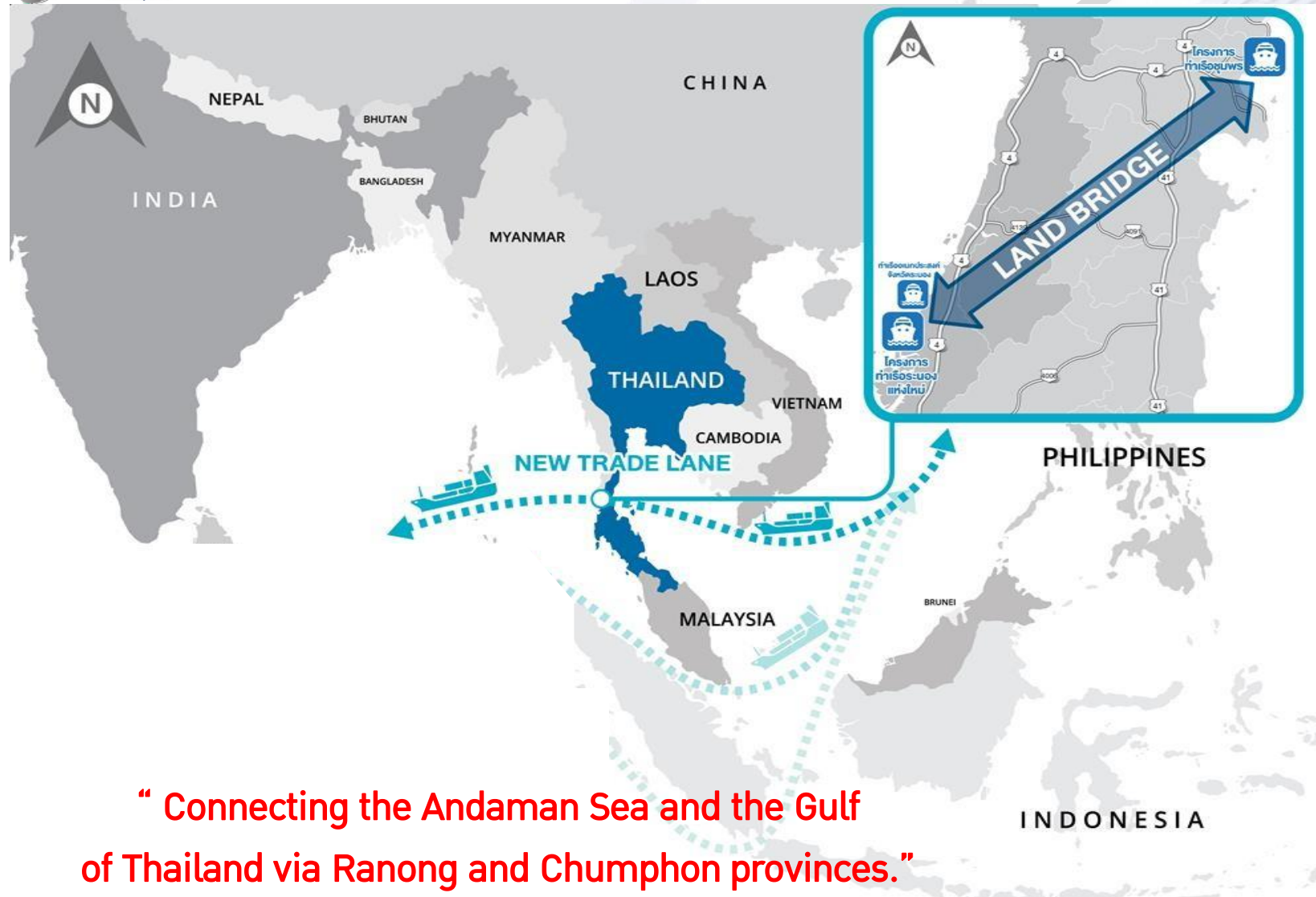




Thailand's Landbridge Development Project



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The Development Objective

1. The landbridge is part of the government's plan to develop a Southern Economic Corridor which will connect with the Eastern Economic Corridor.
2. This landbridge project is a strategy to link the far-east economies as China, Japan, and South Korea and Europe, Africa & Middle East via Thailand.

“ Connecting the Andaman Sea and the Gulf of Thailand via Ranong and Chumphon provinces.”





Shipments Forecast Through Landbridge Ranong Port - Chumphon Port

ทะเลอันดามัน
Andaman Sea



Ranong Port

Chumphon Port

Ranong Port **20.36M TEUs**

- Import-export
 - Import **0.38M TEUs**
 - Export **2.56M TEUs**
- Transshipment/Transit **16.42M TEUs**
- New Gen Industry **1.00M TEUs**

Chumphon Port **19.47M TEUs**

- Import-export
 - Import **0.95M TEUs**
 - Export **1.10M TEUs**
- Transshipment/Transit **16.42M TEUs**
- New Gen Industry **1.00M TEUs**





- THANK YOU -

ขอบคุณครับ

