

AGENDA

Greater Mekong Sub region Economic Corridor

Thailand Transportation Infrastructure Development Strategies 2015 - 2022

Special Economic Zone

Opportunities & Challenges of Northern Thailand



Greater Mekong Sub region Economic Corridor

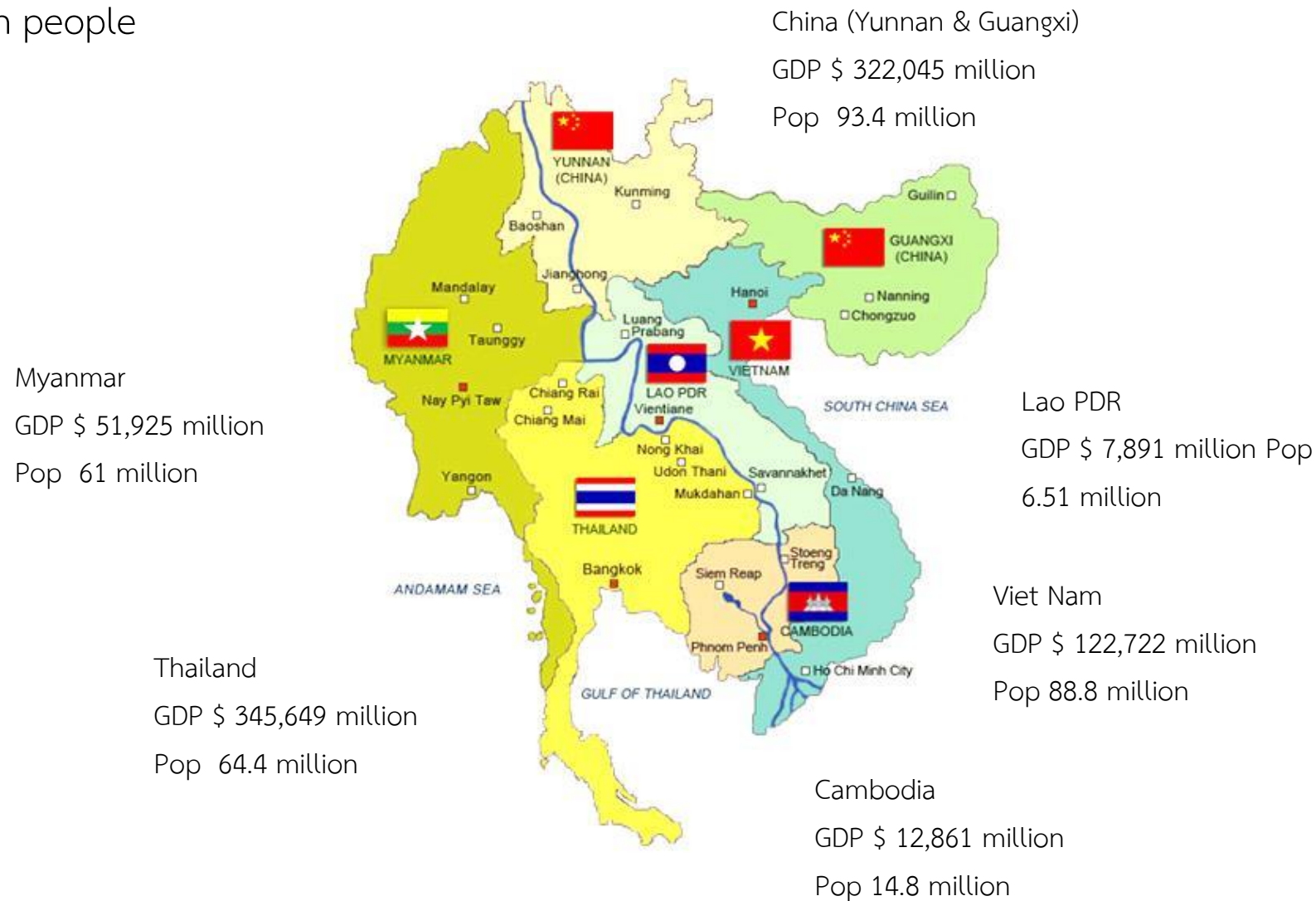
Basic fact : the Greater Mekong Sub region

6 economies : Cambodia, China (Yunnan & Guangxi), Lao PDR, Myanmar, Thailand, and Viet Nam

Area : 2.55 million sq.km.

Population : 329 million people

GDP : \$ 969.93 billion



Greater Mekong Sub region Economic Corridor

4-steps Corridor

- Transportation Corridor
- Multimodal Corridor
- Logistics Corridor
- Economic Corridor

To realize its vision of a prosperous, integrated, and harmonious subregion, the GMS Program has adopted a three-pronged strategy (**the 3 Cs**):

- increasing **connectivity** through sustainable development of physical infrastructure and the transformation of transport corridors into transnational economic corridors;
- improving **competitiveness** through efficient facilitation of cross-border movement of people and goods and the integration of markets, production processes, and value chains; and
- building a greater sense of **community** through projects and programs that address shared social and environmental concerns.



GMS Corridor Flagship Programs

- North-South Economic Corridor
- East-West Economic Corridor
- Southern Economic Corridor
- Telecommunications Backbone
- Regional Power Interconnection and Trading Arrangements
- Facilitating Cross-Border Trade and Investment
- Enhancing Private Sector Participation and Competitiveness
- Developing Human Resources and Skills Competencies
- Strategic Environment Framework
- Flood Control and Water Resource Management
- GMS Tourism Development

The GMS leaders adopted a 10-year Strategic Framework at the Fourth GMS Summit in 2011 to guide the GMS from 2012 to 2022. The Strategic Framework builds on the member countries' commitment and national development plans to promote regional cooperation and integration within and beyond the GMS.

GMS member countries reaffirmed the vision and goals that currently guide the program:

- GMS countries envision a Mekong sub region that is more prosperous, integrated, and harmonious.
- The GMS Program will contribute to realizing the potential of the sub region through (i) an enabling policy environment and effective infrastructure linkages that will facilitate cross-border trade, investment, tourism, and other forms of economic cooperation; and (ii) the development of human resources and skills competencies.
- To ensure that this development process is equitable and sustainable, environment and social interests will be fully respected in the formulation and implementation of the GMS Program.



GMS Route in Thailand



Southern Economic Corridor (SEC)

R1 Central Subcorridor Bangkok- Aranyaprathet - Phnom Penh-Ho Chi Minh City-Vung Tau 81 km.

R10 Southern Coastal Subcorridor Bangkok-Trat-Koh Kong-Kampot-Ha Tien-Ca Mau City-Nam Can

East-West Economic Corridor (EWEC) 1,450 km

R2 (R9) : Mawlamyine-Myawaddy - Mae Sot-Phitsanulok-Khon Kaen-Kalasin-Mukdahan - Savannakhet-Dansavanh-Lao Bao-Hue-Dong Ha-Da Nang

North-South Economic Corridor (NSEC) R3

R3A: 4th Thailand - Laos friendship bridge Chiang Khong – Huai Xai – Louangnamtha – Mo Han – Boten –Jing Hong – Yuxi - Kunming (1,140 km.)

R3B: Chiang Rai (Mae Sai check point) -Ta Chi Leick - Chiang Tung –Jing Hong-Kunming (1,040 km.)

New Configuration of EWEC, NSEC, SEC



Source ADB study team

Changes in the Configuration of Economic Corridors

The following changes in the configuration of the GMS economic corridors are recommended based on the foregoing discussion on the realignment and/or extension of the economic corridors:

- (i) Include an extension at the western end of EWEC to **Yangon–Thilawa** using the Myawaddy–Kawkareik–Eindu–Hpa-An– Thaton–Kyaikto–Payagi–Bago–Yangon–Thilawa route, with a possible extension to Patheingyi.
- (ii) Include the **Kunming–Dali–Ruili–Muse–Mandalay–Nay Pyi Taw–Yangon** route in NSEC.
- (iii) Add an extension to the Kunming–Dali–Ruili–Muse–Mandalay–Nay Pyi Taw–Yangon route to link Mandalay to Tamu at the border with India, using the **Mandalay–Kalewa–Tamu** route via Monywa or Shwebo.
- (iv) Add the **Boten–Oudomxay–Luang Prabang–Vang Vieng–Vientiane–Nong Khai–Udon Thani–Nakhon Ratchasima– Laem Chabang** route to NSEC.
- (v) Include a Bangkok and Hanoi link in NSEC using the **Bangkok–Nakhon Ratchasima–Udon Thani–Sakon Nakhon– Nakhon Phanom–Thakhek–Na Phao–Chalo** (via Route No. 12)–Vung Anh–Vinh–Hanoi route.
- (vi) Include a link between Vientiane and Hanoi using the **Paksan–Nam Phao–Cau Treo–Vinh** route with an extension to Vung Anh.

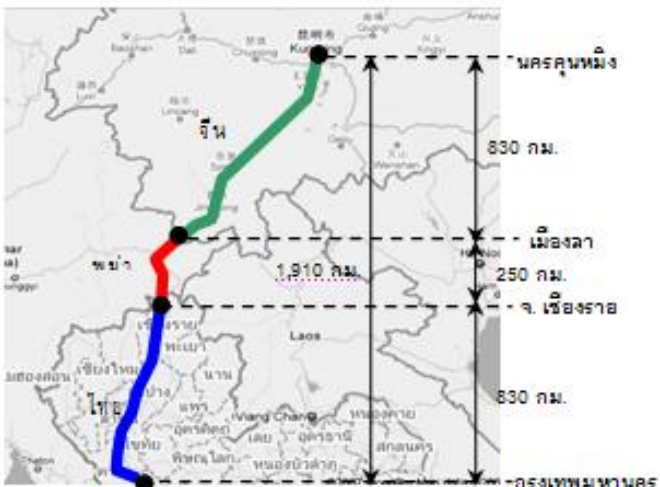
GMS : Cross-Border Transport Agreement

GMS CBTA Route in Thailand

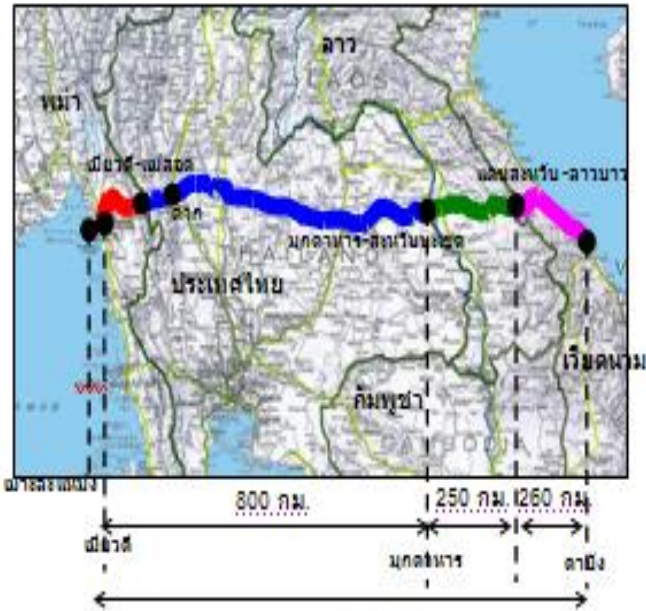
1) NSEC : R3A (R3E)



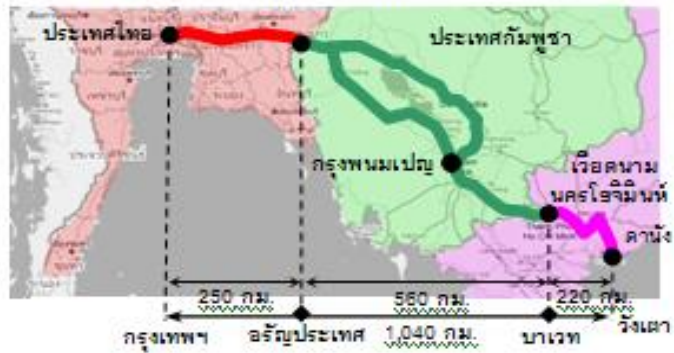
2) NSEC : R3B (R3W)



