

最終報告書
昭和59年10月

タイ国沿岸 海運整備振興計画調査

第二卷 付録

国際協力事業団

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第二卷 付録

国際協力事業団

国際協力事業団	
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第 2 卷 付録目次

A. 1	(1)	カウンター・パート名簿 (除くMOC) -----	1
		(Members of Counter part)	
A. 2	(2)	社会経済指標の説明資料 -----	5
		(Data for Explanation of Socio-Economic Indicators)	
A. 3	(3)	1981年の輸送モード別、品目別の貨物流動量明細 -----	19
		(Breakdown of Cargo Flows by Commodity and by Mode of Transport, 1981)	
A. 4	(3)	現状の貨物流動量 (全輸送モード) -----	25
		(Review of Cargo Flows - All Modes)	
A. 5	(3)	現状の貨物流動量 (内航沿岸海運) -----	33
		(Review of Cargo Flows - Shipping)	
A. 6	(4)	HDの予算と浚渫作業 -----	91
		(Budgets and Dredging Operations of HD)	
A. 7	(4)	南部地域主要港のプロフィール -----	99
		(Profiles of the Major Ports in the South)	
A. 8	(4)	荷役料率案 -----	125
		(Probable Cargo Handling Charge)	
A. 9	(6)	関連政府機関 -----	131
		(Governmental Agencies)	
A. 10	(7)	貨物需要予測の説明 -----	137
		(Explanation of Cargo Demand Forecast)	
A. 11	(8)	エネルギーの節減 -----	225
		(Energy Saving)	
A. 12	(8)	計画配船航路 -----	231
		(Projected Trade Route)	
A. 13	(8)	計画航路の財務分析資料 -----	235
		(Financial Analysis of Projected Trade Route)	

A. 14 (8)	内航沿岸海運の船価回収率計算資料	271
	(IRR Calculation for Domestic Coastal Shipping)	
A. 15 (9)	荷役システム案の説明	281
	(Explanation of the Proposed Cargo Handling System)	
A. 16 (9)	港湾施設の分析結果	289
	(Results of Analysis for Port Facilities)	
A. 17 (9)	施設計画及び建設費	299
	(Port Facilities Plan and Construction Costs)	
A. 18 (9)	道路メンテナンスコストの低減	307
	(Reduction of the Road Maintenance Cost)	
A. 19	南部地域沿岸港の概要	325
	(Outline of Coastal Ports in Southern Region)	

注：（ ）内の数字は関連するメイン・レポートの章である。

LIST OF TABLES (APPENDIX)

Table No.	Title	Page
A.2-1	Population by Province	5
A.2-2	Estimation of Population by Province, 1985 and 1990	6
A.2-3	GPP OF South, 1979 (at Constant 1972 Prices)	7
A.2-4	Growth Rate of GPP, 1973 ~ 80 (at Constant 1972 Prices)	8
A.2-5	Economic Frame of the Southern Provinces	9
A.2-6	Rubber Growing Area by Province, 1979	10
A.2-7	Fishery Factories by Province, 1980	11
A.2-8	Production of Fish Meal by Province, 1970 ~ 1981	12
A.2-9	Forestry Products in the South	13
A.2-10	Relation between Products and Transport to Bangkok	14
A.2-11	Main Mineral Products by Province in the South	15
A.3-1	Cargo Flows by Commodity, Bangkok to the South, 1981	20
A.3-2	Relative Volume of Cargo Flow by Commodity, Bangkok to the South, 1981	21
A.4-1	Cargo Flows by Road, Rail and Shipping 1975 ~ 1982	25
A.4-2	Cargo Flows by Road (Bangkok to the South), 1981 ~ 1982	26
(1) ~ (4)		
A.5-1	Coastal Shipping Cargo Flows (Petroleum Products and Dry Cargoes)	33
A.5-2	Coastal Shipping Cargo Flows (Major Commodity - Dry Cargoes)	34
A.5-3	Coastal Shipping Cargo Flows (Main Ports)	35
A.5-4	Coastal Shipping Cargo Flows, 1974 ~ 1981 (1) ~ (8)	36
A.5-5	Coastal Shipping Cargo Flows (1) ~ (8) (Major Commodity - Main Ports), Southbound, 1974 ~ 1981	44
A.5-5	Coastal Shipping Cargo Flows (9) ~ (16) (Major Commodity - Main Ports), Northbound, 1974 ~ 1981	52
A.5-6	Fleet of Thai Flag Seagoing Vessels over 60 GT	60
A.5-7	List of Domestic Marchant Vessels in Thai, by Types and (1) ~ (5) by Trade Area of Vessel, 1980	61

Table No.	Title	Page
A.5-8 (1) ~ (6)	Cargo Flow of Sub-Regional Trade, 1978 ~ 1981	66
A.5-9	Minimum Demand of Licensed Ship's Officers, 1983	73
A.5-10 (1) ~ (3)	Number and Qualifications of Officers Required per Trade and Size of Vessel	75
A.6-1	Budget Expenditure Appropriations (Fiscal Year 1979 ~ 1982)	91
A.6-2 (1) ~ (3)	Annual Dredging Fiscal Year 1980 ~ 1982	92
A.6-3	Dredgers Inventory, 1983	95
A.10-1	Cargo Flow, 1978	138
A.10-2	General Cargo to the South	139
A.10-3	The Relation between GPP and General Cargo	140
A.10-4	Estimation of General Cargo Flow to the South	142
A.10-5	Imported Fertilizer and GDP (Crops)	143
A.10-6	Fertilizer Transported and Land Use by Southern Province, 1978	144
A.10-7	Consumption and the Treated Area	145
A.10-8	Rate of Diffusion and Non Treated Area, 1978	145
A.10-9	Growth Rate of Planting Area	145
A.10-10	Future Consumption of Fertilizer	148
A.10-11	Relation between GDP and Construction Material	149
A.10-12	Relation between GPP and Construction Material Transported	150
A.10-13	Target of Construct Sectors Rate of Growth	152
A.10-14	Construction Sector GPP (Future Frame)	153
A.10-15	Future Consumption of Construction Material	154
A.10-16	Rice Transported and Growth of Population	155
A.10-17	Future Forecast of Rice (Southbound)	156
A.10-18	Relation between Maize and Livestock	157
A.10-19	Future Forecast for Maize	158
A.10-20	Fuel Consumption/GDP	159
A.10-21	Fuel Consumption/GPP, 1980	160
A.10-22	Future Fuel Consumption	163

