

APPENDIX 2-1(1)

	GROSS NATIO	NAL PRO	PRODUCT INCOME	BY AT (INDUSTRIAL CURRENT P	AL ORIGIN PRICES	Z	AND			ВАНТ
		1976		1977		1978		1979		1980	
Line		Mtllions of Baht	њ	Millions of Baht	Atr	Millions of Baht	φs	Millions of Baht	chts	Millions of Baht	cks
							ī	į	į	,	· ·
٦ <i>۲</i>	Agriculture	104,667	31.0 23.0	110,929	28.7	129,094	20.5	107,980	19.4	128,527	19.1
m	Livestock	2,35	٠	4,40	•	3,50	•	9		ω.	•
4	Fisheries	79	•	2,45		3,80		7		7 (
N)	Forestry	00,	•	יי פעיר	•	קינו	•	א ע ק		24	
0 1-	Manufacturing	3,02	• •	4,67		40,0	19.0	, [19.7	83	18.7
- 00	Construction	7.8	4	, 25	'n	84	'n	29,2		9,01	
60	Electricity and water supply	,74	•	,38	٠	, 16		o.		8	_
10	Transportation and commu-	1				,		i		1	
11	nication Wholesale and retail trade	21,828 59,391	17.6	24,706 74,931	19.3	29,606 90,053	19.2	37,844 102,853	18.5	124,998	18.6
12	Banking, insurance and real	,		í		•		ŗ		•	
13	estate	16,075	8	19,537	٠. ١٠.	24,624	77	6,297	٠ ١	7,312	011
14	Public administration and	•				-					
i	defence	3,57	4.0	4	•	, 94	•	٦, و	<u>.</u>	8	
15	Services	29,545	B	200 200 200 200	0.5	3,095	6.0	51,482 556,240	m c	64,434	y C
9 -	Gross Domestic Froduct(GDF)	1,000) I	4.0.0		5.402	} I	9.791	1 0	4	1
- α 	Gross National Product (GNP)	36,37	ı	, [•	4,55	ı	4	!	9	1
- - -	-	33,43	1	43,	1	,73	1	o.	1	1,0	1
20	Capital consumption allo-	7		0		, ,		a		α α	
	Wances.	, 2 n	l í	o u	1 1	278,420		110	- 1	537,355	-
77	Per Capta GNP	2 [~	1	100	'	10,30		11,84	1	13,97	1
						İ	4		1		7

APPENDIX 2-1(2)

GROSS NATIONAL PRODUCT BY INDUSTRIAL ORIGIN AND ITS GROWTH RATES AT 1972 PRICES

-		1976	1977	1,97	8	1979		1980*	, *
Line		Millions of Baht	Millions Growth of Baht Rates	Millions of Baht	Growth Rates	Millions Growth of Baht Rates	Growth Rates	Millions Growth of Baht Rates	Growth
				: 1	Ł			- 1	
	Agriculture	8	5,537 -0.	2.5	ó	1,40		3.92	3,5
7	Crops	9.01	794 -4.		•	.89		0	4.1
m	Livestock	62	8,102 6.	, m	i ST	8.93	4	9.70	8.7
4	Fisheries	5,898	7,499 27.2	4			,	83	-6.2
ហ	Forestry	.36	,142 -6.		4	39	6	44	1.6
o	Mining and quarrying	96	,526 21,	Τ,		53		89	8
7	Manufacturing	2.52	8,071 13.	. 5	6	7.84	0	1.38	9
ω	Construction	02	996 19	13,583	13.2	54	-	16,709	14.9
ō,	Electricity and water supply			•		•			·
	• • • •	3,642	4,144 13.8	4.500	9.8	5,178	15.1	5,813	12.3
70	Transportation and communi-		•	•	•		1	_	ì
	cation.	13,366	4,474 8.	6,20		7,66		8,99	7,5
11	Wholesale and retail trade	38,821	213 6	43,658	S	45,497	4.2	47.049	3,4
12	Banking, insurance and real			•		•		• •	•
-	estate	10,208	574 13.	,44	•	58		,71	7.3
13	Ownership of dwellings	3,664	823 4	4	ø	4	ເດ	₹	6.0
14	Public administration and	•)
	defence	89	,5555 7.	0,16	•	1,59	•	2.67	e. 6
15	Services	1,27	3,260 9.	6,35	ω,	8,77	6	1.67	10.1
	Gross Domestic Product (GDP)	1,22	7,173 7.		10.1	6,90	6.1	4.37	6.3
	Plus: Net income from abroad	02	1,575	-4,0	1	-7.01		19,54	1
18	Gross National Product (GNP)	O	235,598 7.0	257,043	7.6	89	2,0	· N	n S
	GDP Deflator	S	5.7		1	200	1	228.9	1
								_	
								_	

"NOTE :: * 1 ------... PRELIMINARY ESTIMATE

APPENDIX 2-2 GOVERNMENT REVENUE

MILLION BAHT	GROWTH · RATE(%)	21.7	. 22.7	25.6	20.4	18.9	25.1	8.1	6.7	3.5	30.0
M	1980 (%)	95,775 (100	88,473 (92.4)	16,880	22,842 (23.8)	18,994	21,308 (22,2)	8,994 (9.4)	1,353	2,519 (2.4)	5,630 (3.4)
	1979 (%)	78,175	73,637	14,108	20,306	15,190	16,265	7,768	1,321	1,754 (2.2)	1,963 (2.5)
	1978 (%)	65,208 (100)	.60,252	11,810	16,627 (25.5)	13,624	12,045 (18.5)	6,146 (9.4)	1,313 (2.0)	1,411 (2.2)	2,232 (3.4)
	1977 (%)	54,064	.49,391 (91.4)	8,477	14,142 .	11,509	10,316	4,947	1,173	1,563	1,937
•	1976 (%)	43,602	39,260 (90.0)	6,789	10,860	9,328	8,705	6,578	1,044 (2.4)	2,018 (4.6)	1,280
	YEAR ITEMS	TOTAL REVENUE	TAXATION	OF WHICH INCOME TAXES	IMPORT & EXPORT DUTIES	BUSINESS TAXES	SELECTIVE SALES TAXES	OTHER TAXES	SALES & CHARGES	CONTRIBUTION FROM GOVERNMENT ENTER PRISES 2 DIVIDENTS	MISCELLANEOUS REVENUE & INCONES

SOURCE : MONTHLY REPORT OF COMMERCE, 1981

APPENDIX 2-3
INTERNATIONAL BALANCE OF PAYMENT

MILLION BAHY

					MILLI	ON BAH:
YEAR ITEMS	1975	1976	1977	1978	1979	1980
TRADE BALANCE	-20,161.2	-11,064.9	-25,598.8	-28,540.0	-47,063.1	-57,981.9
EXPORT (F.O.G)	44,364.5	60,361.2	70,462.8	62,250.8	106,881.2	132,095.1
IMPORT (C.I.F)	-64,525.7	-71,446.1	-96,004.0	-109.956.1	-153,463.5	-190,077.0
NON MENETARY	-	- (-56.8	-834.7	-470.6	
NET SERVICES	6,160.8	1,642.5	2,405.2	4,279.1	3.237.9	5,076
RECEIPTS .	16,561.6	13,993.3	14.771.7	22,123.9	.29.163:6	39,260.3
PAYMENTS	-10,390.8	-12,350.8	-12;366.5	-17,844,8	-25.925.7	-34,183.9
NET GOODS & SERVICES	-14,000.4	-9,442.4	-23,193.6	-24,260.9	-43,815.2	-52,905.5
UNREQUITED TRANSFERS	1,632.1	464.5	801.9	.816.0	1,224.0	4,275,7
· PRIVATE	1,134.5	100.6	443.3	125.0	461.9	1,529.9
GOVERNMENT	497.6	363.7	358.6	688.0	762.1	2,745.8
BALANCE ON GOODS,	ĺ				•	
SERVICES & UNREQUITED TRANSPERS	-12,368.3	-0,977.9	-22,391.7	-23,444.9	-42,591.2	-48,629.8
CAPITAL MOVEMENT	7,754.7	9,263.6	13,966.9	14,858.3	33,766.8	50,068.3
DIRECT ENVESTMENT	1,744.8	1,614.1	2,163.8	1,010.8	1,047.7	3,815.8
OTHER PRIVATE LONG-TERM	3,554.2	2,507.1	5,738	6,059,1	20,603.9	33,086.2
OTHER PRIVATE SHORT-TERM	2,600.3	2,778.5	5,226.4	1,696.2	3,567.2	6,976.7
LOCAL GOVERNMENT PROJECT	-23.0	-13,1	- 1	-6.3	~	-
CENTRAL GOVERNMEN	r121.6	2,377	838.7	6,098.5	. 8,548.0	6,209.6
NET ERRORS CORISSIONS	1,755.6	-366.5	886.9	-4,711.4	405.8	3,214.4
OVERALL BALANCE	-2858.0	-82,8	-7,537.9	-13,296.0	-7,925.0	5,179.3