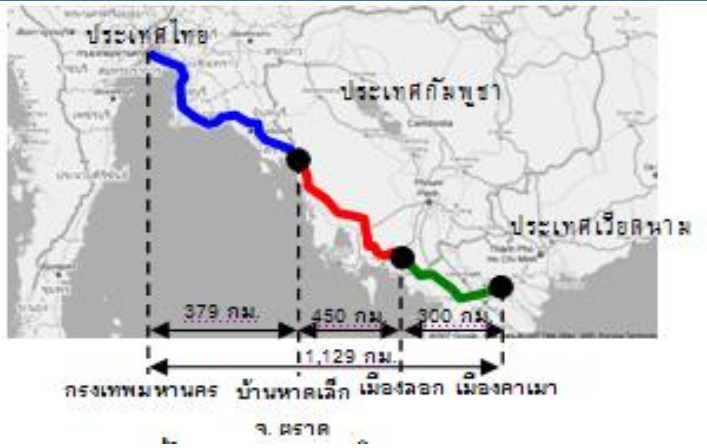
3) EWEC : R2



4) SEC : R1



4) SEC : R10

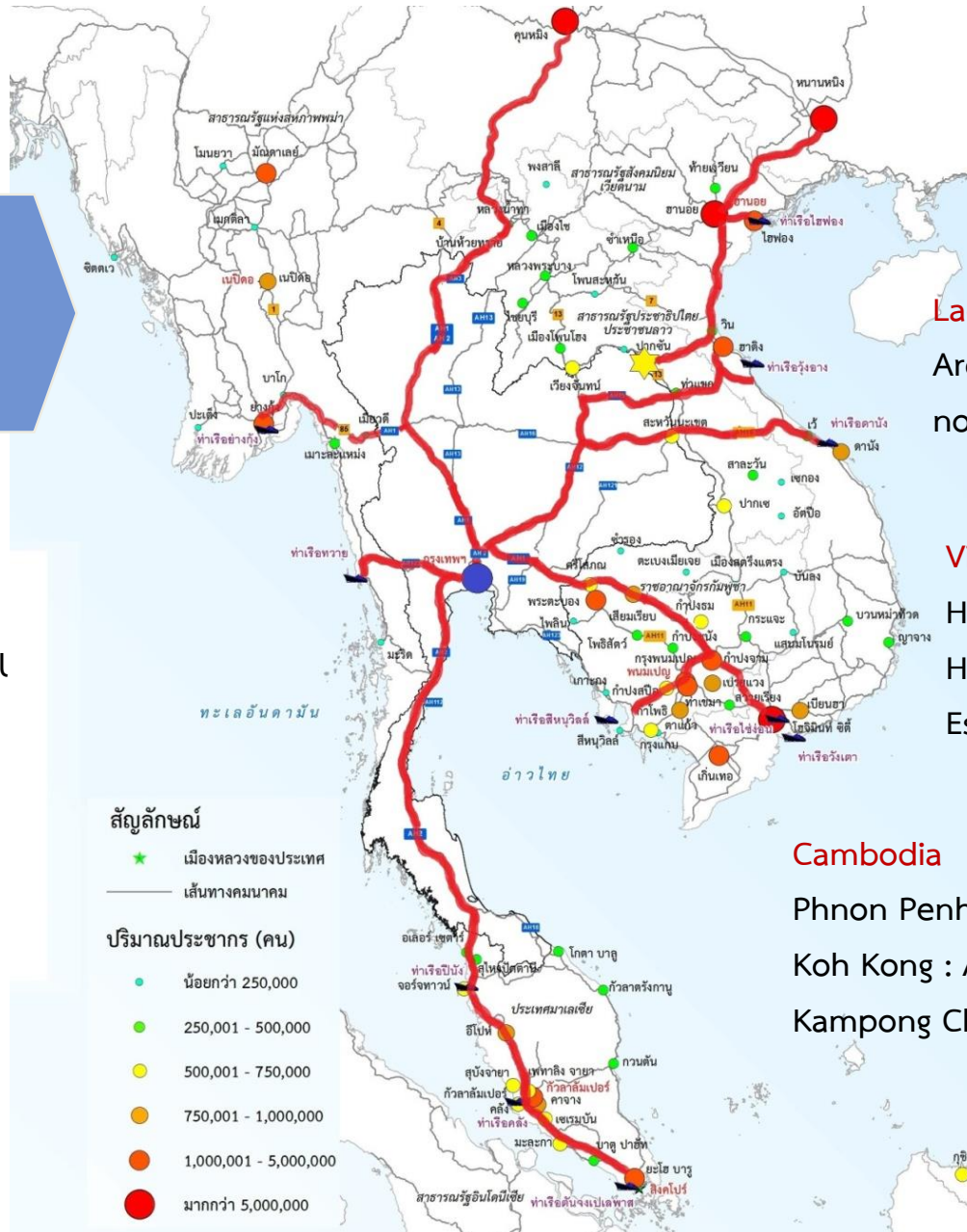


Transit routes of ASEAN member countries

Transportation & Trade Lane

Myanmar

- Naypyidaw/ Yangon/Thilawa : Support Industrial
- Mawlamyine: Rice Field
- Dawei : Heavy Industrial Estate



Laos PDR

- Are for foreign investor
- non industrial Estate / focus on natural

Vietnam

- Hanoi : Hi-Tech/Electronics Industrial Estate
- Ho Chi Mihn : Agricultural Product Industrial Estate

Cambodia

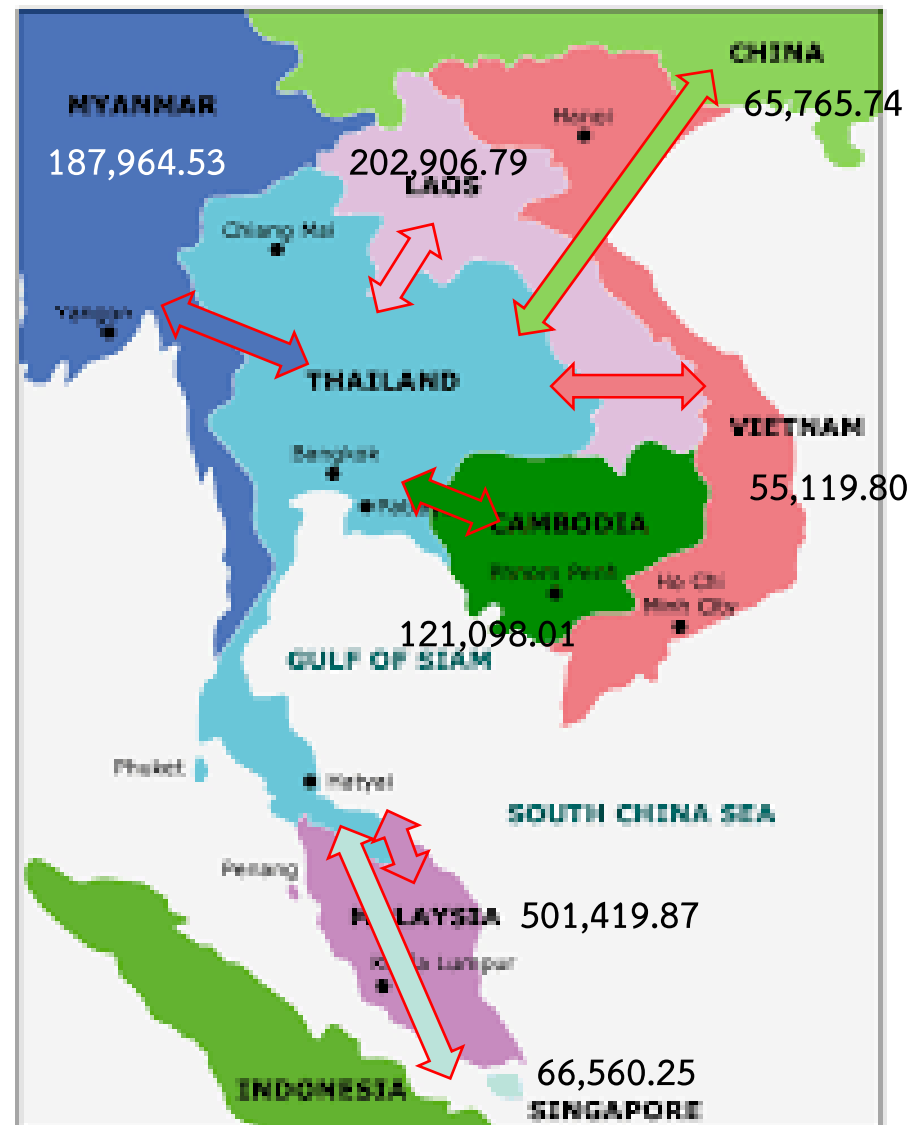
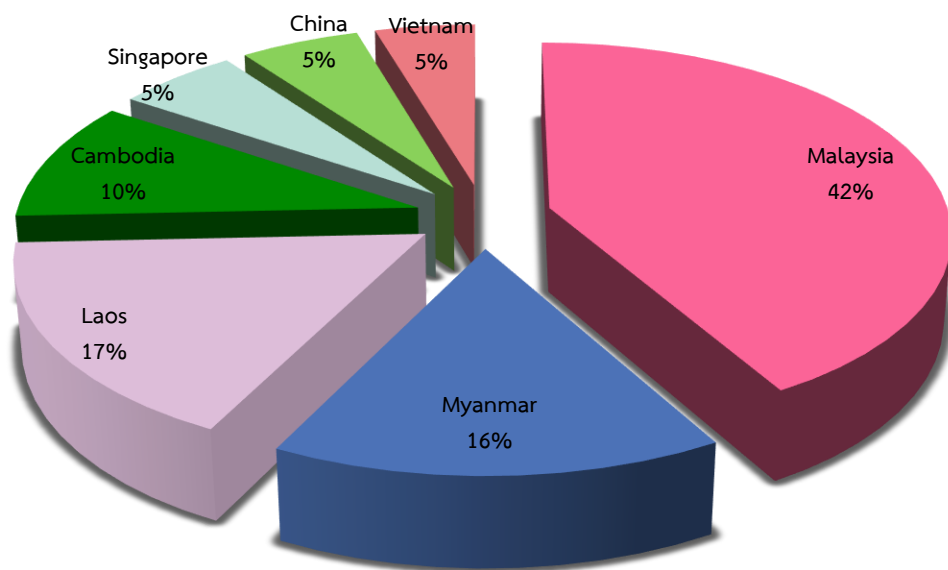
- Phnom Penh : Tourism
- Koh Kong : Automotive / Textile/ Electronic Industry
- Kampong Cham : Agricultural Industry

Thailand Cross Border Trade 2016

Value of Cross-Border Trade 2016 : 1,200,834.99 Million Baht

Cross-Border Trade Ratio

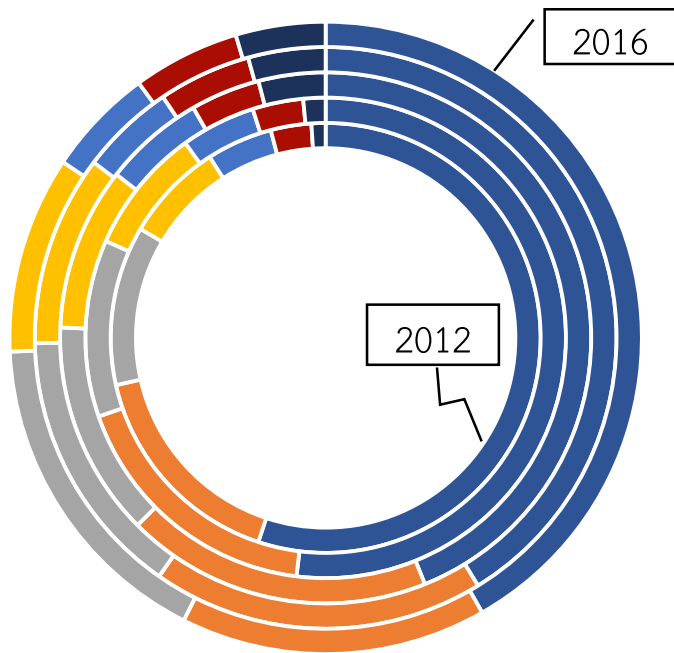
สัดส่วนมูลค่าการค้าชายแดน/การค้าผ่านแดนปี 2559