Table No.	Title	Page
A.10-23	N Year's Growth of GPP and Elasticity	164
A.10-24	Future Forecast of Fuel Consumption in the South	164
A.10-25	Fuel Distribution by Province	165
A.10-26	General Cargo for the Bangkok, 1981	166
A.10-27	Growth of GPP (Manufacture) by Province	167
A.10-28	Future Forecast of General Cargo (Northbound)	168
A.10-29	Future Transport of Forestry Products	170
A.10-30	Annual Catches of Marine Fish by Province	171
A.10-31	GPP and Fish Products of the South	172
A.10-32	Relation between Fish Catches and Transport	173
A.10-33	Target of Fish Catches/Transportation	174
A.10-34	Future Forecast of Fishery Products Transport	175
A.10-35	Future Forecast for Vegetables and Fruits	176
A.10-36	Future Forecast of Rice (Northbound)	177
A.10-37	Future Production in the South	177
A.10-38	Future Forecast of Rubber	178
A.10-39	Total Future Cargo Flow	179
A.10-40 (1)	Total Future Cargo Flow by Hinterland (Southbound)	180
A.10-40 (2)	Total Future Cargo Flow by Hinterland (Northbound)	181
A.10-41	Cargo Flow by Hinterland, General Cargo, 1978	182
A.10-42	Cargo Flow by Hinterland, Fertilizer, 1978/79	185
A.10-43	Cargo Flow by Hinterland, Construction Material, 1977/78	188
A.10-44	Cargo Flow by Hinterland, Rice, 1977/78	191
A.10-45	Cargo Flow by Hinterland, Maize, 1977/78	194
A.10-46	Cargo Flow by Hinterland, Fuel, 1978	195
A.10-47	Cargo Flow by Hinterland, General Cargo (Northbound)	197
A.10-48	Cargo Flow by Hinterland, Forestry Products, 1977/78	198
A.10-49	Cargo Flow by Hinterland, Fish Products, 1977/78	201
A.10-50	Target of Cargo Distribution	204
A.10-51	Rate of Distribution by Port	205
A.10-52 (1) ~ (2)	Cargo Forecast by Ports, Ban Don (Low and High Estimate)	207
A.10-53 (1) ~ (2)	Cargo Forecast by Ports, Pak Phanang (Low and High Estimate)	211

Table No.	Title	Page
A.10-54 (1) ~ (2)	Cargo Forecast by Ports, Songkhla (Low and High Estimate)	215
A.10-55 (1) ~ (2)	Cargo Forecast by Ports, Pattani (Low and High Estimate)	219
A.13-1 (1) ~ (5)	Break Down of Crew Cost by Types of Vessel	235
A.13-2	Current and Projected Crew Wages	240
A.13-3	Administrative Expenses	242
A.13-4	Profit after Depreciation of Fleet Bases during 10 Years, Based on ETO Tariffes	244
A.13-5 (1) ~ (15)	Profit after Depreciation during 10 Years, Based on Prevailing Market Rates (Case 1 ~ 15)	246
A.13-6 (1) ~ (8)	Profit "0" Calculation (Case 1 ~ 3, 7 ~ 10 and 15)	261
A.14-1 ~ 8	IRR Calculation (Case 1 ~ 3, 7 ~ 10 and 15)	271
A.15-1	Packaging Types and Weights	284
A.15-2	Net Working Time and Lost Time	285
A.16-1 (1)	Result of Analysis for Berth, Bangkok	289
A.16-1 (2)	Result of Analysis for Berth, Surat Thani	290
A.16-1 (3)	Result of Analysis for Berth, Pak Phanang	291
A.16-1 (4)	Result of Analysis for Berth, Songkhla	292
A.16-1 (5)	Result of Analysis for Berth, Pattani	293
A.16-2 (1)	Result of Analysis Open Storage Area	294
A.16-2 (2)	Result of Analysis Transit Shed	295
A.17-1	Construction Costs	302
A.17-2	Alternative Construction Costs	303
A.18-1 (1)	The Rate Distribution by Road (Southbound)	317
A.18-1 (2)	The Rate of Distribution by Road (Northbound)	318
A.18-2 (1) ~ (3)	Estimated Cargo Volume by Roads, 1987, 1992 and 2000	319

Table No.	Title	Page
A.19-1 (1) ~ (2)	Out-line of Coastal Ports, Ban Don	326
A.19-2 (1) ~ (2)	Out-line of Coastal Ports, Khanom	328
A.19-3 (1) ~ (2)	Out-line of Coastal Ports, Pak Phanang	330
A.19-4 (1) ~ (2)	Out-line of Coastal Ports, Songkhla	332
A.19-5 (1) ~ (2)	Out-line of Coastal Ports, Pattani	334
A.19-6 (1) ~ (2)	Out-line of Coastal Ports, Narathiwat	336
A.19-7 (1) ~ (2)	Out-line of Coastal Ports, Phuket	338
A.19-8 (1) ~ (2)	Out-line of Coastal Ports, Tha-Sala	340
A.19-9 (1) ~ (2)	Out-line of Coastal Ports, Sichon	342

LIST OF FIGURES (APPENDIX)

Fig. No.	Title	Page
A.5-1	Trade Area of Thai Flag Vessel	81
A.5-2 (1)	Actual Number of Crew per Vessel, 1980-Cargo Vessel-GT	82
A.5-2 (2)	Actual Number of Crew per Vessel, 1980-Cargo Vessel-DWT	83
A.5-3 (1)	Actual Number of Crew per Vessel-Tanker-GT	84
A.5-3 (2)	Actual Number of Crew per Vessel-Tanker-DWT	85
A.7-1	Songkhla Deep-sea Port	110
A.7-2	Songkhla Bridges	111
A.7-3	Tha Thong Port	112
A.7-4	New Coastal Port in Pattani	113
A.7-5	Ban Don	115
A.7-6	Pak Phanang	117
A.7-7	Songkhla	119
A.7-8	Pattani	121
A.10-1	Relation between General Cargo and GPP	141
A.10-2	Relation between Construction Material and GPP	151
A.10-3	Relation between GPP and Fuel Consumption in the South	162
A.10-4	Distribution of Transportation Mode by Distance	183
A.10-5	Distribution of Transportation by Distance (Fertilizer)	186
A.10-6	Distribution of Transportation by Distance (Construction Material)	189
A.10-7	Distribution of Transportation by Distance (Rice)	192
A.10-8	Distribution of Transportation by Distance (Fuel)	196
A.10-9	Distribution of Transportation by Distance (Forestry Products)	199
A.10-10	Distribution of Transport by Distance (Fish Products)	202
A.12-1	Scheme of Operation (RoRo Ship)	231
A.12-2	Scheme of Operation (Pusher-Barge System)	232