NOTE : ---- OUTFLOW SOURCE: BANK OF THAILAND

APPENDIX 2-4

VALUE OF EXPORT BY PRINCIPAL COMMODITIES

											MILLION BAH	
Year Commodities	1976	9	1977		1978		1979		1980	0	GROWTH	
RICE	8,603	14.2	13,382 18.8	18.8	10,425 12.6	12.6		14.4	15,592 14.4 19,505	14.6	22.7	
RUBBER	5,297	8.7	6,164	6.7	0,030	9.7		8.8	12,351 8.8 12,400	9.3	23.7	
TIN	2,972	4.9	4,541	6.4	7,229	8.7	9,253	8.6	8.6 11.347	8.5	39.8	
MAIZE	5,676	9.3	3,345	4:7	4,275	5.1	5,643	5.2	7.296	5.5		
TAPIOCA PRODUCTS	7,527	12.4	7,720 10.8	10.8	10,892 13.1	13.1	9,891	9.1	9.1 14,808	11.11	18.4	
JUTE & KENAF	579	1.0	418	9.0	448	0.5	391	0.4	155	0.1	39.0	
FRAWNS	1,347	2.2	1,170 1.6	1.6	1,500	1.8	2,372	2.2	1,959	1.5	9.8	
TOBACCO LEAVES	669	1.1	924	1.3	1,160	1.4	1,243	1.2	1,376	1.0	18.5	
SUGAR	6,843	11.3	7,445 10.5	10.5	3,969	4.E	4,797	4.4	2,975	2.2	23.1	
MUNG BEANS	945	1.6	1,057	1.5	1,160	1.4	1,375	1.3	1,448	1.1	11.3	
FLUORITE	267	0.4	230	0.3	206	0.2	252	0.2	314	0.2	4.1	
SORGHUM	574	9.0	36.0	0.4	370	0.4	495	0.5	095	0.5	15.3	
CEMENTS	378	9.0	217	0.3	34	0.1	33	0.1	48	0.1	67.5	
TEAK	749	1.2	545	9.0	253	0.3	118	10	ĸ	ı	1	
OTHER	18,541	30.5	23,740 33.3	33.3	33,114 39.9	39.9	44,393	11.0	11.0 58,961	44.2	33.5	
TOTAL	001 767,09	100	71,198 100	001	83,065	100	83,065 100 108,179 100 133.247 100	100	133.247	100	21.7	

SOURCE: BANK OF THAILAND



APPENDIX 3-1 NUMBER OF REGISTERED VEHICLE & TYPE IN THE COUNTRY 1975-1981

THOUSAND

TYPE OF VEHICLE	1975	1976	1977	1978	1979	1980	1981	ROWTH RATE 1975- 1979)
PASSEBGER CARS	i	298.4 (26.1)	371.3 (23.8)	!		411.8	, \	7.5
MOTORCYCLES		}	645.7 (46.5)			852.6 (46.8)	951.8 (47.5)	13.4
MOTOR TRICYCLES	6.4	8.1 (0.7)	8.6 (0.6)	8.6 (0.6)	9.0 (0.5)	9.4	9.8	8.9
BUSES	22.7	19.6	27.4	28.1	28.4	29.9	31.4	5.8
VANS & TRUCKS	238.1	285.2 (24.9)	l .	Į.	Į.	468.5 (25.7)	519.8 (26.0)	15.1
OTHER	24.1 (2.3)	22.1	31.3	37.5		48.0	53.3	15.4
TOTAL	1061.2	(100)		1	I .	01820.2 (100)	(100)	12.1

NOTE : 1979 - 1981 ESTIMATED

SOURCE: REPORT OF 1979, DEPARTMENT OF HIGHWAY, MINISTRY OF COMMUNICATION

APPENDIX 3-2

LENGTH OF NATIONAL AND PROVINCIAL HIGHWAYS OPEN TO TRAFFIC FISCAL YEAR 1973 - 1975

FISCAL		NATIO	NAL HIGHWAYS		PROVINCIAL	GRAND
YEAR	TYPE OF SURFACE	PRIMARY	SECONDARY	TOTAL	HIGHWAYS	· TOTAL
	Concrete	73.370.5	9.2	89.2	8.1	92.3
•	Asphalt	5,680.8	5,300.4	10,981.2	2,552.1	13,533.3
1973	Crushed rock & Soil Agg.	73.9	933.6	1,007.5	4,039.1	5,046.6
	Total	5,829.7	6,243.2	12,077.9	6,599.3 [†]	18,672.2
	Concrete	99.5	9.1	. 108.9	8.6	117.2
	Asphalt	5,890.2	5,750.7	11,640.9	3,016.7	14,657.6
. 1974	Crushed rock & Soil Agg.	72.6	674.2	746_8	3,985.7	-4;732:5
	Total	6,062.3	6,434.0	12,496.8	7,011.0	19,507.3
	Concrete	. 94.7	38.8	133.5	8.6	117.2
	Asphalt	5,914.2	5,790.2	11,706.2	3;387.2	14,657.6
1975	Crushed rock & Soil Agg.	72.6	745.8	818.4	4,043.3	4,732.5
·	Total	6,081.5	6,576.6	12,658.1	7,439.1	19,507.3
•	Concrete	94.7	38.8	133.5	8.0	141.5
	Asphalt	5,828.2	6,006.8	11,835.0	4,267.6	16,186.6
1976	Crushed rock & Soil rock	72.6	679.3	751.5	4,60111	_5,353.0
	Total	5,995.5	6,724.9	12,720.4	8,876.7	21,681.1
	Concrete	94.7	38.9	133.6	7.9	.141.5
	Asphalt .	5,834.4	6,165.8	12,000.2	4,912.1	16,996.3
1977	Crushed rock & Soil rock	72.6	649.7	722.3	5,021.7	5,744.0
	Total	6,001.7	6,854.4	12,856.1	9,941.7	22,881.8
	Concrete	94.7	19:9	114.6	6.1	120.7
	Asphalt	6,044.3	6,519.5	12,563.8	6,203.4	18,851.2
1978	Crushed rock & Soil rock	72.5	475.0	547.5	5,546.4	6,093.9
	Total	6,211.5	7,014.4	13,225.9	11,755.9	25,065.8
	Concrete	111.9	41.5	153.4	20.4	173.8
	Asphalt	6,346.2	7,012.9	13,359.2	8,108.9	21,568.1
1979	Crushed rock & Soil rock	68.5	138.9	207.4	5,548.6	5,756.0
•	Total	6,526.6	7,193.3	13,820.0	13,677.9	27,497.9

