

第 5 章 所感及び提言

5-1 全般について

- (1) タイ国政府は、1986年10月より第6次国家経済社会開発計画を実施中である。その中において、タイ中央部は、内蔵するポテンシャルがタイ国の中で最も高く、かつ東部臨海工業開発等タイ国政府は、中央部の地域開発を積極的に押し進めようとしている。
- (2) 近年の石油危機等から省エネルギー化の政策を立てた時期があり、水運・鉄道による輸送もかなり考えられていたが、最近では地域開発（工業・観光）・輸出振興における自動車交通の重要性が強ク認識されるようになった。また自動車保有台数の伸びも著しいものがある。その中で、経済が集中し工業開発の中心であるタイ中央部の道路のマスタープランの作成は、今後のタイ国の発展にとって非常に重要な意義をもつことになる。
- (3) 第6次道路整備計画の財源として、政府予算の他、OECFをはじめとする外国の借款も重要な要素であるが、その金額は、借款の累積額が大きくなっていることから、おさえられる傾向にある。そのため、新たな財源処置として特許道路（Concession Road）の採用や有料制度の拡張、道路利用者からの徴税等も考えている。
特許道路については、すでにある区間について募集しているが、まだ応募の動きはなく、今後の検討が必要である。
- (4) タイ国道路局との協議を通じて、現在タイ国政府がおかれている立場等から、調査の方向として借款・援助に結びつくフィージビリティ調査の早期着手が重要であるという意向が感じられた。またフィージビリティ調査の総延長についても、タイ国道路局は上記に述べたタイ中央部の重要性から、東北部調査以上の延長増を強く要望した。これらの意向をどの程度まで反映できるか関係機関で検討する必要がある。
- (5) タイ国道路局との協議の中で、交通量測定機器について使用の問い合わせがあった。フィージビリティ調査の中で使用するかどうか、今後経済比較を含めて検討する必要がある。
- (6) 今回の事前調査を通じて、タイ国政府関係者との会談及び現地調査の対応等から、本格調査を早期に具体化して欲しいとの期待が非常に高いことが察せられた。

5-2 現地調査について

- (1) バンコク周辺は、年々住宅・工場等の立地が進行しつつあり、交通量も非常に増加してきている。調査団も、渋滞にたびたび出会い、現在すすめられている道路網整備についてさらに一層の緊急性を痛感した。
- (2) タイ中央部においては、市街地周辺を除けば、バンコクから離れるにしたがって、交通量

も少なくなり、走行性はよくなる。しかしながら、場所によっては交差点の信号がないため交通停滞があり、またほとんどが2車線であるため、農耕車等の低速車が通ると追い越すことが難しく、走行速度が低下する。このように現在はなんとか機能を果たしているが、将来においては交通量の増加とあわせて著しい走行速度の低下が危惧される。

- (3) 東部臨海工業開発予定地であるレムチャバン、マブタブットや代表的な観光地であるパタヤまでは、バンコクからそれぞれ約130km、200km、150km離れている。バンコクからパタヤ付近までは、4車線でできており、バンコク近辺ではアクセスコントロールにもなっているが、途中チョンブリなどの市街地では信号が多く、横断者や軽車輛も多いため、市内を通り抜けるのにかなりの時間を費やした。タイの今後の工業立地の促進、観光客の誘致のため、空港との関係を含めて、より魅力的なものになるよう、アクセスコントロールのある自動車専用道路の必要性を感じた。
- (4) 路肩は未舗装であるが、十分広くとっており、走りやすい。新しい道路は用地巾も十分にとっており、将来の4車線化に対しても十分対応できると考えられる。しかしながら現在の道路は、用地内の片側の土を盛土して建設しており、タイ中央部はほとんど平地であることから、将来の土の確保が問題である。またその地形の特色から、雨季における洪水対策も重要かと推察される。
- (5) 道路を走っていて一番目立ったものは、キロポストとバスストップである。(現況写真の項参照)キロポストは、路線名から主な行き先までの距離も記しており、大きくとてもみやすい。バスストップも道路の用地外にこぎれいな建物がたっており、いかにもタイの風物詩という感じであった。その他、標識、路肩の植樹も整っており、新しい交差点では、用地を十分にとり規格も高く速度低下が少ないようにしているなど、道路の設計において種々工夫のあとがみられた。

