

付属資料

1. スコー・オブ・ワーク (S/W) 及びミニッツ・オブ・ミーティング (M/M)

SCOPE OF WORK
FOR
THE FEASIBILITY STUDY
ON
THE PROJECT
OF
THE REGIONAL TRUCK TERMINALS

AGREED UPON
BETWEEN
DEPARTMENT OF LAND TRANSPORT
AND
JAPAN INTERNATIONAL COOPERATION AGENCY

BANGKOK, OCTOBER 20, 1986

H. Ohtsuka

Hideo Ohtsuka
Leader,
Japanese Preliminary Study Team,
JICA

Sawarng Srinilta

Sawarng Srinilta
Director-General
Department of Land Transport

I. INTRODUCTION

In response to the request of the Government of the Kingdom of Thailand, the Government of Japan decided to conduct the Feasibility Study on the Project of the Regional Truck Terminals (hereinafter referred to as "the Study"), within the general framework of technical cooperation between Japan and Thailand, which is set forth in the Agreement on Technical Cooperation between the Government of Japan and the Government of the Kingdom of Thailand signed on November 5, 1981.

Accordingly, Japan International Cooperation Agency (hereinafter referred to as "JICA"), the official agency responsible for the implementation of the technical cooperation programs of the Government of Japan, will undertake the Study, in accordance with the relevant laws and regulations in force in Japan and in close cooperation with the authorities of the Kingdom of Thailand.

Department of Land Transport (hereinafter referred to as "LTD") shall act as counterpart agency to the Japanese study team and also as coordinating body in relation with other relevant organizations for the smooth conducting of the Study.

The present document sets forth the Scope of Work for the study.

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II. OBJECTIVE OF THE STUDY

The Study aims at conducting a Feasibility Study on the project of the regional truck terminals, and also aims at considering a Long-Term Prospects of nation-wide road transportation of cargo and investigating the roles and functions of the regional truck terminals, for the conducting of the Feasibility Study mentioned above.

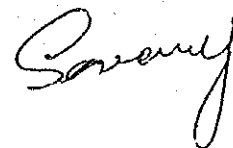
III. OUTLINE OF THE STUDY

In order to achieve the objective mentioned above, the study shall cover the followings :

1. Long-Term Prospects

To consider the Long-Term Prospects of nation-wide road transportation of cargo.

- (1) Analysis of the socio-economic conditions in Thailand
- (2) Long term forecast of the socio-economic framework
- (3) Forecast of the inter-regional cargo traffic demand
- (4) Investigation of the future road transportation trend of cargo, in light of modernization and containerization
- (5) Specification of the problems of road transportation of cargo in Thailand



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2. Roles and Functions of the regional truck terminals

To investigate the expected roles and functions of the regional truck terminals in Chiang Mai, Khon Kaen, Nakhon Sawan, Nakhon Ratchasima and Hat Yai-Songkhla, in the light of the network system of truck terminals in Thailand

- (1) Analysis of the geographical and socio-economic conditions in the areas
- (2) Forecast of the demand to each terminal
- (3) Investigation of expected roles and functions of each terminal
- (4) Selection of three typical terminals for the Feasibility Study

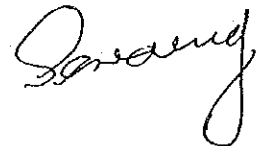
3. Feasibility Study

To conduct the Feasibility Study on the project of the regional truck terminals selected in 2.(4) above

- (1) Site selection of the terminal in each area
- (2) Preparation of physical plans
- (3) Preparation of operation and management plans
- (4) Preparation of implementation programs
- (5) Evaluation of the projects including economic and financial analysis

IV. STUDY SCHEDULE

The Study shall be performed in accordance with the attached tentative schedule.



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V. REPORTS

JICA shall prepare the following reports in English and submit them to LTD.

1. Inception Report (30 copies)

This report is to describe the overall approach and implementation program of the Study and to be submitted at the beginning of the first field survey.

2. Progress Report I (30 copies)

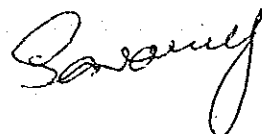
This report is to describe provisional outcomes of the field survey as well as basic concepts of the Long-Term Prospects and to be submitted at the end of the first field survey.

3. Progress Report II (30 copies)

This report is to describe the Long-Term Prospects and the expected roles and functions of the regional truck terminals, and to be submitted at the end of the second field survey.

4. Interim Report (30 copies)

This report is to describe technical aspect of the Feasibility Study and to be submitted within three (3) months after the end of the second field survey.



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5. Draft Final Report (30 copies)

This report is to describe all the results of the Study and to be submitted within three (3) months after the receipt of the Interim Report.

LTD shall provide JICA with its comments within one (1) month after the submission of the Draft Final Report.

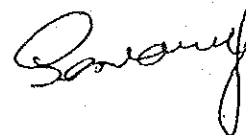
6. Final Report (50 copies)

This report is to be finalized taking into consideration the above mentioned comments on the Draft Final Report and to be submitted within two (2) months after receipt of the comments.

