High-Level Meeting on Deepening Digitalization of International Rail Transport in Asia-Pacific

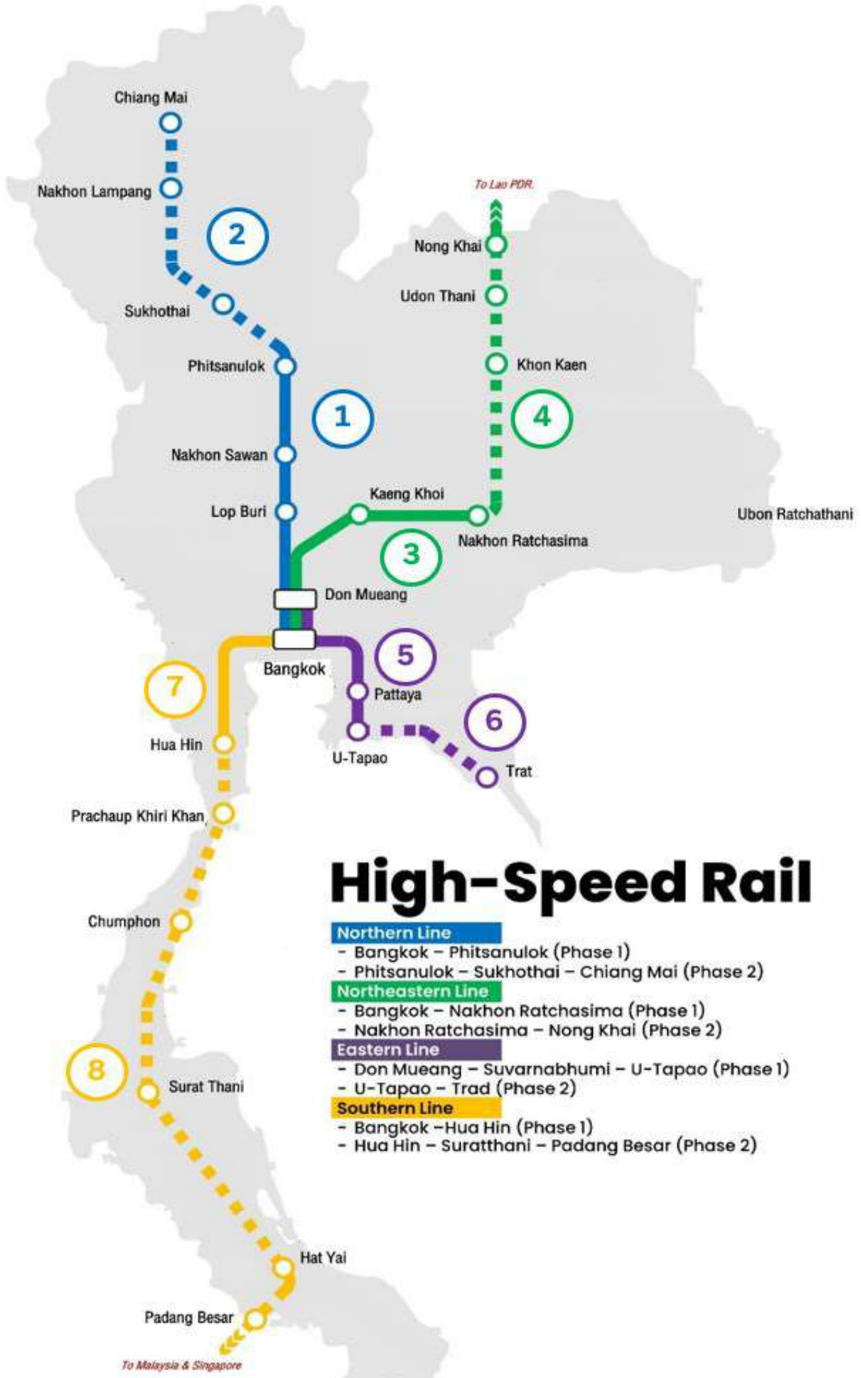
Experience in Thailand

Session 6 : Evolution of High-Speed Rail (HSR), lessons learned and way forward for member countries

May 13-15, 2025
Xi'an, China

State Railway of Thailand

High-Speed Rail Projects



Northeastern Line

Bangkok - Nakhon Ratchasima (Phase 1)

Distance : 250.77 km
Budget : 179,412.21 mil THB
The construction will be completed in 2029.
Current Status : Under construction (45.00% of civil work as of Apr. 2025).

Nakhon Ratchasima - Nong Khai (Phase 2)

Distance : 356 km
Budget : 341,351.42 mil THB
The construction will be completed in 2032.
Current Status : The project was approved by the cabinet in February 2025 and expected to start construction in 2026.

