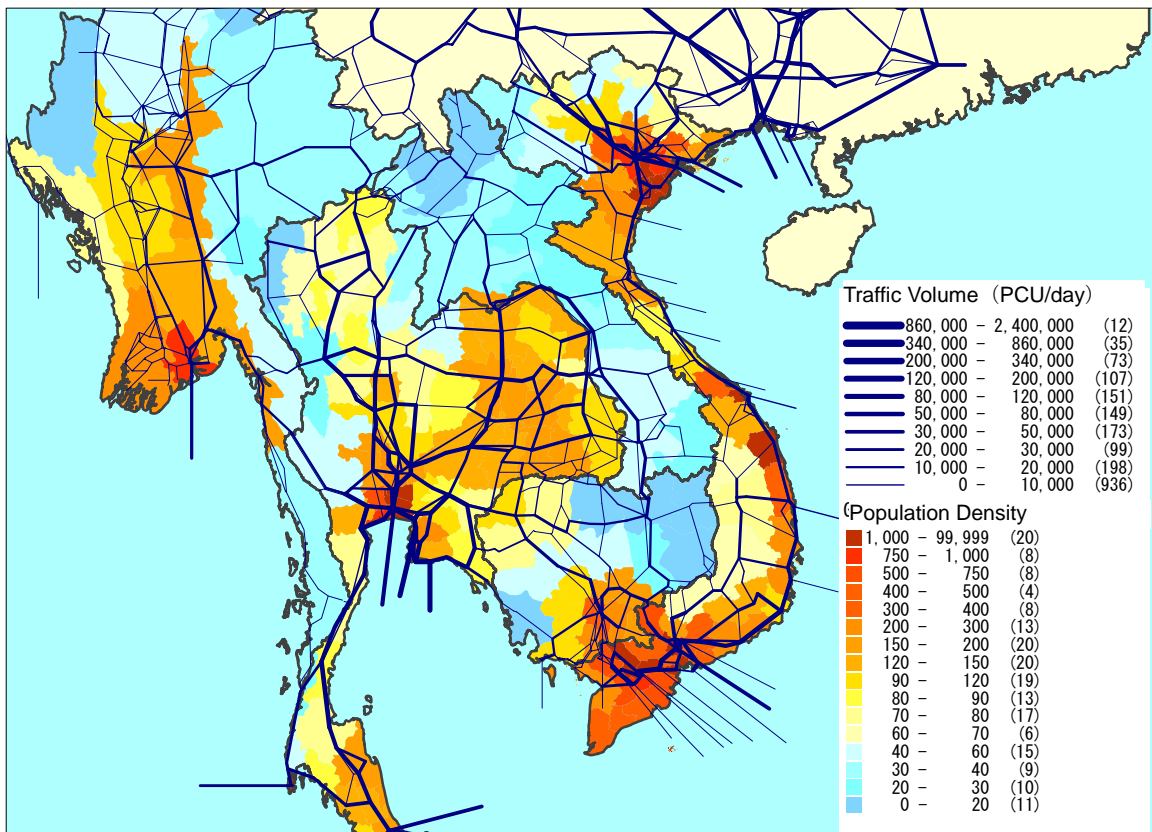


2.4 Cross-Border Traffic Volume

Figure 2.4.1 shows the traffic distribution in the GMS countries. Traffic volume in Lao PDR and Cambodia, as well as between Thailand and Myanmar, is distinctly small compared to that in their neighboring countries. Traffic volume is mainly concentrated in China, in Hanoi and Ho Chi Minh City, within the Bangkok Metropolitan Area and its surrounding areas, in Phnom Penh, and in Yangon in Myanmar. Figures 2.4.2 and 2.4.3 show the traffic distribution of passenger and freight by mode. It should be noted that traffic flow is generated on the links without actual infrastructure of the selected modes because traffic volume is assigned in accordance with the representative transport modes.

