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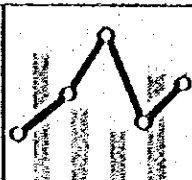


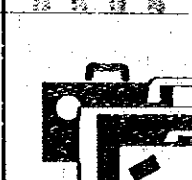
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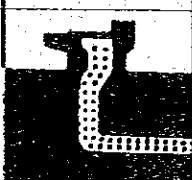
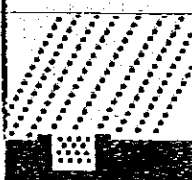
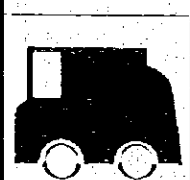
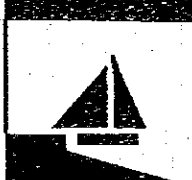

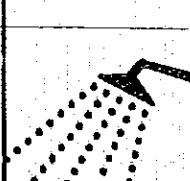

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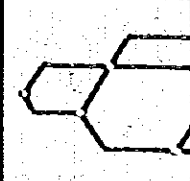


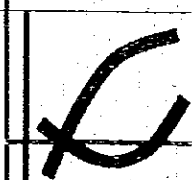
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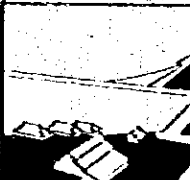