VI. UNDERTAKING OF THE GOVERNMENT OF THE KINGDOM OF THAILAND

1. In accordance with the Agreement on Technical Cooperation between the Government of Japan and the Government of the Kingdom of Thailand dated November 5, 1981, the Government of the Kingdom of Thailand shall accord benefits to the Japanese study team as follows:

- (1) to permit the members of the Japanese study team to enter, leave and sojourn in Thailand for the duration of their assignments therein and exempt them from alien registration requirements and consular fees,
- (2) to exempt the members of the Japanese study team from taxes, duties and any other charges on equipment, machinery and other materials brought into Thailand for the conduct of the Study,

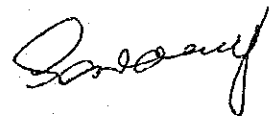


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- (3) to exempt the members of the Japanese study team from income taxes and charges of any kind imposed on or in connection with any emolument or allowance paid to the members of the Japanese study team for their services in connection with the conducting of the Study,
- (4) to bear claims, if any arises, against the members of the Japanese study team resulting from, occurring in the course of, or otherwise connected with the discharge of their duties in the conducting of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the members of the Japanese study team.

2. To facilitate smooth conduct of the Study, LTD shall take necessary measures in cooperation with other relevant organizations:

- (1) to secure permission for entry into private properties or restricted areas for the conducting of the Study,
- (2) to secure permission for the Japanese study team to take all data and documents, including photographs, related to the Study out of Thailand to Japan,
- (3) to provide the medical services as needed (its expenses will be chargeable on members of the Japanese study team),



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(4) to ensure the safety of the members of the Japanese study team, when and as it is required, in the course of the Study.

3. LTD shall, at its own expenses, provide the Japanese study team with the followings:

- (1) available data and informations related to the Study,
- (2) counterpart personnel,
- (3) suitable office space with necessary equipment,
- (4) credentials or identification cards.


VII. UNDERTAKING OF JICA

For the conducting of the Study, JICA shall take the following measures :

1. to dispatch, at its own expenses, the study teams to Thailand
2. to pursue technology transfer to the Thai counterpart personnel in the course of the Study

VIII. OTHERS

JICA and LTD shall consult with each other in respect of any matters that may arise from or in connection with the Study.



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TENTATIVE STUDY SCHEDULE

Month	1st	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Activities																				
Long-Term Prospects																				
Roles and Functions of Regional Truck Terminal																				
Feasibility Study																				
Submission of Report																				

REMARKS:

- ◇ : Inception Report
- ◻ : Progress I
- ▣ : Progress II
- : Draft Final Report
- ◆ : Progress Report I
- : Interim Report
- ◎ : Final Report
- ▤ : Work in Thailand
- ▥ : Work in Japan

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MINUTES OF MEETING
ON
THE SCOPE OF WORK
ON
THE PROJECT
OF
THE REGIONAL TRUCK TERMINALS

AGREED UPON
BETWEEN
DEPARTMENT OF LAND TRANSPORT
AND
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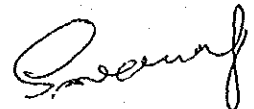
The Japanese Government, at the request of the Government of the Kingdom of Thailand, dispatched a preliminary study team for the project of the regional truck terminals (hereinafter referred to as "the Team") headed by Mr. Hideo Ohtsuka from 8th to 21st October, 1986.

The Team has a series of discussions with the officials of the Department of Land Transport, Ministry of Communications, the Government of the Kingdom of Thailand (hereinafter referred to as "LTD") and authorities concerned.

Field surveys in some areas in the provinces of Chiang Mai, Khon Kaen, Nakhon Sawan, Nakhon Ratchasima and Songkhla (Hat Yai), were also conducted with elaborate arrangement and cooperation of LTD.

This document set forth the main issues discussed during the above period.

1. In light of findings of the Team and the request from LTD, the scope of Work for the Study was discussed and agreed upon between the Team and LTD.



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2. LTD strongly requested the Study areas should also include Nakhon Sawan and Nakhon Ratchasima, while in the Terms of Reference prepared by LTD, the Study areas are Chiang Mai, Khon Kaen and Hat Yai-Songkhla. As the result of hard discussion between both sides, the contents of OUTLINE OF THE STUDY in the Scope of Work were concluded as follows:

- (1) Long-Term Prospects of nation-wide road transportation of cargo
- (2) Roles and Functions of the regional truck terminals in Chiang Mai, Khon Kaen, Nakhon Sawan, Nakhon Ratchasima and Hat Yai-Songkhla
- (3) Feasibility Study of three typical terminals

3. With respect to III-3(3) in the Scope of Work, the both sides agreed in the detail contents as follows:

- (1) organization for construction
- (2) organization for operation and management
- (3) government regulations about the commencement of truck terminal business
- (4) consideration of the measures to promote the usage of truck terminals by trucking companies

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4. The Team requested LTD to assign adequate counterpart personnel before the full-scale study begins. And LTD accepted the request.

5. LTD proposed that the commencement of the Study could start at the end of 1986 or at the beginning of 1987, and the Team agreed to convey the proposal to Japanese Government.

