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1. 口上書及び要請書

Copy to me (don't file).

original to Mr. Iwano, JICA

大 使	主 管 經 濟
公 使	
總務公使	写配付先：
	写配付先：

No. 0605/ 2339

The Department of Technical and Economic Cooperation, Ministry of Foreign Affairs, presents its compliments to the Embassy of Japan and, with reference to the Ministry's Note No.1405/3025 dated 12 December B.E. 2545 (2002) submitting the final list of 81 proposals for the technical cooperation in the Japanese Fiscal Year 2003, has the honour to submit herewith an additional proposal entitled "The Study on Implementation of the BMA Subcenters Program" of the Bangkok Metropolitan Administration under Economic Infrastructure Sector for the Japanese Fiscal Year 2003.

Enclosed herewith please find an additional proposal for the Embassy's further consideration.

The Department of Technical and Economic Cooperation, Ministry of Foreign Affairs avails itself of this opportunity to renew to the Embassy of Japan the assurances of its highest consideration.

Ministry of Foreign Affairs
Bangkok

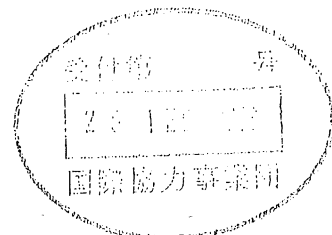
February B.E. 2546 (2003)

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Enclosures : As stated

The Embassy of Japan
Bangkok.



APPLICATION FORM FOR JAPAN'S DEVELOPMENT STUDY PROGRAM

Date of entry: month April year 2003

Applicant: the Government of Thailand

1. Project digest

(1) Project Title: The Study on Implementation of the BMA Subcenters Program
**Enter the project title in English (Spanish or French).*

(2) Location (province/county name): Thailand
(city/town/village name): Bangkok
from the metropolis : about _____ - _____ hours' ride/flight

(3) Implementing Agency

Name of the Agency: Bangkok Metropolitan Administration (BMA), Department of City Planning
**Enter the name of the implementing agency including such details as the name of the bureau or department.*

Number of Staff of the Agency: 189
(on a category basis)

Budget allocated to the Agency : _____ - _____
**Attach an organizational chart, and mark the department responsible for the study.*

(4) Justification of the Project

**Provide detailed information of the project regarding the items below.*

-PRESENT CONDITIONS OF THE SECTOR:

Bangkok has been the capital city of Thailand for more than 200 years. The Bangkok Metropolis has gradually grown up into one of the world's most populated cities. The Metropolis has expanded very rapidly into a megalopolis with a day time population of nearly 10 million, whereas the registered population is about 6.5 million on the 1,568.737 km². area. The increase of population has effect to the expansion of the urban area. From the source of Department of City Planning, The expansion of the urban area increased by nearly 10 % per year from 1993 to 1995. The building up area of 700 km² out of 1,568.737 km² of the city's administration area is still concentrated in the inner city and urban fringe. Now, the pattern of land use in the city of Bangkok has not changed much although Bangkok faces to the economic crisis so the urban problems in Bangkok are still remaining.

The growth of Bangkok Metropolis is an example of urbanization which bases on individual development. In general, the growth in the private sectors has always preceded the service capacity of the public infrastructure and utilities. The unplanned urban growing sprawl has caused many difficulties and risks. However, the environmental pollution and stresses have been absorbed by the cultural qualities of the population. Many planners and academists are raising the fact that the quality of life has been deteriorated. Many of the problems involve the housing and commercial sectors. The relevant problems are as follows:

1. Wide spread of private speculative land development. Commercial land subdivision business with unfair deals and abuse of the land-right. Enhancement of planning in the public sector to merge the new housing projects and the new communities into a systematic social settlement.

2. Private land developments do not given a fair share of traffic capacity to the city road system. One end connection to the public roads bring the load into the public system but not provide the equal release. Dead-end roads of commercial land sub-divisions do not contribute to the urban traffic system, just generate traffic demand.

