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In collaboration with

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Ministry of the Environment (MOE), Japan
Partnership on Sustainable, Low Carbon Transport,
United Nations Economic and Social Commission for Asia and the Pacific, and
United Nations Office for Sustainable Development**

**TENTH REGIONAL ENVIRONMENTALLY SUSTAINABLE TRANSPORT (EST)
FORUM IN ASIA,
14-16 MARCH 2016, VIENTIANE, LAO PDR**

**Country Presentation
(Thailand)**

(Presentation for EST Plenary Session 8 of the Provisional Programme)

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Thailand Country report Intergovernmental 10th Regional Environmentally Sustainable Transport Forum in Asia

14-16 March 2017

Ministry of Transport
and Ministry of Natural resources and Environment
Thailand

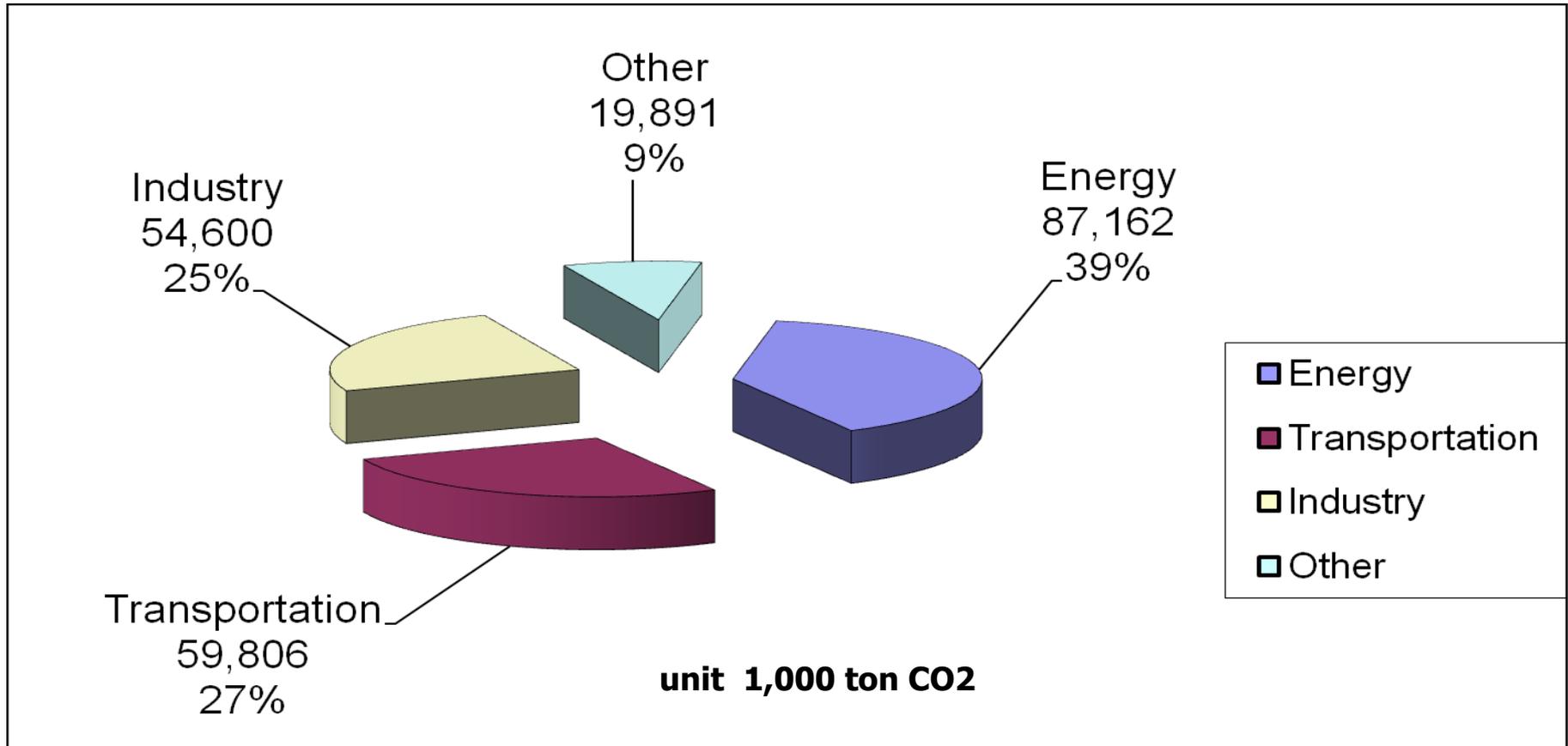


Topic

- Background
- Thailand's Environmental Sustainable Transport development according to Bangkok 2020 declaration