5-3 提言

タイ国政府の要請から、すでに1年半経過しており、タイ中央部の第6次国家社会経済開発計画における重要性からも、速やかに本格調査に着手すべきものとする。

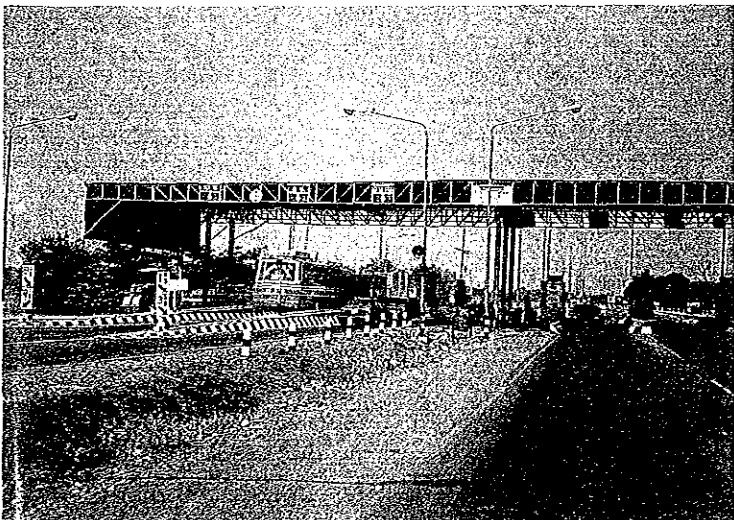


◀国道31号線

バンコクとドンムアン国際空港とを結ぶ主要道路であり、交通量も多い。

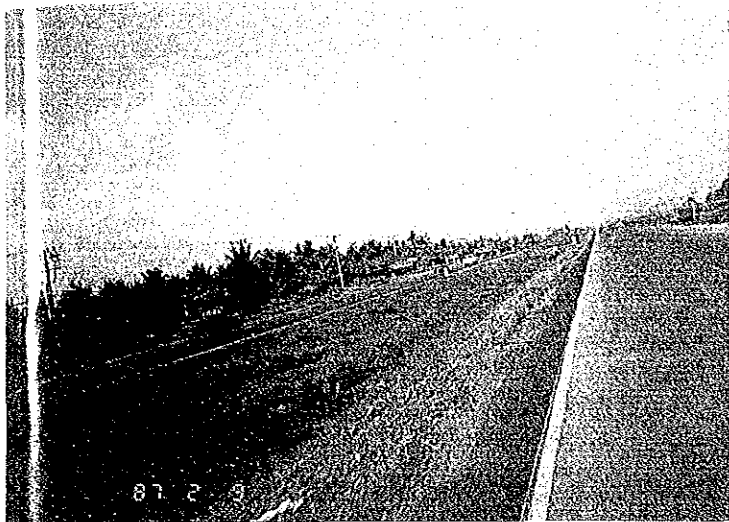
国道31号線▶

両側のランプはUターン路である。



◀国道32号線

有料道路のゲート。タイ国では維持の費用を出すため、有料としている。
料金は低くおさえられている。

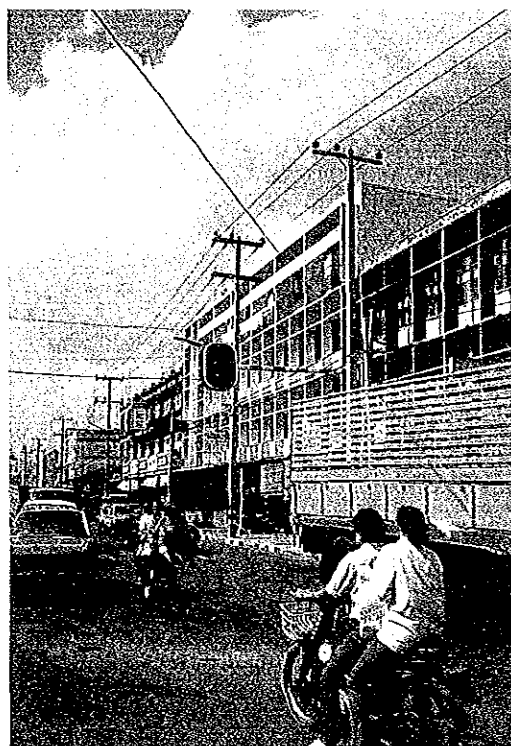


◀ バンコクから東部臨海工業開発地域へ向かう
国道34号線

この地点では分離4車線であるが、アクセス
コントロールはしていない。

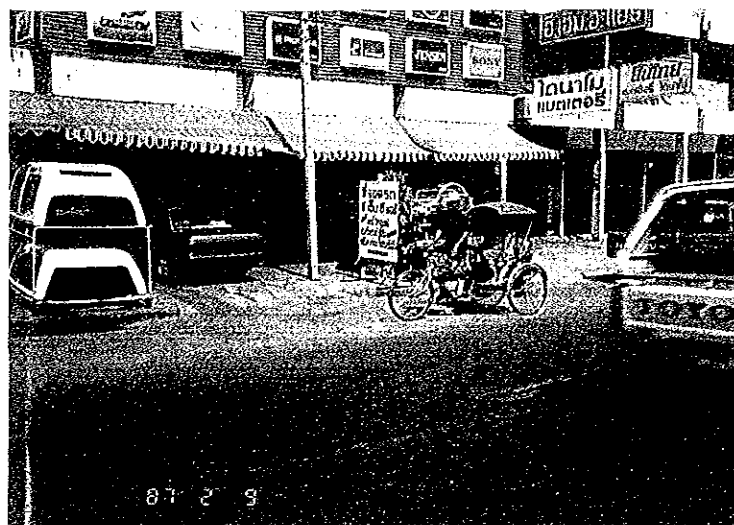
国道34号線の延伸部にある
国道3号線チョンブリ市内（東部地域）▶

4車線ではあるが、混雑している。



◀ 国道3号線チョンブリ市内

バンコク市内ではみられないサムロも地方都
市ではまだまだ利用されている。
(自動車とは逆方向に走行している。)



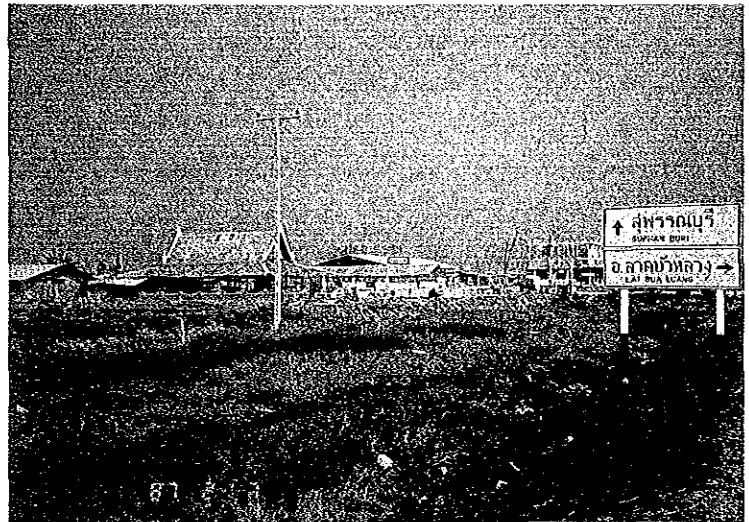


◀ バンコクからスパンブリに向かう国道340号線

2車線道路であるが路肩は広い。
標識も写真のようなものが、各所に整備されている。

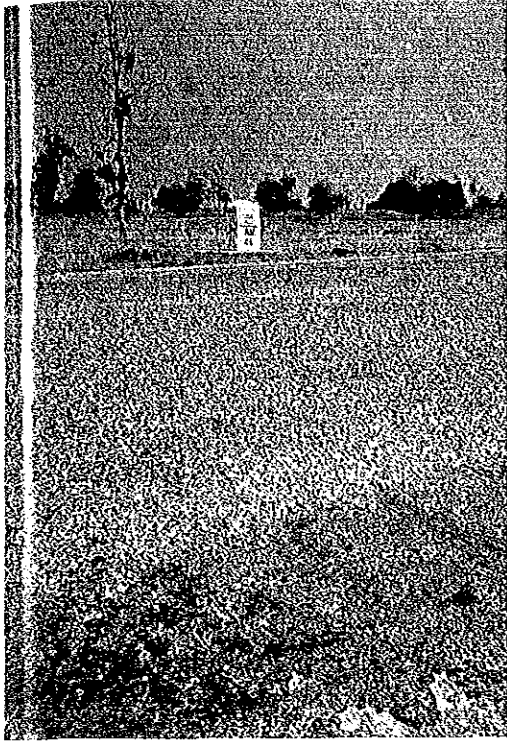
上と同じ地点での路側▶

電柱の左側に見えるのが用地境界杭。
土をとったことにより水たまりができてい
る。



◀ 国道32号線

左側の沼は、道路の盛土のために生じたもの
である。

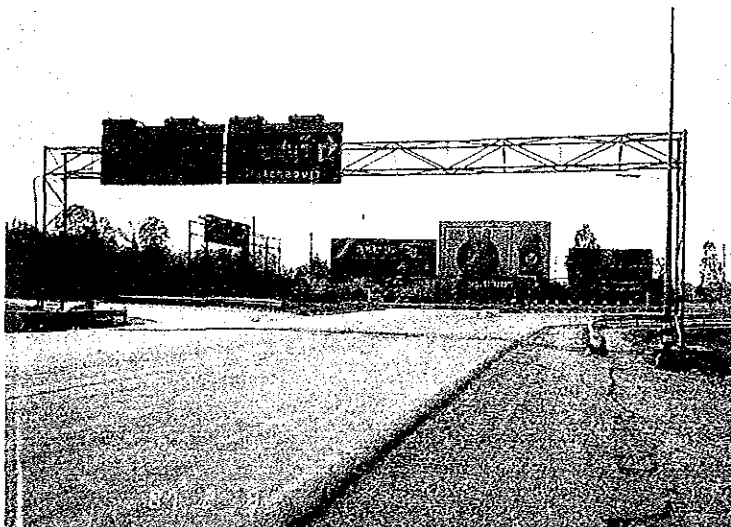
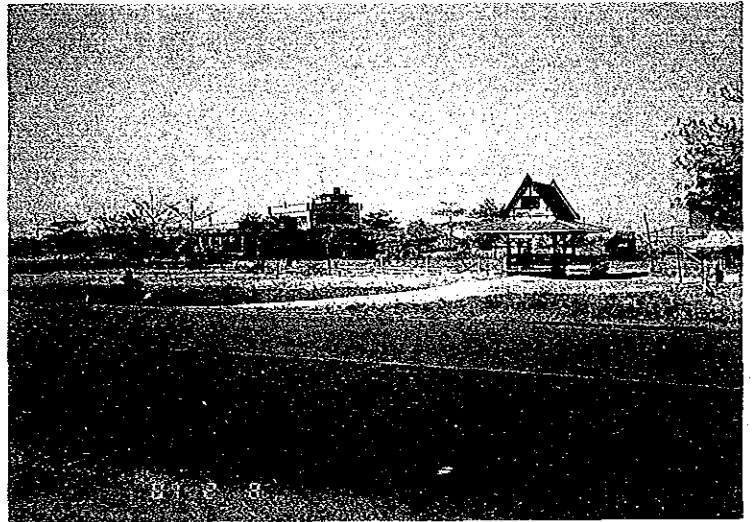