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2. タイ側から提出された要請書

FEASIBILITY AND PRELIMINARY DESIGN STUDY

FOR

REGIONAL TRUCK TERMINALS

TERMS OF REFERENCE

1. Background

- 1.1 By the preliminary findings of the JOC-SEATAC Study in 1978, the Greater Bangkok Area needs the establishment of urban truck transport terminals. The Government of Japan, therefore, assisted the Government of the Kingdom of Thailand to conduct a feasibility and preliminary design study for the Bangkok Urban Truck Terminals Construction Project in 1979. The implementation of the Bangkok Truck Terminals Construction Project is now underway.
- 1.2 The result of a UNDP-financed study with aim of identifying infrastructure projects in the Regional Cities recommended that the Regional Cities Development with regards to the establishment of truck terminal should be established after setting up of a country-wide truck terminal organization and truck terminals in Bangkok and on the basis of a country-wide study.
- 1.3 In order to fulfil the truck terminal system of the country, the regional truck terminals in Regional Cities should be investigated the economic feasibility and financial viability of those regional truck terminals.

2. Objectives

- 2.1 The purpose of the feasibility and preliminary design study of the regional truck terminals is to determine the economic feasibility and financial viability of the regional truck terminals at Chiangmai, Khon Kaen and Songkhla-Hat Yai, including preliminary design.
- 2.2 This study shall be competent to be appraised by the International Financing Agencies.

3. Scope of Work

The Scope of Work shall cover the following items:-

- 3.1 Reconnaissance Survey and Data Collections;
 - 3.1.1 Conduct a reconnaissance survey of existing truck transport terminals.
 - 3.1.2 Collect data concerning the present state of traffic in Chiangmai, Khon Kaen and Songkhla-Hat Yai, city planning, land use plans, traffic and transport plans.

3.1.3 Collect data on existing conditions of transport terminals and markets.

3.2 Traffic Projections

3.2.1 To estimate the volumes and types of commodities to be handled at the proposed terminals.

3.2.2 Survey of truck traffic movements in each region. Such survey should include related informations, such as routes, origin-destination, commodity types, trip length, types of vehicle, etc.

3.2.3 Traffic projection shall be made for the estimated life of the terminals.

3.2.4 Present distribution system, trading pattern by major commodities and possible modernization of trucking industry should be taking into account in the traffic projection.

3.3 Preliminary Engineering

3.3.1 Terminal site selection including alternatives, giving due consideration to:

- (a) existing and planned transport networks;
- (b) present land use;
- (c) room for expansions;
- (d) relationship to planning objectives;
- (e) utility requirements including water, drainage, power, etc.;
- (f) land acquisition and costs; and
- (g) land preparation and costs.

3.3.2 A review of all findings to date should be presented with consultant recommendations regarding the desirability (feasibility) of regional truck terminals establishment.

3.3.3 Preliminary design shall include the following facilities including the stage of development plans:

- (a) platform;
- (b) apron;
- (c) administrative and field offices;
- (d) parking;
- (e) roadway including access road:

- (g) services facilities for worker such as cafeteria and apartment houses;
- (h) warehouse, silo, market, water and railway transport as the second stage development;
- (i) other related facilities.

3.3.4 Project costs shall be estimated on the basis of preliminary design and components cost,

3.3.5 Operating expenses and man-power requirement shall be included in the cost estimation.

3.4 Economic Analysis

3.4.1 The feasibility of each terminal should be based on the preliminary cost estimates of recommended facilities in each terminal. These will include those of direct terminal operation and possible supplementary facilities for storage markets, railway and/or water transport connections.

3.4.2 The principal benefits to be assessed shall include:

- (a) Vehicle operating cost saving.
- (b) Vehicle investment cost saving.
- (c) Effect on urban traffic system.
- (d) Solving and preventing of urban traffic congestion.
- (e) Handling efficiency.
- (f) Other benefits including indirect benefits.

3.4.3 In the economic analysis, the following indicators shall be evaluated:

- (a) Internal Rate of Return.
- (b) Benefit-Cost Ratio.
- (c) Net Present Worth.

3.4.4 Sensitivity and/or risk analyses for each of terminal shall be included in economic analysis.

3.5 Financial Evaluation

3.5.1 A detailed cash flow plan at various rate of interest and tariffs shall be prepared for recommended terminal.

3.5.2 Based on the cash flow plan, tariff for cargo

3.5.5 Staging plan of investment costs.

3.5.6 Revenues and costs of accessory and supporting facilities, such as weighing station, fuel station, repair shop, etc., should also be projected,

3.6 Management and Staffing

3.6.1 The terminal plan shall include the man-power and staff requirements for terminal operation. Those personnel should include:

- (a) Supervision.
- (b) Foreman.
- (c) Handling equipment operators.
- (d) Labourers.
- (e) Office staffs.

3.6.2 Management and accounting procedures shall be specified.

3.7 Organizations

3.7.1 The Consultant shall recommend appropriate organizations for terminal operation, especially the role of the private sector as well as the possibility of a possible enterprise or authority should be identified.

3.7.2 Appropriate alternatives of terminal operation should be discussed giving relevant responsibilities required of the operating agency.

3.8 Government Regulations

The Consultant shall specify the government role regarding its responsibilities under the private or public operation. These will include:

- (a) Tariff rates.
- (b) Services standard.
- (c) Safety requirements.
- (d) Operating rights.
- (e) Financial accountability.
- (f) Statistical services.
- (g) Other relevant.