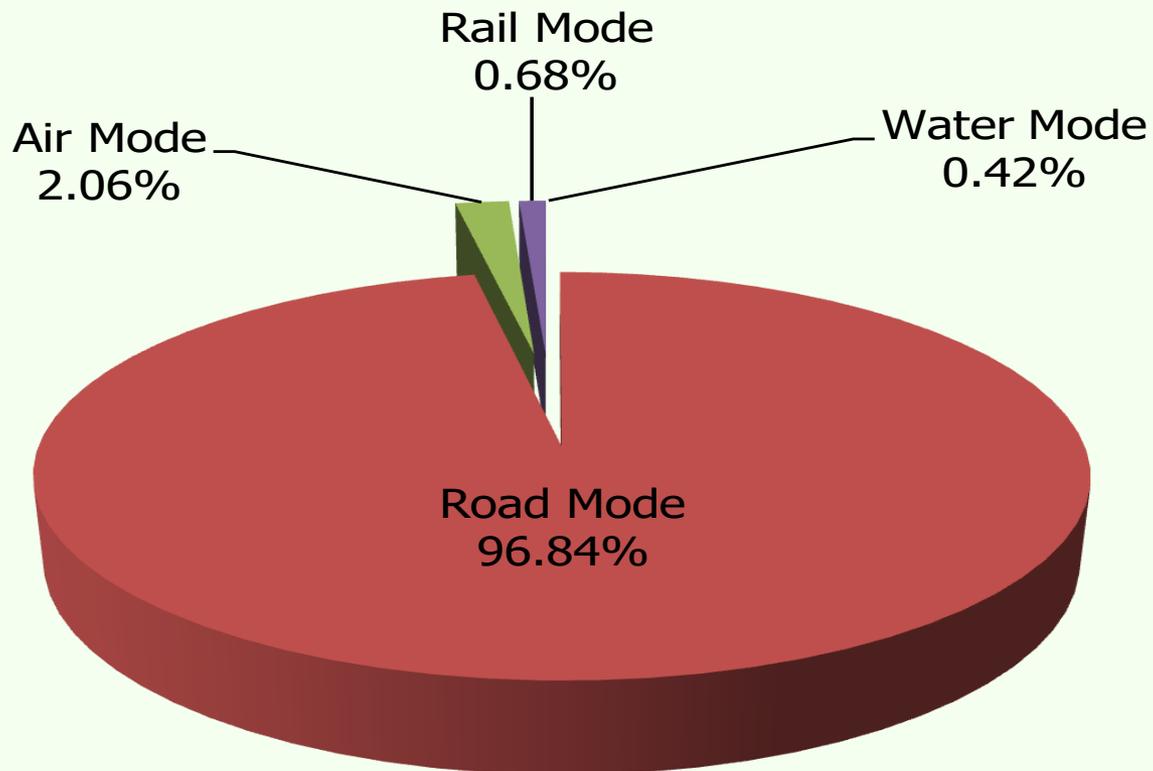


GHGs Emission by Sector : 2011



Source: Thailand Energy Statistic 2012

Volumes of Greenhouse gas released by
Thailand's Transport Sector

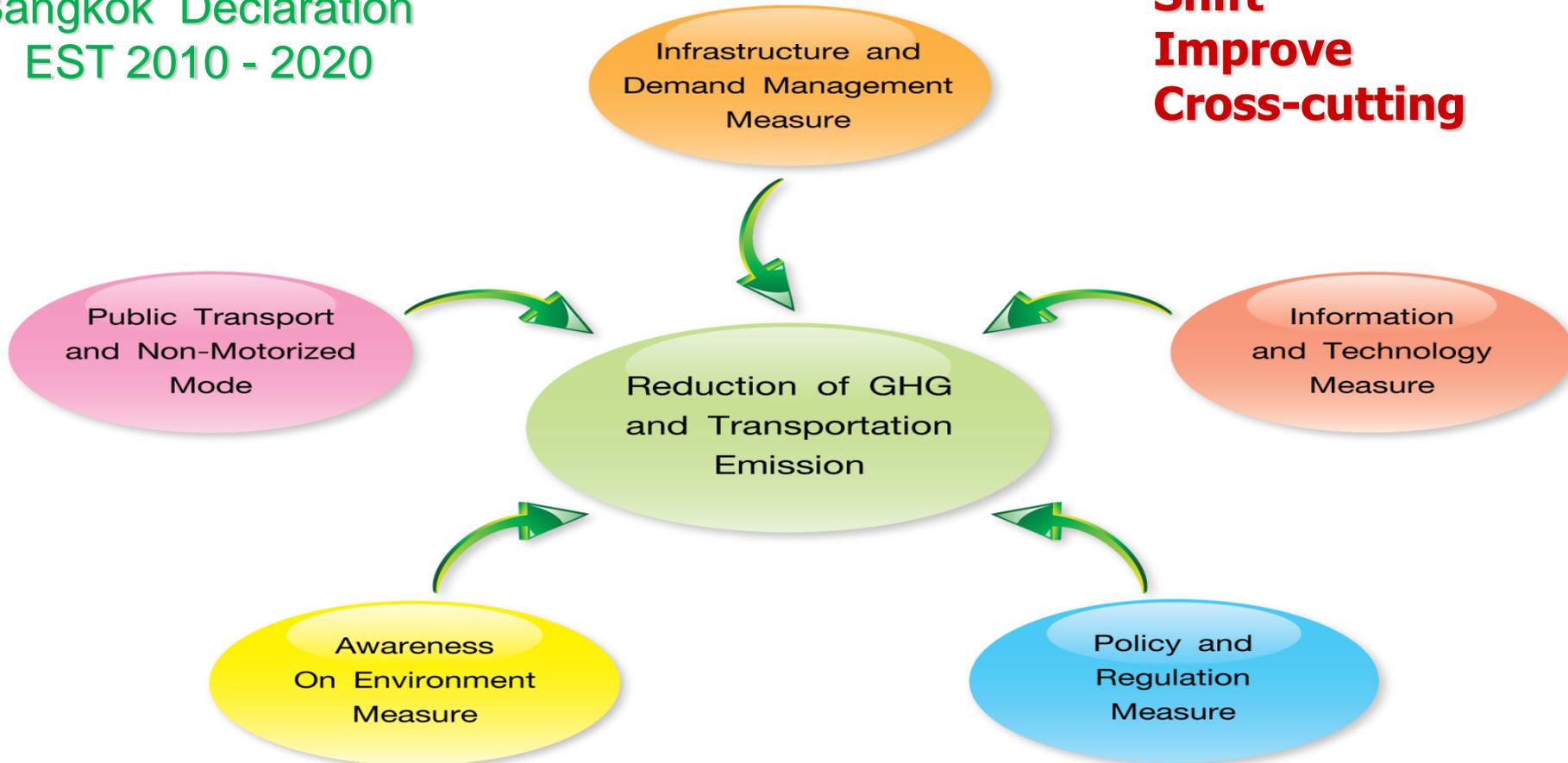


Source: National Greenhouse Gas listing

Thailand's SUSTAINABLE TRANSPORT MASTER PLAN

Bangkok Declaration