SOURCE: STATISTICE SECTION, PLANNING DIVISION, DEPARTMENT OF HIGHWAYS

APPENDIX 3 - 3
SELECTED INDICATIONS FOR GROSS - NATIONAL
COMPARISON. OF ROAD DENSITY

	
Socio-econo- mic intensity (P/A)(G/A)	32.56 16.55 24.45 221.45 221.45 221.65 24.20 63.63 63
Road Density (m/km ²)	272 1,871 451 451 1,871 1,528 1,452 1,452 1,452 1,452 1,503 2,539 2,539 2,539 1,073 1,073 1,502 2,536 2,536 6,56
GNP Per Area (1000 yen/km	1 July Contraction of Charles and Contract Andrews
Population Density (person/km ²)	4 4 4 4 10 10 10 10 10 10 10 10 10 10 10 10 10
Road Length (1000 km) (L)	895.0 35.6 699.1 103.4 103.4 103.2 104.0 104.0 104.1 104.1 104.1 106.1 106.1
GNP (billion yen) (G)	19,509 4,776 132,725 4,242 2,589 4,248 3,975 9,840 86,382 124,071 56,928 45,006 22,257 7,416 11,817 11,817 11,817 11,817 11,817 11,817 11,817 11,817 11,817 11,817 11,817 11,817 11,817 11,817
Population (1000 persons)((P)	586,266 127,586 109,671 33,459 11,650 68,214 41,023 50,041 52,041 52,041 13,985 10,478 35,225 6,143 21,18 21,18
Area (1000 km ²)	3,288 1,492 372 372 330 330 804 514 43 801 301 41 324 450 450 450 31 31 31,973 9,363
Country	INDIA INDONESIA JAPAN KOREA MALASIA PAKISTAN PHILIPPINES THAILAND DENMARK FRANCE WEST GERMANY U.K. ITALY NATHERLAND NORWAY SWEDEN NORWAY SWEDEN SWEDEN SWEDEN NORWAY SWELGIUM WUNGARY

NOTE: 1/ INCLUDING ARE ROADS UNDER DOH, ARD AND FWD SOURCE: INTERNATIONAL ROAD FOUNDATION, 1977

APPENDIX 3 - 4

BUDGET COMPARISON OF THE GOVERNMENT TO THE DEPARTMENT OF HIGHWAY IN

1969-1979

MILLION BAHT

			MERION DATE
FISCAL YEAR	GOVERNMENT BUDGET	HIGHWAY BUDGET	RATIO IN PERCENTAGE
1969 .	23,960.0	2,611.9	10.9
1970	27,299.0	2,933.5	10.7
1971	28,645.0	3,052.1	10.7
1972	. 29,000.0	2,596.5	9.0
1973	32,030.0	2,845.5	8.9
1974	39,027.6	3,069.9	7•9
1975	50,500.0	3,745.0	7•4
1976	62,650.0	4,633.0	7•4
1977	68,790.0	4,444.4	6.5
1978	81,000.0	5,322.6	6.6
1979	92,000.0	6,177.4	6.7

SOURCE : FINANCE DIVISION, DEPARTMENT OF HIGHWAY

TRAFFIC COUNT ON RAMA VI BRIDGE

APPENDIX 4 - I(I)
OUTBOUND (FROM THONBURI TO BANGKOK)

	Tutal Except		164		920	628	484	434	718	219	734	652	689	486	655	784		672		299		899	362	293	10893	89	197	125	74	63	94	67	
BANGRUR)	Truck	Light (Ileavy)	4	<u>.</u>	_	-3	٥	8	3 37	5 22	5 25	1 32	69 5	55	36	-		3		33		9	Ξ	13	1696 353	-2	87	15	=	1	-7	7	
פֿצ	Truck	(Light	ā	<u>;</u> ;	٩	۳	33	63	203	155	185	181	195	78	18	13		67	Ц	100		37	1,7	ž	-	-	e.	13	_	20	5	2	
PA	Bus	(Heavy)	35.	5 :	اة	æ	4.5	34	82	59	89	7.7	91	33	181	93		95		105		62	9	<u>-</u> -	1263	6	18	7	-	a	2	6	
2	Bus	(Light)	1	٠ .	•	В	10	-3	13	12	1	7	11	47	65	82		27		95		37	31	4.	423	-		2	3	0	9	16	
SUR		Taxi	5	<u>, </u>	₹	72	36	545	76	æ	89	89	72	47	73	20		19		51		88	58	49	1070	27	73	74	33	30	13	16	
IHONBURI	Private	Car	1,68	3 5	2/2	461	360	280	307	283	387	292	275	226	319	543		419		259		438	155	146	6088	36	75	94	16	9	91	7	
1		Cycle	ä	3 3	7	141	56	100	89	78	55	72	106	78	96	130		103		501		96	ı	Ĺ۲	1612	17	24	14	7	5	٠	17	
(FROM		train C		- 	- 	٥	-		0	0	0	0	0	r	2	5 }		8		22		٥	2	0	ιţ	0	2	o	2	2	2	8	
OUTBOUND		HOUR LT		0.7-00-	7.00-7.30	7.30-8.00	8.00-8.30	8.30-9.00	9.00-10.00	10.00-11.00	11.00-12.00	12.00-13.00	13.00-14.00	14.00-15.00	15.00-16.00	16.00-16.30	16.30-17.00	17.00-17.30	17.30-18.00	18.00-18.30	18.30-19.00	19.00-20.00	20.00-21.00	21.00-22.00	TOTAL	22 00-23.00	23.00-24.00	24,00-1.00	1,00-2.00	2,00-3,00	3.00-4.00	4.00-5.00	

					3	1			
	Pedes-	Motor	Private		Bus	Bus	Truck	Truck	Tutal Except
HOUR	train Bicycle	Cy te	Car	Taxl	(Light) Hedium	(Heavy)	(Light Hedlum	(Heavy)	Pedestraln & H/C
6.00-7.00	95	11	178	23	9	105	69	27	544
7.00-7.30	62	79	232	17	10	43	9	2	337
7,30-8.00	101	107	242	37	P	44	13	3	348
8.00-8.30	77	. 24	211	ካካ	7	84	18	0	328
8.30-9.00	14	91	214	77	3	44	38	8	351
9.00-11 30	917	91	287	98	9	76	124	54	429
10,00-11 00	49	116	238	85	4	29	138	53	585
11,00-12,00	58	123	252	69	ħ	62	151	59	602
12.00-13.00	90	1/	182	20	7	7.1	112	51	590
13.00-14.00	ı.	75	237	19	2	72	134	52	558
14,00-15,00	61	53	219	46	32	50	55	54	456
15.00-16.00	15	0,	322	53	28	69	82	81	635
16,00-16,30	17 }	122	781	4.5	17	114	83	2	1042
16.30-17.00	ſ								
17.00-17.30	51 {	109	672	74	13	101	7,4	10	944
17.30-18.00	J								
18,00-18.30	71)	89	376	73	32	98	70	51	700
18.30-19.00) (
19.00-20.00	10	1,	252	69	22	2	25	27	498
20.00-21.00	6	55	210	62	7	1.	36	9	392
21.00-22.00	9	33	197	67	9	58	20	=	359
TOTAL	889	1496	5409	1083	213	1269	1278 5	542	9794
22.00-23.00	0	<u>°</u>	38	17	17	22	1 2	_	100
23.00-24.00	2	24		7.3	8	25	8 5		184
24.00-1.00	0	19	38	4.8	0	Š	12 6		109
1.00-2.00	2	10	91	22	0		14 5		- 25
2.00-3.00	0	9	14	17	٥	٥	15 6		25
3.00-4.00	0	0	5	1,	5		13 6		4.7
4.00-5.00	1	3	14	17	0	6	31	15	86
5.00-6.00	1	5	30	15		36	32	19	136
TOTAL	9	77	230	922	34	88	126 67		17.1
						l			

APPENDIX 4-1(2)

COUNT ON KRUNGTHON BRIDGE TRAFFIC

OUTBOUND

30 ISBI (TUESDAY)

BANGKOK) NBOUND (FROM THONBUR!