3. The land use zoning of the residential areas to the perimeter of the city have taken a pronounced shape and a very large radius. The need to travel by motor-cars and buses into the city induces congestion and air pollution. New sub-division should be brought closer to self-contain urban centers at nodes of the rapid transit corridors.

4. The road congestion dues to the increasing number of private motor vehicles and traffic disorder. Housing projects do not coordinate with the public transport system. Informal transportation such as motorbikes and modified trucks are inconvenient and unreliable.

5. There is a need for a systematic road system, sensible road signs and effective traffic regulation. Systematic system means a common standard which is immediately recognizable and generally expectable.

6. The additional demand of natural resources and power such as water, electricity and telephone often exceed the paces of the development of these utilities, causing over-loads, accidents and break-downs. These are due to the lack of communication, untruthful development policy and price speculation.

7. Pollution of the natural water and the atmosphere. Excessive ground-water pumping causes the land to sink.

8. Accidental risks due to careless handling of goods, machineries and facilities. These devaluate human health and life in the labor sector.

9. Private developments are benefit oriented. The urbanization process cannot replace official planning, especially for the common utilities such as the road linkages, bridges and flood control.

For the problems mentioned above, BMA and public agencies try to solve those problems by policies and laws.

-SECTORAL DEVELOPMENT POLICY OF THE NATIONAL/LOCAL GOVERNMENT:

The 9th national economic and social development Plan (2002 – 2006) continues to the previous plan (the 8th Plan) especially the tasks that could not fulfil in that plan in order to solve the poverty and renew the critical matters of social and economic factors focusing on strengthening a development base and creating a good internal administration system. So the principle of the 9th Plan is different from the 8th plan in emphasis on the clearcut development guidelines to implement a project to be tangible.

The 8th and 9th national economic and social development plans have contained economic, social and physical factors. In term of physical, Bangkok faces to traffic congestion because of the increasing of population that migrate from rural areas to urban area, especially in a large city like Bangkok. Bangkok still faces to various problems such as inefficiency of landuse, inadequate of infrastructure and the quality of environment in urban and surrounding areas.

Bangkok Metropolitan Administration realizes these problems therefore we have formulated guidance to solve these problems by using the Bangkok comprehensive plan (the 1st revision). The main objective is to be a frame to guide Bangkok development. The main policy is the

decentralization which many activities are agglomerated in the inner area. So the key solution that we propose in this plan is the development of subcenter by creating job and housing balance. This method will reduce commute between residence and workplace. This characteristic will agglomerate activities in many place in a systematic way to replace a haphazard development or urban sprawl including ribbon development along main roads. Moreover, Bangkok Metropolitan Administration will promote public transportation to reduce using private car.

-PROBLEMS TO BE SOLVED IN THE SECTOR:

The Bangkok Comprehensive Plan proposes to create seven new metropolitan subcenters in Bangkok metropolis area for the reduction of rapidly developing fringe of the metropolitan area. The seven new metropolitan subcenters are follows; Sapanmai, Nong Jok, Minburi, Bang Na, Taling Chan, Bangkhun Thian and Lat Krabang. The purpose of all subcenters is to help the balance of the locations of jobs and housing by reducing the need to commute long distance. They will also reduce the need for trips, by locating offices, industries, shopping and high density housing near each other. Each of the metropolitan subcenters are located on a site where mass transit service could be easily extended. Since they are close to the outer ring road, they will have excellent automobile access and could be served by express bus service from the outset.

The metropolitan subcenters are intended to demonstrate a higher quality environment that can be obtained through well planned development. to achieve this goal, it will depend upon related agencies delivering facilities and service, such as road improvements, parks and open spaces, municipal services, schools and health facilities in coordination with private development.

Planning and development such subcenters in Bangkok's subcenter areas can help address the root of many of Bangkok current problems. Their objectives are :

- To consolidate the commercial and service employment growth in outlying area in compact new mixed use centers.
- To promote a job and housing balance in suburban areas of the metropolitan area
- To promote the use of mass transit in suburban areas for commuting
- To demonstrate improvement to the quality of life in outlying areas.
- To mobilize private development expertise and capital in the building of new centers.