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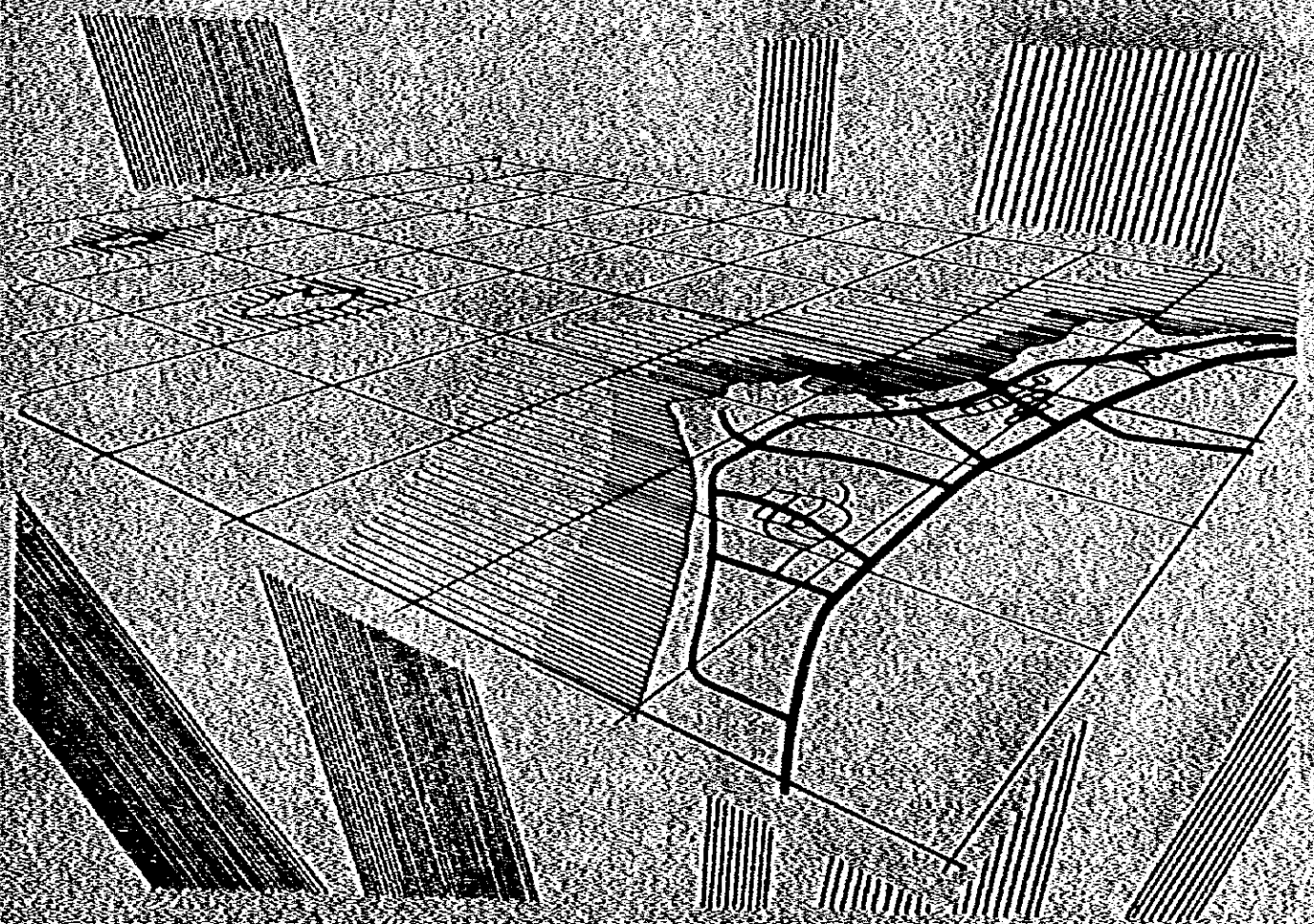
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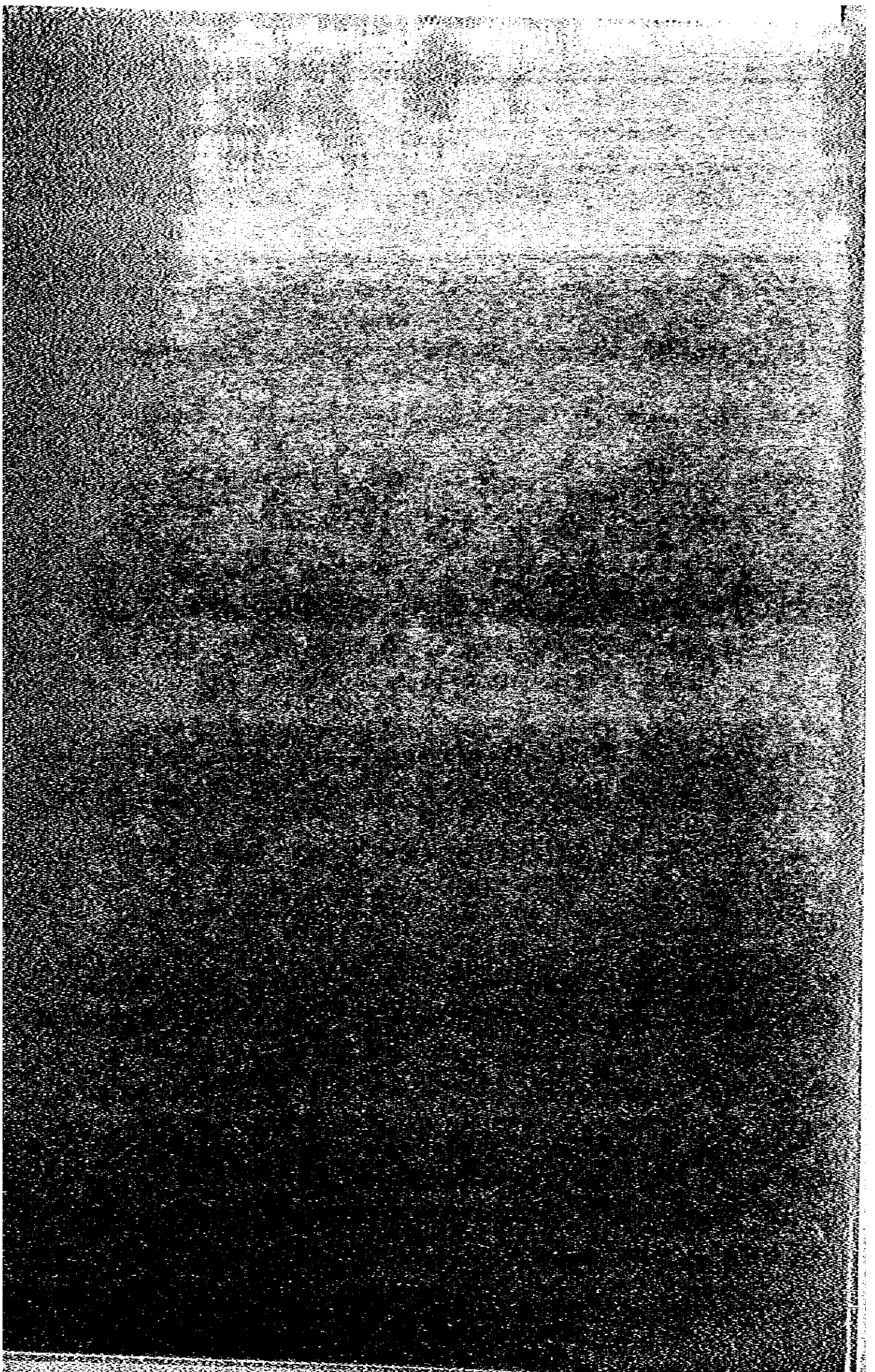
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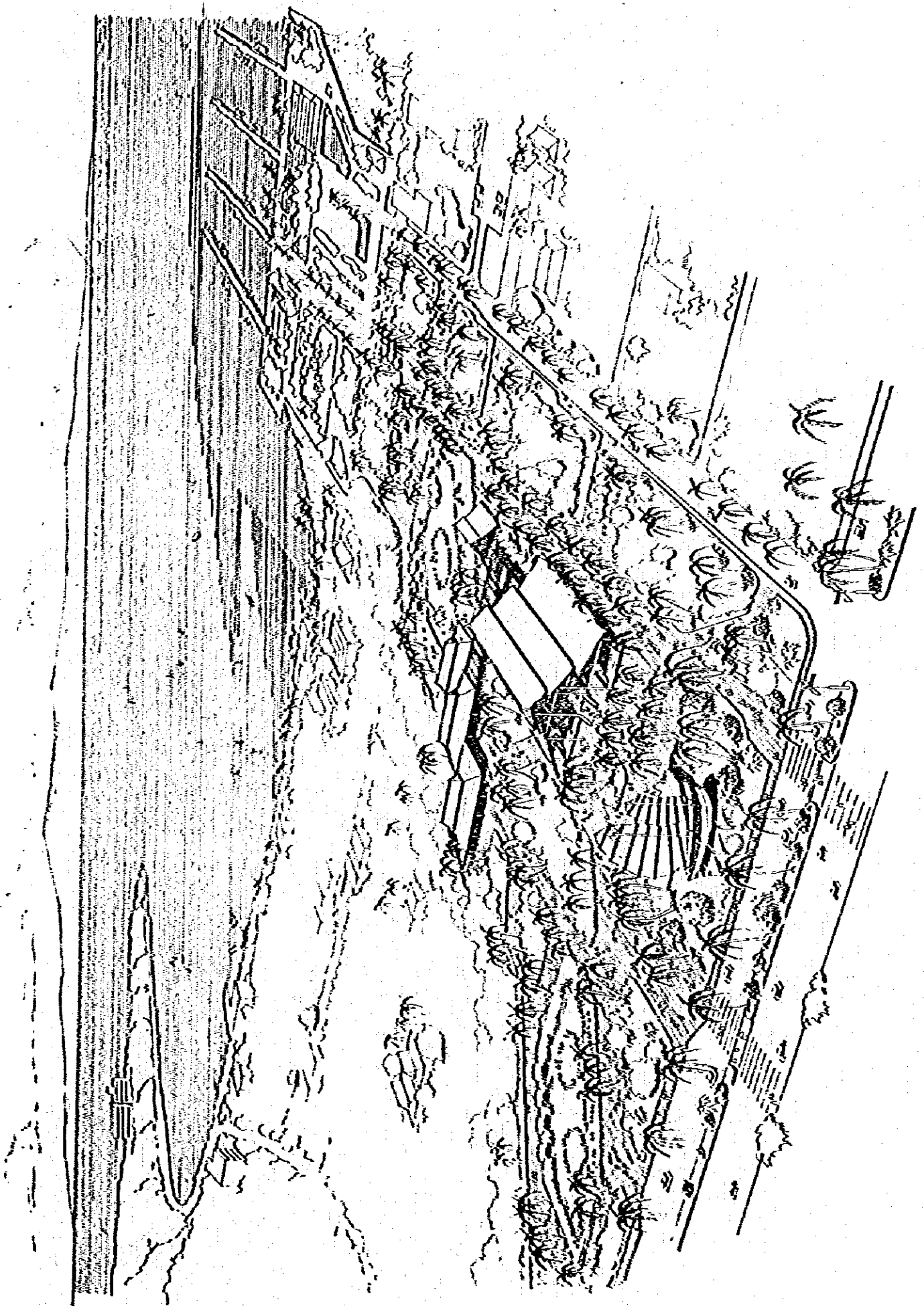
PROJECT DESCRIPTION