Source: Department of Foreign Trade / Jan2017

Thailand Cross Border Trade 2012-2016

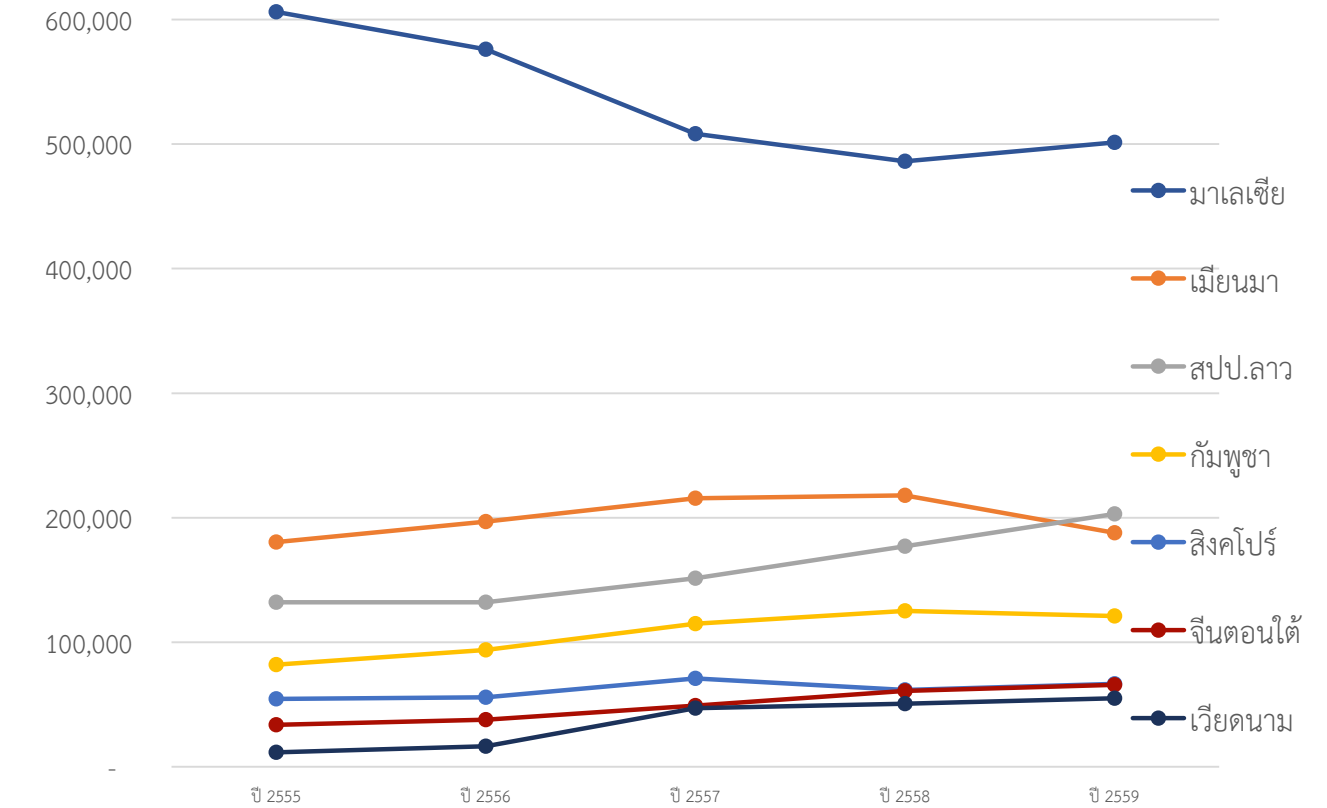
Cross Border Trade Ratio 2012-2016



- มาเลเซีย ■ เมียนมา ■ สปป.ลาว ■ กัมพูชา ■ สิงคโปร์ ■ จีนตอนใต้ ■ เวียดนาม
- Malaysia ■ Myanmar ■ Laos ■ Cambodia ■ Singapore ■ Southern China ■ Vietnam

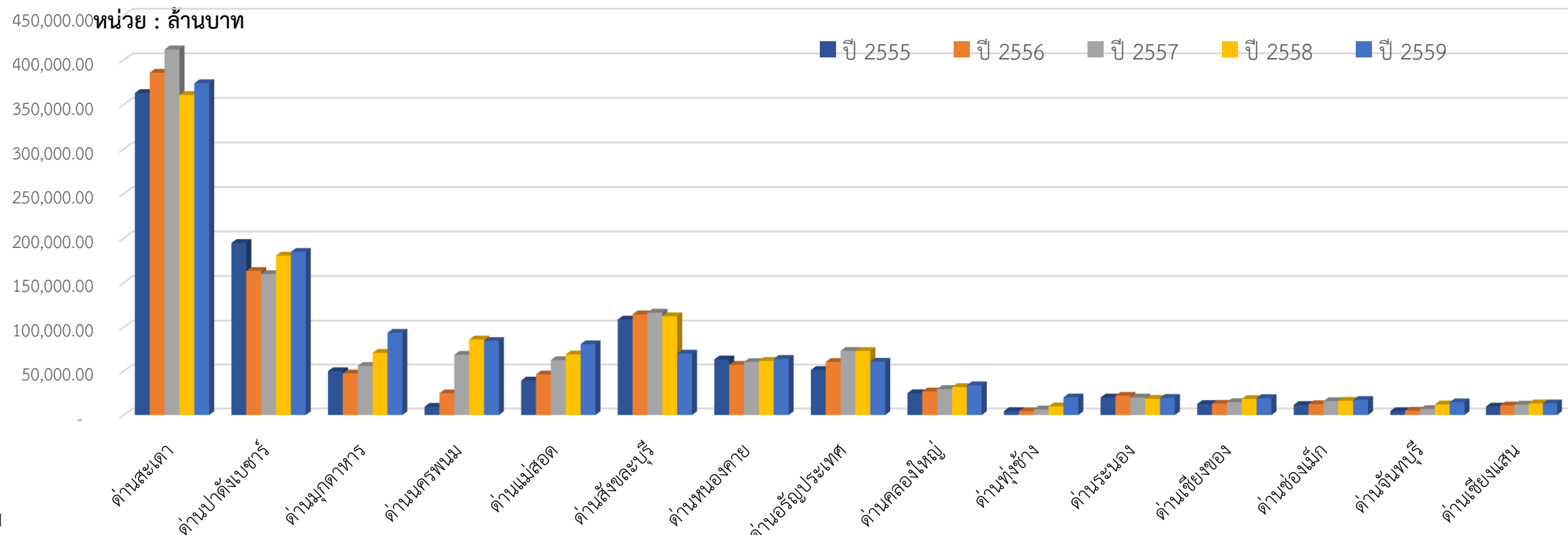
Value of Cross Border Trade 2012-2016

Million Baht



Value of Cross-Border Trade 2012-2016 by Customs House

(เฉพาะ 15 อันดับแรกปี 2559)



Compound Annual Growth Rate 2012-2016

| | | | | | | | | | | | | | | | |
|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Ratio | 31.14 | 15.38 | 7.80 | 7.03 | 6.72 | 5.83 | 5.33 | 5.06 | 2.83 | 1.68 | 1.63 | 1.61 | 1.44 | 1.21 | 1.10 |
|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|

Thailand's Transport Infrastructure Development Strategies 2015 - 2022

Thailand's Transport Infrastructure Development Strategies 2015 - 2022

National Peace and Order Maintaining Council
approved on
19 July 2015

1

Transport Strategies :
comprises 4 goals and 5 plans

2

Action Plan 2016

- Connectivity
- Mass rapid transit system

4 Goals



The Cabinet approved on 27 March 2015 the concept of Thailand
Transport Infrastructure Development Plan 2015-2022



Plan Under Thailand's Transport Infrastructure Development Strategies 2015 - 2022

Transport Infrastructure Development Strategies 2015 - 2022 consists of 5 Plans, aiming to reduce cost of logistics and transportation, which in turn improve the competitiveness of the economy.



Plan 1: Intercity Rail networks Development

1.1 Tracking & Facilities Improvement
฿4,055 million

1.2 Dual Track Development
฿491,541 million



Plan 2: Improving Public Transport Networks & Services

2.1 Implementation of 10 Metro Lines
฿579,654 million

2.2 Construction of Roads & Bridges
฿180,629 million

2.3 Procurement of 3,183 NGV Buses and Depots
฿13,637 million



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

3.1 Accessibility to Agricultural & Tourist Areas
฿ 527,835million

3.2 Connectivity between Hub & Key Production Bases
฿430,454 million

3.3 Connectivity between Gateways
฿79,390 million

3.4 Promoting Seamless Multi-Modal Transport
฿50,571 million



Plan 4: Increasing Water Transport Network

4.1 Inland Port Development
฿37,295 million

4.2 Coastal Port Development
฿82,400 million



Plan 5: Enhancing Air Transport Capability

5.1 Airport Capacity Expansion
฿117,926 million

5.2 Enhancement in Air Traffic Management Capability
฿4,460 million

5.3 Increased Fleet Utilization
฿216,075 million

5.4 Air Transport Industrial Park
฿150,000 million

5.5 Human Resource Development
฿1,855 million

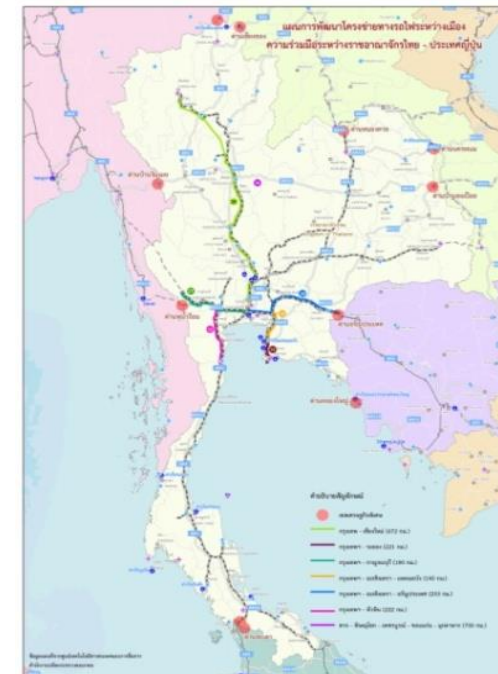
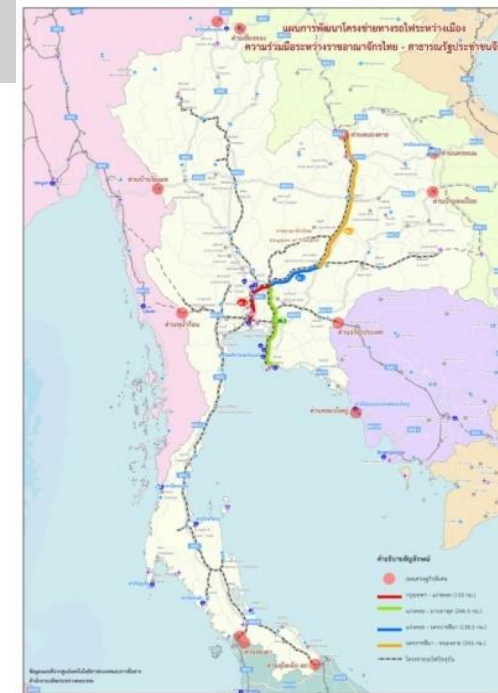
Plan 1: Intercity Rail Networks Development

MOU : Thai – China (Standard Gauge)