HOUR

Grand Total | 3577 | 10120

Total

Total

APPENDIX 4-1 (3)

TRAFFIC COUNT ON PRA PIN KLAO BRIDGE

JULY 6 (98) (MONDAY)

INBOUND (FROM THONBURI TO BANGKOK)

OUTBOUND

1		6.00-6	6.30-7	7.00-	7.30-E	8.00-8	8.30-	9.09-1	10.00-	-00.11	12.00	13.00	14.00	15.00-	16.00	16.30	17.00-	17.30	18.00	ارة وز	13	20.00	21.00	Ē
,																								
TOTAL	CXCEPT A/C	429	1398	2068	1996	1963	5066	2350	1637	1553	1452	1805	1775	1769	629	1062	1079	805	946	709	1166	1026	1001	31079
	HEAVY	,		,			-		02	9	2	-	=	-	,			٠	,		-	30	25	26
Truck	HED1UH	19	78	02		,	227	267	126	65	36	22	136	88	2	6	2		93	9	30	22	36	1365
	LIGHT	186	167	177	ន្ត	146	90	405	122	98	25	113	171	195	100	73	75	52	80	09	99	55	† ζ	2608
	HEAVY	63	112	85	۾	5	ነሳሳ	30	108	106	122	105	112	120	7.4	0/	0/	29	41	85	105	20	99	1914
8us	HED103H	2	7	10	=	5	-	-	-	-	•		25	52	81	12	13	91	52	10	15	16	6	281
	LIGHT	=	25	917	61	38	67	19	30	36	20	39	11	28	17	17	13		20	8	20	2	9	595
	X X	138	250	216	230	180	265	445	305	335	415	475	295	170	97	154	235	180	231	150	204	249	385	5604
PRIVATE		191	759	1514	1534	1505	1272	1184	926	919	775	1021	186	5011	513	727	1/9	450	423	383	732	574	456	18615
HOTOR-	CYCLE	139	235	335	463	581	447	417	427	402	340	418	412	421	255	213	236	252	175	126	258	262	124	6839
	HOUR	6.00-6.30	6.30-7.00	7.00-7.30	7.30-8.00	8,00-8,30	30-9.00	9,00-1-00.6	10.00-11.00	11.00-12.00	12.00-13.00	13.00-14.00	14.00-15.00	15,00-16.00	16.00-16.30	16.30-17.00	17.00-17.30	17.30-18.00	18,00-18,30	18.30-19.00	19.07-20.00	20.00-21.00	21,00-22,00	Total

TOTAL	H/C	337	109	1881	921	1119	1147	1599	1849	2227	2002	2494	2085	2069	1425	1731	2056	1800	9/11	1455	2174	1840	1386	34764
ķ	HEAVY	2	-	-	•	٠		•	8	8	3	11	10	4			1		•			•	94	92
Truck	MEDIUM	27	27	5	10	4	9	137	108	130	156	108	153	141	8	10	2	12	86	72	58	94	17	1336
	LIGHT	30	30	30	30	09	51	195	162	190	216	180	283	278	120	92	165	151	94	195	118	182	60	2912
	HEAVY	53	09	09	60	60	81	102	96	113	104	112	75	155	20	16	32	97	00	78	120	78	73	1932
Rus	неріпн	7	2	_	9	10	19	35	35	36	19	27	ō,	39	14.2	28	62	z8	8	10	9	18	27	554
	LIGHT	9	77	35	36	41	55	42	56	47	37	34	38	52	30	4.7	13	32	36	28	40	29	20	781
1444	1941	106	188	871	55	180	195	457	422	456	767	432	435	287	123	219	251	320	305	415	119	402	377	1889
HOTOR-PRIVATE	CAR	106	270	€09	724	764	740	640	560	1247	1060	1590	1059	1140	1032	1244	1474	1160	834	657	1218	1085	768	20375
-A010M-	CYCLE	84	120	81	140	190	202	500	521	360	527	273	507	273	282	353	261	416	259	206	471	345	278	6643
quan	100E	6.00-6.30	6.30-7.00	7.00-7.30	7.30-8.00	8.00-8.30	8.30-9.00	9.09-10.00	10.00-11.00	11,00-12,00	12.00-13.00	13.00-14.00	14.00-15.00	15.00-16.00	16,00-16.30	16.30-17.00	17.00-17.30	17.30-18.00	18.00-18,30	16 30-19.00	19. 1-20.00	20.00-21.00	21.00-22.00	Total
		6.9	6.3	7.0	7.3	8.0	8.3	9.6	10.	=	12.	Ę	4.	2	16.	16.	17.	17.	<u>8</u> 2	31	13.	8	21.	<u></u>

APPENDIX 4-1(4)

TRAFFIC COUNT ON MEMORIAL BRIDGE

OUTBOUND

JULY 6 1981 (MONDAY)

INBOUND (FROM THONBURI TO BANGKOK)

					<u> </u>	نصا					٠					ــــ				-			_	
															·		,		_			_		, -
TOTAL	N/C	902	1196	1138	1193	1235	1364	2054	2232	2219	7224	2318	2392	2248	17.7	834	702	719	1108	1123	1472	1479	1498	32481
	HEAVY	8	-	~	•	2	3		12	12	=	7	~	4	•		-	5	2	•	2	2	-	105
Truck	HED1UM	52	₹.	12	-	2	92	8	200	164	170	202	159	195	23	38	92	77	SZ.	42	20	2	۲۲	1669
	LIGHT	11	18	79	8	63	101	283	313	334	31	344	365	253	88	55	65	13	130	16	159	141	130	3598
	HEAVY	8	55	33	145	/11	117	157	203	170	211	196	185	208	89	105	128	421	152	113	147	144	101	3191
Rus	невіпн	=	99	37	æ	36	42	æ	90	70	801	136	991	74	36	33	51	ħ Z	15	37	55	<i>L</i> 9	ረ ካ	1342
	LIGHT	2	8	7	15	0	15	92	18	9	8	9	7	12	9	~	1	3	4	9	8	3	4	177
2	ę .	102	128	138	142	180	293	383	195	573	919	557	653	109	503	183	157	113	239	197	475	094	385	7330
HOTOR-PRIVATE	CAR	545	602	ረ ካረ	750	817	770	1013	892	890	786	870	853	901	320	415	315	353	480	655	621	583	784	15069
HOTOR-	CYCLE	803	1093	1289	1333	2250	1607	2026	1626	1302	1136	1480	1489	1362	698	722	723	736	712	730	1115	841	629	25903
HOH		6.00-6.30	6.30-7.00	7.00-7.30	7.30-8.00	8.00-8.30	8.30-9.00	9.00-10.00	10.00-11.00	11.00-12.00	12.00-13.00	13.00-14.00	14.00-15.00	15.00+16.00	16.00-16.30	16.30-17.00	17.00-17.30	17.30-18.00	18.00-18.30	18.30~19.00	19.00-20.00	20.00-21.00	21,00-22,60	Total

																		_	_	_				
TOTAL	W/C	413	593	648	668	730	736	1570	1889	6991	1940	1953	1907	2058	1131	1021	1043	1015	889	936	1831	1768	1483	27891
F-4	HEAVY	17	8	5	2	9	8	13	42	7.	11	15	6	91	3 }	1	1	-	2	1	5	8	10	180
Truck	HED I UM	55	29	9	-37	-3"	6	30	133	162	169	170	148	162	50	ħħ	52	18		10	70	54	15	1381
	LICHT	52	58	45	18	14	89	175	305	301	348	648	332	317	140	115	ካረ	88	35	6	215	153	191	3604
	HEAVY	87	118	116	16	110	101	293	161	178	185	193	198	225	611	115	104	125	105	135	193	154	147	3286
Bus	HEDI UH	16	15	95	23	26	25	153	157	126	90	107	174	991	70	63	53	31	35	39	1,7	65	55	1589
	LICHT	,	,	,	,	,	1	-	7	9	7.	10	œ	5	9	1	ħ	10	و	-#	7.	9	.9	112
	WY.	20	163	125	148	133	163	328	428	350	465	459	381	1,77	220	187	173	169	112	235	527	675	924	6597
PRIVATE	CAR	87	202	295	349	407	361	577	2 49	532	659	959	259	069	520	495	609	573	430	415	790	653	545	11142
HOTOR-	CYCLE	62	118	175	370	420	405	1125	1200	1350	1256	1290	1240	1529	624	814	969	1101	1127	428	1769	1257	743	19459
dilon	HOOK	6.00-6.30	6.30-7.00	7.00-7.30	7.30-8.00	8.00-8.30	8.30-9.00	9.00-10.00	10,00-11.00	11,00-12,00	12.50-13.00	13.00-14.00	14.00-15.00	15.00-16.00	16,00-16,30	16.30-17.00	17.00-17.30	17.30-18.00	18,00-18,30	18.30-19.00	19.00-20.00	20,00-21,00	21.00-22.00	Total