From exploring in depth the potential planning, Lat Krabang subcenter is a priority as the first metropolitan subcenter in Bangkok because of key projects planned nearby, as the development of the second Bangkok International Airport (SBIA) at Nong Ngu Hao, Samutprakran Province has been constructed to serve increasing demand of number of passengers and will be open in 2004, The Second Bangkok International Airport, Suvarnabhumi airport, is currently being designed to be one of largest aviation hub as well as flights to major cities in south east Asia. According to statistic forecasting, The number of passengers will pass this airport is more than one million persons per year.

Moreover, the complete inland-contained depot (ICD) has provided storage facilities for 400,000 TEUs (20 ft. Equivalent units). Easily accessible from the Lat Krabang subcenter core (via Romklao road and Chao Khun Thahan Road), the shipping a tracking firms that use storage space there may choose to relocate their headquarters in Lat Krabang.

Besides, The office of the National Economic and Social Development Board has plan to develop the area around the second Bangkok International Airport, which approved by the Prime Minister by assigning the Department of Town and Country Planning to set up a working group for formulating landuse guidelines and basic infrastructure developement in the surrounding area of the

second Bangkok International Airport.

From the strong point mentioned above, the enhancement of Lat Krabang as the best location for land development could solve urban problems by using urban development methods, for example land readjustment, land banking and etc.

-OUTLINE OF THE PROJECT:

To implement Lat Krabang area to be a new subcenter that can be planned area before meet to urban sprawl.

-PURPOSE (SHORT-TERM OBJECTIVE) OF THE PROJECT:

- To reduce a haphazard development or urban sprawl including ribbon development along with main road.
- To formulate an Master Plan of urban development on the Second Bangkok International Airport surrounding area.

-GOAL (LONG-TERM OBJECTIVE) OF THE PROJECT:

- To create new metropolitan subcenters in fringe of the metropolitan area for the reduction of rapidly developing.
- To serve an increasing demand of residence for The Second Bangkok International Airport workers.
- To conform to the activities related to the development of The Second Bangkok International Airport, Suvarnabhumi airport.

-PROSPECTIVE BENEFICIARIES:

- To reduce distance of transportation between residence and workplace.
- To create a Bangkok as be a livable city.
- To make benefic from the development of The Second Bangkok International Airport, Suvarnabhumi airport.

-THE PROJECT'S PRIORITY IN THE NATIONAL DEVELOPMENT PLAN / PUBLIC INVESTMENT PROGRAM:

The Revise Of Bangkok Comprehensive Plan has been laid to support sub-center growth in the whole area of Bangkok of 1,568.737 km². with the objective to give the guidance for future development of the city in respect of land use, transportation and public utilities, public service and environment plan. The Board of Bangkok Metropolitan administrators has laid the urban planning policy reflecting the vision of Bangkok Metropolitan Administration in the 21st century with the vision and policy as follows:

Vision:-

- 1 The city of historical and cultural heritage representing the national identity
- 2 The city of environmental and resource preservation for good quality of life of the populations.
- 3 The city of administration, communication, economy and technology center

- 4 The city of convenient and comfortable transportation with efficient communication system.
- 5 The city with systematic planning for land utilization to support the future growth.

Policy:-

- 1 To promote and preserve the culture and environment valuable in respect of religion work of art, architecture, history and archaeology.
- 2 To solve the current environmental problem of the city and conserve natural resources for the benefit of natural disaster prevention and ecological protection.
- 3 To promote green area for beautiful landscape of the city, recreation and decrease in air and noise pollution.
- 4 To promote the city as the center of administration, financing, banking, economy and technology.
- 5 To efficiently link communications network of various systems together for the convenience of the transportation and land use promotion.
- 6 To set up urban structure the expansion of which is consistent with transportation system and to create a balance between working area and residential area.
- 7 To designate land use compatible with economic and social structure of the Sub-center with sufficient public utility and infrastructure.
- 8 To set up the direction for specific urban planning, development projects and development supporting measures.