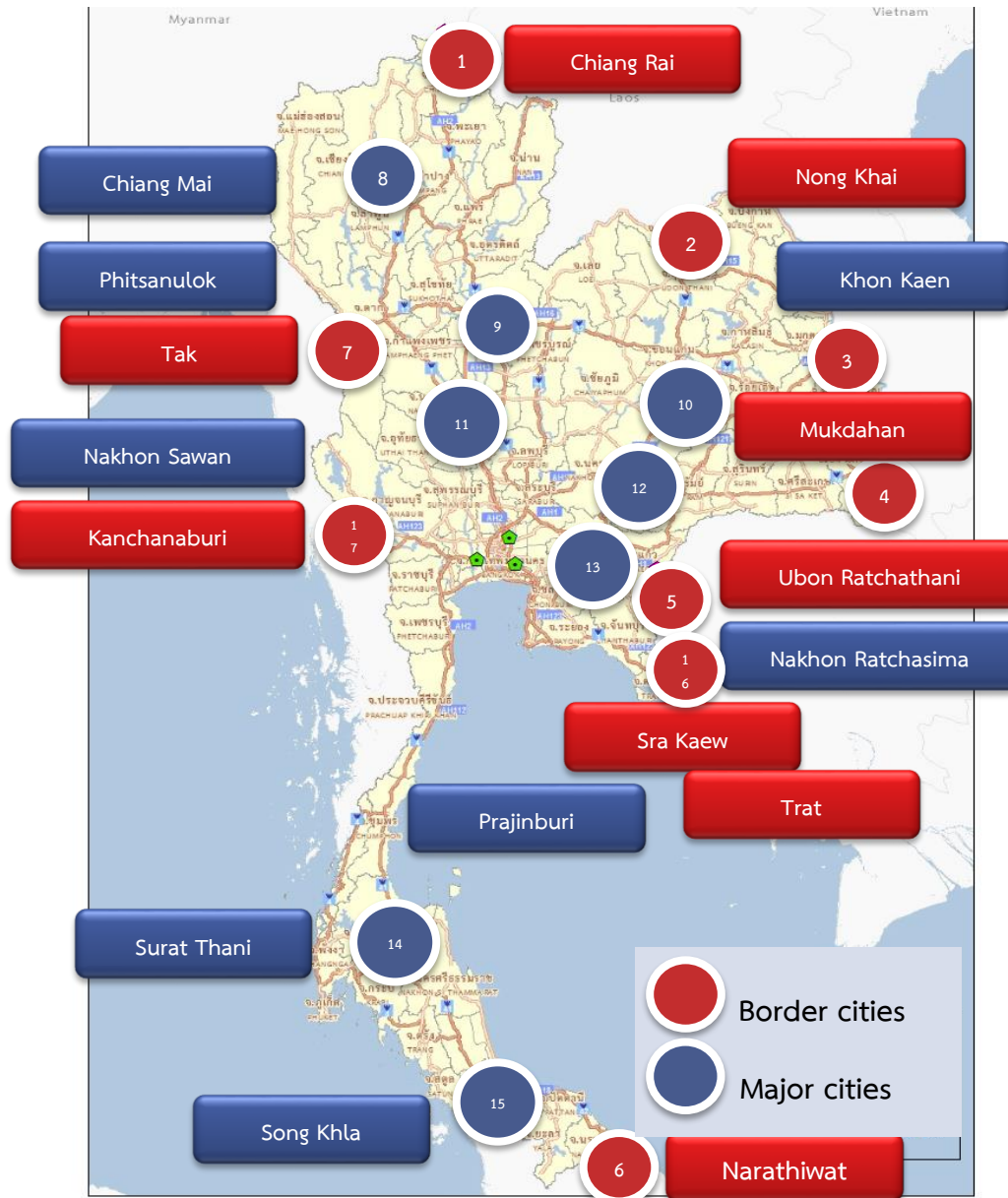
| Route | Distance | Agencies |
|--------------------------------------|----------|----------|
| Phase 1 Bangkok-Kaeng Koi | 133 | OTP/SRT |
| Phase 2 Kaeng Khoi-Map Taphut Port | 246.5 | |
| Phase 3 Kaeng Khoi-Nakhon Ratchasima | 138.5 | |
| Phase 4 Nakhon Ratchasima-Nong Khai | 355 | |
| total | 873 | |

MOU : Thai – Japan (Standard Gauge)

| Route | Distance | Agencies |
|--|----------|-------------|
| 1.High speed train: Bangkok-Chiang Mai Approx. project cost 449,473.75 million Baht | 672 | OTP/ SRT |
| 2. Development/ improvement of rail infrastructure along Southern Economic Corridor: Kanchanaburi-Bangkok-Laem Chabang, Bangkok Aranyaprathed | 574 | |
| 3. Feasibility Study: EWEC Mae Sod-Mukdahan | 718 | |



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



Chiang Khong Intermodal facilities development & 17 Truck Terminals (฿11,856 million)

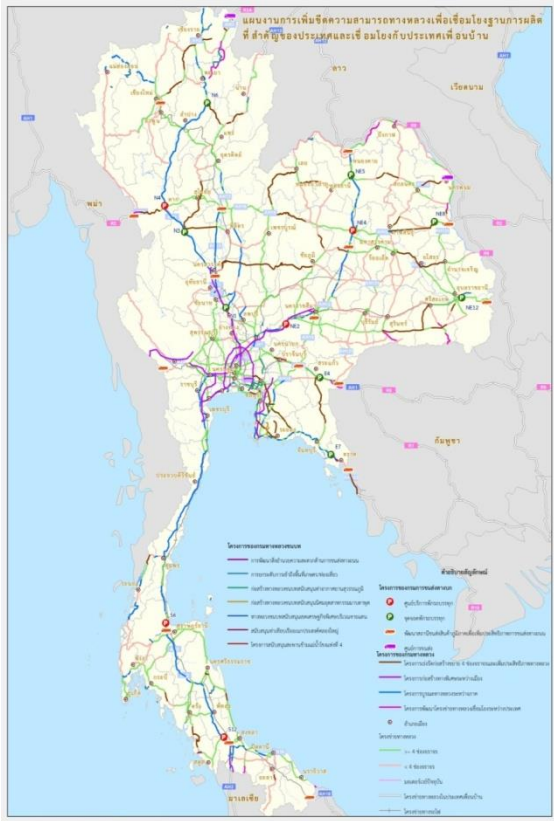
| Projects | Provinces |
|--------------------------|---|
| 1. Intermodal Facilities | Chiang Khong, Chiang Rai |
| 2. 17 Truck Terminals | |
| 2.1 Border cities (9) | Chiang Rai, Tak, Nong Khai, Mukdahan, Sra Kaew, Trat, Kanchanaburi, Song Khla & Narathiwat |
| 2.2 Major cities (8) | Chiang Mai, Phitsanulok, Nakhon Sawan, Khon Kaen, Nakhon Ratchasima, Ubon Ratchathani, Prajinburi & Surat Thani |



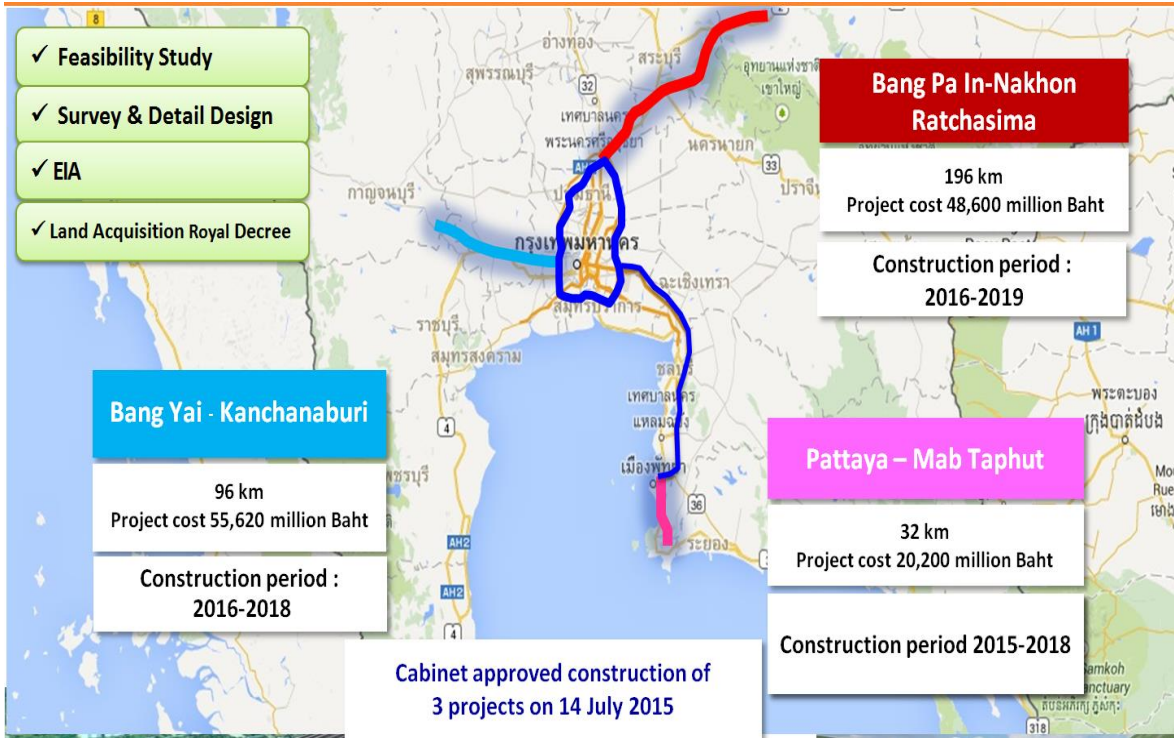
Department of Land Transport is conducting feasibility study (FS) & detail design (Jan – Dec 2015)

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

Motorway



Intercity -Motorway

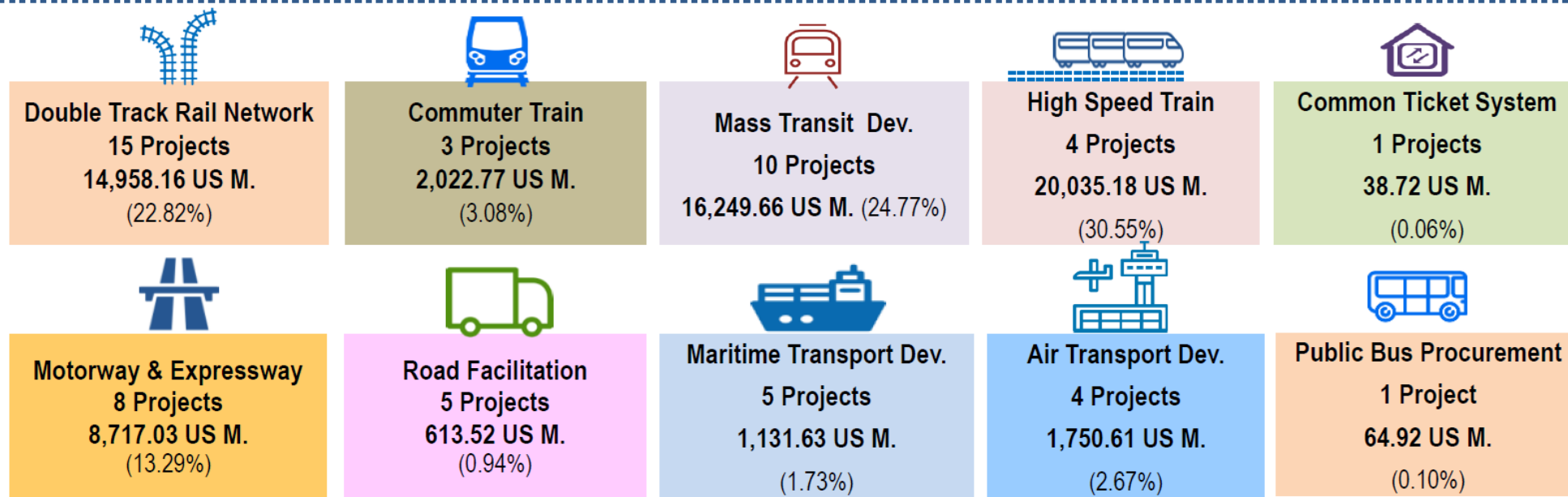
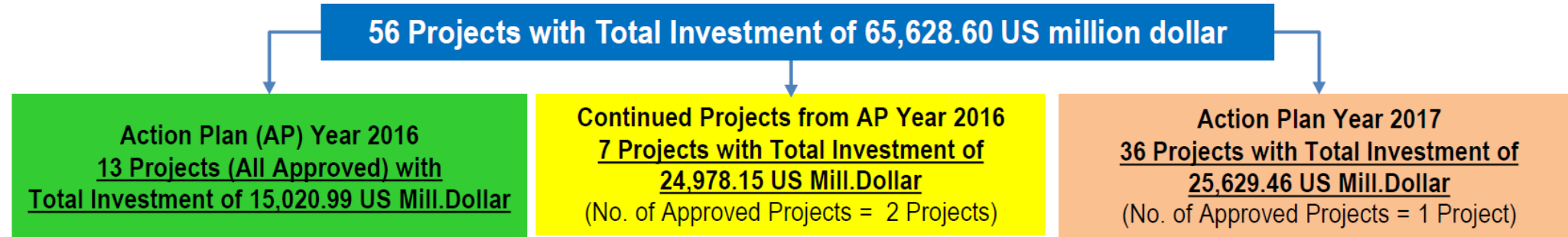