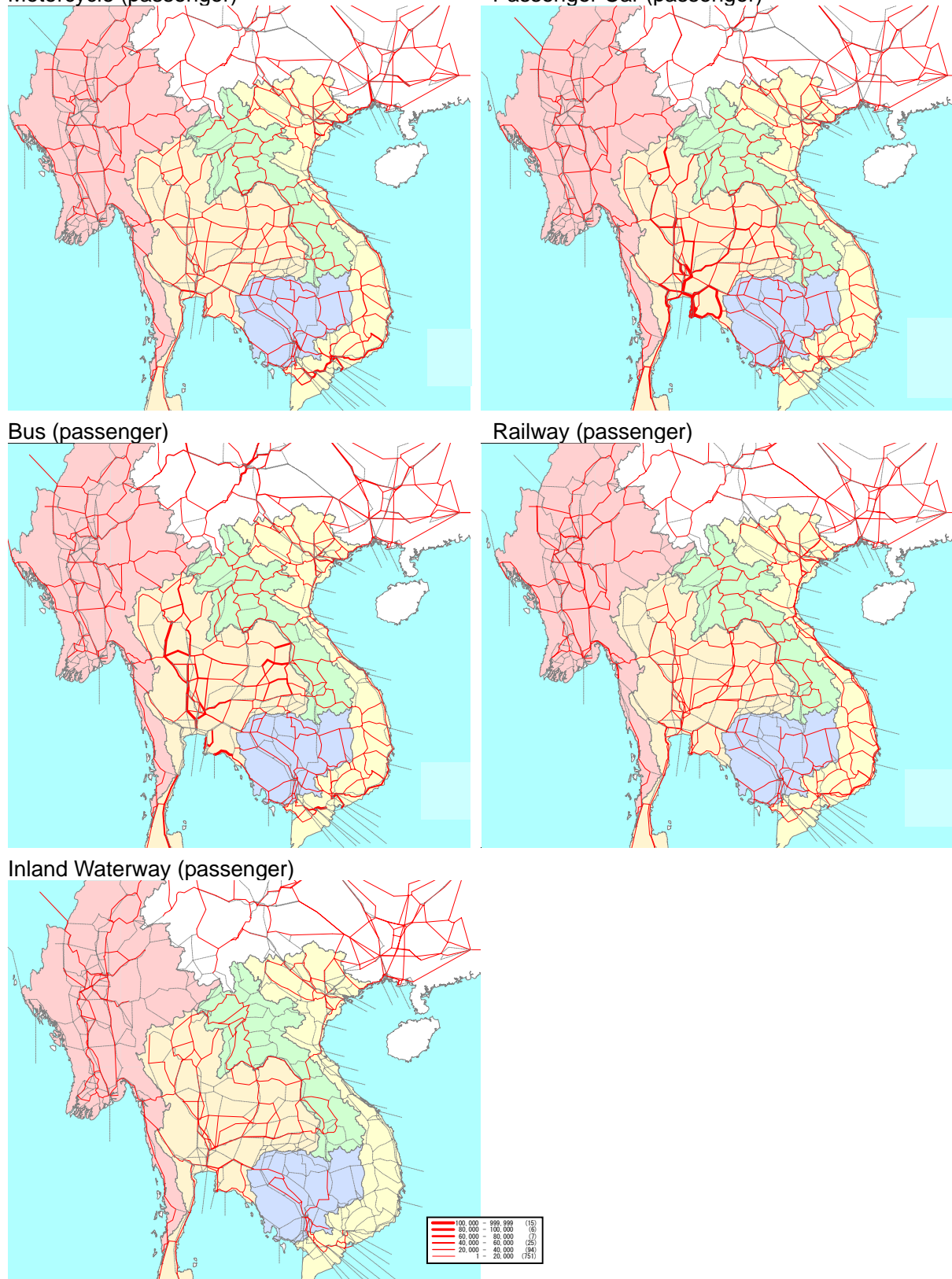
Figure 2.4.1 Traffic Distribution in and among the GMS Countries and Regions, 2004



Source: Formulated by the Study Team based on the database of ADB, *Transport Sector Strategy Study (TSSS)*, 2005.

Note: Unit is PCU (passenger car unit) /day, which is converted using the average number of passengers and average freight ton for each mode.