EST 2010 - 2020

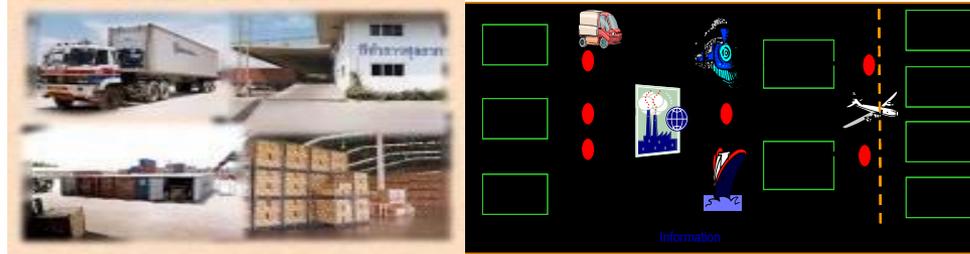
**Avoid
Shift
Improve
Cross-cutting**



Potential GHGs reduction in Transportation Sector

Year	GHGs at BAU (Million tons CO ₂ e)	Potential of GHGs reduction	
		(Million tons CO ₂ e)	%
2005	57.52	-	-
2017	67.53	11 - 13	16 - 19
2020	74.02	15 - 16	20 - 22
2030	102.82	27 - 30	26 - 29