1. GENERAL
2. AREA TO BE COVERED BY THE PROJECT







CHAPTER 1 PROJECT DESCRIPTION

1.1 General

1.1.1 Main Elements of the Project

The project will consist of the following main elements:

For the tourism area at Pattaya and Ko Lan island

(a) Infrastructure to be newly developed

- (1) Sewerage System
- (2) Storm Water Drainage System
- (3) Port Facilities

(b) Infrastructure to be improved from existing levels

- (1) Solid Waste Collection and Disposal System
- (2) Road and Street System

For the residential area, covering Pattaya and Na Klua

(a) Infrastructure to be newly developed

- (1) Sewerage System
- (2) Storm Water Drainage System

(b) Infrastructure to be improved from existing levels

- (1) Solid Waste Collection and Disposal System
- (2) Road and Street System

These five categories have been studied in a feasibility analysis. The study also covers organizing the implementation of the project.

1.1.2 Supplementary Elements of the Project

To analyse the effects of the entire project on the study area, the following necessary auxiliary items have been considered within the scope of the study:

For the tourism area:

(a) By public investment

- (1) Amenity cores
- (2) Inland activities and parks

(b) By private investment

(1) Hotels

(2) Restaurants and other recreational facilities

For the Region: by public investment

Facilities for the local community

Investment costs have been estimated to the level of accuracy of the master plan and evaluated together with the main elements of the Project in the economic study.

1.1.3 Water Supply System to the Study Area

The Thai Government has announced that a feasibility study for this system has been made and funds have been allocated for the detailed design and construction. It is expected that this system will be put into effect as soon as possible in coordination with other parts of the infrastructure.

Therefore, this study does not include a feasibility study for the water supply system but rough construction costs and operation costs have been estimated for reference purposes to assist in evaluating the financial and economic aspects of the whole tourism and regional development project. When the detailed design is completed it is expecting that these tentative costs will be replaced by more exact financial specification.

1.2 Area to be Covered by the Project

1.2.1 The Project Area

The project site is located about 150 km south of Bangkok and is facing the Upper Gulf. In topography, the area can be divided into three areas.

(a) Pattaya Area

This area faces the Gulf with a 9 km shoreline of sandy and rocky beaches. At the southern end of the 4 km sand beach there is an existing downtown area which is spontaneously operating as a tourist center. About two thirds of the existing hotel rooms are installed and maintained along this beach.

(b) Na Klua Area

Na Klua is the center of the Na Klua sanitary district. Most of the residents are living by the Na Klua river and in the neighborhood. To the east of Na Klua there are tapioca factories, one of the major industries in the area following the tourism industry. The river is located about 3 km north of Pattaya beach. These two areas are connected by local streets and the Sukhumvit Highway.

(c) Ko Lan Island

This beautiful island is about 10 km west from the mainland. It has five sandy beaches at each corner, and is becoming a popular tourist spot. Ko Pai island, which is located about 10 km west from Ko Lan island, is not included in the study area.

1.2.2 Boundary line of Pattaya Township

The establishment of Pattaya Township is expected soon and the boundary line of the new city is planned to be announced as follows:

(a) North Limit (13° 0')

Property marks No. 1 and No. 2, which are located near the mouth of the Krating Lie Canal. From property mark No. 2 the boundary crosses the Sukhumvit Highway at the 137.500 km point. Property mark No. 3 is located at a distance of 900 m from the Highway.