Fig. No.	Title	Page
A.15-1	Crane Lifting Capacity	282
A.15-2	Movements of Fork-Lifts	283
A.17-1	Typical Coastal Ports (1,500 DW× 2) General Plan	299
A.17-2	Typical Section of Wharf	300
A.17-3	Typical Section of Wharf with All-Weather Shed	301
A.18-1	Cargo Flows by Road	314
A.18-2	Cargo Flows by Shipping	315
A.18-3	Cargo Flows by Road after Diversion	316

LIST OF CHARTS (APPENDIX)

Chart No.	Title	Page
A.5-1 (1) ~ (2)	Kind and Grade of Existing Certificates	86
A.9-1	Organization Chart of Ministry of Communications	131
A.9-2	Organization Chart of Ministry of Communications (Office of the Mercantile Marine Promotion Commission)	132
A.9-3	Organization Chart of Ministry of Communications (Port Authority of Thailand)	133
A.9-4	Organization Chart of Ministry of Communications (Harbour Department)	134

APPENDIX 1 MEMBERS OF COUNTER PART

APPENDIX 1 MEMBERS OF COUNTERPART

Members of the Government of Thailand concerned other than Ministry of Communications, who have participated in the Study are given below.

Name	Position
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3. Miss Chantana Kasemsarn	Sea Transport Economics Division, MMPC
4. Mr. Nanthasak Runprapan	Sea Transport Economics Division, MMPC
5. Mr. Sayunh Sunantivathn	Director Harbour Master Division Harbour Department (HD)
6. Mr. Vichet Rojanadhamkul	Technical Division, HD
7. Mr. Paramest Pornlert	Technical Division, HD
8. Miss Sunisa Pathommars	Technical Division, HD
9. Mrs. Vimonluck Supboonrueng	Technical Division, HD
10. Miss Vachira Chanpong	Technical Division, HD
11. Mr. Banteng Vattanasiritham	Director Technical & Planning Division Land Transport Department (DLT)
12. Mr. Termsak Yosthai	Technical and Planning Division, DLT
13. Mr. Pinyo Talaenoi	Technical and Planning Division, DLT
14. Mr. Sujin Ruangphornvisut	Chief Engineer for Southern Programming Highways Department
15. Mr. Jiroj Itharattana	Department of Technical Economic Cooperation
16. Mr. Annuparb Sunananta	Director Infrastructure Project Division National Economic Social Development Board (NESDB)
17. Mr. Sansern Wongcha-um	Infrastructure Project Division, NESDB
18. Mrs. Visutsri Chaipackdee	Infrastructure Project Division, NESDB
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- | | | |
|-----|-----------------------------|---|
| 20. | Mr. Aporn Nartdilok | Chief of Legal Division
Revenue Department
Ministry of Finance |
| 21. | Mr. Virachai Tantikul | Revenue Department
Ministry of Finance |
| 22. | Lt. Jg. Anan Panananda | Director
Import Inspection Division
Customs Department |
| 23. | Mr. Vishnu Ubolcholkett | Import Inspection Division
Customs Department |
| 24. | Mr. Verasuk Jittaverayapong | Planning Division
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| 25. | Mr. Rongvit Jenpanichkarn | Department of Internal Trade
Ministry of Commerce |
| 26. | Miss Chintana Patsamarn | Department of Internal Trade
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| 27. | Mr. Thasanai Chantarangkul | Deputy Marketing Manager
Marketing Department
State Railway of Thailand (SRT) |
| 28. | Mr. Wayupol Chaisiri | Chief
Passenger Marketing Division, SRT |
| 29. | Mr. Umphon Liemrug | Freight Marketing Division, SRT |
| 30. | Mr. Pattana Musikthong | Market Information and Planning
Section, SRT |
| 31. | Mr. Thara Rojthana | Director of Technical Office
Port Authority of Thailand (PAT) |
| 32. | Mrs. Kanchana Ubolcholkett | Technical Office, PAT |
| 33. | Mr. Kasom Kasemsuwan | Executive Secretary
Thai Shipowners' Association |
| 34. | Mr. Boonsakdi Boonmalert | Assistant to Executive Secretary
Thai Shipowners' Association |

APPENDIX 2 DATA FOR EXPLANATION OF SOCIO-ECONOMIC INDICATORS

APPENDIX 2. DATA FOR EXPLANATION OF SOCIO-ECONOMIC INDICATORS

Table A-2-1 Population by Province

Province	Population (1,000)	Density per km ² (1981)	Growth	
			1971/1976	1976/1981
Chumphon	337	54.1	2.47	2.07
Ranong	86	25.1	4.22	3.19
Surat Thani	605	47.3	2.47	1.92
Phangnga	179	43.7	3.01	2.66
Phuket	136	253.0	3.71	2.47
Krabi	225	48.7	4.88	3.36
Trang	435	83.4	4.22	2.21
Nakhon Si Thammarat	1,279	125.8	4.56	1.92
Phattalung	416	109.7	3.34	1.74
Satun	169	63.4	5.22	2.83
Songkhla	868	118.6	3.81	2.21
Pattani	465	220.4	2.83	2.29
Yala	281	59.5	4.22	2.83
Narathiwat	452	106.9	3.37	2.11
Total	5,935	84.5	3.23	2.17

Source: Administrative and Civil
Registration Division,
Department of Local
Administration,
Ministry of Interior

Table A.2-2 Estimation of Population by Province, 1985 and 1990

Unit : Thousand

	1981	1985	1990
Total south	5,935	6,336	6,802
Krabi	225	241	258
Chumphon	337	360	388
Trang	435	464	499
Nakhon Si Thammarat	1,279	1,366	1,466
Phuket	136	145	156
Yala	281	299	328
Ranong	86	91	99
Satun	169	180	193
Narathiwat	452	483	518
Pattani	465	496	533
Phangnga	179	191	205
Phattalung	415	443	476
Songkhla	868	927	995
Surat Thani	605	646	693

Note: 1. The estimated population for the whole south in 1985, 1990 was obtained from N.S.O.