3.9 Implementation Programme

3.9.1 A detailed schedule shall be prepared for the following implementation activities:

- (a) Detailed Engineering.
- (b) Land Acquisition.
- (c) Land Preparation,
- (d) Financial Negotiation.
- (e) Facility Group Construction.
- (f) Recommended supplementary studies.

3.9.2 Investment cost requirements shall be prepared on the basis of mentioned schedules,

4. Reports

- 4.1 Interim report shall be prepared within two (2) months after commencement of the study.
- 4.2 Draft final report shall be provided within nine (9) months after commencing date.
- 4.3 Final report shall be prepared within two (2) months after submission of the draft final report.
- 4.4 It is expected, at least, to be made the completion of the draft final report in Bangkok, Thailand.

5. Services and Facilities to be provided by Thai Government

- 5.1 A suitably furnished and equipped office for the Consultant in Bangkok, including the maintenance and utilities costs.
- 5.2 The counterpart staff will be assigned to work with the Consultant as required.
- 5.3 Making available copies of pertinent studies and reports.

6. Expert Required

- 6.1 To carry out this study within eleven (11) months including preparation of final report, the following expert staff is required:

	<u>man-months</u>
(a) Transport Economist	9
(b) Civil Engineer	6
(c) Traffic Engineer	2
(d) Economist/Statistician	2
(e) Financial Analyst	3
(f) Truck Terminal Expert	3
(g) Short Term Assignment Experts	<u>5</u>
Total	30
(h) Counterpart Staff	30

6.2 Estimated Cost

(a) Technical assistance	US\$ 100,000
(b) Local currency	US\$ 118,000
	(¥ 2,360,000)

3. タイ側へ提出した質問書

QUESTIONNAIRE

OCT.1986

JAPANESE PRELIMINARY STUDY TEAM

FOR

THE IMPROVEMENT PROJECT OF THE REGIONAL TRUCK TERMINALS

JAPAN INTERNATIONAL COOPERATION AGENCY

I . GENERAL

1. Could you tell us about the national development in Thailand ?

- (1) Outline and the achievement of the Fifth Five-Year Plan
 - objectives, indicators of target and those achievement, etc.
- (2) Outline of the Sixth Five-Year Plan
 - objectives, indicators of target, total investment cost, cargo transportation policy in this plan, etc.
- (3) Main industries in each region (North, North-East, East, Central, South)
- (4) National and regional development project in each district
 - project name, site, outline, investment cost, target year, etc.

2. Could you tell us about the present situation and the policy of cargo transportation and distribution ? (Trucking, Railways, Waterways)

- (1) Cargo transport network in Thailand
 - present capacity and future plan in each mode, etc.
- (2) Main issues and policies
 - What are the main issues of cargo transportation ?
 - How do you think about their solutions ?
 - How do you think about containerization or other modernization ?
 - What is the government policy in cargo transportation ?
 - Do you have any visions or policies about future cargo transportation ?

3. Could you tell us about the improvement of truck terminals ?

(1) Present situation of cargo handling facilities in road transportation (truck terminal, warehouse, etc.)

- location, numbers and each scale, cargo handling system, etc.

(2) Amount of budget per year for the improvement of cargo handling facilities including truck terminals, etc.

- present situation, future plan

(3) Construction of the Bangkok Truck Terminals

- construction period

- construction cost

- present situation of construction

- functions and those capacities

- organization (construction and management)

(4) Improvement of the truck terminals in Chiang Mai, Khon Kaen, and Hat Yai - Songkhla

- reasons to the selection of these cities

- relations with the Bangkok terminals

- target year of construction and operation

- site to be nominated in each city

- functions and capacities expected

- scale of budget

- access to other transportation modes

II. IMPLEMENTATION ARRANGEMENT

1. Could you tell us about the counterparts who assist and cooperate for this Study ?
2. We would like to know and confirm whether you have these data shown in the Appendix.
3. Tell us about the availability of using computer, if any, the types and usage cost of the machines ?
4. Do you have any reports or informations concerning of this Study ?
5. What would you request for th contents of this Study ?

APPENDIX
(1)

LIST OF NECESSARY DATA

I T E M	SCALE . AREA or RANGE	TIME REQUIRED	AVAILABILITY		AUTHORITY	POSSIBLE SUBMIT TIME	TITLE OF DATA	LANGUAGE
			YES/NO	PLACE OF DATA				
I . NATURAL CONDITION								
Topography	Topographic map Aerial photos	1:1,000,000 (whole country) 1:50,000 (Study area) 1:10,000 (around the sites) (Study area)	⊙					
Land use	Land use map Town planning map Law, regulation and guide line of land use and development (include land zoning map)	1:50,000 (Study area) " " whole country and Study area	⊙ ⊙					
Climate	Meteorological statistics (temperature, wind, rainfall) Record of strong wind and rainfall	long term as possible (Study area) " "						