TRAFFIC COUNT ON KRUNGTHEP BRIDGE

DUTBOUND

JULY 6 1981 (MONDAY)

INBOUND (FROM THONBUR! TO BANGKOK)

TOTAL	H/C	353	672	897	896	805	419	1532	1632	1473	1340	1377	1497	1446	634	710	684	525	1023	566	1018	1012	938	21873
	неалу	4	7	91	11	91	01	136	281	232	201	132	89	10	9	8	3	2	9	2	7	67	004	1625
Truck	MEDIUM	65	74	19	1	=	91	128	290	182	212	287	350	292	39	38	30	53	265	25	101	87	142	2719
	LIGHT	36	72	165	165	106	117	345	254	917	481	302	302	333	102	135	120	39	250	93	129	165	92	3709
	HEAVY	33	25	53	38	ñ	22	719	25	٤4	25	62	15	54	27	74.5	25	24	31	52	48	742	32	879
Rus	HEDIUM	=	61	11	יי	6	5	12	8	9	11	0	9	9	7	8	8	В	7	5	6	9	-	184
	LIGHT	22	25	54	55	g	81	37	20	4 2	28	2	.3	10	25	20	15	12	22	20	37	Ξ	31	510
	ž	55	60	87	119	128	113	254	202	180	182	<u> </u>	109	66	6	121	9	4.8	102	† 5	194	178	156	2727
PRIVATE	CAR	133	358	501	267	473	313	577	520	488	485	747	209	678	331	338	418	436	340	320	493	954	544	9520
HOTOR-P	CYCLE	98	178	352	594	628	418	626	054	614	186	382	427	524	216	122	269	198	230	254	£#3	373	263	7933
		6.00-6.30	6.30-7.00	7.00-7.30	7.30-8.00	8.00-8 30	8 30-9.00	9.00-10.00	10.00-11.00	11.00-12.00	12.00-13.00	13.00-14.00	14.00-15.00	15.00-16.00	16.00-16.31	16,30-17.00	17.00-17.30	17.30-18.00	18.00-18.30	18.30-19.00	19.00-20.00	20.00-21.00	21,00-22,00	Total

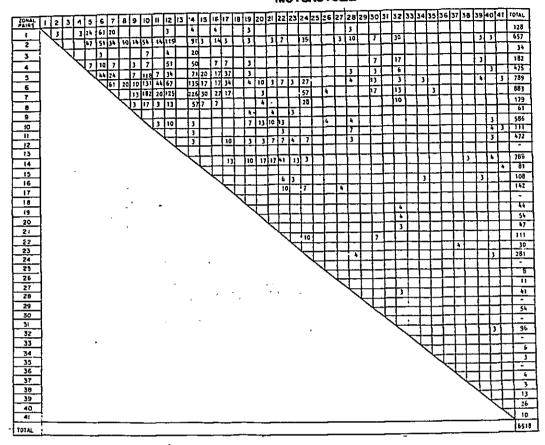
9	HOTOR	HOTOR-PRIVATE			Aus			Truck	C.	TOTAL
¥00t	CYCLE	CAR	Š	LICHT	HEDIUM	HEAVY	LIGHT	HED! UH	HEAVY	
6.00-6.30	38	37	5	9	0.	53	20	93	_	237
6.30-7.00	92	153	9	3	20	117	53	541	3	485
7.00-7.30	201	304	95	173	85	37	84	13	3	538
7.30-8.00	273	ğ	87	,	₹	29	99	12	3	129
8.00-8.30	556	86	135	2	27	33	69	-15	۷ ا	8/9
8.30-9.00	207	265	8	17	۳	28	66	28	5	625
9.00-10.00	3	Ę.	163	22	15	99	279	357	25	1406
10,00-11,00	387	27.5	136	23	10	94	275	352	175	1390
11.00-12.00	321	323	129	É	21	36	262	390	252	1416
12.00-13.00	375	797	163	1	18	95	230	222	183	1340
13.00-14 00	355	388	154	31	ot	45	270	220	136	1254
14.00-15.00	317	5/1	06	18	7	39	172	199	205	1205
15.00-16.00	515	720	130	21	11	60	292	463	62	1759
16,00-16,30	260	380	69	11	12	28	84	35	12	634
16.30-17.00	313	385	79	21	5	32	85	23	10	049
17.00-17.30	355	144	69	18	6	25	98	22	9	169
17.30-18.00	054	524	104	-	40	30	106	40	11	856
18 00-18.30	365	412	66	1	23	38	136	134	11	854
18.30-19.00	00€	347	100	17	6	22	65	94	9	099
19.00-20.00	526	517	180	·	25	99	133	90	-7	936
20.00-21.00	369	488	185	•	23	53	901	75	26	956
21.00-22.00	356	343	147	1	21	33	108	43	128	825
Total	8/0/	8534	2642	226	389	998	3056	3074	1278	19920

APPENDIX. 4-2(1)

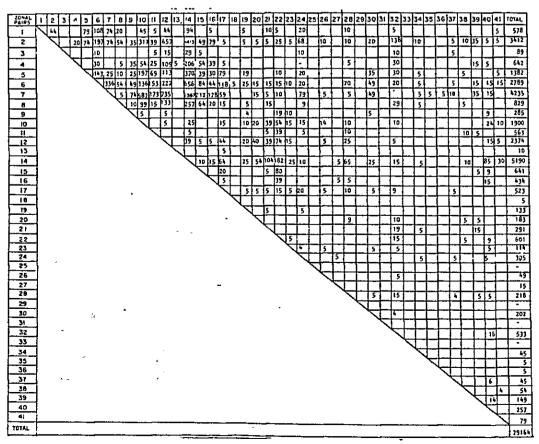
RESULT OF ROAD SIDE INTERVIEW O-D SURVEY

STATION RAMA VI BRIDGE DATE JULY 2 1961 (THURSDAY)

MOTORCYCLE



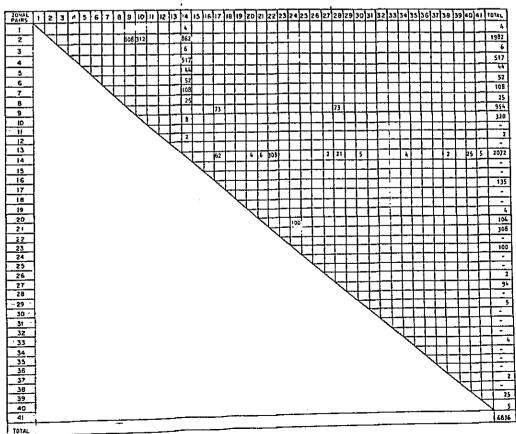
CAR



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RESULT OF ROAD SIDE INTERVIEW O-D SURVEY STATION RAMA VI BRIDGE DATE JULY 2 1981 (THURSDAY)