2. The calculation of population by province is based on the assumption that the percentage in each province remains unchanged after 1981.

Table A.2-3 GPP of South, 1979 (at Constant 1972 Prices)

Unit : Million Bahts

	Agriculture							Mining	Con- struc- tion	Trans- port	Manu- facture	Others	Total
	Crops	Fishery	Fores- try	Lives stock	Total								
Whole Kingdom	51,804	7,281	3,392	8,931	71,408	4,531	14,547	17,663	57,841	110,917	276,907		
Bangkok Metro.	509	27	-	17	553	-	7,486	11,013	30,487	43,176	92,715		
South	7,322	2,620	982	1,107	12,031	1,804	1,515	1,358	1,512	10,666	28,886		
Chumphon	664	272	68	55	1,059	35	61	50	103	706	2,014		
Ranong	78	165	192	22	457	133	35	64	62	385	1,136		
Surat Thani	1,043	315	78	106	1,542	76	141	90	203	1,151	3,203		
Phangnga	346	51	229	40	666	941	13	63	35	819	2,537		
Phuket	76	136	5	27	244	160	206	99	228	675	1,612		
Krabi	312	35	-	49	396	53	13	38	30	329	859		
Trang	542	341	70	90	1,043	42	49	124	38	748	2,044		
Nakhon Si Thammarat	1,095	168	26	206	1,495	189	156	138	330	1,358	3,666		
Phattalung	480	12	13	113	618	19	57	66	74	476	1,310		
Satun	218	223	40	27	508	7	10	28	22	303	878		
Songkhla	887	583	147	188	1,805	73	529	359	228	1,952	4,946		
Pattani	233	310	10	60	613	3	56	105	33	515	1,325		
Yala	438	-	64	64	566	58	139	78	67	550	1,458		
Narathiwat	910	9	40	60	1,019	15	50	56	59	699	1,898		

Source: NESDB

Table A.2-4 Growth Rate of GPP, 1973 ~ 80 (at constant 1972 prices)

Unit : Percentage / year

	Agriculture							Mining	Con- struc- tion	Trans- port Δ	Manu- facture	Others	Total
	Crops	Fishery	Forestry		Lives- stock	Total							
			Forestry	Lives- stock									
Whole Kingdom	3.29	2.30	2.43	5.33	3.39	7.42	14.53	7.83	9.31	8.05	7.21		
Bangkok Metro.	4.89	-	-	8.92	5.76	-	19.43	9.28	9.54	7.95	9.29		
South	3.06	2.61	13.98	5.07	3.20	6.74	15.30	10.27	9.01	4.26	6.69		
Chumphon	6.47	5.96	12.21	6.67	6.62	Δ2.79	14.28	*0.00	11.65	14.37	8.87		
Ranong	3.20	*6.94	29.08	10.41	10.77	4.69	15.95	10.91	8.39	6.38	8.64		
Surat Thani	*3.85	5.71	0.23	1.70	*4.74	Δ4.10	12.18	6.95	9.05	13.18	5.83		
Phangnga	*0.00	18.64	27.39	7.57	9.36	18.21	7.81	12.99	5.70	14.48	13.56		
Phuket	0.20	3.75	0.00	7.18	2.68	1.45	20.91	13.45	15.10	13.45	10.40		
Krabi	*8.28	0.00	*12.16	0.00	*11.56	9.43	21.90	11.92	5.23	7.27	4.90		
Trang	*6.13	*5.74	7.81	5.39	*6.09	4.80	10.19	5.86	3.54	5.75	2.50		
Nakhon Si Thammarat	4.71	0.50	13.62	5.02	3.99	Δ4.30	10.03	*1.79	9.62	8.46	5.30		
Phattalung	0.93	16.99	-3.24	12.11	2.63	21.90	27.16	3.90	5.36	7.19	5.23		
Satun	1.81	0.00	*0.00	3.37	1.90	19.60	2.33	*0.00	6.79	3.89	2.09		
Songkhla	*0.00	6.49	19.98	3.24	1.81	0.00	20.05	11.14	11.88	12.85	7.42		
Pattani	2.58	17.61	*0.00	5.37	6.68	21.90	12.34	4.09	7.29	8.68	7.47		
Yala	4.53	0.00	0.00	2.54	5.01	6.39	24.96	12.64	5.45	8.23	8.42		
Narathiwat	1.97	4.20	21.39	3.12	*2.02	8.17	13.49	*0.00	*9.62	5.74	2.31		
Total													

* Corrected Data

Δ The growth of 1976 ~ 1980

Source: NESDB

Table A.2-5 Economic Frame of the Southern Provinces

Unit : Million Bahts

	Present		Low Growth			High Growth		
	1979	1981 *	1987	1992	2000	1987	1992	2000
Chumphon	2,014	2,387	3,830	5,420	8,000	3,980	6,020	11,010
Ranong	1,136	1,341	2,120	2,970	4,390	2,200	3,290	6,020
Surat Thani	3,203	3,587	4,850	5,950	8,790	5,040	8,450	15,470
Phangnga	2,537	3,272	6,760	7,720	11,400	7,020	8,660	12,470
Phuket	1,612	1,965	3,430	5,200	7,680	3,560	5,770	10,560
Krabi	859	945	1,210	1,420	2,100	1,260	1,790	3,280
Trang	2,044	2,147	2,400	2,830	4,180	2,490	3,530	6,460
Nakhon Si Thammarat	3,666	4,065	5,330	6,380	9,430	5,540	7,610	13,930
Phattalung	1,310	1,451	1,900	2,260	3,340	1,970	2,510	4,590
Satun	878	930	1,060	1,250	1,850	1,100	1,560	2,850
Songkhla	4,946	5,707	8,440	11,160	16,480	8,770	12,410	22,720
Pattani	1,325	1,530	2,270	3,000	4,430	2,360	3,340	6,110
Yala	1,458	1,714	2,670	3,700	5,470	2,780	4,110	7,520
Narathiwat	1,898	1,987	2,190	2,590	3,830	2,280	3,230	5,910
Total	28,886	33,028	48,460	61,850	91,370	50,350	72,280	128,900
Growth Rate			(6.6)	5.0%		(7.1)	7.5%	