3 Motorway routes: 324 km. , ฿124,420 million

- Pattaya- Mab Taphut,
- Bang Pa-in-Nakhon Ratchasima
- Bang Yai-Baan Pong

Total 56 Projects (65,628.60 US\$ million)

Transport Infrastructure Investment Action Plan (Priority Projects) Year 2016 and 2017



Source : Ministry of Transport / Remark : FX 1 US Dollar = 35 Baht and US M. = US Million Dollar

Transport Infrastructure Investment Action Plan (Priority Project) Year 2017: 36 Projects



Double Track Rail Network 10 Projects / 11,674.75 US M. (45.62%)

| | |
|-----------------------------------|-----------------|
| 1. Huahin- Prachuap Khiri Khan | 292.56 US M.* |
| 2. Chumporn –Surat Thani | 668.14 US M. |
| 3. Surat Thani-Songkha | 1,480.67 US M. |
| 4. Hat Yai-Padang Beza | 226.91 US M. |
| 5. Paknampho- DenChai | 1,601.89 US M. |
| 6. DenChai-Chiang Mai | 1,712.12 US M. |
| 7. DenChai-Chiang Rai-ChiangKhong | 2,199.39 US M. |
| 8. Khonkaen-Nong Khai | 744.74 US M. |
| 9. Jira – Ubonratchathani | 1,023.99 US M. |
| 10. Ban Pai – Nakorn Phanom | 1,7214.34 US M. |



Commuter Train 2 Projects / 4,777.79 US M. (2.97%)

| | |
|---|--------------|
| 1. Dark Red : Rangsit-TU Rangsit | 217.06 US M. |
| 2. Light Red Extension : Taling Chan-Siriraj and Taling Chan-Saraya | 544.06 US M. |



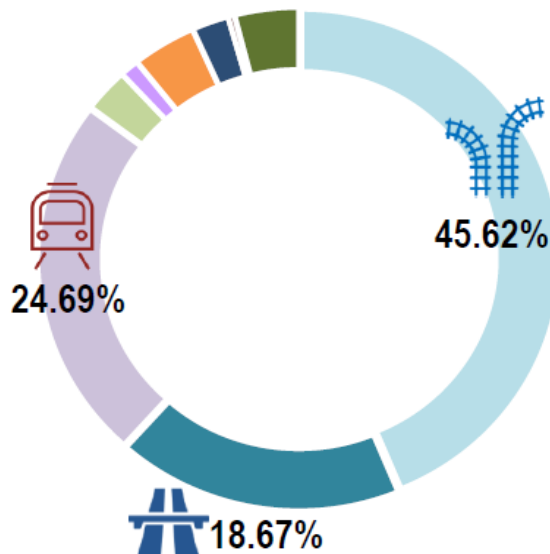
Mass Transit Dev. 6 Projects / 6,318.52 US M. (24.69%)

| | |
|--|----------------|
| 1. Blue Line : Bang kae- Sai 4 | 605.63 US M. |
| 2. Orange Line : West Side | 3,524.40 US M. |
| 3. Dark Green : Samutprakarn - Bang Pu | 347.03 US M. |
| 4. Dark Green : Kukot – Lumluca | 280.09 US M. |
| 5. Airport Rail Link Extension (ARL) | 889.98 US M. |
| 6. Mass Transit in Phuket | 671.40 US M. |



Motorway & Expressway 5 Projects / 4,777.79 US M. (18.67%)

| | |
|--|----------------|
| 1. Nakorn Phatom – Cha Am | 2,302.86 US M. |
| 2. Hat Yat-TH-Malaysia Border | 871.43 US M. |
| 3. Rama 3 – Dao Kanong-Outer Ring (West) | 892.69 US M. |
| 4. Northern Route N2 and E-W Corridor | 410.91 US M. |
| 5. Exp. Kratu – Patong | 299.90 US M. |



**Transport Action Plan
(Priority Project)
Year 2017 : 36 Projects
25,593.07 US Mill.Dollar**

Remark (*) Project which Cabinet has approved



Road Facilitation 5 Projects / 613.52 US M. (2.40%)

| | |
|---|--------------|
| 1. Truck Rest Area on the main routes | 15.71 US M. |
| 2. Intermodal Facility – Chiang Khong | 67.59 US M. |
| 3. Cross-border Logistics Center Nakorn Phanom | 30.10 US M. |
| 4. Regional Logistics Center (9 border provinces) | 230.45 US M. |
| 5. Regional Logistics Center (8 regional cities) | 269.66 US M. |



Public Bus Procurement 1 Project / 64.92 US M. (0.25%)

| | |
|--|-------------|
| 1. Public Bus Procurement and Stations | 64.92 US M. |
|--|-------------|



Common Ticket System 1 Project / 38.72 US M. (0.15%)

| | |
|-------------------------|-------------|
| 1. Common ticket system | 38.72 US M. |
|-------------------------|-------------|



Maritime Transport Dev. 3 Projects / 1,030.89 US M. (4.03%)

| | |
|--|----------------|
| 1. Ferry Service across Gulf of Thailand | - US M. |
| 2. Dev. of Ferry Terminal | 28.05 US M. |
| 3. Lam Cha Bang Phase 3 | 1,002.84 US M. |



Air Transport Dev. 3 Projects / 312.83 US M. (1.22%)

| | |
|--|--------------|
| 1. Regional airport development | 219.59 US M. |
| 2. Baggage System Upgrade at BKK Airport | 93.25 US M. |
| 3. MRO Dev. at U-Tapao Airport | - US M. |

Source : Ministry of Transport / Remark : FX 1 US Dollar = 35 Baht

Continued Project from AP Year 2016 and Transport Action Plan (Priority Project) Year 2017: 43 Projects

Double Track Rail Network 12 Projects / 12,953.86 US M. (25.62%)

| | |
|-----------------------------------|------------------|
| 1. Nakhon Pathom – Hua Hin | 572.75 US M.*/** |
| 2. Lopburi - Paknampho. | 706.35 US M.*/** |
| 3. Huahin- Prachuap Khiri Khan | 292.56 US M.** |
| 4. Chumporn –Surat Thani | 668.14 US M. |
| 5. Surat Thani-Songkha | 1,480.67 US M. |
| 6. Hat Yai-Padang Beza | 226.91 US M. |
| 7. Paknampho- DenChai | 1,601.89 US M. |
| 8. DenChai-Chiang Mai | 1,712.12 US M. |
| 9. DenChai-Chiang Rai-ChiangKhong | 2,199.39 US M. |
| 10. Khonkaen-Nong Khai | 744.74 US M. |
| 11. Jira – Ubonratchathani | 1,023.99 US M. |
| 12. Ban Pai – Nakorn Phanom | 1,7214.34 US M. |

Commuter Train 2 Projects / 4,777.79 US M. (1.51%)

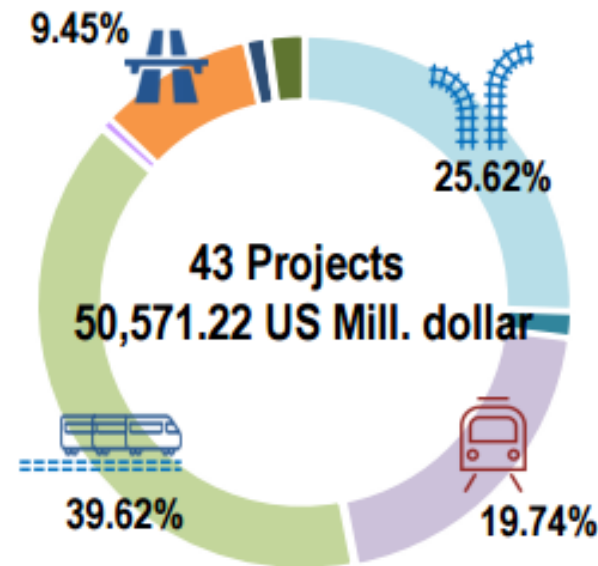
| | |
|---|--------------|
| 1. Dark Red : Rangsit-TU Rangsit | 217.06 US M. |
| 2. Light Red Extension : Taling Chan-Siriraj and Taling Chan-Saraya | 544.06 US M. |

Mass Transit Dev. 7 Projects / 9,982.38 US M. (19.74%)

| | |
|--|-----------------|
| 1. MRT Southern Purple Line (Civil Work) | 3,663.86 US M.* |
| 2. Blue Line : Bang kae- Sai 4 | 605.63 US M. |
| 3. Orange Line : West Side | 3,524.40 US M. |
| 4. Dark Green : Samutprakarn - Bang Pu | 347.03 US M. |
| 5. Dark Green : Kukot – Lumluka | 280.09 US M. |
| 6. Airport Rail Link Extension (ARL) | 889.98 US M. |
| 7. Mass Transit in Phuket | 671.40 US M. |

High Speed Train 4 Projects / 20,035.18 US M. (39.62%)

| | |
|---|-----------------|
| 1. Bangkok-Hua Hin Route (PPP) | 2,704.95 US M.* |
| 2. Bangkok-Rayong Route (PPP) | 4,357.94 US M.* |
| 3. TH-CH : Bangkok-Kaeng Koi and | 6,560.41 US M.* |
| 4. Kaeng Koi-Korat Route (First Phase Dev.) | |
| 5. TH-JP (Bangkok-Chiang Mai Route) | 6,411.89 US M.* |



**Continued Projects from AP Year 2016*
7 Projects
24,978.15 US Mill.Dollar**

**Transport Action Plan (Priority Project)
Year 2017 : 36 Projects
25,593.07 US Mill.Dollar**

Remark (**) Project which Cabinet has approved



Motorway & Expressway 5 Projects / 4,777.79 US M. (9.45%)

| | |
|--|----------------|
| 1. Nakorn Phatom – Cha Am | 2,302.86 US M. |
| 2. Hat Yat-TH-Malaysia Border | 871.43 US M. |
| 3. Rama 3 – Dao Kanong-Outer Ring (West) | 892.69 US M. |
| 4. Northern Route N2 and E-W Corridor | 410.91 US M. |
| 5. Exp. Kratu – Patong | 299.90 US M. |



Road Facilitation 5 Projects / 613.52 US M. (1.21%)

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| 4. Regional Logistics Center (9 border provinces) | 230.45 US M. |
| 5. Regional Logistics Center (8 regional cities) | 269.66 US M. |



Public Bus Procurement 1 Project / 64.92 US M. (0.13%)

| | |
|--|-------------|
| 1. Public Bus Procurement and Stations | 64.92 US M. |
|--|-------------|



Common Ticket System 1 Project / 38.72 US M. (0.08%)

| | |
|-------------------------|-------------|
| 1. Common ticket system | 38.72 US M. |
|-------------------------|-------------|



Maritime Transport Dev. 3 Projects / 1,030.89 US M. (2.04%)

| | |
|--|----------------|
| 1. Ferry Service across Gulf of Thailand | - US M. |
| 2. Dev. of Ferry Terminal | 28.05 US M. |
| 3. Lam Cha Bang Phase 3 | 1,002.84 US M. |



Air Transport Dev. 3 Projects / 312.83 US M. (0.62%)

| | |
|--|--------------|
| 1. Regional airport development | 219.59 US M. |
| 2. Baggage System Upgrade at BKK Airport | 93.25 US M. |
| 3. MRO Dev. at U-Tapao Airport | - US M. |

Source : Ministry of Transport / Remark : FX 1 US Dollar = 35 Baht

Special Economic Zone

Special Economic Zone Development in Thailand



- Have potential for trade investment, produce connecting with neighboring-utilize AEC
- SEZ development improves the livelihood of people
- Focus on potential local economic activities+labor intensive industries and logistics