◀キロポスト

主要な行先までの距離も明示しており、見やすくとても便利である。

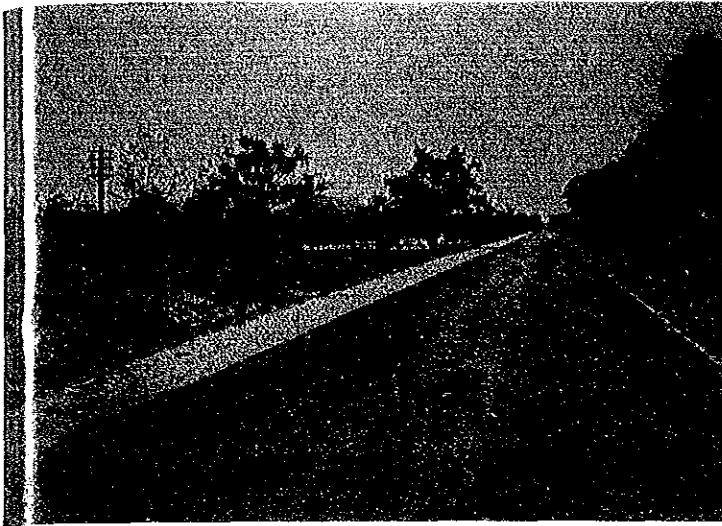
バス ストップ▶

今年はタイ国の国際観光年であり、政府はバス ストップの整備にも力を入れている。



◀国道4号線と国道35号線の交差点

標識も整備されており、左折専用レーンを設けている。



◀地方道3183号線

道路の路側に植樹を行っている。

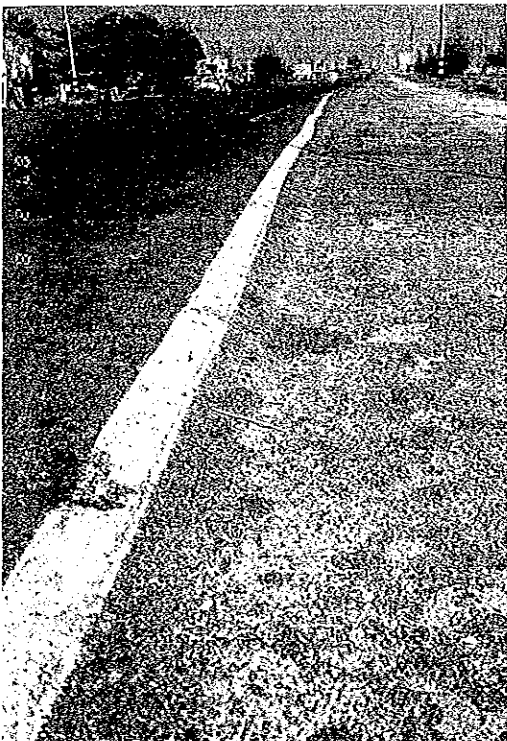
地方道3245号線▶

ラテライト道路であり、大型車が通るとはこりがひどい。



▼国道35号線

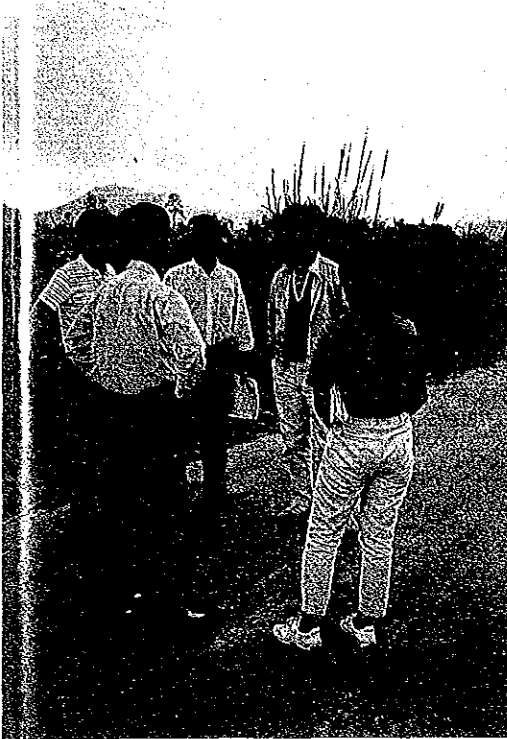
重交通が通るため、何度もオーバーレイをしたらしく路肩との段差がついている。



▲地方道3086号線

ラテライト道路を舗装道路にするために工事中である。
工事車両はすべてDOH保有である。

◀現地調査には道路局の職員が案内してくれた。



調印式▶

サインをしているのは、道路局サナン次長
と調査団 加島団長。



◀調印式のあと市内のホテルでのレセプション

この写真は地元の新聞にも紹介された。

參考資料

資料 - 1

GOVERNMENT OF THE KINGDOM OF THAILAND
MINISTRY OF COMMUNICATIONS
DEPARTMENT OF HIGHWAYS

TERMS OF REFERENCE
FOR
ROAD DEVELOPMENT STUDY
IN THE CENTRAL REGION

I INTRODUCTION

The majority of economic activities have been heavily concentrated in the Central Region, particularly in the Bangkok Metropolitan areas.

The current Fifth National Development Plan has a very comprehensive industrial restructuring programme to make the industries more competitive and decentralize the industrial activities away from the Bangkok Metropolitan Area to the new industrial zones.

In order to realize the above policies, the development of the Central Region has a very important meaning. It is one of the most effective measures which transform Thailand into the group of "semi industrialized" countries.

In the Central Region not only road transportation but also waterway and railway transportation have a lot of role for the large amount of movement of goods and persons.

However the highway and road situations are not sufficient to support and promote economic and daily life activities in the Central Region.

Therefore, it is necessary to improve the highways and roads taking into the consideration the function and role of road, waterway and railway transportation.

On the other hand, the region especially in the middle of the central plain suffers severe flooding and settlement. So, it is also necessary to construct roads which will protect the area from flooding and to find out the best solution of road development in this area.

II OBJECTIVES OF THE STUDY

The overall objective of the study is to establish the trunk road network plan adequate to support the activities in the Central Region outside the Bangkok Metropolitan Area and to prevent flooding.

The study mainly should be concentrated to the intra and inter-city and town traffic flow in the Central Region.

In this study, the intra and inter-city and town traffic flow is defined as follows:

1. Traffic between Bangkok and other main cities such as Municipalities
2. Traffic between cities
3. Traffic between a city and its satellite towns such as Amphoes and Tambons
4. Traffic in or around the cities and towns

To cope with the above objectives, following five main subjects should be discussed in the study:

1. To carry out studies on road networks in the Central Region and their development needs in order to visualize road development for the short, medium and long term plans
2. To carry out studies on flood prevention roads
3. To identify high-priority road links to be developed
4. To carry out the pre-feasibility study on roads which will be selected from the above mentioned high priority road by the DOH
5. To perform technology transfer to Thai counterpart personnel in the course of the study

In this study, road development plan includes new road construction, ~~up-grading or widening of existing roads,~~ pavement, rehabilitation, gradeseparation and improvement of intersections, etc.

