

Thailand's Transport Infrastructure Development plans



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Thailand's Transport Infrastructure Development Strategies 2015-2022

Plan 1: Intercity Rail Networks Development

1.1 Tracking & Facilities Improvement

1.2 Dual Track Development

Plan 2: Improving Public Transport Networks & Services

2.1 Implementation of 10 Metro Lines

2.2 Construction of Roads & Bridges

2.3 Procurement of 3,183 NGV Buses and Depots

Plan 3: Enhancing Connectivity between Key Domestic Production Bases & Neighboring Countries

3.1 Accessibility to Agricultural & Tourist Areas

3.2 Connectivity between Hub & Key Production Bases

3.3 Connectivity between Gateways

3.4 Promoting Seamless Multi-Modal Transport

Plan 4: Increasing Water Transport Network

4.1 Inland Port Development

4.2 Coastal Port Development

Plan 5: Enhancing Air Transport Capability

5.1 Airport Capacity Expansion

5.2 Enhancement in Air Traffic Management Capability

5.3 Increased Fleet Utilization

5.4 Air Transport Industrial Park

5.5 Human Resource Development

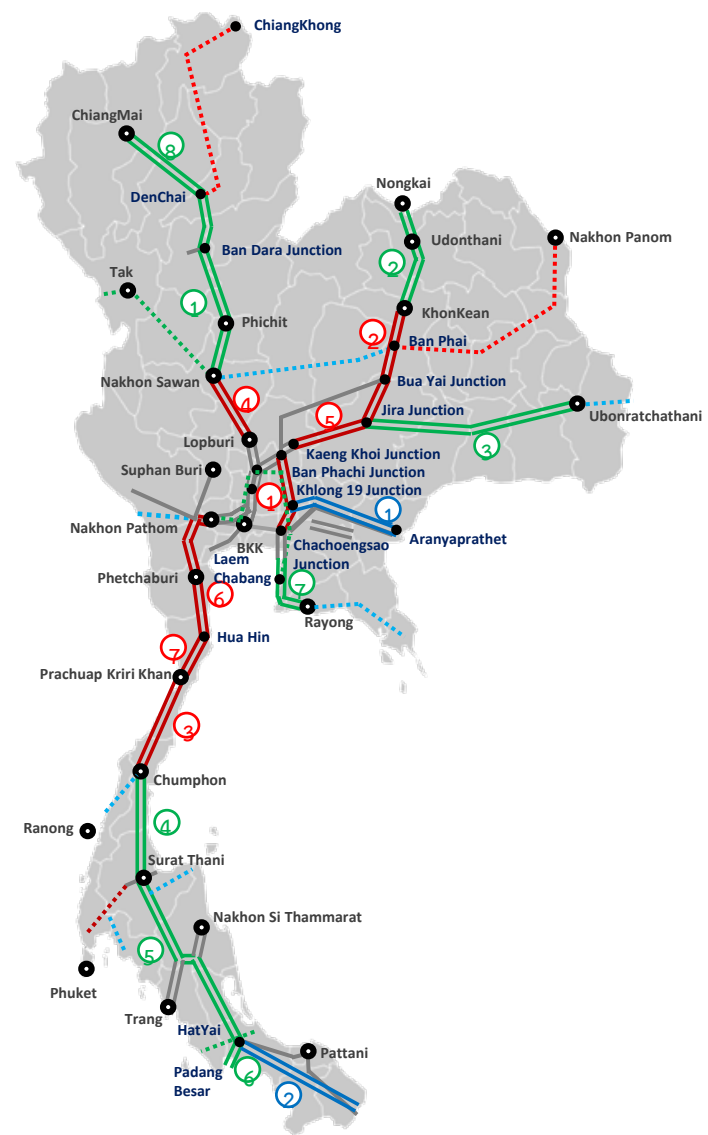
Enhancing operation and service transportation management