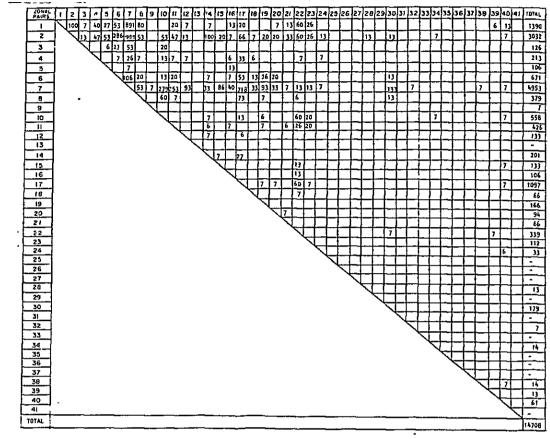
BUS



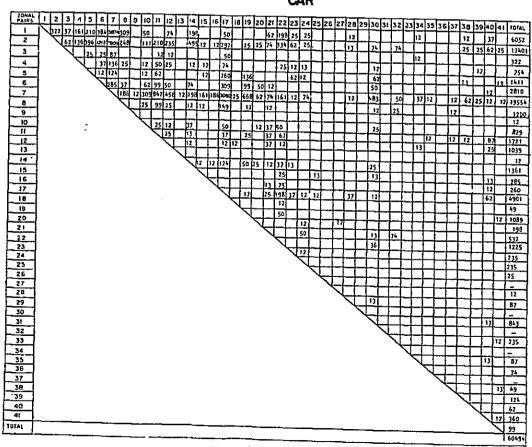
AP - 4-7

RESULT OF ROAD SIDE INTERVIEW O-D SURVEY STATION KRUNG THON BRIDGE DATE JUNE 30 1981 (TUESDAY)

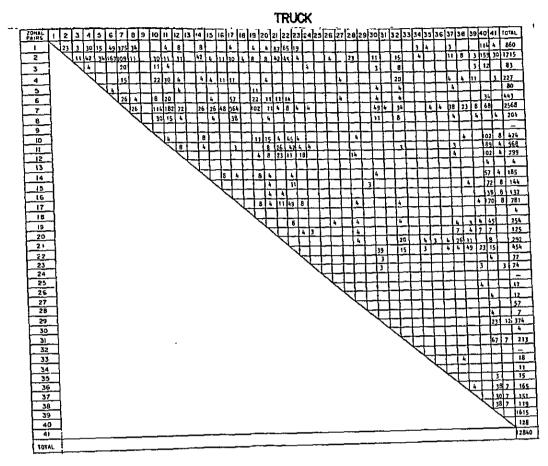
MOTORCYCLE



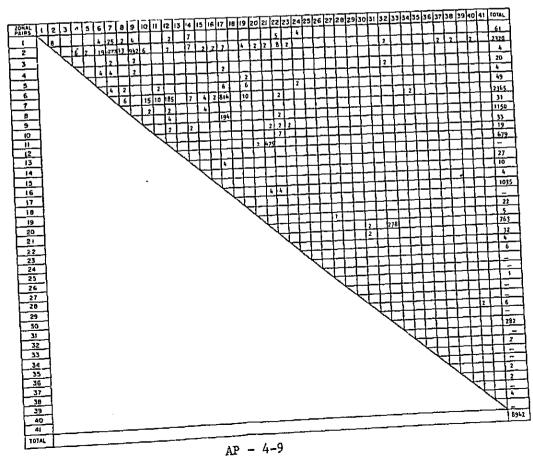
CAR

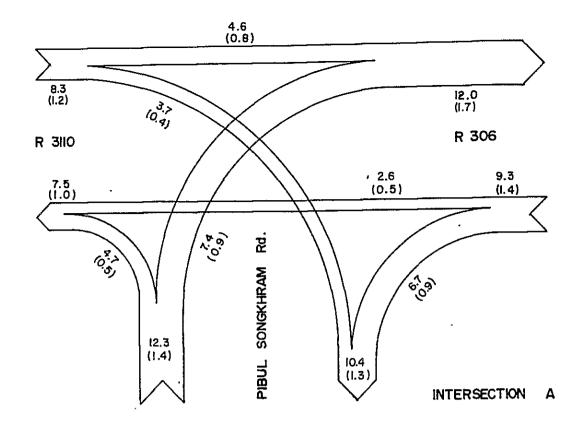


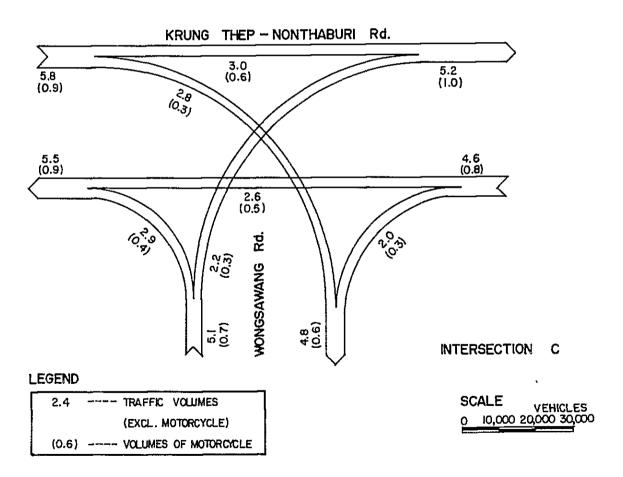
RESULT OF ROAD SIDE INTERVIEW O-D SURVEY STATION KRUNG THON BRIDGE DATE JULY 30 1981 (TUESDAY)



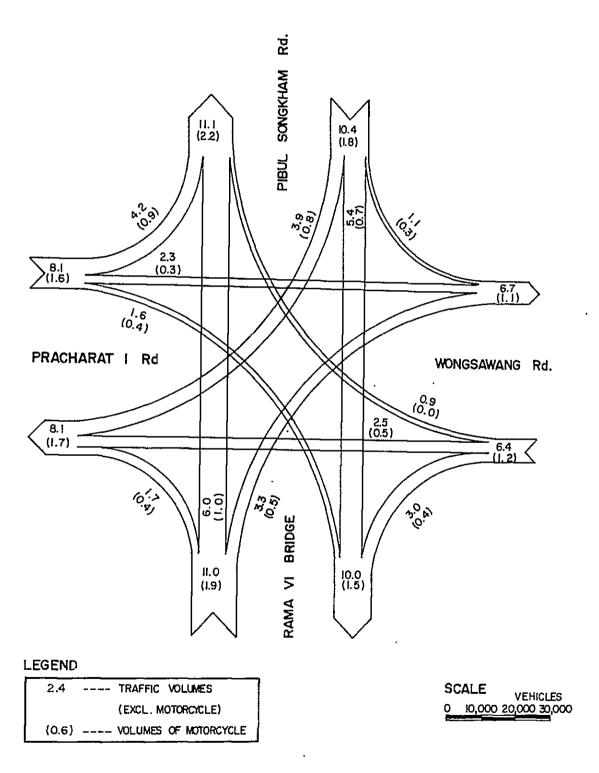
BUS





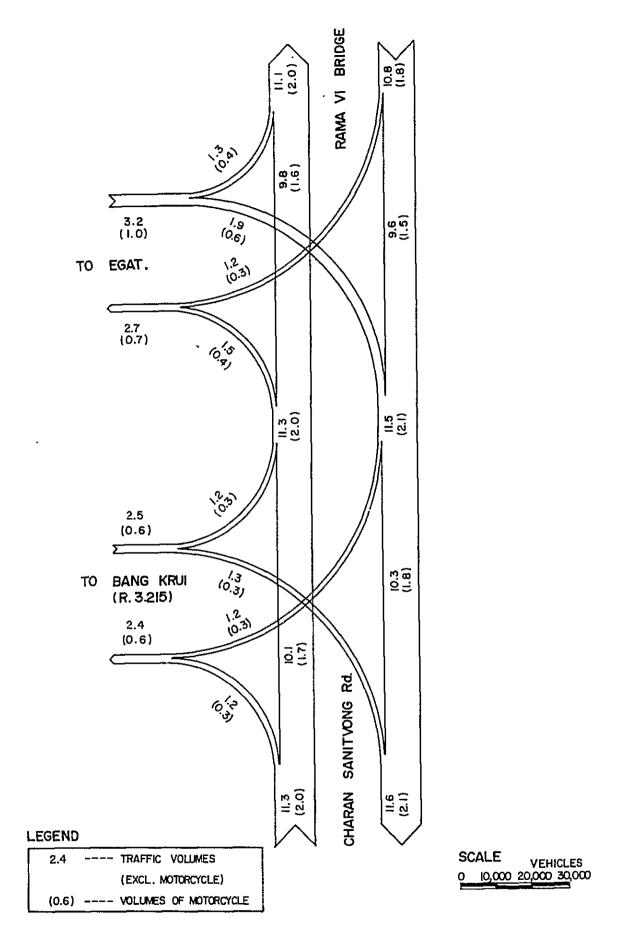


APPENDIX 4-3(1) PRESENT TRAFFIC FLOW BY DIRECTION OF INTERSECTION THOUSAND VEHICLES / 16 hr. (6-22)
INTERSECTION NO A - C
DATE JULY 7 (Tue.) 1981