III SCOPE OF WORK

A. Road Networks to be studied

The road networks covered in the Study are National Highways, Provincial Roads and all other roads which are or will be under the jurisdiction of the DOH in the Central Region outside the Bangkok Metropolitan Area (23 Changwats: Samut Prakhan, Samut Sakhon, Samut Songkhram, Nonthaburi, Nakhon Pathom, Pathum Thani, Ayutthaya, Nakhon Nayok, Prachin Buri, Chachoengsao, Chon Buri, Rayong, Chanthaburi, Trat, Kanchanaburi, Saraburi, Ang Thong, Suphan Buri, Lop Buri, Sing Buri, Chai Nat, Uthai Thani, and Nakhon Sawan)

B. Activities of the Study

1. Identification of development potential of the region by reviewing concerned development plans and programmes
2. Identification of transport demands of all transport modes including road transport demands
3. Overall review of all transport facilities in the region including road transport facilities
4. Analyses of flooding and settlement for road structure
5. Identification of the needs of road development in the region
6. Screening of roads provided from the road inventory
7. Listing of roads selected by the DOH from findings of the study for pre-feasibility study which will have the following activities:-
 - (a) Economic and traffic investigations;
 - (b) Route location and preliminary engineering investigation;
 - (c) Estimation of construction cost;
 - (d) Traffic projection and calculation of benefits, and
 - (e) Economic evaluation

IV TIME SCHEDULE

The study is to be completed within twelve(12) months after the commencement of the study. The tentative study schedule is attached.

V STAFFING

The study will be undertaken by, but shall not be necessarily limited to, the team of experts covering the following fields:

- i) Project Management
- ii) Regional Development Economy
- iii) Transport Economy
- iv) Agricultural Economy
- v) Transport Planning
- vi) Highway Inventory
- vii) Soil Engineering
- viii) Flood Control
- ix) Highway Planning, Design and Construction
- x) Structural and Drainage Design and Construction
- xi) Cost Estimates
- xii) Economic Analysis
- xiii) System Analysis

VI REPORTS

The following reports in English on the Study will be prepared and submitted to the Government of the Kingdom of Thailand

- 1) Inception Report
Inception Report (30 copies) will be submitted within two(2) months of the starting date which include the proposed work programme, methodology and procedures of the study and a record of works executed.

ii) Progress Report

Progress Report(30 copies) will be submitted at three monthly intervals, describing the work performed, the summary of any interim findings during the reporting period and the work schedule for the next reporting period, etc.

iii) Draft Final Report

Draft Final Report(30 copies) will be submitted within ten(10) months of the starting date of the study.

iv) Final Report

Final Report(60 copies) will be submitted within one(1) month after the receipt of the Thai Government's comments on the Draft Final Report.

VII UNDERTAKING OF THE GOVERNMENT OF THE KINGDOM OF THAILAND

A. Taxes and Duties

1. To accord the team members with the right of exemption from income taxes and charges of any kind normally imposed on or connected with the staying expenses remitted from abroad.
2. To exempt the study team from taxes and duties on the materials, equipment required for the Study and personal effects brought into the Kingdom of Thailand. This is normally applied to the Colombo Plan experts.

B. Cooperation of Government Agencies

1. To provide liaison in connection with work by the Study Team which requires the cooperation of the Government, local government and/or other public agencies, and will ensure that the Study Team has access to all information required for the completion of the Study.

C. Counterparts

To assign qualified counterparts (project coordinator/highway engineer/transport economist, etc.) and will also be responsible for the payment of their salary, per diem allowances, travel costs and any other similar related costs.

D. Data, Local Services and Facilities

1. To make arrangements for the Study Team and provide available data, reports and information related to the Study and within its authority, allow the Team to take back to Japan for the finalization of the Study.
2. To provide within its authority complete access to the study area, and to guarantee to obtain and grant the Study Team the right of access to the existing highways and such other public and private property as may be required for proper operations in the field.

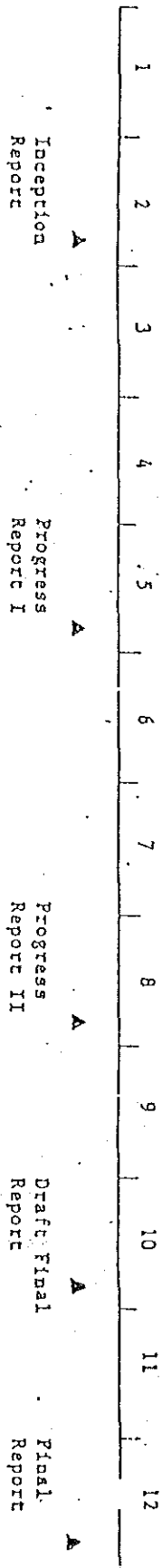
VIII UNDERTAKING OF THE GOVERNMENT OF JAPAN

1. To dispatch, at its own expenses, Study Team consisting of the Japanese experts.
2. To organize the Japanese Steering Committee for the Study.
3. To provide the members of the Study Team with the remunerations, subsistence and other allowances as well as costs of their travel necessary for the Study.
4. To conduct on-the-job training and technology transfer to the Thai counterparts during its stay in Thailand.

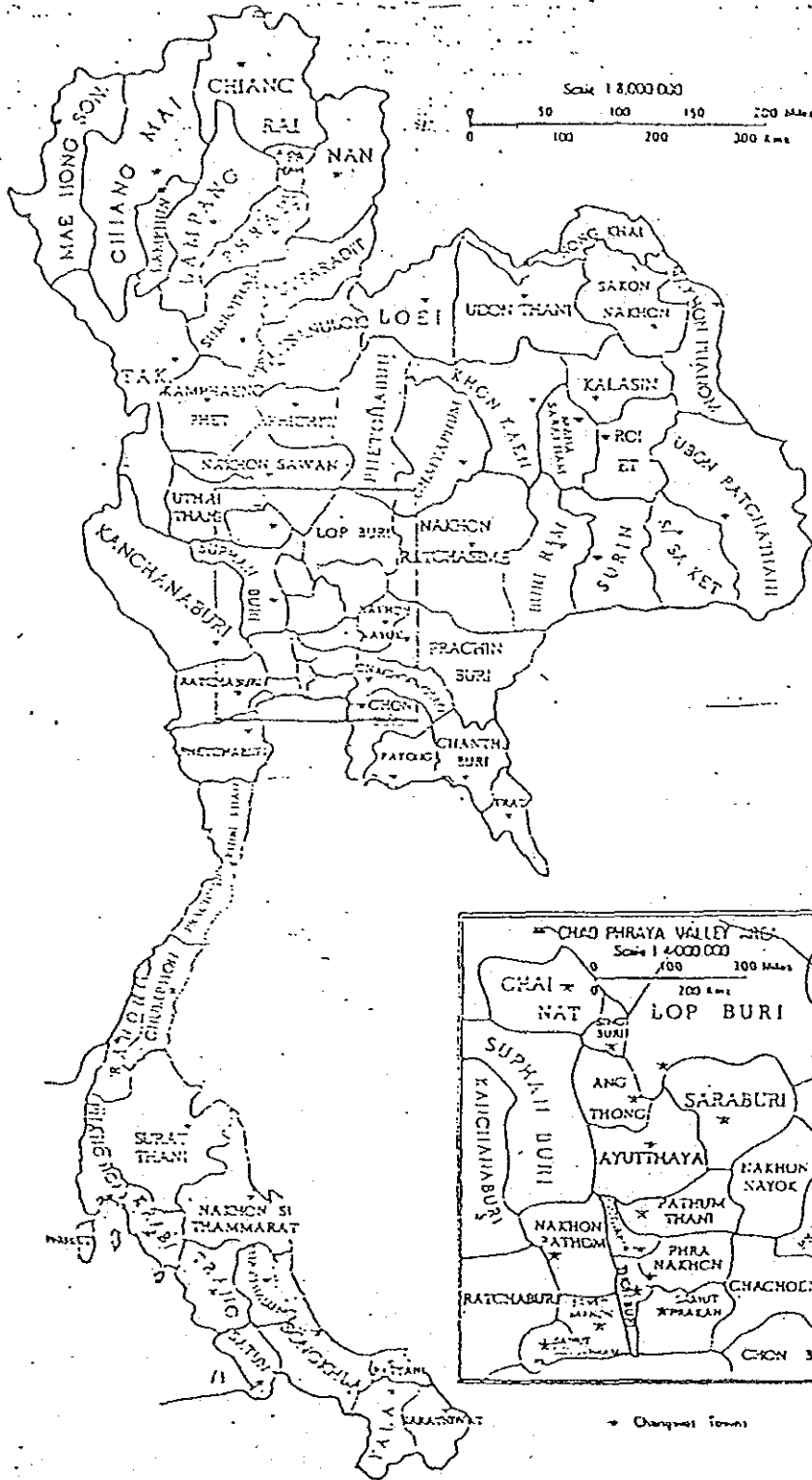
5. To provide the counterparts with training in Japan with a view to improving their subsequent capability and also be responsible for the payment of their international and local travel costs, and per diem allowances in Japan.