Remarks: We wish to take back ⊙ marked data this time

I T E M	SCALE, AREA or RANGE	TIME REQUIRED	A V A I L A B I L I T Y		AUTHORITY	POSSIBLE SUBMIT TIME	TITLE OF DATA	LANGUAGE
			YES/NO	PLACE OF DATA				
II. SOCIO-ECONOMIC CONDITION [Statistics : 1970 ~1984, Projection : 1985 ~2000]								
Administration	Administrative boundary map	whole country	⊙					
Population	Population, land area and population density	each province and each city, town and village in Study area	⊙					
	Population by age and by sex	each province						
	Inter-regional migration/emigration	"						
	Number of household	"						
	Number of workers by industrial group	"	⊙					
Economy	Birth and death rates	"						
	Population and land area in Densely Inhabited District	"						
	Gross domestic product (at current prices and constant prices)	each province						
	Gross product value and value by major commodity item	"						
	Gross sales value by major commodity item	"						
Wholesale and consumer price index	"							
Import and export volume by major commodity item	whole country							

Remarks: We wish to take back ⊙ marked data this time

I T E M	SCALE, AREA or RANGE	TIME REQUIRED	AVAILABILITY		AUTHORITY	POSSIBLE SUBMIT TIME	TITLE OF DATA	LANGUAGE
			YES/NO	PLACE OF DATA				
III. CARGO TRANSPORTATION [Statistics : 1970 ~1984, Projection : 1985 ~2000]								
Traffic	Network map of roads, railways and inland waterways, and their standard and transport capacity	whole country and Study area in more detail	⊙					
	Generation and concentration volume of cargo	each province						
	Cargo flow volume among provinces by commodity item and traffic mode							
	Cargo handling volume at major ports by commodity item							
	Operational schedule of railways	whole country	⊙					
	Cross-sectional traffic volume Improvement plan of highway network							
Enterprises and organizations (incl. trucking, railways and inland waterway)	Number of enterprises classified by business scale	each province	⊙					
	Number of employees	"						
	Size of capital, Turnover, etc.	"						
	Number of registered cargo vehicles by vehicle type	"	⊙					
	Number of cargo vehicles owned by trucking enterprises Commodity distribution truck routes	whole country	⊙					

Remarks: We wish to take back ⊙ marked data this time

I T E M	SCALE , AREA or RANGE	TIME REQUIRED	AVAILABILITY		AUTHORITY	POSSIBLE SUBMIT TIME	TITLE OF DATA	LANGUAGE
			YES/NO	PLACE OF DATA				
III. CARGO TRANSPORTATION (continued)								
Organization	Administrative structure of MOC (central and field offices) and their responsibilities (with special attention to the legal status and responsibilities of Department of Land Transport) Structure, mechanism and contents of legal and institutional arrangements dealing with cargo transportation activities (trucking industry, truck terminal industry, warehouse industry, etc.) Laws and regulations dealing with labour management of truck operators and their actual working conditions		⊙					
Others	Comparison of common carriers and private truck operating firms • portion of transport							

Remarks: We wish to take back ⊙ marked data this time

I T E M	SCALE . AREA or RANGE	TIME REQUIRED	AVAILABILITY		AUTHORITY	POSSIBLE SUBMIT TIME	TITLE OF DATA	LANGUAGE
			YES/NO	PLACE OF DATA				
III. CARGO TRANSPORTATION (continued)								
Others	<ul style="list-style-type: none"> • coverage of area (or mileage of transport) • difference of carried goods • utilization of cargo handling facilities • advantage of common carriers over private truck operating firms Comparison of public warehouse business and private warehouse • portion of storage goods • difference of storage goods • advantage of public warehouse business over private warehouse 							

Remarks: We wish to take back © marked data this time

I T E M	SCALE, AREA or RANGE	TIME REQUIRED	AVAILABILITY		AUTHORITY	POSSIBLE SUBMIT TIME	TITLE OF DATA	LANGUAGE
			YES/NO	PLACE OF DATA				
IV. OTHERS								
Cost Construction materials Labour wages Interest rates Land prices	Study area							
	"							
	"							
Others List of major constructors (name, address, capital) List of major consultants for traffic research	whole country							
	"							

Remarks: We wish to take back © marked data this time

4. 面会者リスト

[タイ側]

○運輸通信省 (Ministry of Communications)

Mr. Permanent Secretary

○同省陸運総局 (Department of Land Transport)

Mr.SAWARNG Srinilta Director General

Mr.BANTERNG Valtanasiritham Deputy Director General

Mr.PRADANG Pruchayangkul Deputy Director General

Mr.PRACHOD Krynetr Director , Technical&Planning Div.

Mr.PORNTHAP Srethananta Director , Transport Safety Div.

Mr.PREECHA Orprasirith Director , Transport Regulation Div.

Mr.VAEHARAPANG Thaiyen Director , Transport Engineering Div.

Mr.VICHIT Thanasukan Director , Transport Supervision Div.

Mr.SAKORN Kornkasen Director , Vehicle Registration Div.

Mr.PINYO Talaenoi Chief, Research &Planning Sec.

Technical&Planning Div.

Miss AREEWAN Howrangsi Staff, Research &Planning Sec.

Mr.SARINGKARN Homdee Staff, Research &Planning Sec.

Mr.KRIANGDEJ Piyawanno Staff, Research &Planning Sec.