() 1981 ~ 1987

Source: Our Estimation

* Estimation

Table A.2-6 Rubber Growing Area by Province, 1979

Unit : Thousand rai

Province	1965	1978	1979	Growth 1979/1965	Growth 1979/1978
Chumphon	53.3	65.7	70.3	2.0%	7.0%
Ramong	9.6	21.2	22.7	6.3	7.1
Phangnga	368.4	426.7	465.5	1.5	7.0
Phuket	111.3	91.6	98.1	0.9	7.1
Krabi	488.9	536.0	573.5	1.1	7.0
Trang	827.8	911.8	975.6	1.2	7.0
Surat Thani	633.3	767.5	837.3	2.0	9.1
Nakhon Si Thammarat	1,155.9	1,212.4	1,300.4	0.8	7.3
Pattalung	400.6	443.4	474.5	1.2	7.0
Satun	94.5	143.9	154.0	3.5	7.0
Songkhla	1,213.2	1,400.8	1,498.9	1.5	7.0
Pattani	253.9	302.3	323.4	1.7	7.0
Yala	756.1	885.5	936.8	1.5	5.8
Narathiwat	623.9	826.8	804.6	1.8	2.7
Southern Total	6,990.7	8,035.6	8,527.0	1.4	6.1

Source : Rubber Research Institute, Ministry of Agriculture and
Cooperative

Table A.2-7 Fishery Factories by Province, 1980

Province	Number of Fishing Boat 1980 (1978)	Number of Fish Meal (Fish Canned) Factory	Number of Ice Plant	Ice Plant Capacity/Day
Chumphon	718 (725)	10	11	7,962
Ranong	221 (214)	3	8	7,600
Surat Thani	1,945 (1,222)	5(1)	12	6,295
Phangnga	266 (248)	-	2	300
Phuket	178 (126)	3(1)	5	3,968
Krabi	729 (503)	-	3	370
Trang	633 (359)	6(1)	9	6,690
Nakhon Si Thammarat	3,587 (2,181)	12	12	6,350
Satun	943 (239)	3	4	4,400
Songkhla *	1,477 (1,053)	10	21	15,310
Pattani	628 (344)	3	9	3,820
Narathiwat	428 (93)	-	1	270
Southern Total	11,753 (7,307) (60.2%) (58.3%)	55(3) (53.4%)	97 (56.4%)	63,335 (50.0%)
Whole Country	19,511 (12,529)	103(8)	172	126,479

Note*: Including Phattalung

Source: Statistics of Fisheries Factory 1980

Department of Fisheries

Table A.2-8 Production of Fish Meal by Province
(1970 ~ 1981)

Unit: Thousand tons

Year	1976	1977	1978	1979	1980	1981	Share of 1981	Ratio of Growth
Province Total	120.0	138.3	197.2	182.8	184.0	186.2	-	9.2% (12.6)
Southern	67.6 (56.3%)	78.7 (56.9%)	118.4 (60.0%)	129.6 (70.9)	124.5 (67.7%)	101.7 (54.6%)	100%	8.5% (71.5)
Chumphon	13.7	10.8	14.0	19.1	23.3	19.3	19.0%	7.1% (2.0)
Ranong	5.3	8.0	9.0	8.1	11.7	10.3	10.1%	14.2% (1.0)
Surat Thani	3.2	6.1	16.1	7.4	6.6	9.0	8.8%	23.0% (0.6)
Phuket	2.4	3.0	8.7	9.4	3.4	5.2	5.1%	16.7% (0.5)
Nakhon Si Thammarat	7.0	8.5	13.2	20.9	9.7	13.0	12.8%	13.2%
Trang	13.7	17.9	21.7	20.2	22.4	12.9	12.7%	-1.2%
Satun	2.9	2.6	2.6	3.1	3.9	2.7	2.7%	-1.4%
Songkhla	15.7	19.6	24.0	28.5	30.4	21.9	21.5%	6.9% (26.6%)
Pattani	3.7	2.2	9.1	12.9	12.1	7.4	7.3%	14.8%

Source: Statistics of Fisheries Factory 1981.

Table A.2-9 Forestry Products in the South

Unit: Thousand m³

	1974	1975	1976	1977	1978	1979	1980
<u>Wood</u>							
Chumphon	366	561	685	860	1378	1911	1193
Ranong	294	311	605	650	970	1347	1228
Surat Thani	2424	3330	2100	2206	3361	2392	1792
Yala	968	980	948	867	753	832	830
Narathiwat	717	392	561	688	833	1146	1192
Sub Total	4769 (4982)	5574 (5223)	4975 (5199)	5271 (5722)	7373 (6911)	7268 (7216)	6235 (6583)
<u>Firewood</u>							
Ranong	879	1158	1559	1718	1762	1657	1983
Phangnga	2131	2069	1881	2035	1384	1714	1835
Krabi	1712	1444	1473	1512	1355	-	-
Satun	1121	631	873	943	714	316	-
Trang	1050	1239	1183	2064	530	402	456
Sub Total	6893 (6805)	6541 (6736)	6969 (7188)	8272 (7315)	5745 (6377)	4089 (4054)	2291 (2740)
Total	11662 (11775)	12115 (11959)	11944 (12387)	13543 (13037)	13118 (12874)	11717 (11270)	8526 (9323)

Source: Royal Forestry Department

Note: () Adjusted value

Table A.2-10 . Relation between Products and Transport to Bangkok

Unit : Thousand tons

	Product	Transport to Bangkok	Trans./ Product	Distance
1977	Chumphon	860	0.1244	460
	Ranong	2368	0.0878	500
	Surat Thani	2206	0.0227	670
	Yala	867	0	1060
	Narathiwat	688	0.0073	1130
	Phangnga	2035	0.0128	730
	Krabi	1512	0.0126	830
	Satun	943	0.0011	1000
	Trang	2064	0.0044	900
1978	Chumphon	1378	0.0624	460
	Ranong	2732	0.0549	500
	Surat Thani	3361	0.0199	670
	Yala	753	0	1060
	Narathiwat	833	0.0072	1130
	Phangnga	1384	0.0181	730
	Krabi	1355	0.0221	830
	Satun	714	0.0056	1000
	Trang	530	0.0208	900