ANNEX A

TENTATIVE STUDY SCHEDULE



STUDY AREA



SUMMARY OF DISCUSSION
OF
ROAD DEVELOPMENT STUDY IN THE CENTRAL REGION
IN
THE KINGDOM OF THAILAND

February 11, 1987, Bangkok

The Japanese Preliminary Study Team (The Team) organized by the Japan International Cooperation Agency (JICA) and headed by Mr. Yasuo KASHIMA, visited the Kingdom of Thailand from February 4 to February 13, 1987 for the purpose of formulating a Scope of Work for the Road Development Study in the Central Region in the Kingdom of Thailand.

During the Team's stay in Thailand, the Team carried out a field survey and had several meetings with officials of the Department of Highways (DOH) of the Ministry of Communications on the Scope of Works and other related matters.

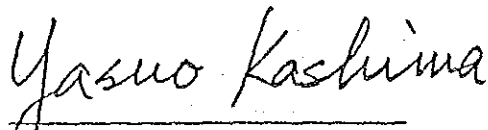
The main items which were understood by both sides are as follows:

1. The Scope of Work was agreed, as attached.
2. The total road length for the feasibility study will be approximately similar to that of the Road Development Study on the Northeastern Region, and will be identified after the master plan is established. DOH requested the Team to convey the message to the Japanese Government that the total length of feasibility study should be expanded more than that of the Road Development Study in the Northeastern Region.

3. The length of urgent projects for the feasibility study is approximately 200 km and these will be listed up when Progress Report I is submitted.
4. On items VI-2 and VI-3 of the Scope of Work, DOH can assure the contents within its authority.
5. The DOH explained, to the Team's request to be provided with chauffeured vehicles, that this provision could not be fully arranged during the whole period of the study, however, will certainly look after some specified occasions such as field surveys.
6. The DOH requested for the provision of the counterpart training in Japan for the Thai counterpart personnels assigned to the Study to realize an effective technology transfer and to improve their subsequent capability.



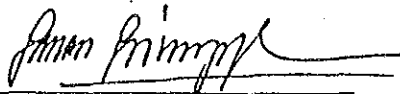
MR. SANAN SRIRUNGROJANA
DEPUTY DIRECTOR-GENERAL
DEPARTMENT OF HIGHWAYS



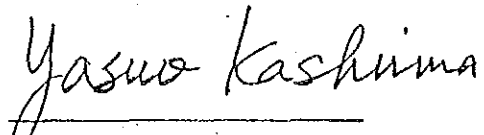
MR. YASUO KASHIMA
LEADER OF JAPANESE
PRELIMINARY STUDY TEAM
JAPAN INTERNATIONAL
COOPERATION AGENCY

SCOPE OF WORK
FOR
ROAD DEVELOPMENT STUDY IN THE CENTRAL REGION
IN
THE KINGDOM OF THAILAND
AGREED UPON BETWEEN
MINISTRY OF COMMUNICATIONS
DEPARTMENT OF HIGHWAYS
AND
THE JAPAN INTERNATIONAL COOPERATION AGENCY

BANGKOK, FEBRUARY 11, 1987



MR. SANAN SRIRUNGROJANA
DEPUTY DIRECTOR-GENERAL
DEPARTMENT OF HIGHWAYS



MR. YASUO KASHIMA
LEADER OF JAPANESE
PRELIMINARY STUDY TEAM
JAPAN INTERNATIONAL
COOPERATION AGENCY

I. INTRODUCTION

In response to the request of the Government of the Kingdom of Thailand, the Government of Japan has decided to conduct the Road Development Study in the Central Region (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 Thailand, signed on November 5, 1981.

Accordingly, the Japan International Cooperation Agency (hereinafter referred to as "JICA"), the official agency responsible for the implementation of the technical cooperation programmes 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 Thailand.

Department of Highways (hereinafter referred to as "DOH") shall act as counterpart agency to the Japanese Study Team and also as a coordinating body in relation with other relevant organizations for the smooth conducting of the Study.

The present document sets forth the Scope of Works for the Study.

II. OBJECTIVES OF THE STUDY

1. To establish a master plan for road networks and to identify the needs of road development in the Central Region from the view point of the national and regional development.

2. To select priority projects and to carry out feasibility study on the selected projects.
3. To perform technology transfer to Thai counterpart personnel in the course of the study.

III. SCOPE OF THE STUDY

1. Study Area

The study area covers a whole area of the Central Region outside the Bangkok Metropolitan area, consisting of the following 26 Changwats:

(Appendix I)

Nakhon Sawan, Uthai Thani, Chai Nat, Sing Buri, Lop Buri, Ang Thong, Saraburi, Suphan Buri, Ayutthaya, Nakhon Nayok, Kanchanaburi, Pathum Thani, Prachin Buri, Nakhon Pathom, Nonthaburi, Chaochoengsao, Samut Prakan, Samut Sakhon, Ratchaburi, Samut Songkhram, Chon Buri, Rayong, Chanthaburi, Trat, Phetchaburi and Prachuap Khirikhan.

In the study, the Bangkok Metropolitan Area is defined as the area encircled by the Outer Ring Road.

2. Road Networks to be Studied

The road networks to be studied involves national and provincial highways and other roads which are or will be under jurisdiction of DOH in the study area.

3. Activities of the Study

In order to achieve the objectives mentioned above, the Study shall cover the following items:

- 1) To analyze regional characteristics and assess the development potential of the Region. The Study shall be done paying special attention to the development targets stipulated in the National Economic and Social Development Plan;
- 2) To identify highway transport needs considering other transport modes such as inland-waterway and railway;
- 3) To establish the master plan for the road networks in the Region in consideration of traffic demand, studies performed by DOH, the Sixth Highway Plan, etc;
- 4) To select priority projects for feasibility study based on the urgency of the projects and analysis on regional socio-economic characteristics;

- priority projects are:

- * Road improvement and new construction projects (including widening);
- * Road rehabilitation projects.

- regarding the road improvement and new construction projects of greater urgency which have been identified halfway of the master plan study, feasibility study will be commenced, for earlier implementation, while master plan study is still going on.

- 5) To conduct feasibility study on the selected projects. The studies shall include, but shall not be limited to, the following activities

- Traffic investigations such as traffic counts, origin-destination surveys and home/roadside interviews;
- Engineering investigations such as topographical surveys, soil investigations, construction materials investigations and hydrological investigations;
- Route location study and preliminary engineering design;
- Estimation of construction cost at an accuracy of $\pm 20\%$;
- Traffic projection and calculation of benefits;
- Economic evaluation by N.P.V., B/C, IRR and sensitivity testing;
- Optimal phasing for implementation;

IV. STUDY SCHEDULE

The whole work will be conducted in accordance with the tentative schedule.