(b) East Limit

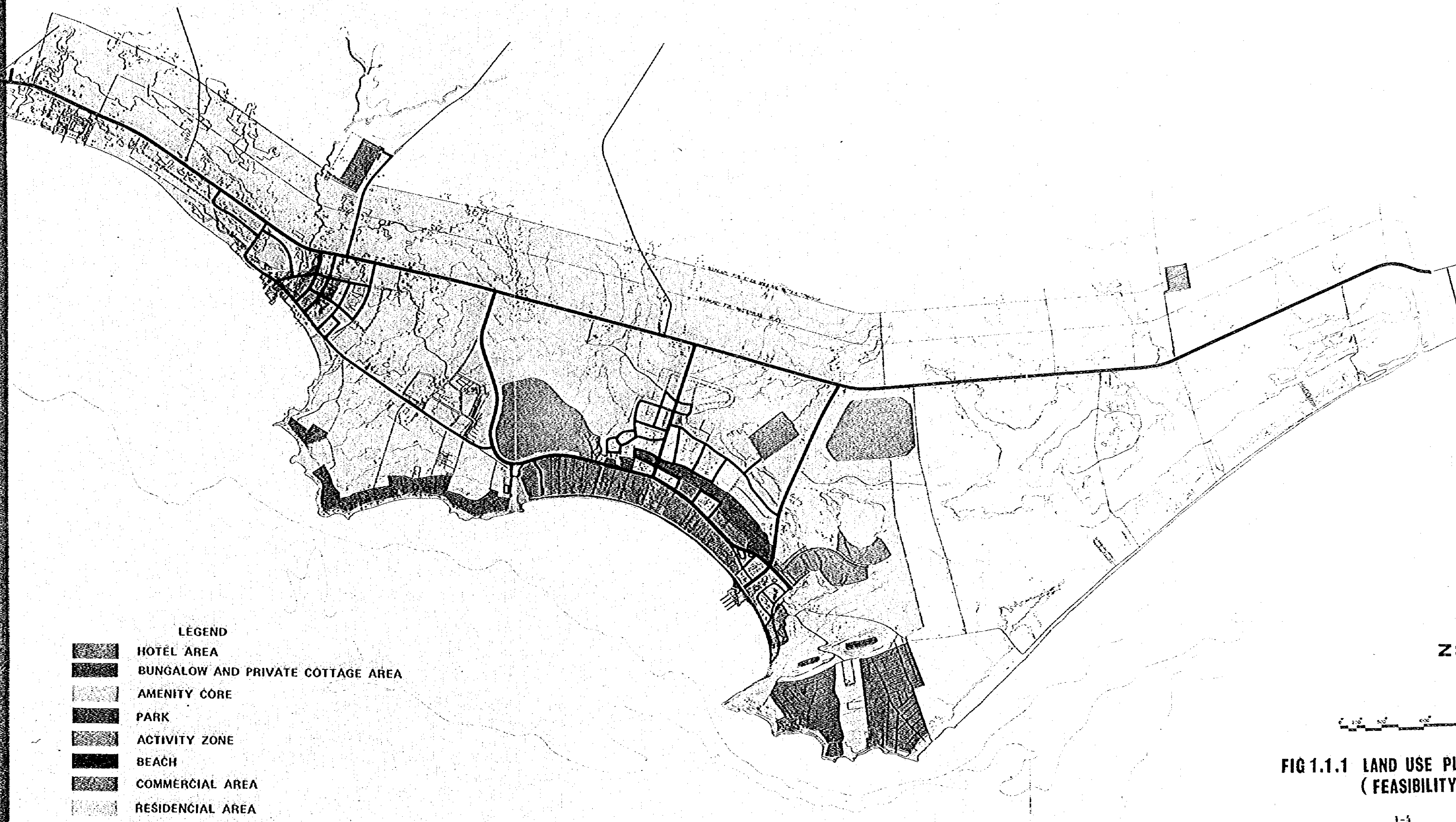
From property mark No. 3 along the highway to property mark No. 4 at the 153.000 km point.

(c) South Limit (12° 52')









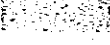
From property mark No. 4 to property mark No. 5 to property mark No. 6.

(d) West Limit (100° 45')

From property mark No. 6 to property mark No. 1 including three island - Ko Lan, Ko Sak and Ko Krok.