Source: Royal Forestry Department and MOC

Table A.2-11 Main Mineral Products by Province in the South

Unit : Thousand tons /year

Province Mineral	Nakhon Si Thammarat	Surat Thani	Narathiwat	Songkhla
Barite	21.1~47.5	15.7	-	2.9
Feldspar	2.6~0.2	-	-	-
Gypsum	-	91.1~152.9	-	-
Kaolin	-	0.6~0.8	0.7~3.7	-
Manganese	-	-	1.2~2.1	-
Limestone	512~854	-	-	-
Shale	103~206	-	-	-
Tin Ore	1.0~1.8	1.0~1.2	0.1	1.3~1.7
Tungsten Ore	0.7~1.4 4.4	-	-	0.1

Source: Mineral Statistics of Thailand 1979 ~ 1981

**APPENDIX 3 BREAKDOWN OF CARGO FLOWS BY COMMODITY AND BY
MODE OF TRANSPORT, 1981**

APPENDIX 3 BREAKDOWN OF CARGO FLOWS BY COMMODITY AND
BY MODE OF TRANSPORT, 1981

The following Table A.3-1 shows the breakdown of cargo flows by commodity and by mode of transportation for the year 1981. As can be seen, some commodities are carried exclusively by one mode of transportation and some are carried exclusively in one direction. These tendencies are illustrated in Table A.3-2.

The following observations can be made from the above mentioned tables:

1. Road (truck) is clearly the dominant mode of cargo transportation in Thailand.

2. As seen particularly in the cases of petroleum products and fertilizer, the primary competitor for coastal shipping in Thailand is road transport.

3. Petroleum, carried almost exclusively in one direction, is the only commodity that is of primary importance to domestic coastal shipping. This very heavy dependence of shipping on one commodity is out of balance with the other two modes of transportation: of the total cargo volume carried south by ship in 1981, 83 percent was petroleum (versus 12.6 percent for trucks and 8.9 percent for rail).

4. Fertilizer is the only other commodity that is carried by ships in any significant quantity. Like petroleum, this commodity also is transported primarily to the South.

5. Ships transport only small quantities or no quantity at all of all the other commodities.

6. The only direction in which ships carry any great quantity of commodities is from Bangkok to the South.

This dependence of shipping on one direction only also is far out of balance with the other two modes of transportation. 94.9 percent of the total volume carried by ship went south (versus 47.9 percent for trucks and 64.4 percent for rail), while only a very small 5.1 percent went north.

Table A.3-1 Cargo Flows by Commodity, Bangkok to the South, 1981

Unit: Tons

Commodity	i) Bangkok - the South				ii) the South - Bangkok			
	Road	Rail	Ship	Total	Road	Rail	Ship	Total
Rice	39,751	27,400	376	67,527	14,902	38,300	0	53,202
Agriculture Products	1,960	48,200	7,488	57,648	7,266	14,300	346	21,912
Food	38,639	8,700	4,000	51,339	297,719	100	2,681	300,500
Feed	0	2,400	0	2,400	79,740	15,000	0	94,740
Fertilizer	64,526	15,300	55,035	134,861	0	0	0	0
Construction Materials	87,984	10,200	6,253	104,437	56,138	17,200	1,995	75,333
Wood Products	7,371	300	0	7,671	291,425	48,800	18,973	359,198
Petroleum Products	121,475	32,700	708,167	862,342	4,975	1,800	180	6,955
Rubber	0	300	0	300	15,860	32,500	0	48,360
Beverages	21,206	22,500	0	43,706	3,216	2,400	0	5,616
Miscellaneous	579,560	199,300	69,327	848,187	276,792	32,700	21,773	331,265
Total	962,472	367,300	850,646	2,180,418	1,048,033	203,100	45,948	1,297,081

Source: MOC, Economic Division and SRT

Table A.3-2 Relative Volumes of Cargo Flow by Commodity, Bangkok to the South, 1981

⊙ = Primary Quantity, ○ = Secondary Quantity, △ = Minor Quantity, X = No Quantity Carried
 Symbol on left is southbound; right is northbound.

Commodity	Road		Rail		Ship	
	S	N	S	N	S	N
Rice	⊙	○	○	⊙	△	X
Agriculture Products	△	○	⊙	⊙	△	△
Food	⊙	⊙	△	△	△	△
Feed	X	⊙	△	△	X	X
Fertilizer	⊙	X	△	X	⊙	X
Construction Materials	⊙	⊙	△	○	△	△
Wood Products	△	⊙	△	△	X	△
Petroleum Products	○	△	X	△	⊙	△
Rubber	X	○	△	⊙	X	X
Beverages	○	○	⊙	○	X	X
Miscellaneous	⊙	⊙	○	△	△	△

Note: If a commodity, such as petroleum, is primarily carried in only one direction, this commodity never receives a ⊙ symbol for the other direction because it is evaluated only on the basis of the relative quantity carried by each mode of transportation.

In recent years, road transportation, mainly by 10-wheeled trucks, has grown to a great extent due to the remarkable development of roads between Bangkok and Southern Thailand. The advantages and disadvantages to shipping are evaluated in the table below.

	Domestic Coastal Shipping	Truck	Railways
Cargo Handlings	△	⊙	○
Pilferage	△	⊙	○
Damage	△	⊙	○
Transit Time	△	⊙	○
Service Frequency	○	⊙	○
Cost	⊙	△	○

- ⊙ Advantageous
- Normal
- △ Inferior

Among these three means of transportation, road transport is the most advantageous in terms of speed and convenience. In the case of long-distance transport (usually more than 500 ~ 600 km), domestic coastal shipping will have the possibility of becoming competitive with trucks and railways if the total cost is taken into consideration. However, certain institutional matters are seen in Thailand which block the development of domestic coastal shipping.