(APPENDIX II)

V. REPORTS

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

1. Inception Report

Inception Report (30 copies) will be submitted within two (2) months after the commencement of the study.

2. Progress Report

Progress Report (30 copies) will be submitted as follows:

- Progress Report I within five (5) months after the commencement of the study.
- Progress Report II in fifteen (15) months after the commencement of the study.

3. Interim Report

Interim Report (30 copies) will be submitted within nine (9) months after the commencement of the study.

4. Draft Final Report

Draft Final Report (30 copies) will be submitted within nineteen (19) months after commencement of the study.

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

5. Final Report

Final Report (60 copies) will 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 the Kingdom of Thailand and the Government of Japan 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 assignment 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 charge on equipment, machinery and other materials brought into Thailand for the conduct of the Study;
- (3) to exempt the members of the Japanese Study Team from income tax 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, DOH shall take necessary measures in cooperation with other relevant organizations:
 - (1) to secure permission for entry into private properties or restricted areas for the conduct of the Study;
 - (2) to secure permission for the Study Team to take all necessary data and documents 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);
 - (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. DOH shall, at its own expenses, provide the Japanese Study Team with the followings:
 - (1) Available data and information related to the Study;
 - (2) Counterpart personnel;
 - (3) Assistance for the Study Team to find office space with office equipment in Bangkok and the study area, if necessary;
 - (4) Credentials or identification cards;
 - (5) Soil and material testing, if required;

VII. UNDERTAKING OF JICA

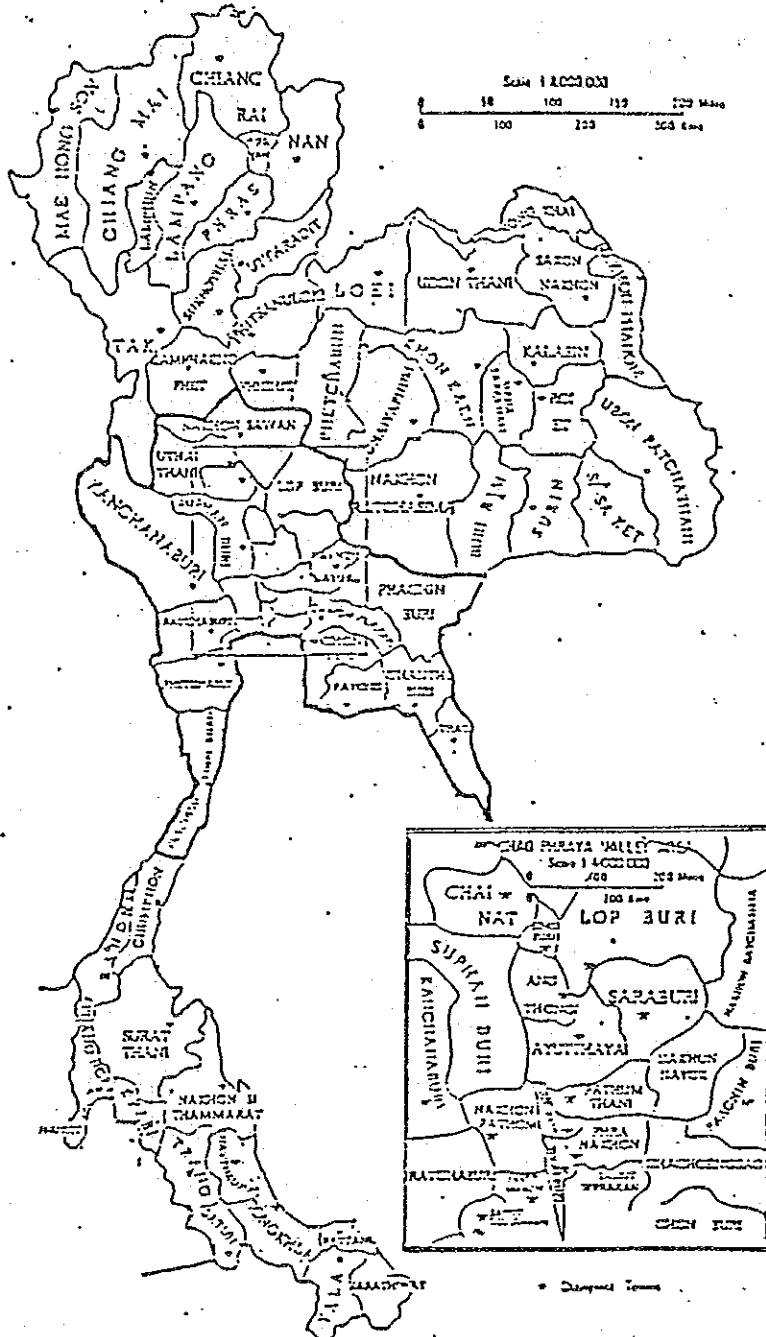
For the conducting of the Study, JICA shall take the following measures:

1. To dispatch, at its own expense, the Study Team to Thailand;
2. To pursue technology transfer to Thai counterpart personnel in the course of the Study.