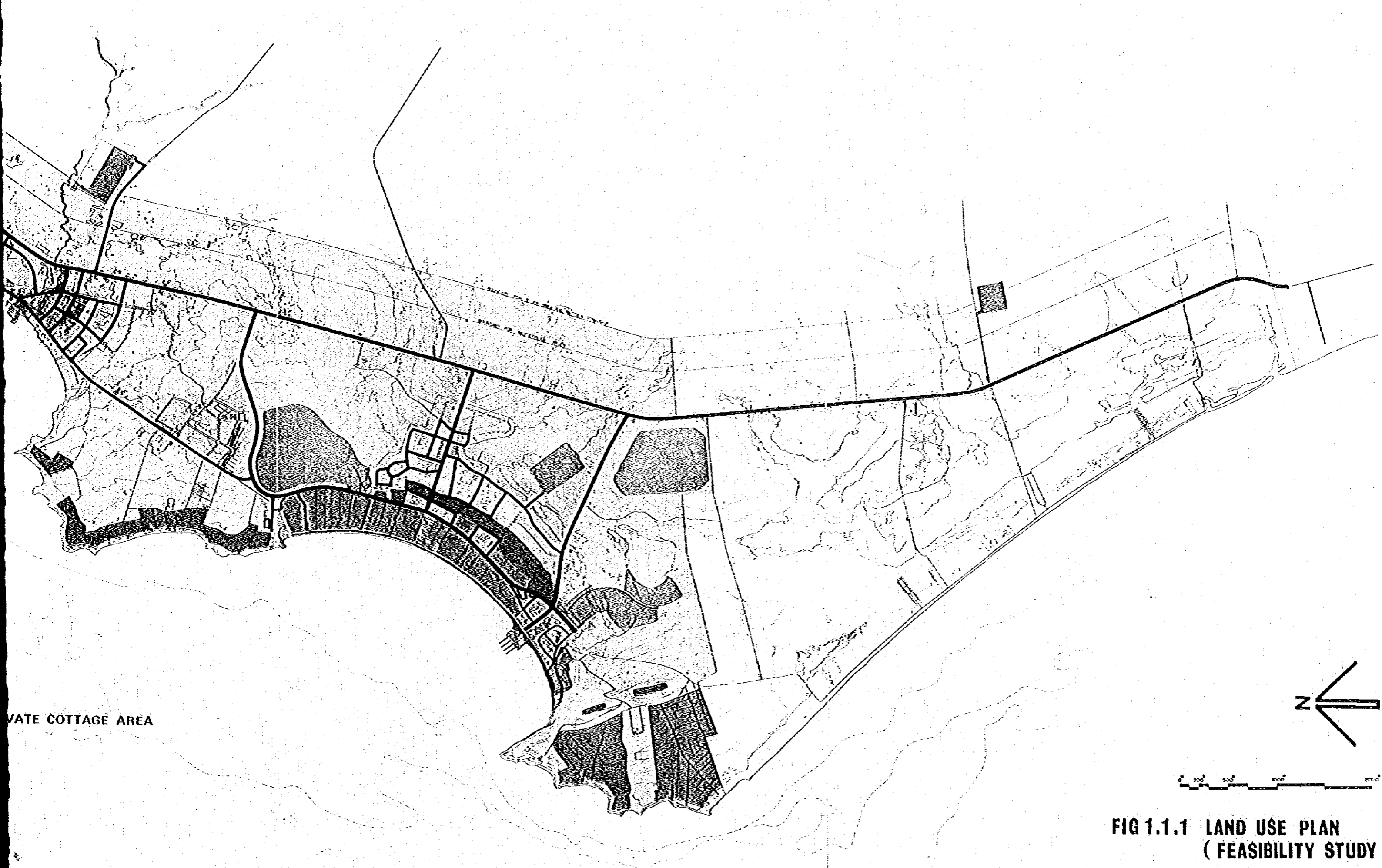


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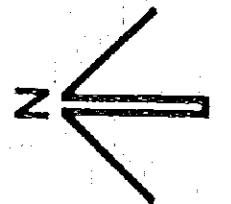
-  HOTEL AREA
-  BUNGALOW AND PRIVATE COTTAGE AREA
-  AMENITY CORE
-  PARK
-  ACTIVITY ZONE
-  BEACH
-  COMMERCIAL AREA