Transport Development



Transport Logistics Node

Modal Shift

Utilization

Sustainable Development and
Balancing all Modes

Missing Link



Avoid :

reduce unnecessary travel/reduce trip distances

Introduce TOD (**Transit-oriented-Development** at) Phahonyotin transport hub)



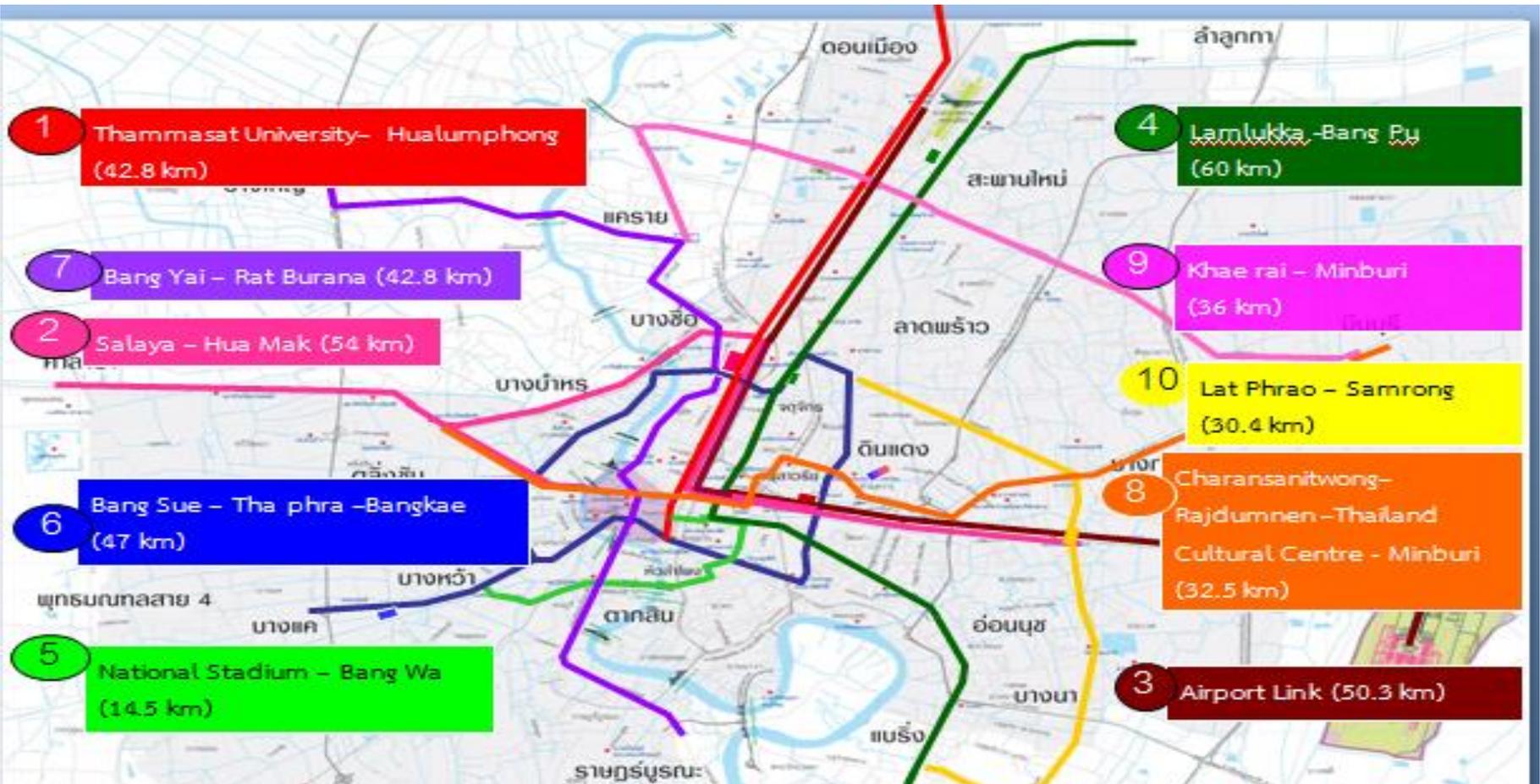
Shift: Towards more sustainable modes

Non-Motorized Transport : is one of travel choices,

- **Bicycle lanes** alongside motor lanes or running through public parks have been built.
- **Bicycle parking spaces** and other cycling facilities have been provided.