VIII. CONSULTATION

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

STUDY AREA



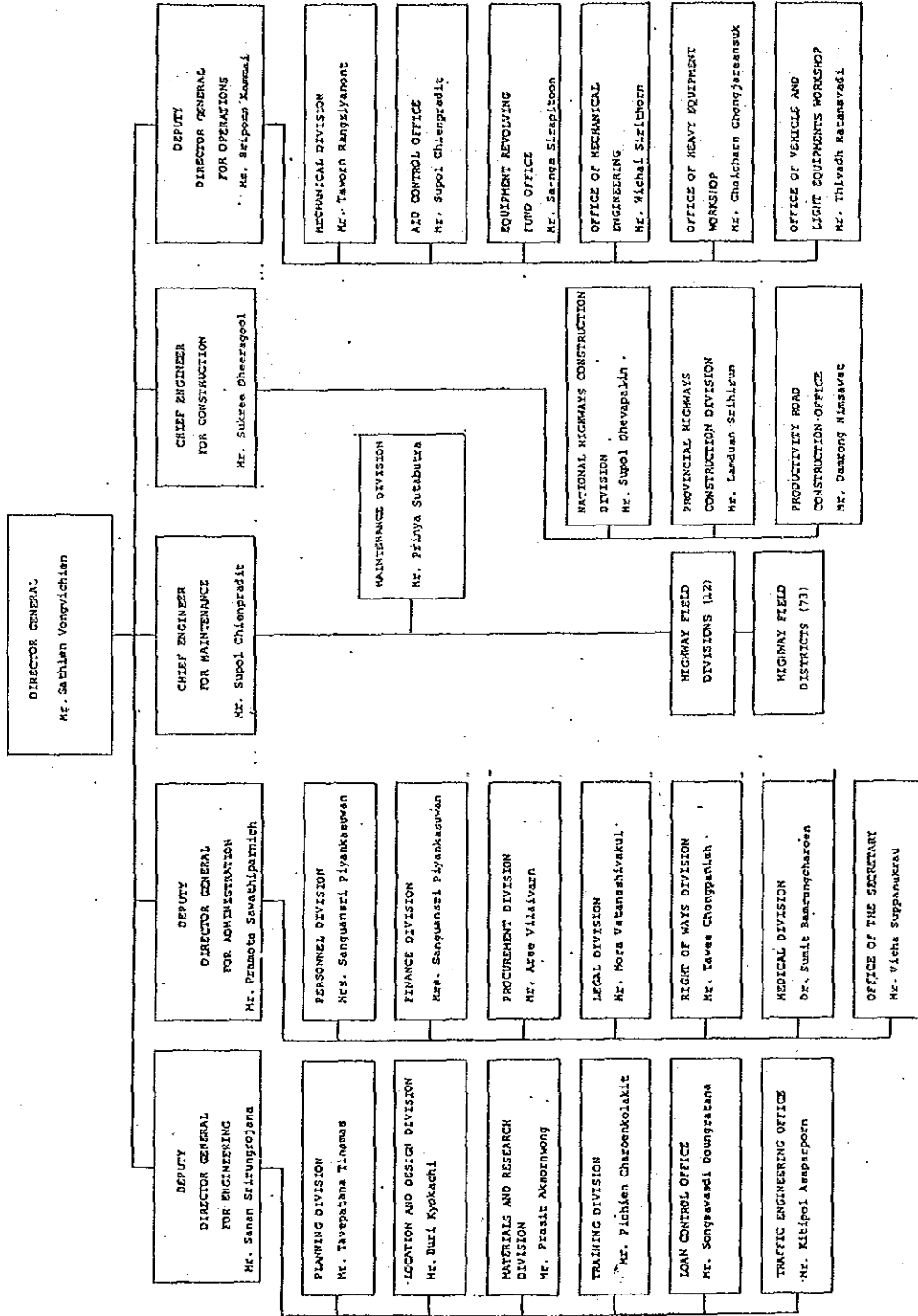
TENTATIVE SCHEDULE OF THE STUDY

Appendix-I

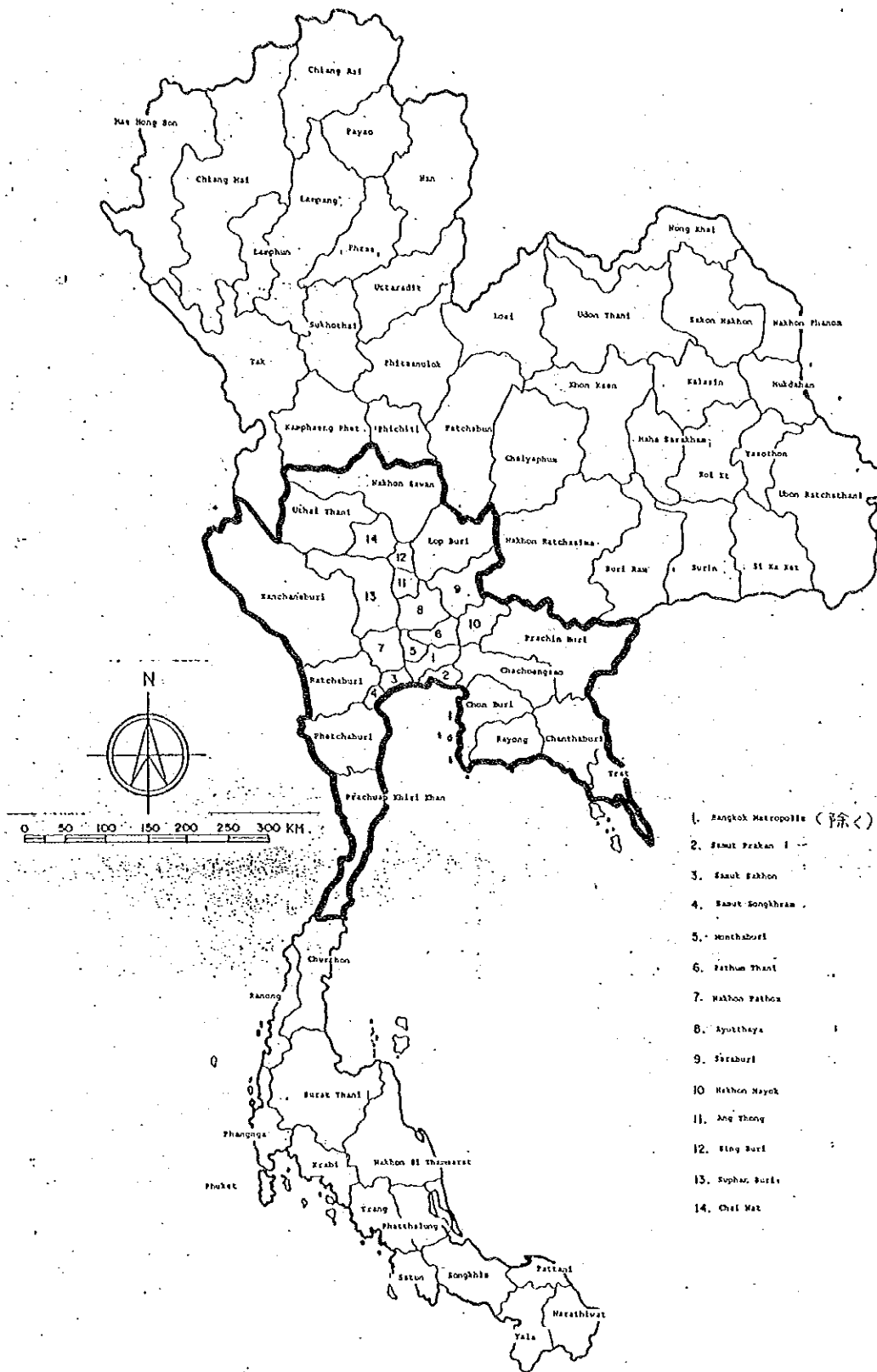
Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
Reports	Ic/R				P/R/I			IL/R							P/RII				D/F				E/R
Master Plan Study																							
Feasibility Study (urgent)																							
Feasibility Study (others)																							
Collecting Comment and Preparation of Final Report																							

Ic/R: Inception Report P/R/I: Progress Report I IL/R: Interim Report P/RII: Progress Report II
D/F : Draft Final Report E/R : Final Report

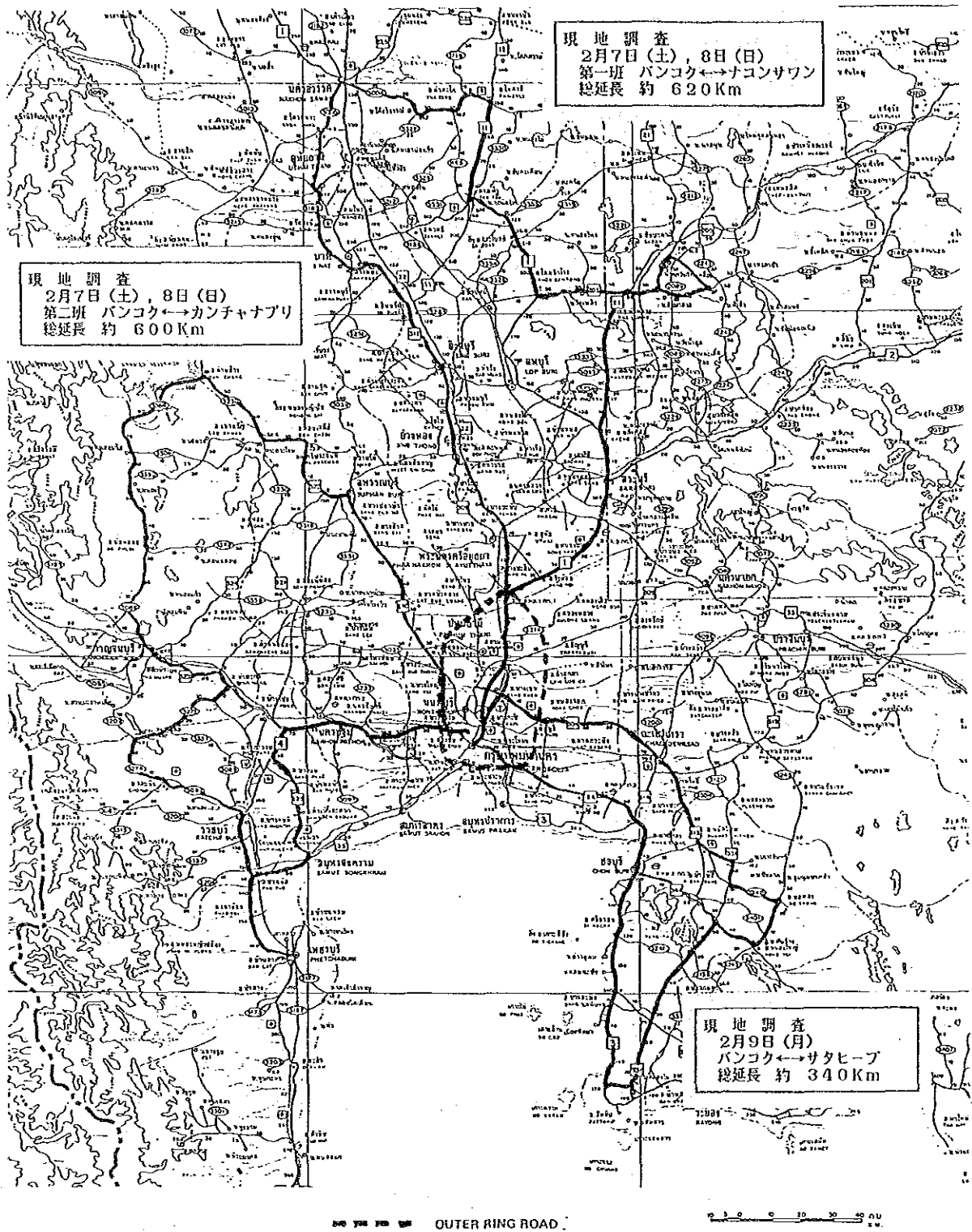
ORGANIZATION CHART
DEPARTMENT OF HIGHWAYS, MINISTRY OF COMMUNICATIONS
January 1987