同総局地方事務局 (Branch Bureau)

Mr.PRA-THAI Divector , Songkhla

Mr.SUVIT Khw Anmuang Divector , Chian Mai

Mr.PIRA Umpaivit Divector , Khon Kean

Mr.PONNAYUTH Tangrumsug Technicalofficer , Nakhon Ratchasima

Mr.THANIT Diector, Nakhon Sawan

[日本側]

○在タイ国日本大使館

石垣 泰司 公使

各務 正人 一等書記官

蒲原 正義 //

○JICAタイ事務所

後藤 教基 所長

笠原 秀昭 所員

5. 収集資料リスト

○ 地図

- 1 . タイ全国地図 (1 : 2,000,000)
- 2 . Highway Map (Northern , North Eastevn, Central, Southern ; 1 : 1,000,000)
- 3 . Thai Boundary Map (1 : 2,500,000)

○ 統計

- 4 . Bulletin of Statistics (Quarterly 1985.3)
- 5 . Statistical Summary of Thailand 1985
- 6 . Statistical Table in the Money and Banking Section 1986
- 7 . Agricultural Statistics of Thailand (Crop Year 1984 / 85)
- 8 . 自動車登録台数関係資料 1985
- 9 . 高速道路関係年報 (仮訳) 1984
10. Gross Regional Product 1985
11. Gross Regional and Provincial Product 1986
12. Statistical Reports of Changwat Khon Kaen
13. Statistical Reports of Changwat Songkhla
14. Statistical Reports of Changwat Nakhon Sawan
15. Statistical Reports of Changwat Nakhon Ratchasima
16. Statistical Reports of Changwat Chiang Mai
17. Cargo Transport Volume Share Between Modes of Transport
18. 道路貨物流動調査報告 1985
19. Number of Factories (by Changwat , by Industrial Sector)

○ 開発計画

20. Summary of the National Development in Thailand
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21. Feasibility Studies for Regional Cities Development
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 volume 1 -- Main Report
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 volume 3 -- Khon Kaen
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volume 5 - Hat Yai

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22. DOH's Plan under the Sixth National Economic and Social Development

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23. Department of Land Transport, Ministry of Communications

24. Land Transport Act, 1979

○ その他

25. Information Booklet 1985 - State Railway of Thailand

26. Schedule of Trains - State Railway of Thailand

27. Cargo Transportation Policy

28. Bangkok Urban Truck Terminals Construction Project Implementation

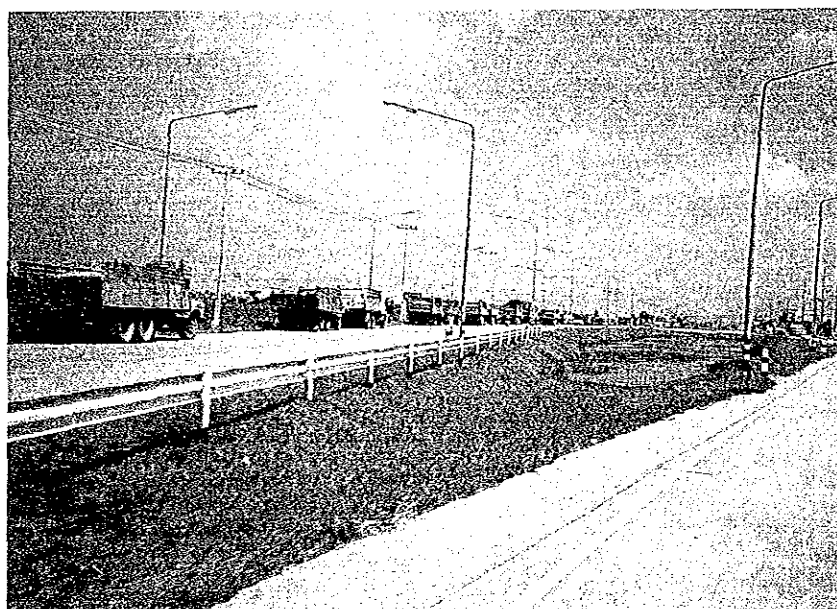
29. Establishment of Regional Truck Terminals