Plan 1: Intercity Rail Networks Development




Existing Transport Network



Future Transport Network



Existing Railway Network

	Single	3,675 km
	Double (Lop Buri-Ban Pachi / Kaeng Khoi-Ban Phachi/Nakhon Pathom- BKK/BKK-Rangsit)	252 km
	Triple (Rangsit-Ban Phachi Junction/Hua Mak- Chachoengsao)	107 km
	Total	4,034 km



Existing Railway Network

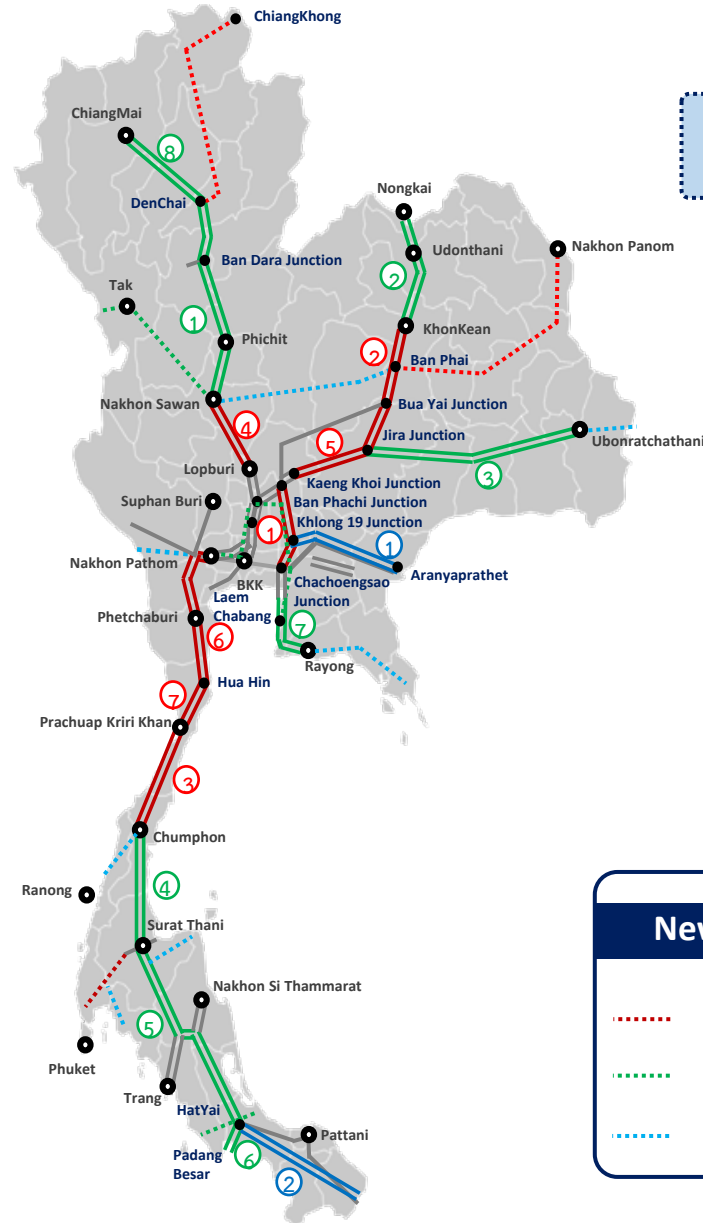


Future Railways 2,992 km. (Double Track Project)

		Completion	km
Immediate Phase 7 sections 993 km	Chachoengsao-Khlong19 - Kaeng Khoi	2019	106
	Jira Junction - Khon Kean	2019	185
	Prachuap Kiri Khan - Chumphon	2020	167
	Lopburi - Pak Nam Pho	2020	148
	Mab Kabao - Jira Junction	2020	132
	Nakhon Pathom - Hua Hin	2020	165
	Hua Hin - Prachuap Kiri Khan	2020	90

Medium Phase 8 sections 1,609 km	Khon Kean - Nong Kai	2024	174
	Chumphon - Surat Thani	2024	167
	Pak Nam Pho - Den Chai	2025	285
	Jira Junction - Ubonratchathani	2025	309
	Hat Yai - Padang Besar	2025	48
	Sriracha - Map Ta Phut	2025	70
	Surat Thani - Hat Yai-Song Kha	2026	339
	Den Chai - Chiang Mai	2029	217