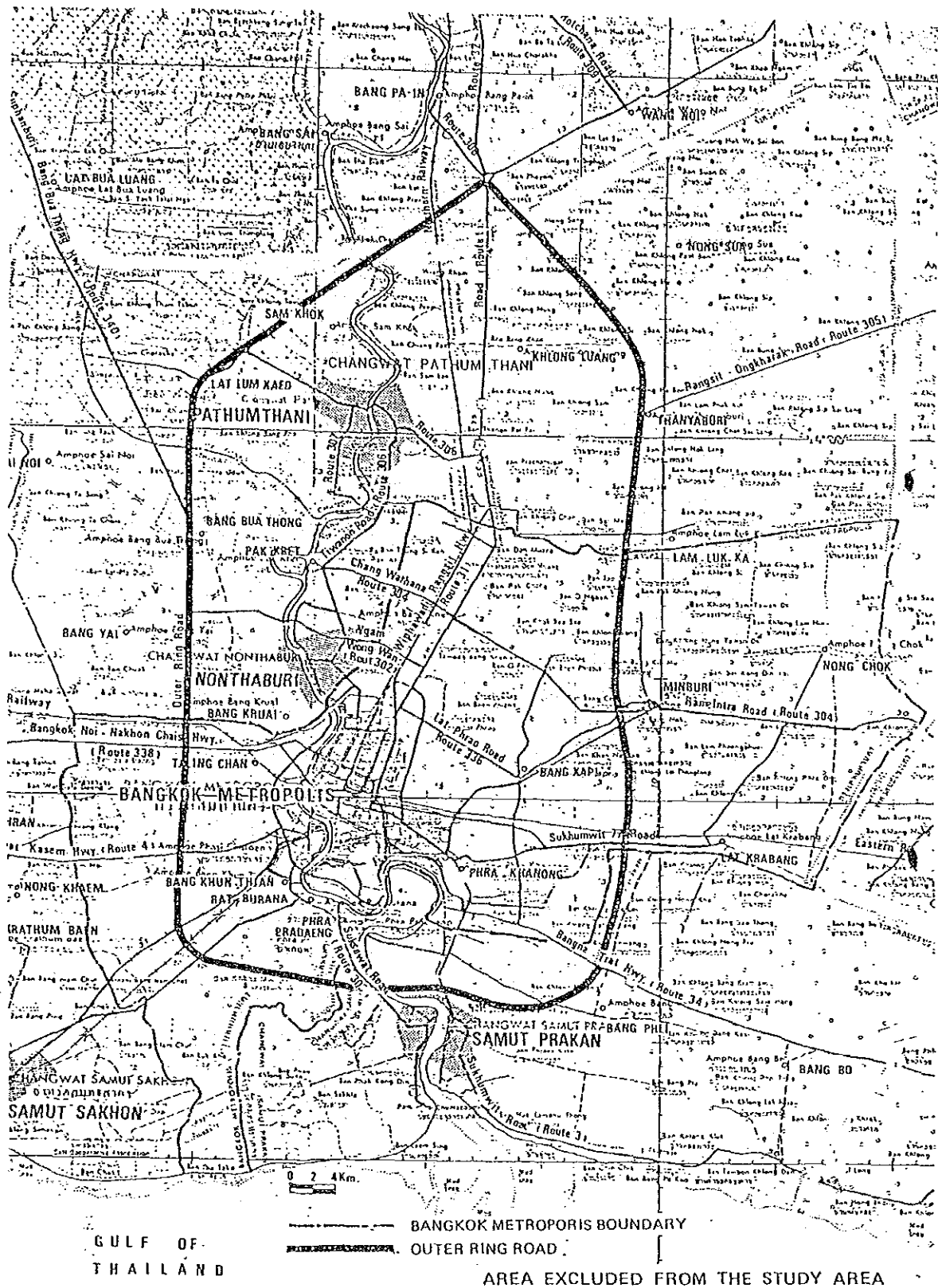
資料一 5 調査対象地域



資料 - 6 COURSE OF INSPECTION TRIP



資料-7 OUTER RING ROAD



Banharn orders suspension of highway plans

COMMUNICATIONS Minister Banharn Silpa-archa has suspended construction of three new highways announced by his predecessor and ordered new studies into their feasibility.

Mr Banharn told the *Bangkok Post* yesterday he had already instructed the Highways Department to conduct new feasibility studies into the three routes.

The three highways along the Bang Pa In-Nakhon Sawan, Saraburi-Nakhon Ratchasima and Thonburi-Pak Thon routes were initiated by Mr Banharn's predecessor.

The minister cited several reasons for the suspension of the new highways which he described as being unworkable for implementation. Under the previous plan, the highways would have been constructed by

the private sector on a concession basis whereby it would have collected toll fees for use of the highways.

According to Mr Banharn, the suspension was based on the results of a recent survey by the Highways Department which indicated that the traffic volume was still limited.

Although the traffic volume was heavy, there was little congestion, the minister said.

Moreover, the proposed highways were not of the expressway type and the distances involved did not differ enough from the existing highways to encourage motorists to use

the new highways.

Mr Banharn went on to say the private sector interested in the projects also wanted the government to take equity as well.

"After taking several factors into consideration, there were not enough incentives to attract motorists to use the proposed new highways," he said.

"Moreover, the private firms awarded the concessions may have charged high tolls to recover their investments so I, therefore, suspended the projects' implementation."

Stressing the door was still open, Mr Banharn said the private sector wishing to undertake construction of the highways should revise the routes to make them more attractive.

He also disclosed that he would push for a higher budget allocation for the Highways Department for use in the construction of new highways.

Most of the budget allocated to the department was used in maintaining existing highways and there was only a small sum left over for building new highways, the minister lamented.

The Highways Department was allocated about 8,500 million baht for the 1987 fiscal year, while Mr Banharn planned to seek as much as 12,000-14,000 million baht next year.

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JICA