6. 写 真

バンコク市内の路上に
駐車するトラック



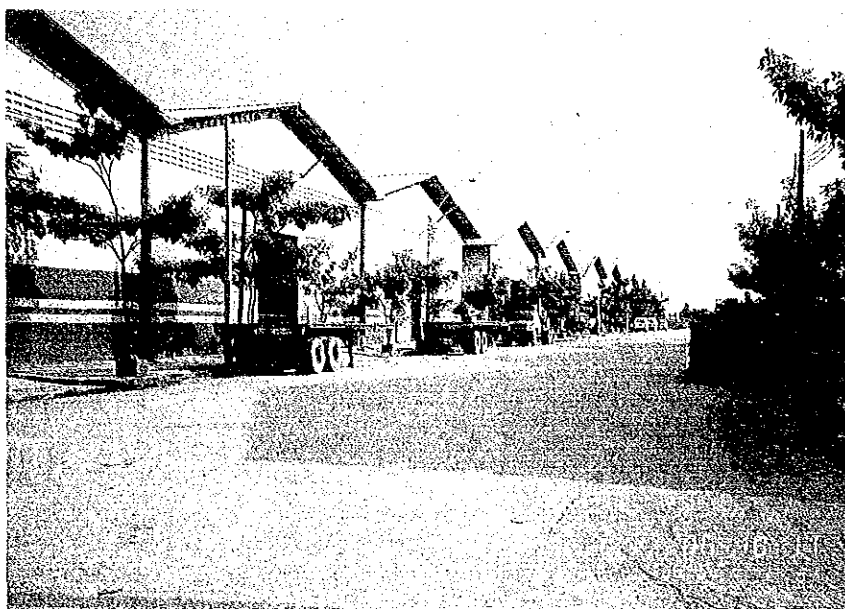
バンコク市郊外のトラ
ックの駐車風景



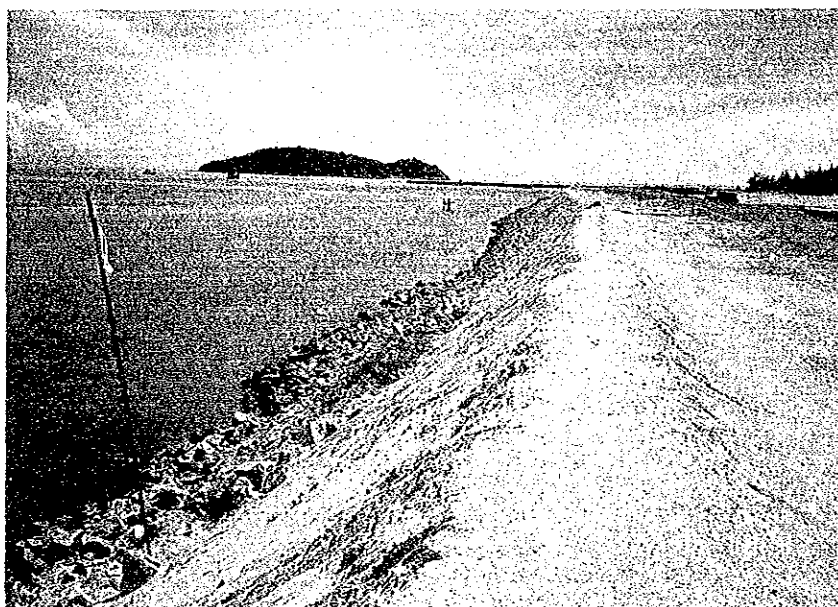
バンコク北部トラック
ターミナル建設地点



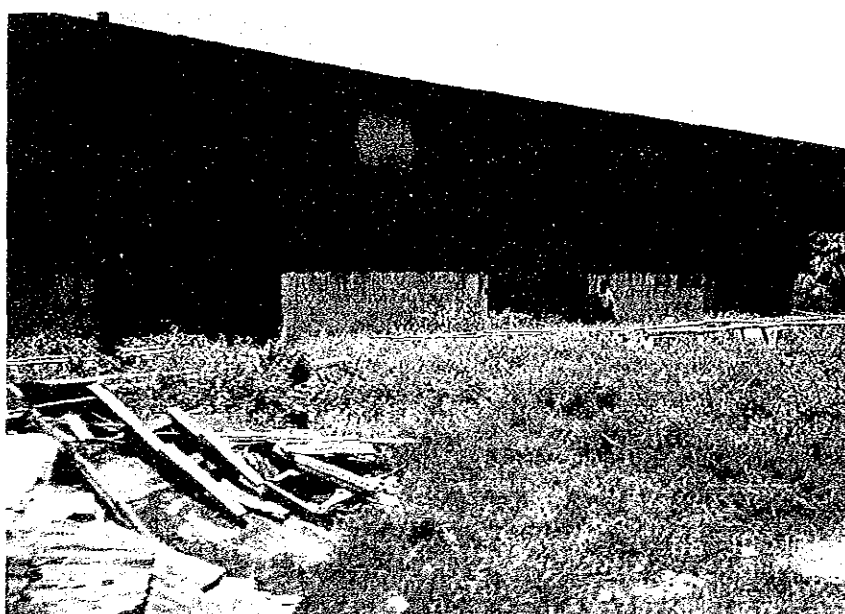
バンコク北部ターミナル
付近の倉庫



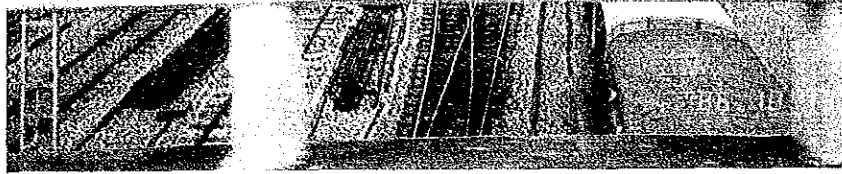
ソクラ新港造成地



ソクラの倉庫



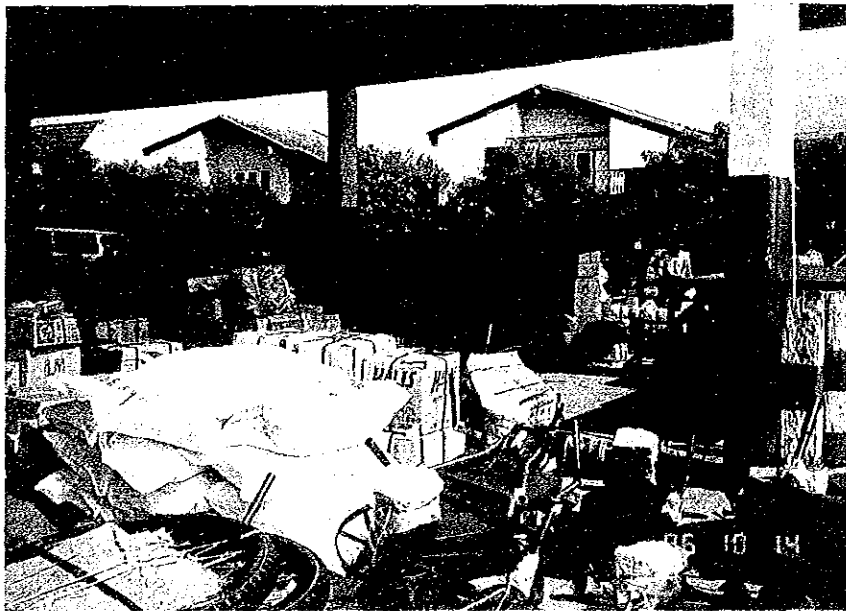
ハジャイの貨物ヤード



チェンマイの自家用
トラクターミナル