APPENDIX 4 REVIEW OF CARGO FLOWS (ALL MODES)

APPENDIX 4 REVIEW OF CARGO FLOWS (ALL MODES)

Table A.4-1 Cargo Flows by Road, Rail and Shipping 1975 ~ 1982

Unit: Tons

(i) Bangkok + the South Year	1975 (%)	1976	1977 (%)	1978 (%)	1979	1980	1981 (%)	1982
Road								
(Dry)	450,593 (46)	150,026	694,460 (54)	767,740 (58)			840,996 (64)	
(Petrol)	89,791	494,706	146,614	98,938			121,475	
(Total)	540,384 (36)	644,732	841,074 (42)	866,678 (40)			962,471 (44)	
Shipping								
(Dry)	167,446 (17)	377,900	144,818 (11)	115,237 (9)	179,531	120,812	142,479 (11)	238,700
(Petrol)	417,544	24,400	545,026	698,402	689,230	718,284	708,167	33,200
(Total)	584,990 (38)	402,300	689,844 (34)	813,629 (38)	868,761	839,096	850,646 (39)	271,900
Rail								
(Dry)	357,200 (37)	527,926	456,500 (35)	427,800 (33)	431,500	397,200	334,600 (25)	238,700
(Petrol)	42,900	519,156	26,200	32,600	38,100	35,800	32,700	33,200
(Total)	400,100 (26)	1,047,082	482,700 (24)	460,400 (22)	469,600	433,000	367,300 (17)	271,900
Grand Total								
(Dry)	975,239 (100)	1,525,474 (100)	1,295,778 (100)	1,310,777 (100)	611,631	518,012	1,318,075 (100)	238,700
(Petrol)	550,235	1,047,082	717,840	829,930	727,330	754,084	862,342	33,200
(Total)	1,525,474 (100)	2,572,556	2,013,618 (100)	2,140,707 (100)	1,338,961	1,272,096	2,180,417 (100)	271,900
(ii) the South + Bangkok								
Road								
(Dry)	697,463 (73)	1,091,383 (79)	2,457	1,079,024 (82)			1,043,059 (80)	
(Petrol)	1,469	2,457	2,223	2,223			4,975	
(Total)	698,932 (73)	1,093,840 (70)	1,093,840 (70)	1,081,247 (82)			1,048,034 (81)	
Shipping								
(Dry)	118,943 (12)	101,556	109,048 (8)	74,747 (6)	70,805	62,539	45,768 (4)	
(Petrol)	28	0	0	1,810	0	26	180	
(Total)	118,971 (12)	101,556	109,048 (8)	76,557 (6)	70,805	62,565	45,948 (3)	
Rail								
(Dry)	138,300 (15)	177,900	186,400 (13)	164,300 (12)	156,900	226,100	201,300 (16)	181,300
(Petrol)	0	0	0	1,700	900	2,400	1,800	600
(Total)	138,300 (15)	177,900	186,400 (13)	166,000 (12)	157,800	228,500	203,100 (16)	181,900
Grand Total								
(Dry)	954,706 (100)	279,456	1,386,831 (100)	1,318,071 (100)	225,557	288,639	1,230,127 (100)	181,300
(Petrol)	1,497	0	2,457	5,733	900	2,426	6,955	600
(Total)	956,203 (100)	279,456	1,389,288 (100)	1,323,804 (100)	226,457	291,065	1,237,082 (100)	181,900

Source: MOC, Statistics

Table A.4-2 (1) Cargo Flows by Road (Bangkok to the South, 1981)

Commodity	Unit: Thousand Tons															
	To	Krabi	Chumphon	Trung	Nakhan	Narathiwat	Pattani	Phitalung	Phangnga	Phuket	Yala	Ranong	Songkhla	Satun	Surat Thani	Total
Rice	0	4	1	3	0	1	0	0	2	0	1	1	3	0	1	16
Stone, Soil, Sand	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	0
Cement	0	2	1	1	0	1	1	0	0	0	0	0	4	1	1	12
Construction (metal)	1	2	2	1	0	0	1	1	2	0	1	1	3	-	2	16
Other Construction	0	0	-	1	1	1	0	0	1	0	0	0	2	1	1	8
Wood	-	0	-	0	-	-	-	-	0	0	0	1	0	-	0	1
Fuel Wood	-	-	-	-	-	-	-	-	0	-	0	0	0	-	0	0
Fuel Oil	1	23	0	3	0	1	-	3	6	-	11	2	0	0	4	54
Minerals	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vegetable & Fruit	0	1	1	2	1	0	-	0	0	0	0	0	1	-	0	6
Tapioca	-	0	0	-	-	-	0	-	-	-	0	0	-	-	-	0
Maize	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	0
Sugar	-	0	-	-	-	0	-	-	-	0	-	-	0	-	0	0
Bean	-	-	-	0	-	0	-	-	-	-	-	-	0	-	-	0
Jute, Kenaf	-	0	-	0	-	0	-	-	-	-	0	0	-	-	0	0
Beverage	-	3	-	0	0	-	-	1	2	-	1	1	1	-	1	9
Grocery	-	0	1	1	1	0	-	-	0	-	-	3	-	-	0	5
Land Animals	0	0	-	0	0	-	-	-	-	-	-	-	-	-	-	0
Aquatic Animals	0	-	-	0	0	-	-	0	0	-	0	0	2	-	-	2
Fertilizer	1	6	1	4	1	1	0	1	4	0	2	3	3	-	4	28
Household Product	-	1	0	1	0	0	-	0	1	0	1	2	-	-	0	6
Miscellaneous	7	37	14	20	4	12	3	4	32	8	26	50	0	0	23	240
Others	0	1	0	2	-	1	0	0	0	1	0	2	0	0	1	8
Total	10	80	21	39	7	18	5	10	50	9	44	78	2	2	38	411

Source: Land Transport Department

Table A.4-2 (2) Cargo Flows by Road (The South to Bangkok, 1981)