Long term Plan 2 sections 390 km	Klong19 - Aranyaprathet	2030	174
	Hat Yai - Junction-Sungai Kolok	-	216

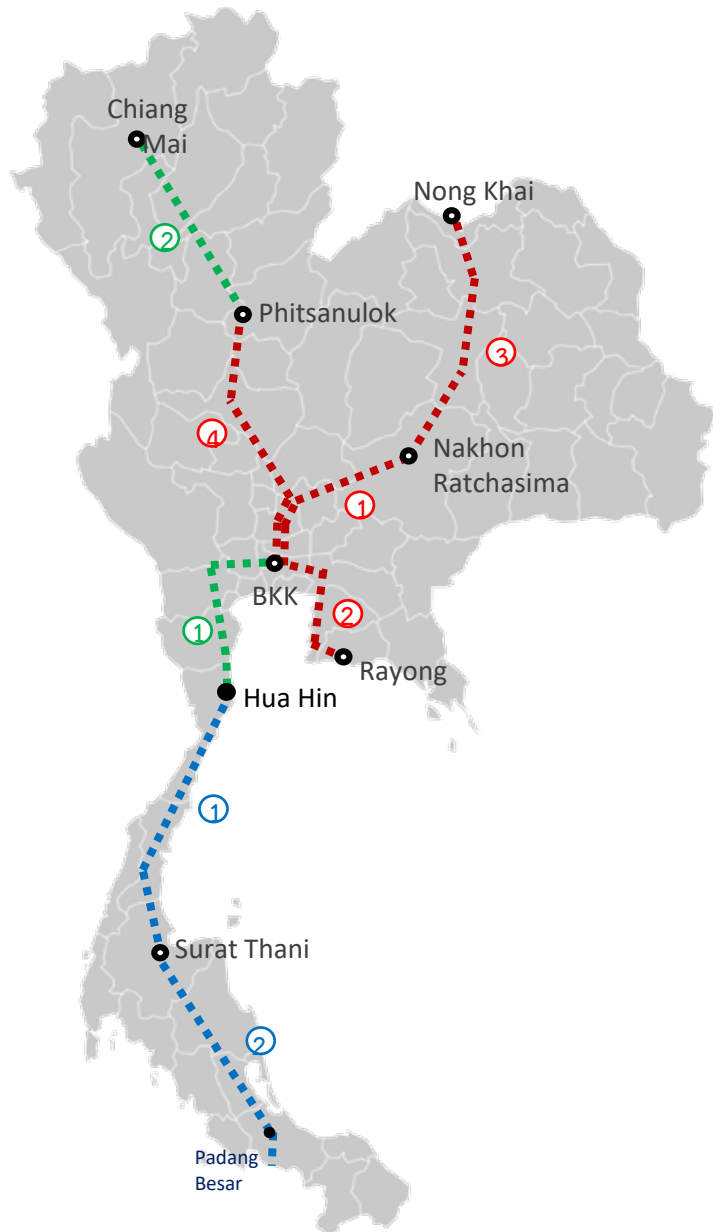


Double Track = 80.9% of the Total



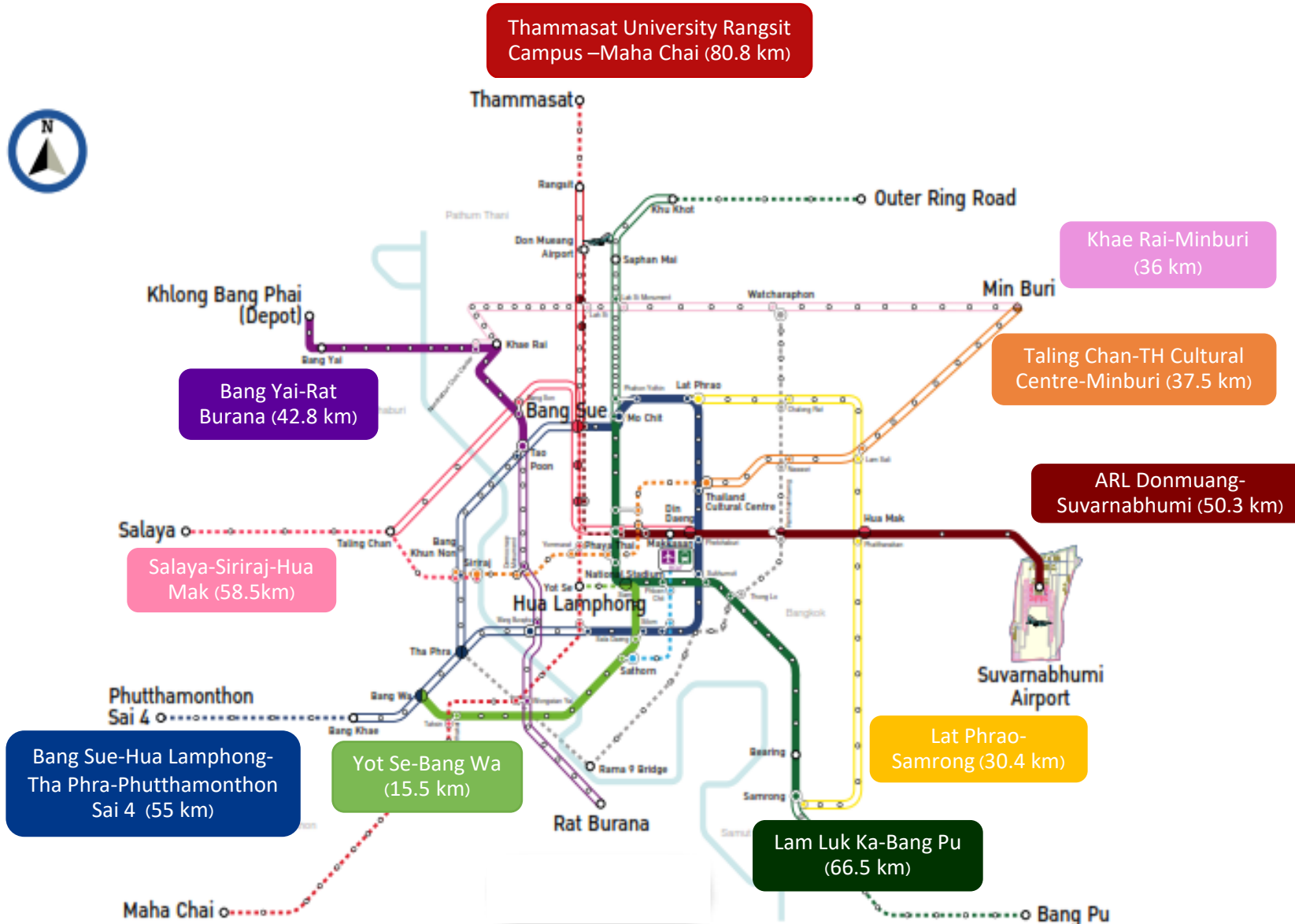
New Double Track 14 Lines 2,352 km	
.....	Immediate Phase 3 sections (839 km)
.....	Medium Phase 4 sections (642 km)
.....	Long Term Plan 7 sections (871 km)

High Speed Rail Development Plan



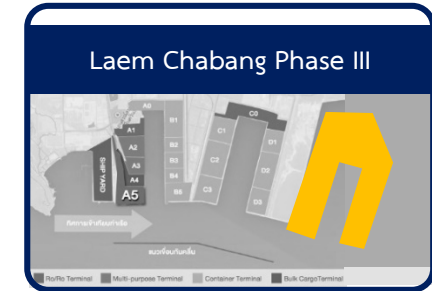
Immediate Phase 4 sections	1,248 km
2017-2021 ① Bangkok-Nakhon Ratchasima	(253 km)
② Bangkok-Rayong	(260 km)
Phase 1 Three Airports Seamless Connections	220 km
Phase 2 U Ta pao-Rayong	40 km
③ Bangkok-Phitsanulok	(380 km)
④ Nakhon Ratchasima-Nong Khai	(355 km)
Medium Phase 2 sections	499 km
2022-2026 ① Bangkok-Hua Hin	(211 km)
② Phitsanulok-Chiang Mai	(288 km)
Long Term Plan 2 sections	759 km
2026-2027 ① Hua Hin-Surat Thani	(424 km)
② Surat Thani-Padang Besar	(335 km)