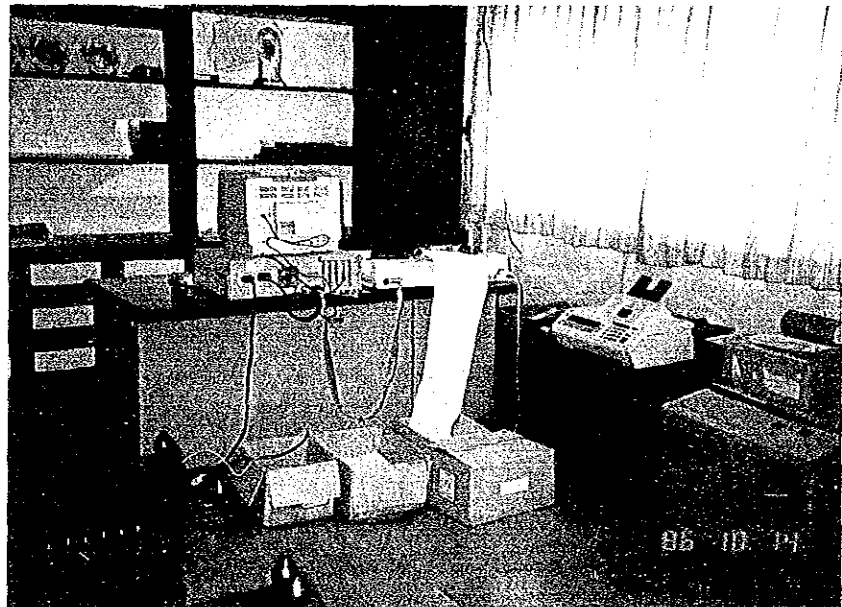
同 上



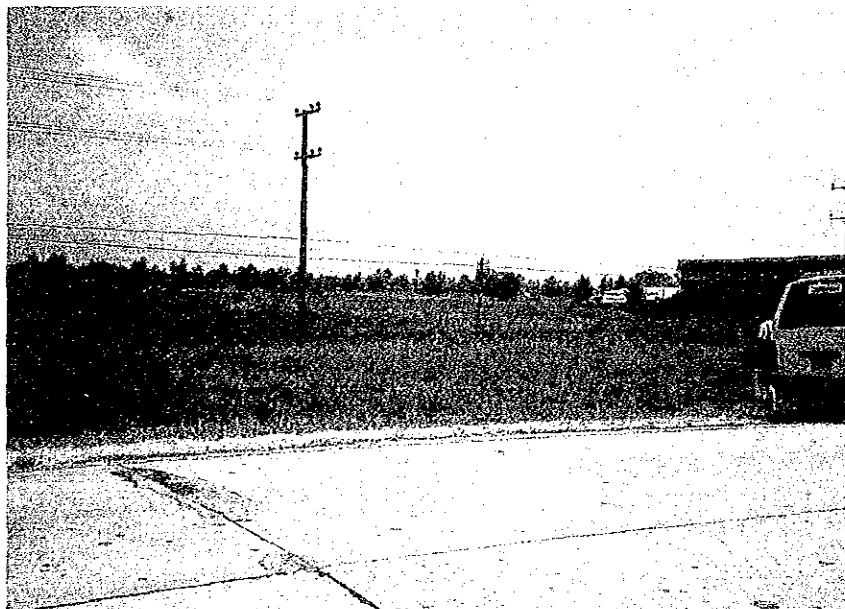
チェンマイの自家用
トラックターミナル



チェンマイの自家用
トラックターミナル
内の通信施設



チェンマイのトラック
ターミナル候補地



コンケン郊外の倉庫



コンケン市内のマーケット



コンケン駅での貨物の積み換え風景



ナコンラチャシマの貨物取扱事業者の拠点



ナコンラチャシマ市内のトラックの路上駐車風景



ナコンサワンのトラック
事業者の拠点



ナコンサワン市内の貨
物の積み換え風景



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