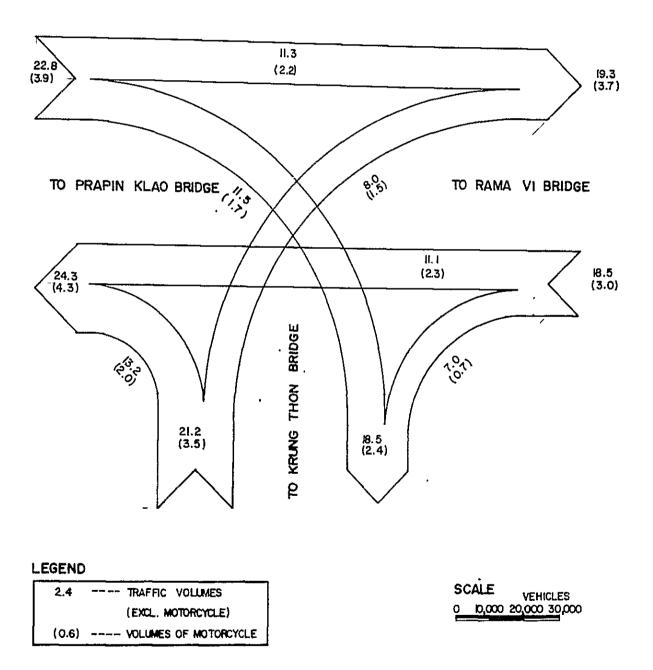
APPENDIX 4-3(2) PRESENT TRAFFIC FLOW BY DIRECTION OF INTERSECTION THOUSAND VEHICLES / 16 hr. (6-22) INTERSECTION NO. B

DATE JULY | (Tue.) 1981 AP - 4-11



APPENDIX 4-3(3) PRESENT TRAFFIC FLOW BY DIRECTION OF INTERSECTION THOUSAND VEHICLES / 16 hr. (6-22) INTERSECTION NO. D

DATE JULY 7 (Tue.) 1981 AP - 4-12



APPENDIX 4-3(4) PRESENT TRAFFIC FLOW BY DIRECTION OF INTERSECTION THOUSAND VEHICLES / 16 hr. (6-22)
INTERSECTION NO. E

DATE JULY 7 (Tue.) 1981 AP - 4-13

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TOTAL	Į.	\$230	3	136270	92370	8400	10440	75030	Ţ	25190	2	ę,	g	Í	2	90	90	g	٥	<u>o</u>	اي	ا ہ	اهِ	اہ	٥	٦	اء	٦	ار	_	٦	Т	_1	_1	_1		7	7	- 1	\neg		₁			_
<u> </u>		€	640160	136	25	9	701		-	2	15110	338	59700	₹7050~	4670	11090	28780	29580	90470	4935	11328C	9375	57590	39290	4360	2530	3230	ă	1020	3620	2190	828 8	22	4220	ş	808470		_ _							
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TOTAL]																Ī										Γ
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APPENDIX 5-2(3) ORIGIN - DESTINATION TABLE

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APPENDIX 5-5(1) DIFFERENCES OF TIME DISTANCE

1985 1990 WITHOUT OUTER RING ROAD, MINUTES (ANOTHER BRIDGE -RAMA VI BRIDGE)

WITH NEW RAMA VI BRIDGE PROJECT

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APPENDIX 5-5(2) DIFFERENCES OF TIME DISTANCE

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MINUTES (ANOTHER BRIDGERAMA VI BRIDGE)

WITH NEW RAMA VI BRIDGE PROJECT

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APPENDIX 5-6 (I) RATE OF ASSIGNMENT FOR RAMA VI Br.

1985 1990 2000 MOTERCYCLE

WITH RAMA VI BRIDGE PROJECT

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APPENDIX 5 - 6 (2) RATE OF ASSIGNMENT FOR RAMA VI Br.

1985, 1990 WITHOUT OUTER RING ROAD

WITH NEW RAMA VI BRIDGE PROJECT

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APPENDIX 5-6 (3) RATE OF ASSIGNMENT FOR RAMA VI Br.

1990, 2000 WITH OUTER RING ROAD

WITH NEW RAMA VI BRIDGE PROJECT

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APPENDIX 5 - 7 RATE OF INDUCED TRAFFIC

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APPENDIX 5-8 TRAFFIC FORECAST ON RAMA VI BRIDGE

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APPENDIX 5-9(1) TRAFFIC FORECAST ON RAMA VI BRIDGE Traffic Proper to RAMA VI Bridge 1985

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APPENDIX 5-9(2) TRAFFIC FORECAST ON RAMA VI BRIDGE Traffic Proper to RAMA VI Bridge 1990 without ORR

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APPENDIX 5-9 (3) TRAFFIC FORECAST ON RAMA VI BRIDGE Traffic Propert to RAMA VI BRIDGE 1990 with ORR

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APPENDIX 5-9(4) TRAFFIC FORECAST ON RAMA VI BRIDGE Traffic Proper to RAMA VI Bridge 2000

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APPENDIX 5-10(1) TRAFFIC FORECAST ON RAMA VI BRIDGE Diverted Traffic 1985

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APPENDIX 5-10 (3) TRAFFIC FORECAST ON RAMA VI BRIDGE Diverted Traffic 1990 with ORR

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APPENDIX 5-10(4) TRAFFIC FORECAST ON RAMA VI BRIDGE Diverted Traffic 2000

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APPENDIX 5-11 TRAFFIC FORECAST ON RAMA VI BRIDGE Induced Traffic 1985

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APPENDIX 9-1 TRAFFIC VOLUME ON RAMA VI BRIDGE

(Vehicle/day)