Unit: Thousand Tons

To Commodity	Krabi	Chumphon	Trung	Nakhan	Narathiwat	Pattani	Phitalung	Phangnga	Phuket	Yala	Ranong	Songkhla	Satun	Surat Thani	Total
Rice	-	2	0	1	-	1	2	0	0	-	-	2	-	1	9
Stone, Soil, Sand	-	1	0	0	-	0	-	-	0	0	2	0	0	0	3
Cement	-	1	0	4	-	0	0	-	-	-	1	1	-	1	8
Construction (Metal)	0	1	1	1	0	1	0	2	5	1	1	3	-	1	17
Other Construction	-	0	0	0	-	0	-	-	0	-	-	0	-	0	0
Wood	7	29	9	10	15	9	3	4	3	8	12	11	1	9	130
Fuel Wood	1	6	0	1	-	0	-	3	6	-	15	1	-	2	35
Fuel Oil	0	0	-	0	-	-	0	0	0	-	-	2	-	0	2
Minerals	-	-	-	0	-	-	0	-	1	-	1	0	-	0	2
Vegetable & Fruit	0	18	-	12	1	1	0	0	2	2	1	3	-	35	75
Tabioca	-	2	-	0	-	-	-	-	0	-	1	0	-	0	3
Maize	-	0	-	0	-	-	-	-	0	-	-	-	-	0	0
Sugar	1	0	0	-	-	-	-	-	-	-	0	0	-	-	1
Bean	-	-	-	-	-	-	0	-	-	-	0	0	-	0	0
Jute, Kenaf	-	0	-	-	-	-	-	-	-	-	-	1	-	-	1
Beverage	0	0	1	-	-	-	-	-	-	0	0	-	-	0	1
Grocery	1	3	0	1	-	0	-	-	2	0	1	3	0	4	15
Land Animals	-	0	-	-	-	0	-	0	-	0	0	0	-	-	0
Aquatic Animals	3	48	6	6	0	3	1	0	16	1	20	39	-	8	151
Fertilizer	0	13	2	3	-	2	0	0	6	0	6	4	-	8	44
Household Product	0	0	-	1	-	0	0	0	1	0	0	1	-	0	3
Miscellaneous	1	6	1	3	1	1	1	0	6	1	3	7	-	3	34
Others	5	6	3	3	1	3	1	1	4	1	3	9	0	7	47
Total	19	136	23	46	18	21	8	10	52	14	67	87	1	79	581

Source: Land Transport Department

Table A.4-2 (3) Cargo Flows by Road (Bangkok to the South, 1982)

Unit: Thousand Tons

To Commodity	Krabi	Chumphon	Trung	Nakhan wat	Narathi- wat	Pattani	Phimaiung	Phangnga	Phuket	Yala	Ranong	Songkhla	Satun	Surat Thani	Total
Rice	2	2	1	1	0	0	2	1	3	1	4	2	1	2	22
Stone, Soil, Sand	-	-	-	0	-	-	-	-	-	-	1	-	-	-	1
Cement	1	5	2	1	-	0	2	1	1	0	0	5	-	10	28
Construction (metal)	1	1	1	2	-	1	2	2	1	1	1	2	-	4	19
Other Construction	1	1	1	1	-	0	-	0	2	1	-	3	-	3	13
Wood	0	1	-	1	-	0	-	0	-	-	-	0	-	1	3
Fuel Wood	-	-	-	0	-	-	-	-	-	-	-	-	-	-	0
Fuel Oil	-	26	1	6	-	3	0	5	9	1	4	2	-	8	65
Minerals	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0
Vegetable & Fruit	0	2	1	7	2	1	0	0	1	0	0	4	-	2	20
Tapioca	-	-	-	-	-	-	-	-	-	-	-	0	-	-	0
Maize	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1
Sugar	-	-	-	1	-	-	0	-	0	-	-	-	-	0	1
Bean	-	-	0	-	0	1	-	-	-	-	-	1	-	-	2
Jute, Kenaf	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Beverage	1	2	-	-	-	-	-	1	4	-	2	2	2	2	16
Grocery	-	2	1	1	0	1	-	-	1	1	0	7	0	1	15
Land Animals	-	0	-	0	0	-	0	0	-	0	-	0	0	0	0
Aquatic Animals	0	0	-	0	-	0	-	-	-	-	-	4	-	-	4
Fertilizer	2	9	2	10	1	2	2	1	7	2	1	8	-	6	53
Household Product	-	1	0	1	0	0	0	2	1	0	0	2	-	1	8
Miscellaneous	14	43	22	33	6	11	2	8	45	12	28	55	1	37	317
Others	1	3	1	1	0	0	-	1	2	-	1	2	-	1	13
Total	23	99	33	66	9	20	10	22	77	19	42	100	4	78	602

Source: Land Transport Department

Table A.4-2 (4) Cargo Flows by Road (The South to Bangkok, 1982)

Unit: Thousand Tons

To Commodity	Krabi	Chumphon	Trung	Nakhan	Narathiwat	Pattani	Phitalung	Phangnga	Phuket	Yala	Ranong	Songkhla	Satun	Surat Thani	Total
Rice	0	0	-	-	-	0	-	-	-	-	0	-	-	-	0
Stone, Soil, Sand	-	0	1	-	-	-	0	1	-	-	5	-	1	0	8
Cement	-	0	1	0	-	-	-	0	-	-	1	-	-	1	3
Construction(metal)	-	1	0	1	0	1	-	2	10	1	1	-	-	1	22
Other Construction	-	-	0	0	-	0	-	-	-	-	-	1	-	-	1
Wood	10	30	21	35	23	12	8	9	5	11	16	14	4	28	226
Fuel Wood	2	8	1	2	0	-	0	4	8	0	27	1	-	1	54
Fuel Oil	-	0	-	-	-	-	-	3	0	-	-	-	-	-	3
Minerals	1	0	0	-	-	0	-	0	2	-	1	1	-	-	5
Vegetable & Fruit	0	28	-	8	-	1	-	-	1	0	0	2	-	16	56
Tapioca	0	1	-	-	-	-	-	0	-	-	-	-	-	-	1
Maize	-	0	-	-	-	-	-	-	-	-	-	-	-	-	0
Sugar	0	1	-	-	-	0	-	-	-	-	0	0	1	-	2
Bean	-	-	-	-	-	-	-	-	-	-	-	0	-	-	0
Jute, Kenaf	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Beverage	-	2	-	0	-	-	-	-	-	-	-	1	-	1	4
Grocery	-	2	2	2	0	0	-	0	4	0	0	3	-	3	16
Land Animals	-	0	-	-	-	-	0	-	-	-	-	-	-	-	0
Aquatic Animals	3	76	14	12	1	3	-	1	24	1	42	41	1	25	244
Fertilizer	1	17	5	3	-	3	0	0	10	0	14	12	1	8	74
Household Product	1	0	1	0	1	-	0	-	0	1	0	1	-	1	6
Miscellaneous	0	5	1	4	1	1	1	2	8	1	3	3	-	5	35
Others	7	15	2	9	2	4	0	2	10	2	7	7	1	8	76
Total	25	186	49	76	28	25	9	24	82	17	117	91	9	99	837

Source: Land Transport Department