Shift: Towards more sustainable modes



Greater Bangkok Region: Mass Rapid Transit System

Ten Metro routes (open by December 2019) length 410 km

Shift: Towards more sustainable modes

Project	Length (km)	Cost (million baht)	Project period
Routes with heavy traffic and main routes for transporting freight			
1) Jira Junction – Khon Kaen	185	26,007	2558-2561
2) Prachuab Kiri Khan - Chumphon	167	17,293	2558-2561
3) Nakhon Pathom– Hua Hin	165	20,038	2558-2561
4) Mab Ka Bao – Nakhon Ratchasima	132	29,855	2559-2563
5) Lop Buri – Pak Nam Pho	148	24,842	2559-2563
6) Hua Hin – Prachuab Kiri Khan	90	9,437	2559-2563
5 lines + 1 line	887	127,472	2563
Double Track Projects (Metre Gauge)			



- **Solves the problem of congestion**
- **Double track (standard metre gauge) supports freight transport and local train**

Improve:
New technologies and standardization

Vehicle Emission Standards

➤ New Vehicles

Followed EU standards, EU 4 standard

- In-use Vehicles

- **The emission standards are used as reference standards for inspection and maintenance programme, consisting of Black Smoke, CO, HC, White Smoke, and Noise**



Improve:
New technologies and standardisation

Inspection and Maintenance Programme

- **All vehicles are required to pass the in-use vehicle standards prior to the renewal of license.**
- **Preventive Maintenance helps reduce PM up to 65% and save fuel consumption up to 30%**
- **Roadside Inspection reduces emissions from in-use vehicles**



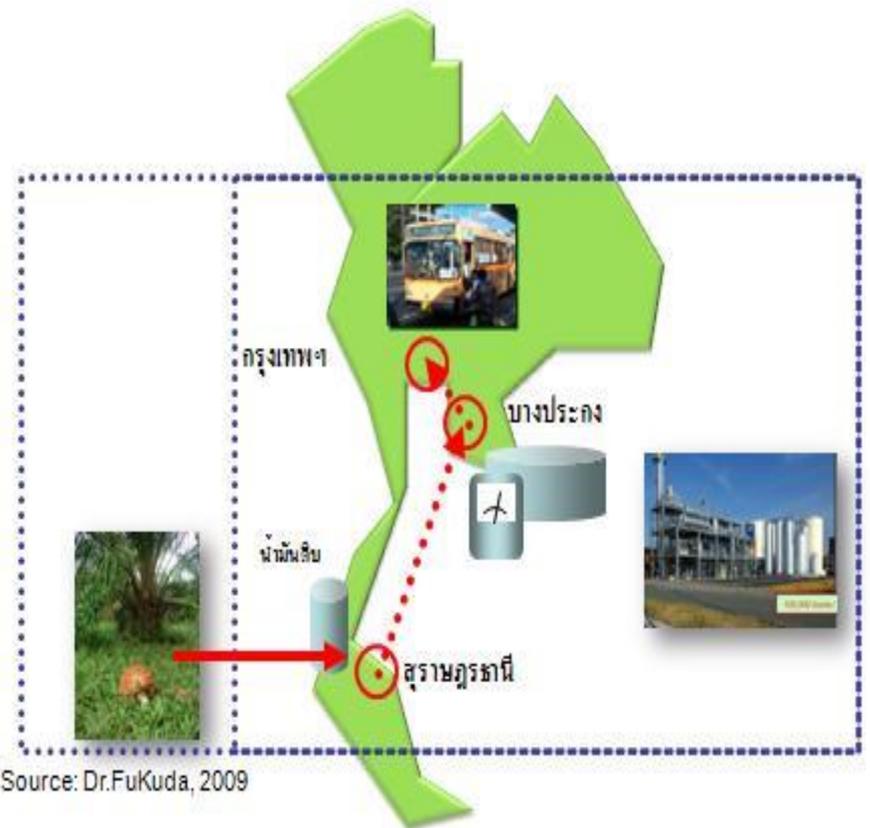
Improve:
New technologies and standardization

Alternative Fuel

Bio-Ethanol and Bio-Diesel
is largely on sell in the market
all over the country.

NGV and Hybrid are largely
implemented with some
electricity vehicle.

EV was introduce in market.