-  RESIDENCIAL AREA
-  CONSERVATION AREA



**FIG 1.1.1 LAND USE PLAN
(FEASIBILITY STUDY)**



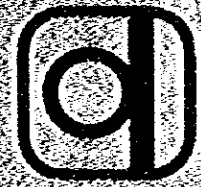
PRIVATE COTTAGE AREA



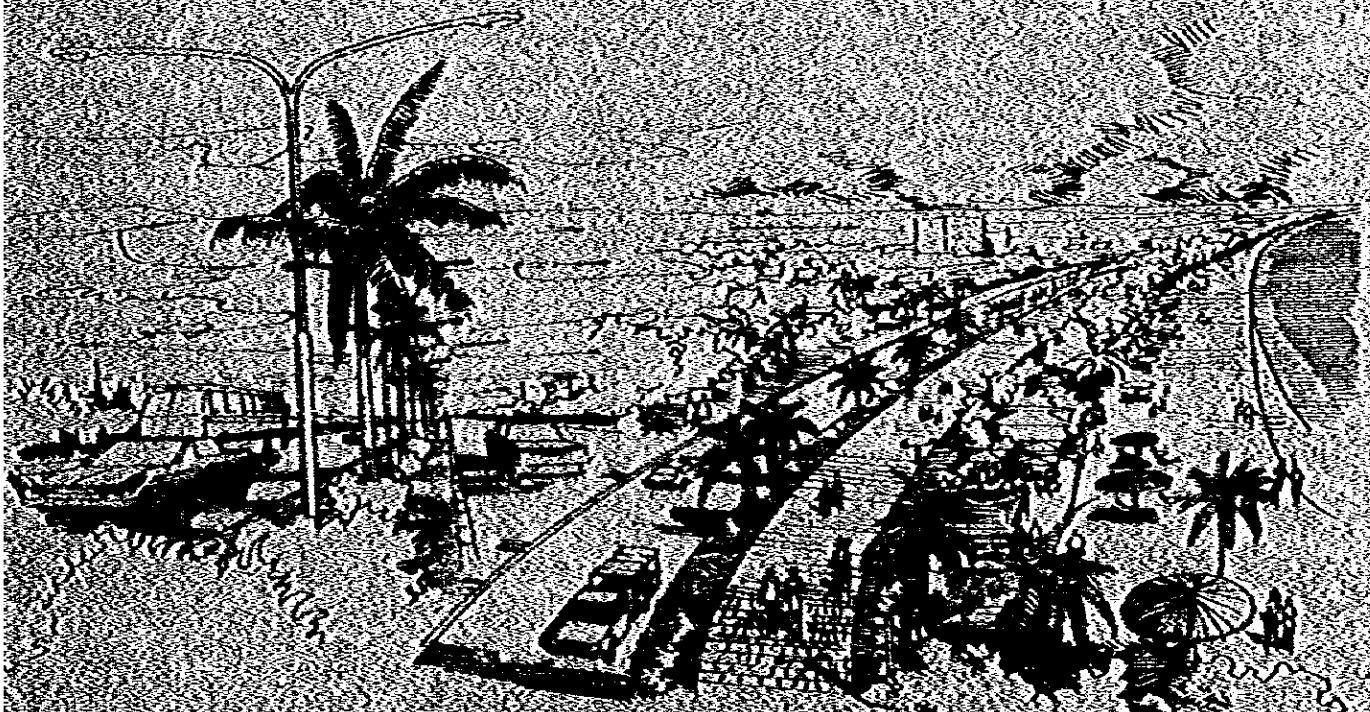
**FIG 1.1.1 LAND USE PLAN
(FEASIBILITY STUDY)**