		,											_			(Vehicle/	Tul)
		PROPER TRAFFIC					DIVERTED TRAFFIC				INDUCED TRAFFIC						
Project Year	Calendar Year	Passenger Car	Light & Medium Bus	Heavy Bus	Light & Medium Truck	Heavy Truck	Total	Passenger Car	Light & Medium Truck	Heavy Truck	Total	Passenger Car	Light & Medium Truck	Heavy Truck	Total	Grand Total	Motor Cycle
4	1984	22,820	880	3,080	3,920	1,300	32,000					2,300	450	150	2,900	34,900	2,300
5	1985	22,700	900	3,200	3,900	1,300	32,000	14,300	2,700	900	17,900	2,300	450	150	2,900	52,800	2,500
6	1986	22,580	920	3,320	3,880	1,300	32,000	16,980	3,140	1,060	21,180	2,300	450	150	2,900	56,080	2,700
7	1987	22,460	940	3,440	3,860	1,300	32,000	19,660	3,580	1,220	24,460	2,300	450	150	2,900	59,360	2,900
88	1988	22,340	960	3,560	3,840	1,300	32,000	22,340	4,020	1,380	27,740	2,300	450	150	2,900	62,640	3,100
9	1989	22,200	980	3,680	3,820	1,300	32,000	25,020	4,460	1,540	31,020	2,300	450	150	2,900	65,920	3,300
10	1990	22,900	1,000	3,800	3,200	1,100	32,000	17,500	2,400	800	20,700	2,300	450	150	2,900	55,600	3,500
11	1991	22,790	1,040	3,920	3,160	1,090	32,000	20,220	2,840	950	24,010	2,300	450	150	2,900	58,910	3,690
12	1992	22,680	1,080	4,040	3,120	1,080	32,000	22,940	3,280	1,100	27,320	2,300	450	150	2,900	62,220	3,880
13	1993	22,570	1,120	4,160	3,080	1,070	32,000	25,660	3,720	1,250	30,630	2,300	450	150	2,900	65,530	4,070
14	1994	22,460	1,160	4,280	3,040	1,060	32,000	28,380	4,160	1,400	33,940	2,300	450	150	2,900	68,840	4,260
15	1995	22,350	1,200	4,400	3,000	1,050	32,000	31,100	4,600	1,550	37,250	2,300	450	150	2,900	72,]50	4,450
16	1996	22,240	1,240	4,520	3,060	1,040	32,000	33,820	5,040	1,700	40,560	2,300	450	150	2,900	75,460	4,640
17	1997	22,130	1,280	4,640	3,020	1,030	32,000	36,540	5,480	1,850	43,870	2,300	450	150	2,900	78,770	4,830
18	1998	22,020	1,320	4,760	2,980	1,020	32,000	39,260	5,920	2,000	47,180	2,300	450	150	2,900	82,080	5,020
19	1999	21,910	1,360	4,820	2,940	1,010	32,000	41,980	6,360	2,350	50,490	2,300	450	150	2,900	85,390	5,210
20	2000	21,800	1,400	5,000	2,800	1,000	32,000	44,700	6,800	2,300	53,800	2,300	450	150	2,900	88,700	5,400
21	2001	21,690	1,360	5,180	2,660	990	32,000	47,420	7,240	2,450	57,110	2,300	450	150	2,900	92,010	5,590
22	2002	21,580	1,320	5,360	2,520	980	32,000	50,140	7,680	2,600	60,420	2,300	450	150	2,900	95,320	5,780
23	2003	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	5,970
24	2004	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	6,160
25	2005	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	6,350
26	2006	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	6,540
27	2007	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	6,730
28	2008	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	6,920
29	2009	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	7,110
30	2010	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	7,300
31	2011	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	7,490
32	2012	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	7,680
33	2013	21,470	1,280	5,540	2,380	970	32,000	50,680	7,780	2,640	61,100	2,300	450	150	2,900	96,000	7,870



APPENDIX 9-2 ANALYTICAL TABLE FOR I.R.R. (Sensitivity Test of the higher Cost Case)

THOUSAND BAHT, MID 1981 PRICE										
PRO-	CALEN-		COST		BENEFIT					
JECT YEAR	DAR YEAR	REAL	DISCOUNTED BY 18%	DISCOUNTED BY 19%	REAL	DISCOUNTED BY 18%	DISCOUNTED BY 19%			
ı	1981	333220	333220	333220	0	0	0			
2	1982	239110	202635	200932	Õ	ō	ō			
3	1983	261120	187532	184393	0	o l	0			
4	1984	12220	7437	7251	151100	91964	89665			
5	1985	12220	6302	6093	165200	85208	82380			
6	1986	12220	5341	5120	177700	77674	74465			
7	1987	12220	4526	4303	186300	69011	65604			
8	1988	12220	3836	3616	197200	61906	58355			
9	1989	12220	3250	3038	212000	56400	52718			
10	1990	20720	4671	4329	183200	41303	38282			
11	1991	12220	2334	2145	188700	36053	33136			
12	1992	12220	1978	1803	202000	32707	29808			
13	1993	12220	1676	1515	212300	29131	26326			
14	1994	12220	1421	1273	223200	25955	23258			
15	1995	12220	1204	1070	232200	22883	20333			
16	1996	12220	1020	899	241600	20177	17778			
17	1997	20720	1466	1281	251500	17800	15552			
18	1998	12220	732	634	261800	15702	13604			
19	1999	12220	621	533	272600	13856	11903			
20	2000	12220	526	448	283900	12229	10417			
21	2001	12220	446	376	295700	10794	9118			
22	2002	12220	378	316	308100	9531	7983			
23	2003	12220	320	266	321100	8418	6992			
24	2004	20720	460	379	334700	7436	6124			
25	2005	12220	230	187	349000	6571	5366			
26	2006	12220	194	157	363900	5806	4702			
27	2007	12220	165	132	379700		4123			
28	2008	12220	140	111	396000		3613			
29	2009	12220	118	93	413300		3169			
30	2010	12220	100	78	425300		2740			
31	2011	20720	144	112	450300		2438			
32	2012	12220	72	55	470200		2139			
33	2013	12220	61	46	491000	2459	1877			
]]	-155500		-594*						
TOTAL	,	1078550	773791	765626	8640800	784092	723977			

Note: * Residual Cost

I.R.R.=
$$18% + \frac{10,301}{10,301 + 41,649} \times (19-18) = 18.2%$$

 In this case, the cost is assumed to be higher than those in the most probable case by about 14%, mainly due to increase of the compensation cost.

APPENDIX 9-3 ANALYTICAL TABLE FOR I.R.R. (Sensitivity Test of lower Benefit Case)

] 	 -,	Of lower Benefit case								
					THOUSAND	BAHT, MID	1981 PRICE			
TDO	CNT TOUT		COST		BENEFIT					
PRO- JECT	CALEN- DAR		DISCOUNTED	DISCOUNTED		DISCOUNTED	DISCOUNTED			
YEAR	YEAR	REAL	BY 19%	BY 20%	REAL	BY 19%	BY 20%			
ILAK	IDAK	I/DATI	B1 136	B1 20%		B1 1.76	D1 200			
1	1981	243320	243320	243320	0	0	0			
2	1982	232340	195243	193616	0	0	0			
3	1983	255120	180156	177166	0	0	0			
4	1984	12220	7251	7071	151100	89665	87442			
5	1985	12220	6093	5893	165200	82380	79668			
6	1986	12220	5120	4910	157500	66000	63295			
7	1987	12220	4303	4092	165000	58103	55258			
8	1988	12220	3616	3410	172500	51045	48141			
9	1989	12220	3038	2841	180000	44760	41862			
10	1990	20720	4329	4015	170400	35607	33024			
11	1991	12220	2145	1973	182300	32012	29442			
12	1992	12220	1803	1644	194100	28642	26123			
13	1993	12220	1515	1370	206000	25544	23104			
14	1994	12220	1273	1142	217800	22695	20356			
15	1995	12220	1070	951	229700	20114	17890			
16	1996	12220	899	793	241600	17778	15681			
17	1997	20720	1281	1120	253400	15669	13705			
18	1998	12220	634	550	265300	13786	11957			
19	1999	12220	533	458	277100	12100	10408			
20	2000	12220	448	382	289000	10604	9045			
21	2001	12220	376	318	300900	9278	7848			
22	2002	12220	316	265	312700	8102	6797			
23	2003	12220	266	221	324600	7068	5879			
24	2004	20720	379	312	336400	6155	5077			
25	2005	12220	187	153	348300	5355	4381			
26	2006	12220	157	128	366900	4741	3846			
27	2007	12220	132	106	385500	4186	3367			
28	2008	12220	111	88	404000	3686	2940			
29	2009	12220	93	74	422600	3240	2563			
30	2010	12220	78	61	441200	2842	2230			
31	2011	20720	112	87	459800	2489	1937			
32	2012	12220	55	42	478300	2176	1679			
33	2013	12220	46	35	496900	1900	1453			
		-140100*		-409*						
TOTAL		991280	665859	658216	8596100	687736	636412			

Note: * Residual Cost.

I.R.R. =
$$19\% + \frac{21,877}{21,877 + 21,804} \times (20-19) = 19.5\%$$

 In this case, the benefit is assumed to be lower than those in the most probable case by about 11% in 1986 for example, mainly due to the earlier construction of Outer Ring Road.