The all visions mentioned above are concerned with the urban development planning and implementation. Due to the target of this vision consists of eight components to achieve as follows:

- 1 Bangkok Comprehensive Plan with mass transit system that guides the urban development and polycentric urban structure.
- 2 Utilization of land in various areas of Bangkok for 13 types and open space including the regulations governing utilization of land and open space.
- 3 Local area development project.
- 4 Project in historical conservation area.
- 5 Land readjustment project.
- 6 Urban renewal project.
- 7 *Subcenter*
- 8 Special area

(5) Desirable or Scheduled time of the commencement of the Project:

month April year 2003

(6) Expected funding source and/or assistance (including external origin) for the Project:

This project will encourage private sectors to develop their lands by using Land Readjustment method or appropriate methods for reducing some budget from the government to develop many facilities.

**Describe the concrete policies for the realization of the project, and enter the prospects for realization and funding sources.*

- The Second Bangkok International Airport (SBIA), Suvarnabhumi airport
- The Inland Contained Depot (ICD).
- Bangkok Comprehensive plan tries to promote this area as a metropolitan subcenter to reduce traffic congestion and to serve a demand of the workers of The Second Bangkok International Airport.

2. Terms of Reference of the proposed Study

**Please fill in (1) and (2) below, paying particular attention to the following items.*

In the case that a study was conducted in the same field in the past, describe the grounds for requesting this study, the present status of the previous project, and the situation regarding the technology transfer.

Whether there are existing studies regarding this requested study or not.

Coordination with other economic and technical cooperation from Japan

(1) Necessity/Justification of the Study:

As a tool to materialize the long-standing decentralization policy, the Bangkok Metropolitan Administration strongly propose the metropolitan subcenter development to release urban problem on the Bangkok as the capital city of Thailand.

The important planning concept of “Subcenter Development” that does not necessarily stand for only development of a core of “Business Center” but includes the area-wise urban development centered on the core. Accordingly it may be rather called “Subcenter Zone Development”

Subcenter development should be facilitated because of four reasons.

1. Excessive traffic concentration into the central business area is causing a great economic loss on the Bangkok Economy as a whole, therefore dispersal of traffic demands should be encouraged. . The policy is significantly effective to mitigate road traffic congestion.
2. The agglomeration of 10 million urban can no longer be efficiently formed by the one-center system in view of the limits of spatial capacity and provision of necessary infrastructures while maintaining a sound urban environmental system.
3. Development of subcenters shall provide the space to meet new land demands for urban service facilities to be additionally developed, could-be-relocated and/or moved facilities/ activities from the central areas where a pressure for regeneration is emerging for encouraging more efficient urban landuse.
4. As a model of publicly initiated and infrastructure-led suburban development, an institutional system for the implementation of orderly area-wise development shall be explored through the subcenter development.

As proposed in The Bangkok comprehensive plan (the 1st revision), the Bangkok Plan conducted by MIT study team and other plans, Lat Krabang is assessed to be a focal area with great urban potentials to be influenced by the new transport facilities such as the Red Line MRT, Bangkok-Chonburi Highway and the second Bangkok International airport. Lat Krabang as the best location for land development could solve urban problems by using urban development methods, for example land readjustment, land banking and etc to protect an urban sprawl.

(2) Necessity/Justification of the Japanese Technical Cooperation:

In order to achieve our tasks to implement a metropolitan subcenter for the development of Bangkok. The Bangkok Metropolitan Administration strongly requests to the study team to support these tasks due to a lack of subcenter implementation.