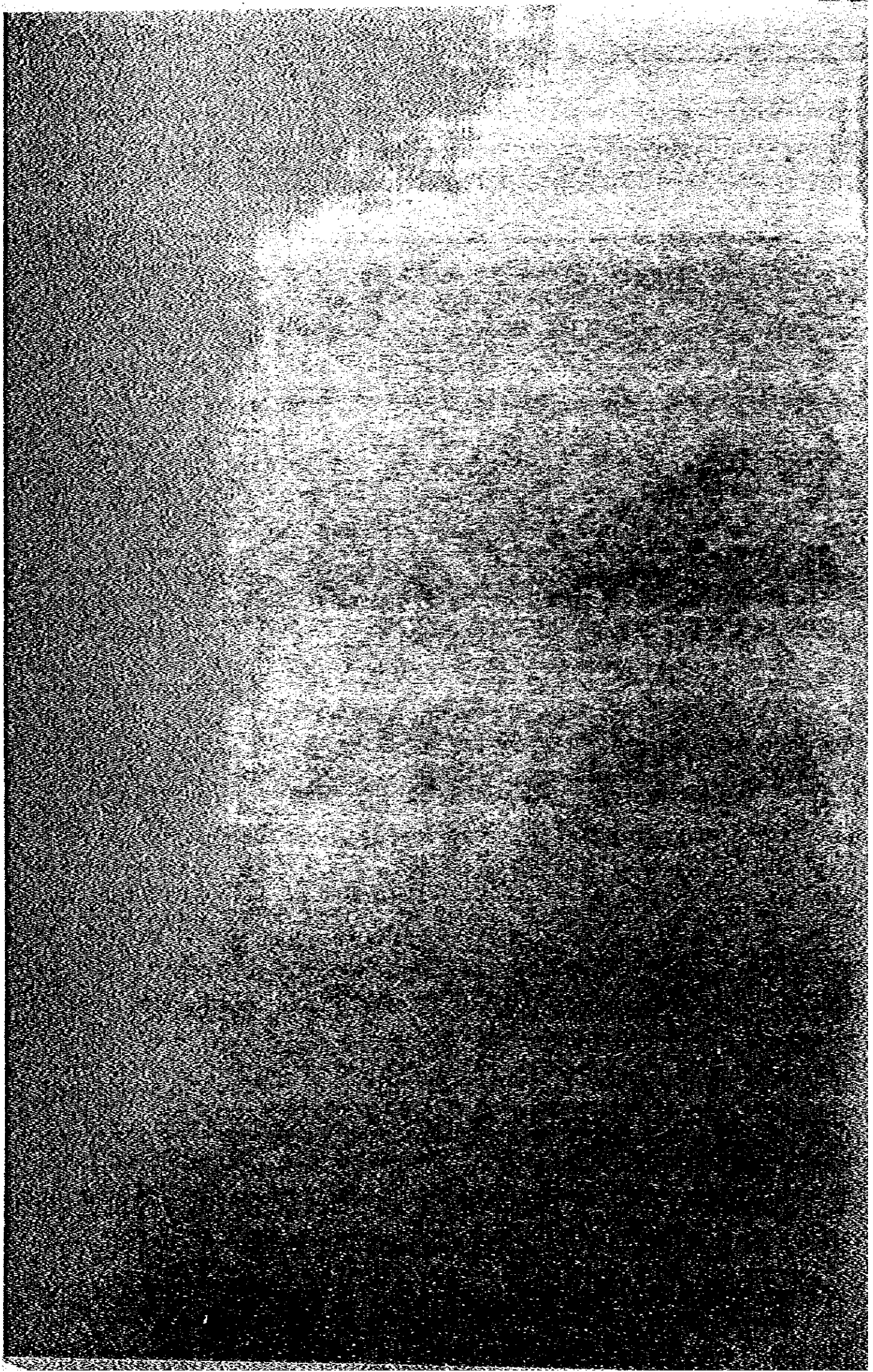
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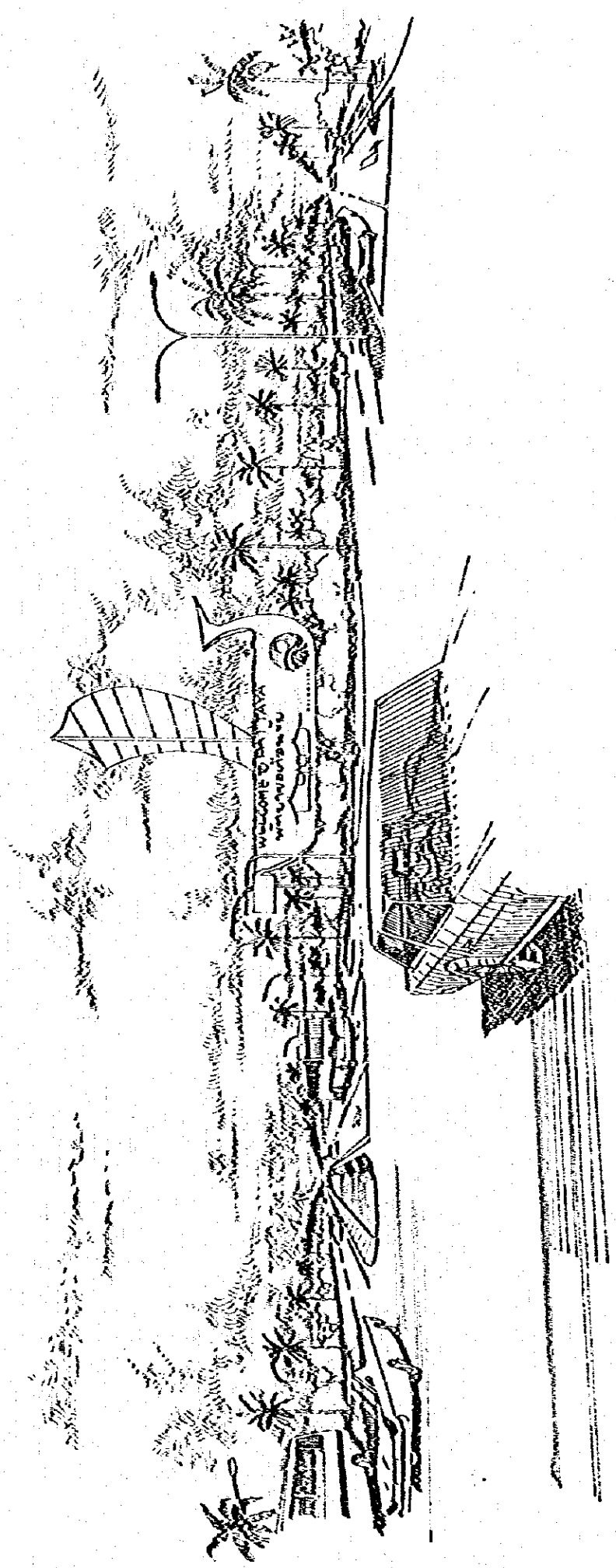
ROAD AND STREET SYSTEM



1. INTRODUCTION
2. EXISTING CONDITIONS
3. PLANNING OF ROAD NETWORK
4. ROAD DESIGN
5. LOCAL STREETS
6. IMPROVEMENT PLAN FOR THE BEACH ROAD
7. ROAD PLANNING OF KO LAN ISLAND
8. EXECUTION PLANS
9. CONSTRUCTION COSTS AND OPERATION/MAINTENANCE COSTS







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