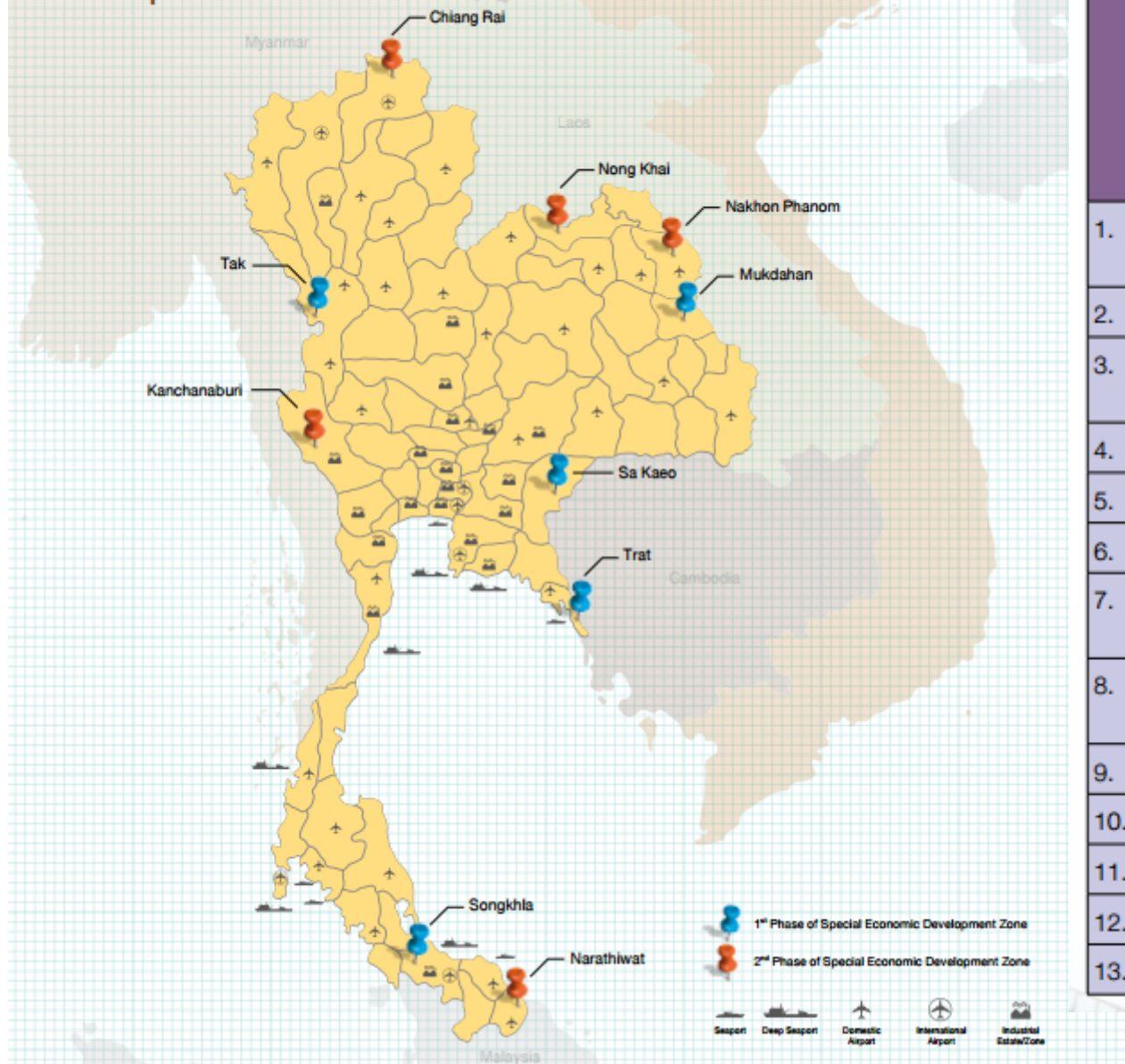
Source: NESDB



- Focus on future industry such as research and development, high technology industry, and industry with low labor-intensive activities.
- Link with key players from down stream to upstream producers, supporting industries, academic institutions, government agencies, private sector organizations, and local economies

Special Economic Zone Development in Thailand

Location of the Special Economic Development Zones

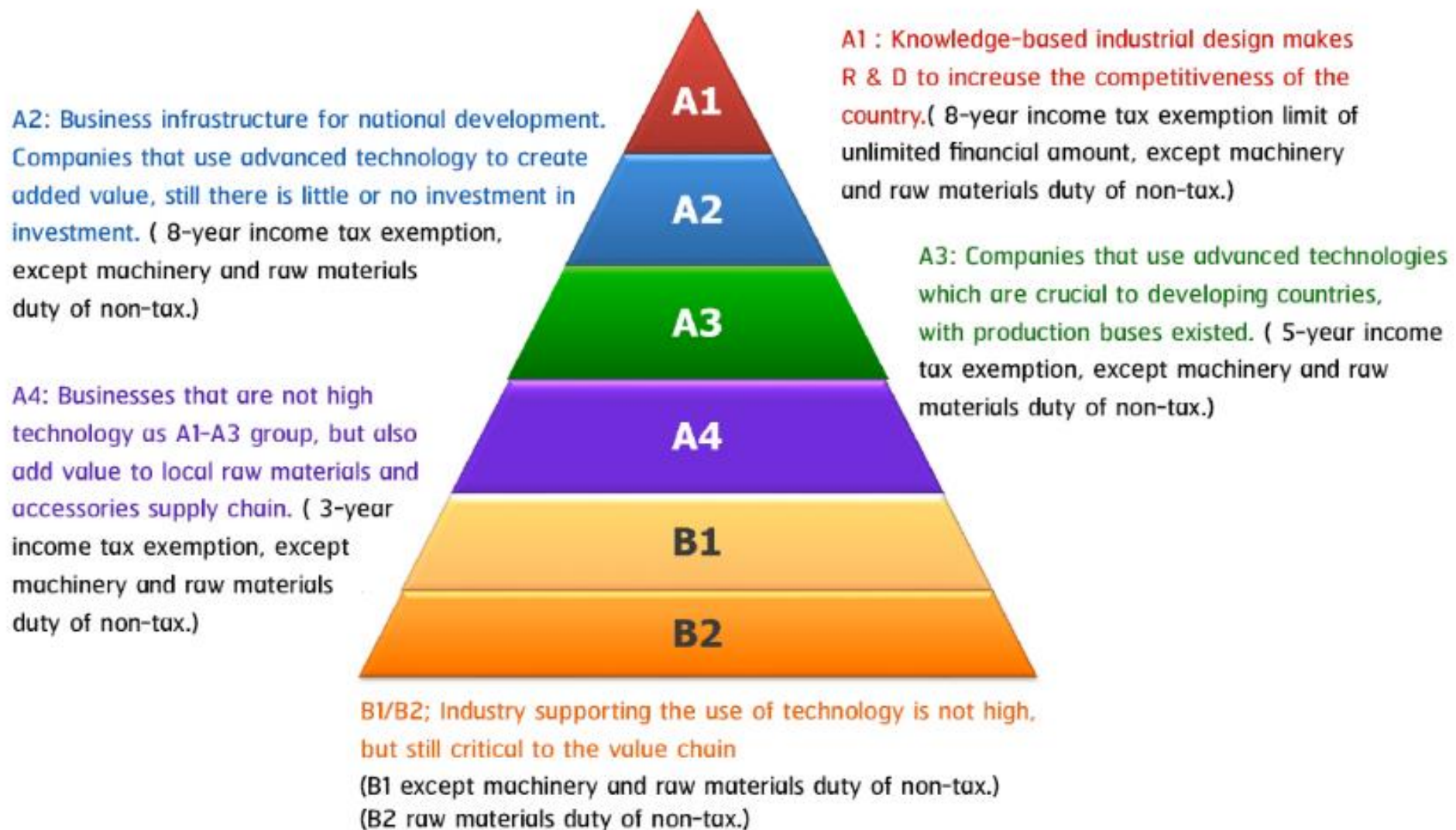


| 13 Industrial Sectors (62 sub-sectors) | Target Activities in the SEZs | | | | | | | | | |
|---|-------------------------------|---------|------|----------|----------|-----------|---------------|------------|--------------|------------|
| | Tak | Sa Kaeo | Trat | Mukdahan | Songkhla | Nong Khai | Nakhon Phanom | Chiang Rai | Kanchanaburi | Narathiwat |
| 1. Agricultural, fishery and related industries | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | |
| 2. Ceramic products | ✓ | | | | | | | | | |
| 3. Textile, garment, and leather industries | ✓ | ✓ | | | ✓ | | | | | |
| 4. Manufacture of furniture | ✓ | ✓ | | | ✓ | | | | | |
| 5. Gems and jewelry | ✓ | ✓ | | | | | | | | |
| 6. Medical equipment | ✓ | ✓ | | | | | | | | |
| 7. Automotive, machinery, and parts | ✓ | ✓ | | | | | | | | |
| 8. Electrical appliances and electronics | ✓ | ✓ | | ✓ | | | | | | |
| 9. Plastics | ✓ | ✓ | | | | | | | | |
| 10. Medicine | ✓ | ✓ | | | | | | | | |
| 11. Logistics | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | |
| 12. Industrial estates/zones | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | |
| 13. Tourism related industry | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | |

Target Industries are under Consideration

Government support measures in SEZ

Measures by the Board of Investment



Government support measures in SEZ

| Group | Income tax exemption | Exemption of machines | Exemption of raw materials for exporting | Non-tax |
|---|----------------------|-----------------------|--|---------|
| A : Businesses receiving tax benefits, machines, raw material, and non-tax. | | | | |
| A1 | 8 years + Merit | ✓ | ✓ | ✓ |
| A2 | 8 years + Merit | ✓ | ✓ | ✓ |
| A3 | 5 years + Merit | ✓ | ✓ | ✓ |
| A4 | 3 years + Merit | ✓ | ✓ | ✓ |
| B: Businesses receiving facilities through the benefits of machines, raw materials, and non-tax | | | | |
| B1 | Merit | ✓ | ✓ | ✓ |
| B2 | — | — | ✓ | ✓ |

Note the non-tax benefit (Non-tax incentives) under the B.O.I. of investment are as follows:

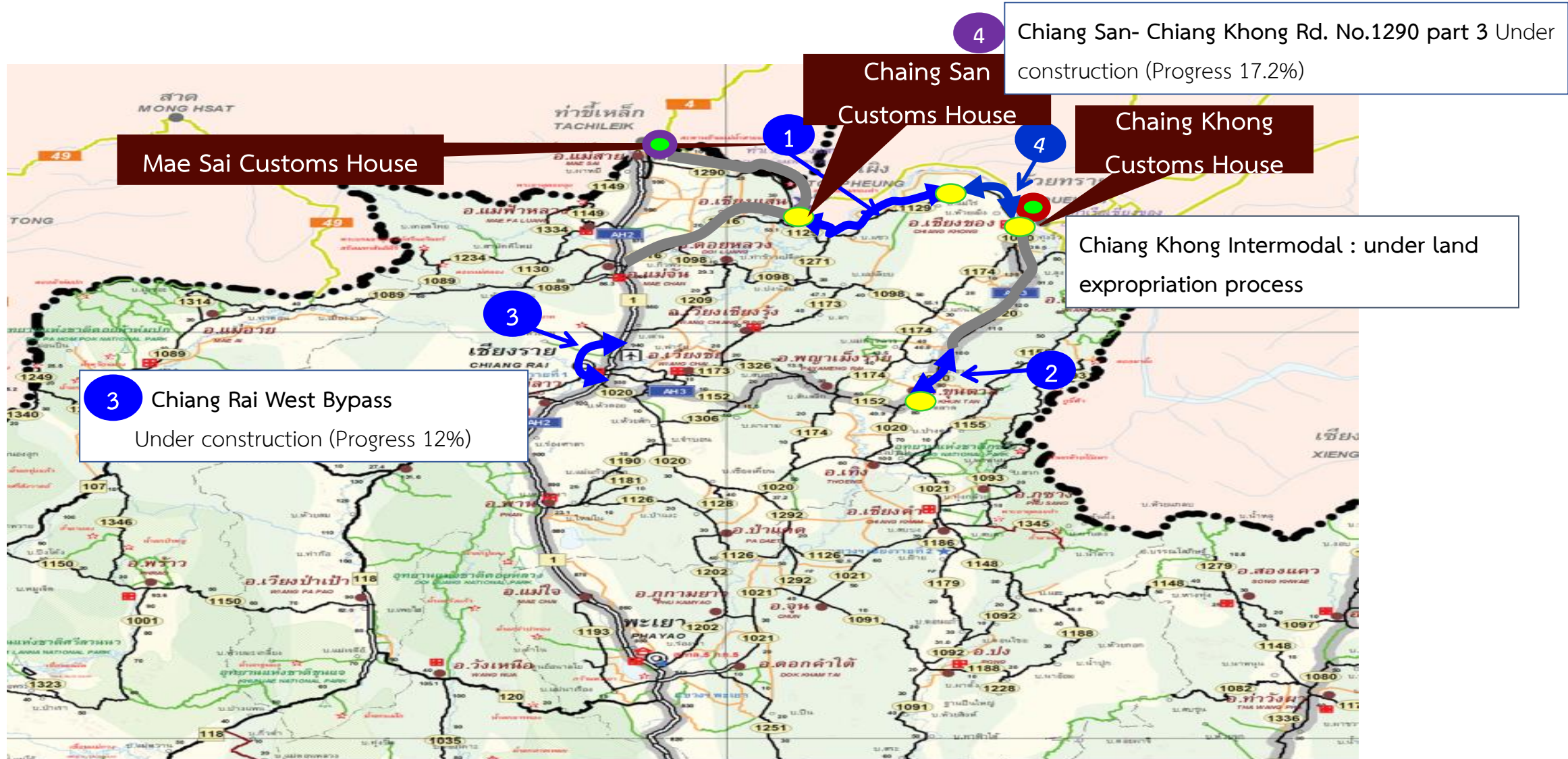
- Allow the artisans and foreign specialists to work (m. 25-26).
- Allow to own land (m. 27).
- Allow to remit foreign currencies out of the country (m.37)

Chiang Rai Special Economic Zone

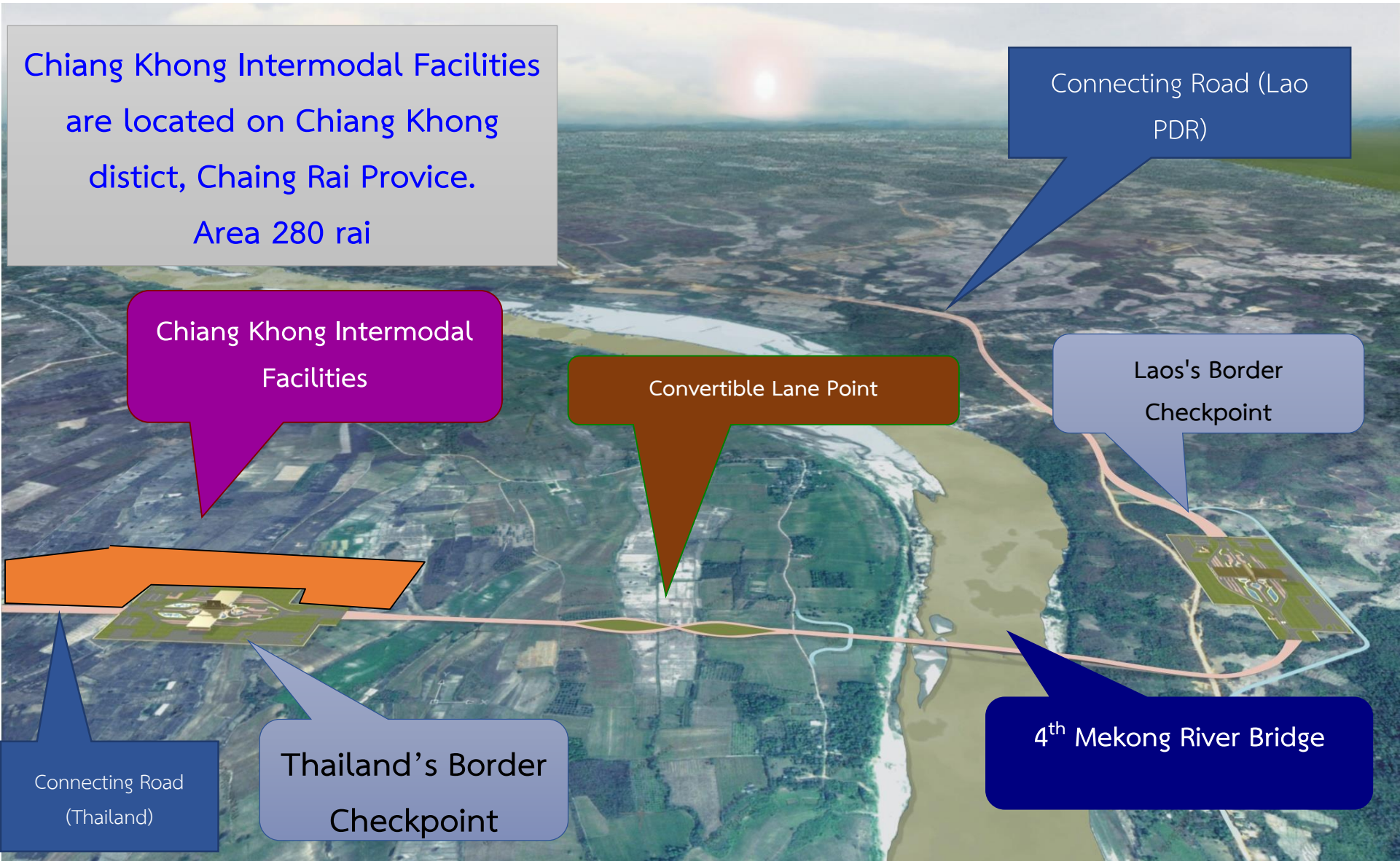
- **Mae Sai** : Border checkpoint development to support trade, tourism, prepare the area for establishment of hotels, convention centers, duty free shops, mass transit center and tourist information center
- **Chiang San** : Free Trade Area / Free Zone into international transportation center prepare area for the establishment of seaport, cross dock warehouse, commerce, office and customs
- **Chiang Khong** : Trading, tourism, multimodal transportation. Prepare the area for logistic center, commerce, office and customs



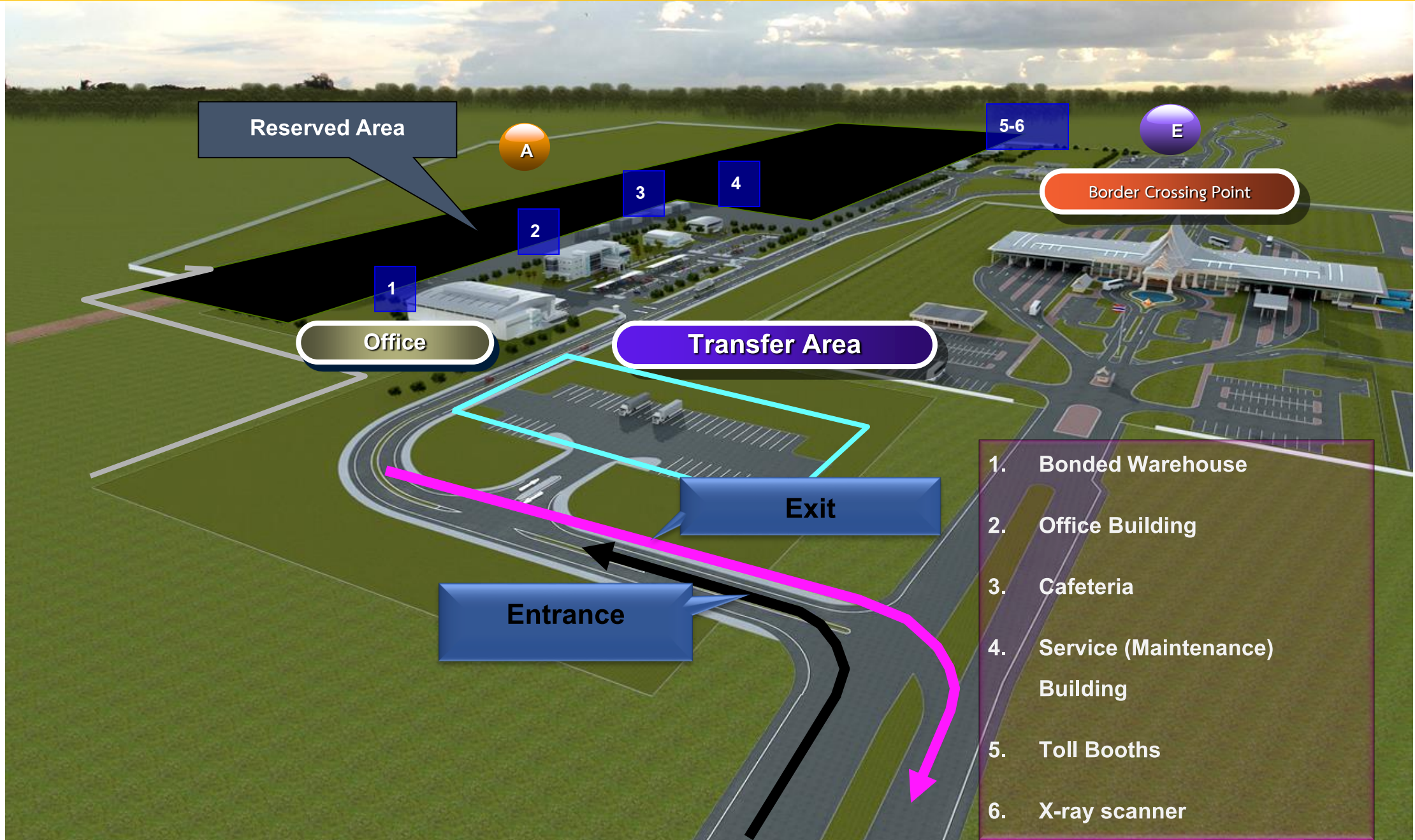
Infrastructure Project Status



Chiang Khong Intermodal Facilities



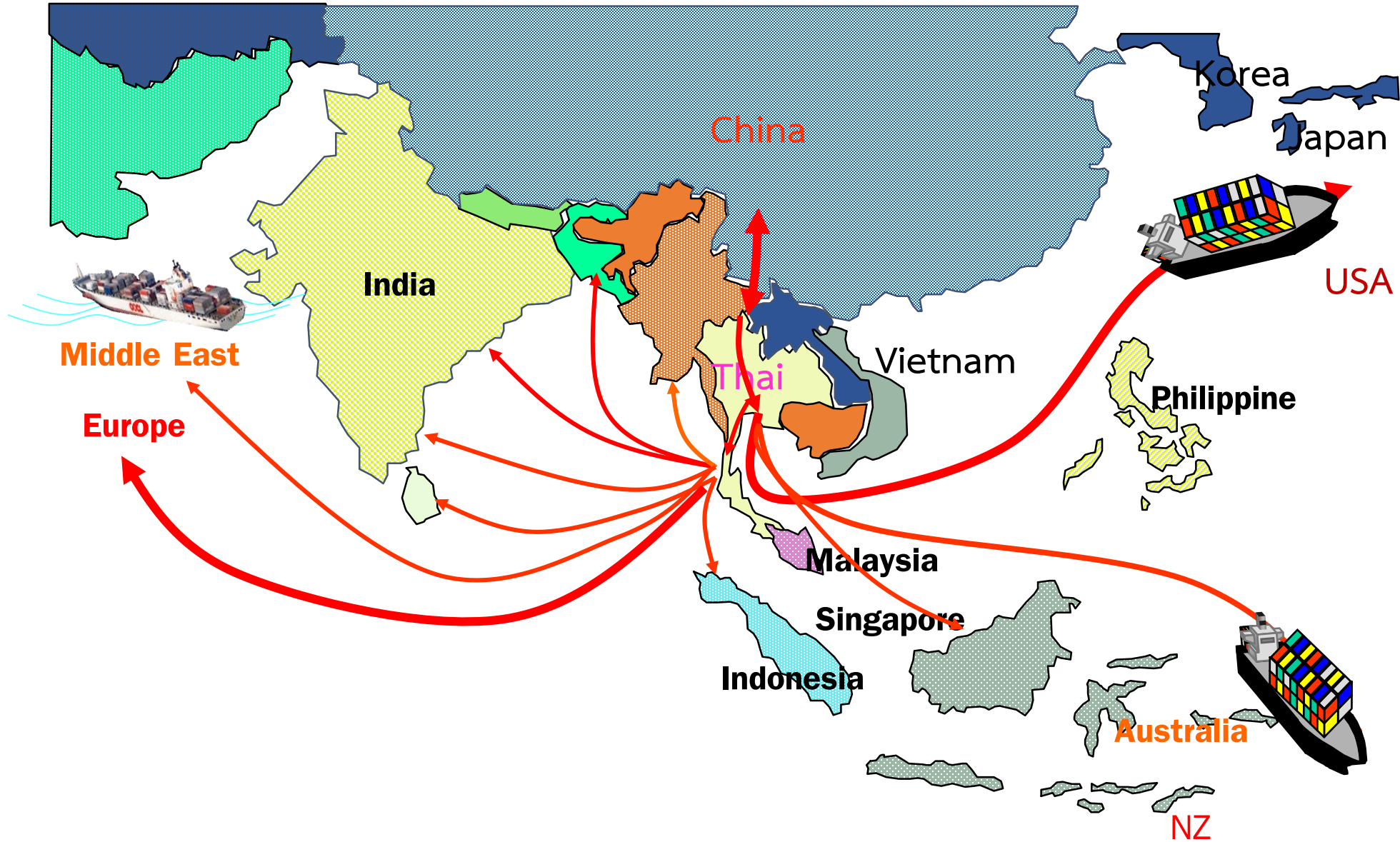
Chiang Khong Intermodal Facilities Phase 1/1