(3) Objectives of the Study:

**Describe the objectives of the study in detail. Also, indicate who will benefit from the study in as much detail as possible, and describe the beneficial effect in terms of quantity. Enter in a concise manner the goal expected to be achieved in the future by conducting the study.*

**When the requested study is the only input scheme there is in the cooperation program, enter the same sentences given in the "Objective of the Cooperation Program" in the summary sheet. When more than one scheme is requested including this one, describe clearly the role of the requested study.*

- To prepare a conceptual plan for implementing Lat Krabang subcenter.
- To conduct a landuse plan and physical development guidelines for new subcenter.
- To make Infrastructure plan for serving people who live in this area.
- To prescribe some regulations to control haphazard development before using the Second Bangkok International Airport, Suvarnabhumi airport.
- To stimulate private sector to develop this area under the Bangkok Metropolitan Administration development framework.
- To conform to the development of the Second Bangkok International Airport, Suvarnabhumi airport

(4) Area to be covered by the Study:

**Enter the name of the target area for the study and attach a rough map to the documents submitted. The attached map should be at a scale that clearly shows the project site. Mark the site in red.*

The study area is located in the eastern part of Bangkok and closed to the Second Bangkok International Airport. The boundary of the study area is :

North side to Chao Khun Thahan Road.

South side to the boundary of Bangkok and Bang Pee district of Samutprakarn province.

East side to Chalong Krung Road

West side to Outer ring road (East)

(5) Scope of the Study:

**Enter in a concise manner using an itemized statement.*

Bangkok has expanded mainly to the northern and eastern direction. The urbanization has been taking place along major arterial road apart from the central area. This pattern is typically called urban sprawl in a form of "Ribbon development". From this situation, the Bangkok Metropolitan Administration proposes to create new subcenter in suburban area of Bangkok. In term of City Planning, the important task is implementation. Since urban area is comprise of various activities and all activities are part of the environment and elements of environment dynamic system. This study focuses on an implementation of a metropolitan subcenter to reduce a urban environment impact. The details of the study are follows:

- The conceptual plan and master plan including Land Readjustment design.
- Administration and institution for the implement of the proposed plan.
- Stimulate private sector to play a part in urban development.

(6) Study Schedule:

**Enter the time/period of the study.*

The duration of this study is 18 months from April, 2004 to October, 2005. The details of study as follows:

Time Schedule	Activities	Result
April, 2003	Revises and analyses of primary and secondary Data including field surveys	Inception Report
July, 2003	Analysis of Present conditions on Planning Issues	Progress Report
November, 2003	1) Formulation of Guidelines on Basic Infrastructure 2) Formulation of Master Plan - Conceptual Plan - Landuse Plan - Transportation Plan - Facilities and Utilities Plan	Interim Report
April, 2004	3) Formulation of Land Readjustment design	
August, 2004	4) Formulation of Implementation Plan - Financial Plan - Staging Plan	Draft Final Report
October, 2004	Project Evaluation	Final Report

(7) Expected Major Outputs of the Study:

- Conceptual Plan
- Implementation Plan
- Landuse plan
- Infrastructure plan
- Land Readjustment design.

(8) Possibility to be implemented / Expected funding resources:

This project will be taken place under the landowners who own that area. In term of BMA, we will stimulate them to develop their land by using urban development methods, particularly Land readjustment method, however BMA strongly promote this area to be a metropolitan subcenter for good quality of Bangkok's people under our directly responsibility. So Bangkok Metropolitan Administration sure that we have to implement this area.

(9) Request of the Study to other donor agencies, if any:

**Please pay particular attention to the following items:*

Whether you have requested the same study to other donors or not.

Whether any other donor has already started a similar study in the target area or not.

Presence/absence of cooperation results or plans by third-countries or international agencies for similar projects.

In the case that a study was conducted in the same field in the past, describe the grounds for requesting this study, the present status of the previous project, and the situation regarding the technology transfer.

Whether there are existing studies regarding this requested study or not. (Enter the time/period, content and concerned agencies of the existing studies.)

(10) Other relevant information

**Enter relevant information other than that described above, if any.*

The study on implementation of the Bangkok Metropolitan Administration subcenter program has been accepted by JICA 3 years ago. At that time, we face the economic crisis problem. Now the economic trend sounds better and it will recover soon. So we should submit this project again.