Plan 2: Mass Rapid Transit Network



10 Metro lines with total length 473.3 km

Plan 4 : Increasing Water Transport Network



The development of coastal ports is intended to provide an alternative mode of transport that is both economical and environmentally friendly.

Plan 5 : Enhancing Air Transport Capacity

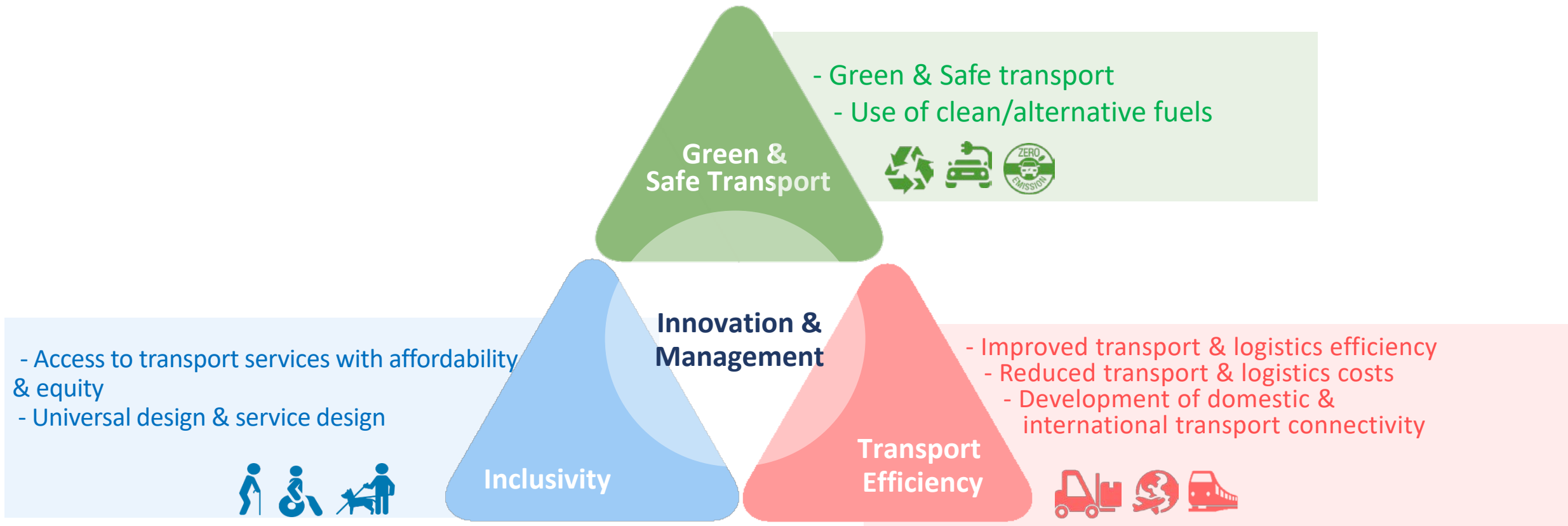
Pushing forward the development of major airports as gateways will improve connection to other countries.



- Suvarnabhumi International Airport
- Don Muang International Airport
- Mae Sot Airport
- Bae Tong Airport
- Sakon Nakhon Airport
- U-Tapao International Airport



(Draft) 20 Years Thailand Transport System Development Strategy 2018-2037



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Strategy 1 Integrated Transport Systems: Connectivity, Accessibility, Mobility

Strategy 2 Transport Services: Safety, Reliability

Strategy 3 Regulations & Institution: Transparency, Equity, PPP

Strategy 4 Human Resource Development: World-Class Standard

Strategy 5 Technology & Innovation: Research and Development (R&D)





Thank you

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