Improve:
New technologies and standardization



Government Policy

**Replace all BMTA buses
to CNG and EV**

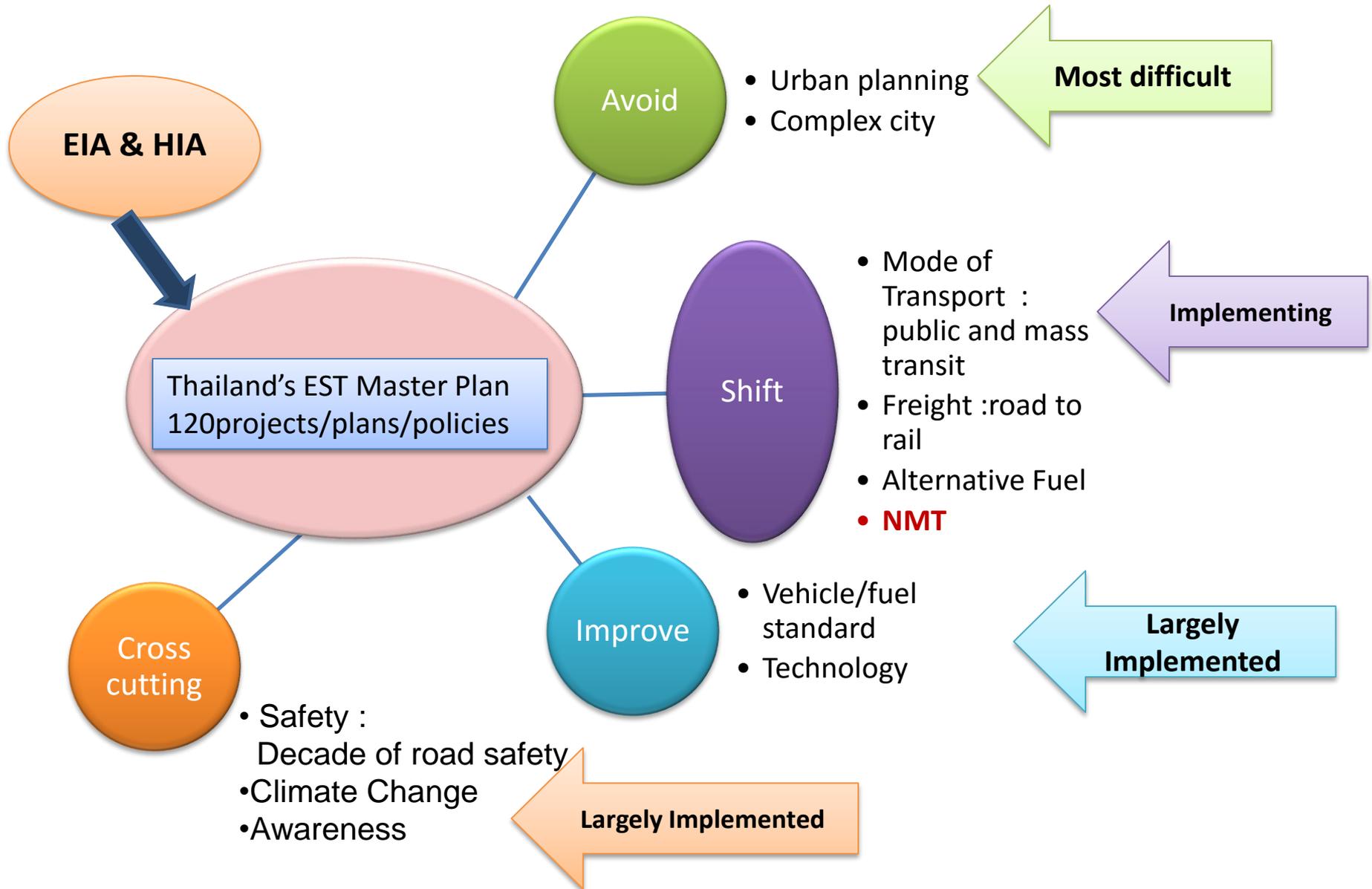
- BMTA are over 3,000 diesel-powered buses
- Private sector buses ~ 3,500 , more than 80% are CNG

Public Transport improvement

Challenges of EST in Actions

- Challenges are often cited in terms of...
 - Local **capacity** (technical / instrumental)
 - Lack of **legal /regulatory instruments**
 - **Financial** resources
 - **Awareness and support**
- Background problems
 - **Policy priority** amongst mounting multiple challenges (poverty, slums, housing, infrastructure, health, social welfare, economic livelihood) → **More competition than synergy**
 - **Perception** – Environmental protection measures are **financial burden** (prevailing both in city managers, donors and investors)

Conclusion





Thank you for your attention

