

**Thailand's intervention**  
**at the Seventh Session of the Committee on Transport**  
**Agenda 2: Review of the implementation of the Regional Action Programme**  
**for Sustainable Transport Development in Asia and the Pacific (2022–2026)**

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Thank you Mr./Madam chair.

The seven transport thematic areas, as outlined in the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022-2026), are considered to be in line with the 20-year Thailand Transport Systems Development Strategy from 2018 to 2037. By the central principle “Leave no one behind”, Thailand is committed to achieving sustainable development goals and advancing sustainable transport, as well as fostering regional cooperation to address regional challenges with social, economic, and environmental dimensions.

To enhance transport connectivity and logistics, Thailand has initiated mega projects in support of regional connectivity. The MR-Map project which integrates between the motorway and double-track railway systems has been introduced, along with a new initiative called “Southern Land Bridge” which is strategically linked between the Pacific and the Indian Oceans. These projects would ensure time and cost-effective travel while also contributing to the improvement of Thailand's and the region's logistic networks.

In terms of rail transport, the double-track railway gauge and high-speed train network have been constantly improved to reduce travel time, facilitate freight transport, and increase passenger safety. A list of international dry ports has also been developed to support multimodal transport, such as Chiang Khong Freight Terminal in Chiang Rai's northern part, Natha station in the northeastern part, which is being developed to be a container yard and, eventually, a transshipment yard, and Nakhon Phanom Cross Border Transportation Center which is intended to serve as a potential dry port.

In the area of urban development, the Bangkok Metropolitan Region's Mass Transit Master Plan, which covers 550 kilometers, calls for the development of mass rapid transit lines, commuter lines, airport rail links, and feeder lines to encourage the use of public transportation systems and reduce congestion. In this regard, universal design for all modes of transport infrastructures, vehicles, and facilities is highly valued.

To improve road safety, Thailand places high importance on implementing a safe system approach to reduce fatalities on the road. The nationwide installation of rubber fender barriers and rubber guide posts has had a significant positive impact on reducing the

severity of road crashes while increasing driving visibility. Furthermore, the enhancement also includes road users and road vehicle dimensions. Several regulations and measures have been put in place to monitor the driving behaviors of public transportation drivers and ensure vehicle safety, such as the implementation of a point deduction system, the installation of GPS devices in buses and cargo trucks, the ministerial regulation enacted to regulate vehicle speed and the annual vehicle inspection required for both private and public vehicles.

More importantly, in the transition to low-carbon transport, the ministry of transport has developed a Nationally Determined Contributions (NDCs) action plan in the Transport sector with the target to reduce GHG emissions by around 31 million tons by 2030. The roadmap for electric vehicles (EVs) in Thailand has also been prioritized until 2035, along with the transition to electricity in public transportation by promoting the use of EV buses, boats, and trains.

In conclusion, since sustainable transport is critical to sustaining economic development, improving social inclusion, and addressing environmental and climate change issues, Thailand, as an active member of UNESCAP, fully supports the implementation of the Regional Action Programme and stands ready to strengthen regional cooperation and take further steps toward more resilient, efficient, green, safe, and inclusive transport.

Thank you.