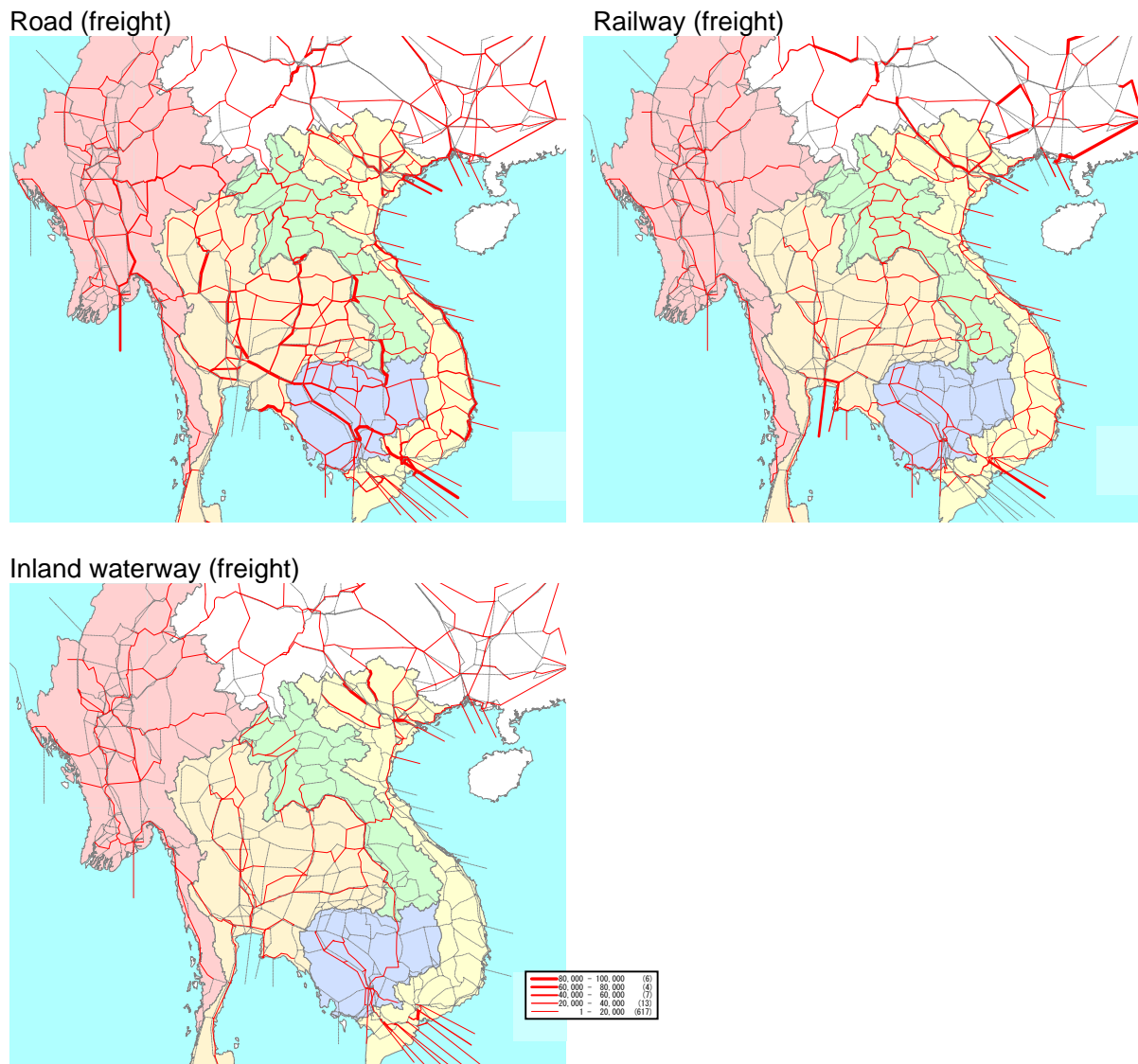
Figure 2.4.2 Passenger Traffic Distribution in GMS Countries by Mode, 2004



Source: Formulated by the Study Team based on the database of ADB, *Transport Sector Strategy Study (TSSS)*, 2005.

Note: Unit is person/day. The traffic volume of each mode covers the whole trip links, of which the representative transport mode is the selected mode. Since traffic volume is assigned in accordance with the representative mode of transport, rail trips also appeared on the links even though there is no railway infrastructure.

Figure 2.4.3 Freight Traffic Distribution in GMS Countries by Mode, 2004



Source: Formulated by the Study Team based on the database of ADB, *Transport Sector Strategy Study (TSSS)*, 2005

Note: Unit is ton/day. The traffic volume each mode include the whole trip-links of which representative mode of transport is the said mode. Since traffic volume is assigned in accordance with representative mode of transport, rail-trip is also appeared on the links without actual railway infrastructure.

Relatively large cross-border traffic volumes are observed between Vietnam and China (in Lao Cai/Hekou, Lang Son/ Pingxiang, and Mong Cai/Dongxing), between Lao PDR and Thailand (in Nong Khai/Vientiane, Nakhon Phanom/ Thakek and Mukdahan/ Savannakhet), between Cambodia and Thailand (in Aranyaprathet/Poipet), between Cambodia and Lao PDR (in Muang Khong/Phumi Sralau, across the Mekong River), between Cambodia and Vietnam (in Bavet/Moc Bai) and between Myanmar and Thailand (in Mae Sai/Tachilek). In general, there are few cross-border points with more than 1,000 PCU per day causing serious problems on road capacity, i.e. most cross-border points can still accommodate traffic demand.