3. Facilities and information for the Study

(1) Assignment of counterpart personnel of the implementing agency for the Study:

(number, academic background, etc.)

BMA will assign 5 counterparts to work with the study team as follows.

1	M.R. Pramsiri Kasemsunta	50 years	Title : Director of urban development planning division
2	Ms. Prapapan Channual	46 years	Title : Chief of LR sub-division
3	Mr. Sompong Chirabundarnsook	49 years	Title : City Planner
4	Mr. Surasak Wongpoot	43 years	Title : City Planner
5	Ms. Soontaree Sernsuksamrit	32 years	Title : City Planner

All counterparts graduated on master degree of Urban and Regional Planning from Chulalongkorn university.

(2) Available data, information, documents, maps, etc. related to the Study:

(Please attach the list.)

BMA will support all materials to the study team such as current situation map, urban expansion map and etc.

(3) Information on the security conditions in the Study Area:

The study area and Office space with facilities are secured.

4. Global Issues (Environment, Gender, Poverty, etc.)

(1) Environmental components (such as pollution control, water supply, sewage, environmental management, forestry, biodiversity) of the Project, if any.

The environment impact is a hot issue to consider. In case of Bangkok, the main problem is air pollution control. The major source of pollution is emitted from vehicle. If Bangkok Metropolitan Administration can reduce this problem by promoting subcenter, we can increase a good quality of life of Bangkok's people.

(2) Anticipated environmental impacts (*both natural and social*) by the Project, if any.

Lat Krabang subcenter is located on the north side of the second Bangkok International Airport. It will face to noise pollution when this airport opens on year 2004, especially in a direction of runway for the airplane landing and take off. So this problem will be reduce by landuse control.

(3) Women as main beneficiaries or not.

(4) Project components which require special considerations for women (*such as gender difference, women specific role, women's participation*), if any.

(5) Anticipated impacts on women caused by the Project, if any.

(6) Poverty alleviation components of the Project, if any.

(7) Any constraints against the low-income people caused by the Project.

5. Undertakings of the Government of Thailand

In order to facilitate the smooth and efficient conduct of the Study, the Government of Thailand shall take necessary measures:

- (1) to secure the safety of the Study Team,
- (2) to permit the members of the Study Team to enter, leave and sojourn in Thailand in connection with their assignment therein, and exempt them from foreign registration requirements and consular fees,
- (3) to exempt the Study Team from taxes, duties and any other charges on equipment, machinery and other materials brought into and out of Thailand for the conduct of the Study,
- (4) to exempt the Study Team from income tax and charges of any kind imposed on or in connection with the implementation of the Study,
- (5) to provide necessary facilities to the Study Team for remittance as well as utilization of the funds introduced in Thailand from Japan in connection with the implementation of the Study,
- (6) to secure permission for entry into private properties or restricted areas for the conduct of the Study,
- (7) to secure permission for the Study Team to take all data, documents and necessary materials related to the Study out of Thailand to Japan, and,
- (8) to provide medical services as needed. Its expenses will be chargeable to members of the Study Team.

6. The Government of Thailand shall bear claims, if any arise against member(s) of the Japanese Study Team resulting from, occurring in the course of or otherwise connected with the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the member of the Study Team.

7. The Department of City Planning shall act as counterpart agency to the Japanese Study Team and also as coordinating body in relation with other governmental and non-governmental

organizations concerned for the smooth implementation of the Study.

8. The Department of City Planning will, as the executing agency of the project, take responsibilities that may arise from the products of the Study.

*In the case that Detail Design Study is requested.

The Government of Thailand assures that the matters referred to in this form will be ensured for the smooth conduct of the Development Study by the Japanese Study Team.

Signed: Pichai Chaipotpanit

(Mr. Pichai Chaipotpanit)
Title: Director – General
Department of City Planning,
Bangkok Metropolitan Administration

On behalf of the Government of Thailand .

Date: November , 2002

ORGANIZATION CHART OF THE BANGKOK METROPOLITAN ADMINISTRATION