Opportunities & Challenges of Northern Thailand

Northern Opportunities & Challenges in NSEC R3

Trade Lane to Yunnan Province, China



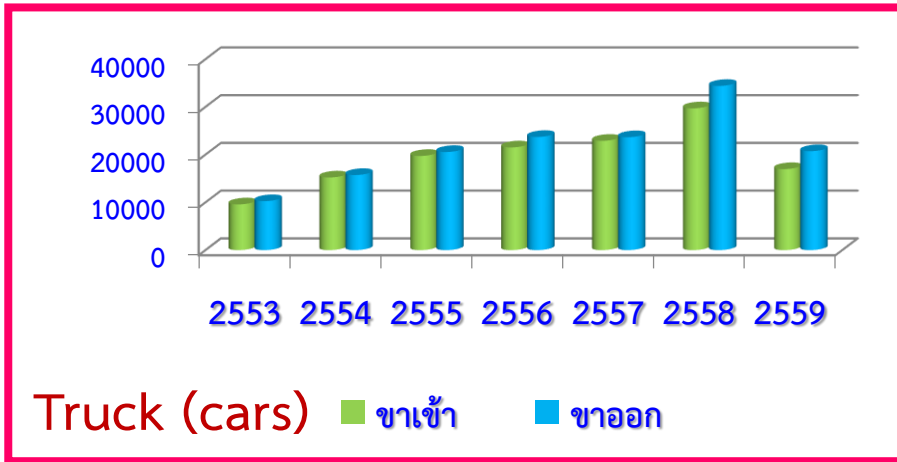
Truck & Passenger Car passing through Chiang Khong Customs House

During Fiscal Year 2010-2016

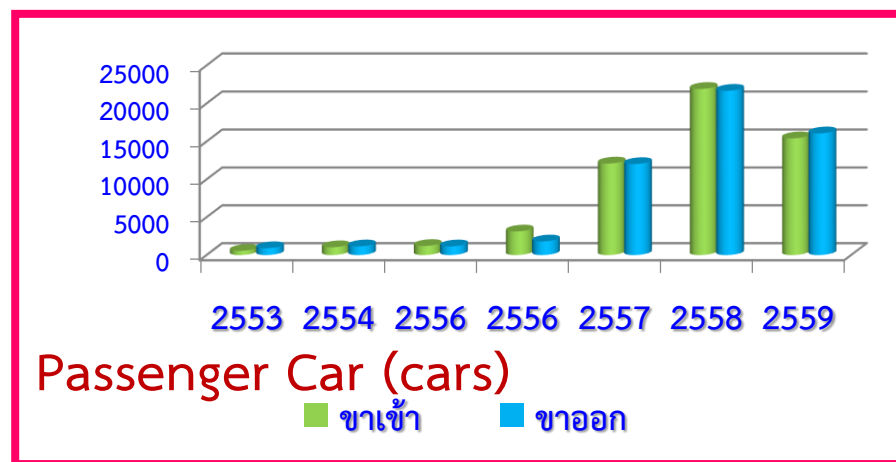


4th Thailand -
Laos friendship
bridge open at
10.11.12.13
10.00 Am.
11 Dec 2013

ก่อนหน้าใช้รถขึ้น
แพขนานยนต์ที่
ท่าเรือทักโข้วข้าม
ฝากไปสปป.ลาว



| Fiscal Year | Arrival | Departures |
|--------------------------|---------|------------|
| 2553 | 9,580 | 10,259 |
| 2554 | 15,218 | 15,736 |
| 2555 | 19,726 | 20,557 |
| 2556 | 21,516 | 23,706 |
| 2557 | 22,895 | 23,655 |
| 2558 | 29,569 | 34,395 |
| 2559 (Oct..2015-May2016) | 22,971 | 26,979 |



| Fiscal Year | Arrival | Departures |
|--------------------------|---------|------------|
| 2553 | 551 | 907 |
| 2554 | 1,032 | 1,148 |
| 2555 | 1,199 | 1,147 |
| 2556 | 4,326 | 4,040 |
| 2557 | 12,103 | 12,033 |
| 2558 | 22,085 | 21,658 |
| 2559 (Oct..2015-May2016) | 19,021 | 19,769 |



Cross Border Trade at Mae Sai Customs House During year 2013-2016

(Million Baht)

| Year | 2556 | 2557 | 2558 | 2559 | 2560 (Oct 2016- Jan2017) |
|--------|-----------|-----------|----------|---------|-----------------------------|
| Import | 238.36 | 568.71 | 183.59 | 217.88 | 106.27 |
| Export | 11,127.39 | 11,048.75 | 9,364.37 | 9312.46 | 2,637.29 |
| Total | 11,365.75 | 11,617.46 | 9,547.96 | 9530.34 | 2,743.56 |

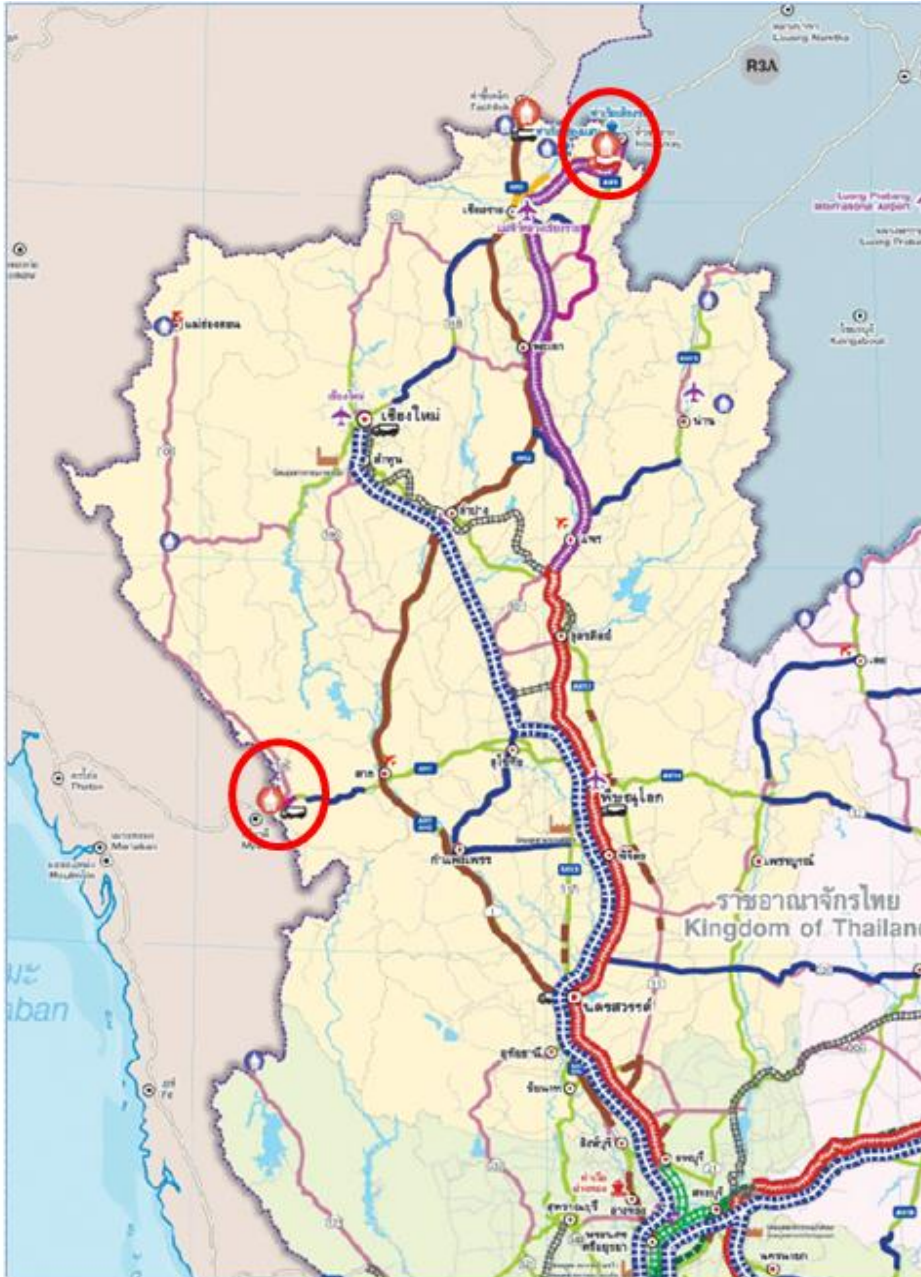
Import : Fiscal Year 2017 (Oct 2016-Jan 2017)

| | |
|---------------------|---------------------|
| 1. Manganese | 6. Men's Clothing |
| 2. Orange | 7. Garlic |
| 3. Honey | 8. Steel scrap |
| 4. Tea leaf | 9. Paper scrap |
| 5. Women's Clothing | 10. Massage machine |

Export : Fiscal Year 2017 (Oct 2016-Jan 2017)

| | |
|--------------|---------------------|
| 1. Fuel | 6. Electrical Power |
| 2. Beverage | 7. Palm Oil |
| 3. Cement | 8. Zinc |
| 4. Liquor | 9. Lighter |
| 5. Round bar | 10. Ribbed bar |

Transportation Network in Northern



Rail Transport

Double track : Pak Nam Po – Den Chai – Chiang Rai – Chiang Khong
611 km

HST : Bangkok – Chaing Mai 745 km

Road Transport

International Highway Network : 4 project 3 Province 128.4 km

Expand Traffic Lane : 13 Project 8 province 623 km

Maintenance intercity highway : 56 Project 10 province 726 km

Border Trade Connectivity : Rural Road to Chiang San Port 45.74
km/ 22 bridge project and 6 project tunnel to cross railway

Chiang Khong Intermodal Facilities

Truck Terminal : 5 province

Rest Area (in Northern)



- **3 Rest Area Centre**

- N2 – AmphurPhayahakiri / Nakorn Sawan Province
- N4 - Amphur Muang / Tak Province
- N7 - Amphur Muang / Phitsanulok Province

- **6 Truck Rest Area**

- N1 – Amphur Inburi / Singburi Province
- N3 - Amphur Muang / Kamphangphet Province
- N5 - Amphur Sopprab / Lamphang Province
- N6 – Amphur Ngao /Lamphang Province
- N8 - Amphur Lom Sak / Phetchaboon Province
- N9 - Amphur Denchai / Phrae Province

Thank you



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