Eastern Line

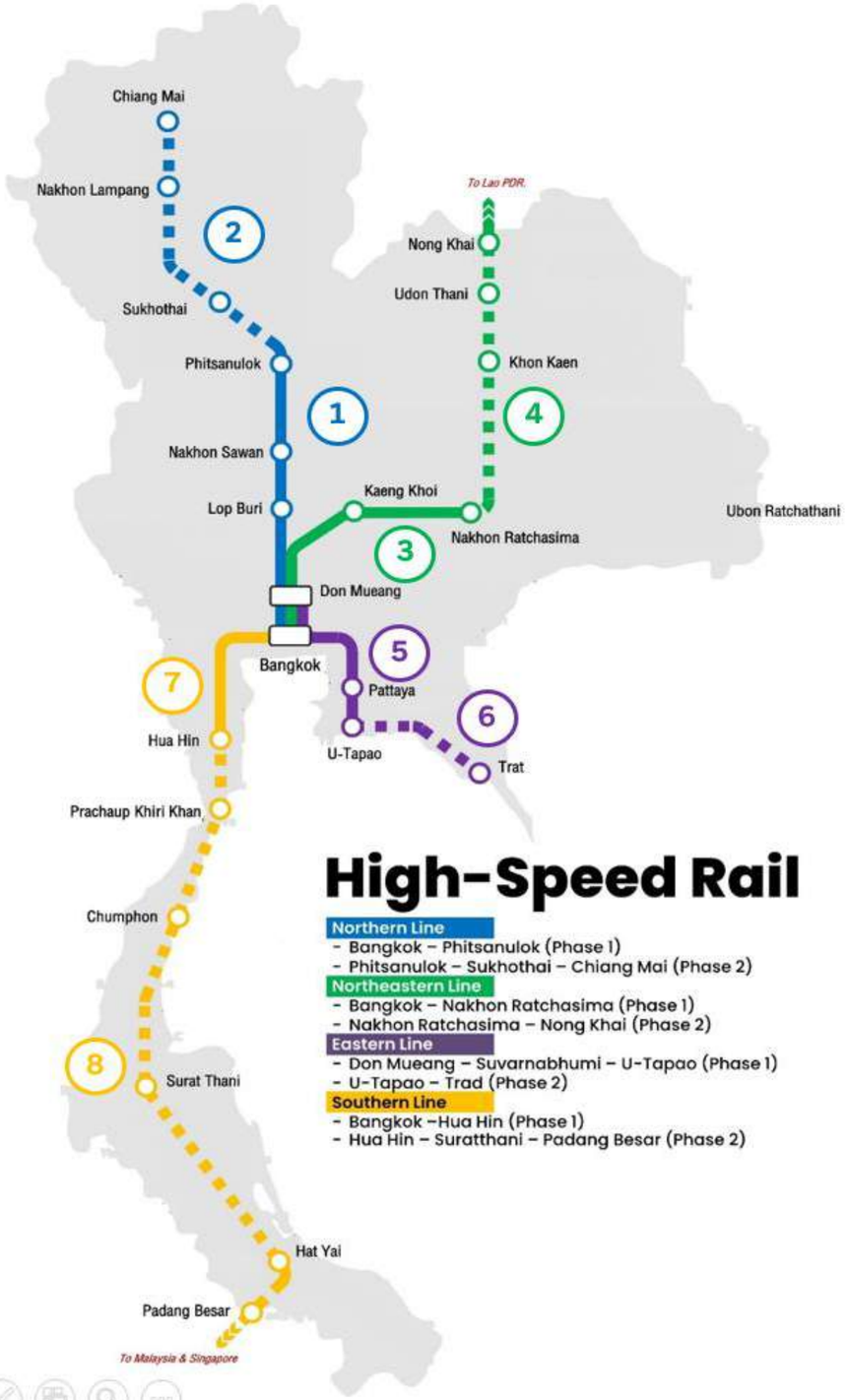
37

Don Mueng - Suvarnabhumi - U-Tapao (Phase 1)

Distance : 220 km
Budget : 226,714.51 mil THB
The construction will be started in 2025 and completed in 2030.
Current Status : The concession contract was signed in 2019. Currently, SRT is drafting the amended contract before submitting to cabinet for approval.

U-Tapao - Trad (Phase 2)

Distance : 200 km
Budget : -
Current Status : Conducted Feasible Study in 2020.



High-Speed Rail Projects

Northern Line

Bangkok - Phitsanulok (Phase 1)
Distance : 380 km
Budget : 276,606.00 mil THB

Phitsanulok - Sukhothai - Chiang Mai (Phase 2)
Distance : 288 km
Budget : 269,338.00 mil THB

Current Status : Under discussion under MOC between Thailand and Japan by MOT

Southern Line

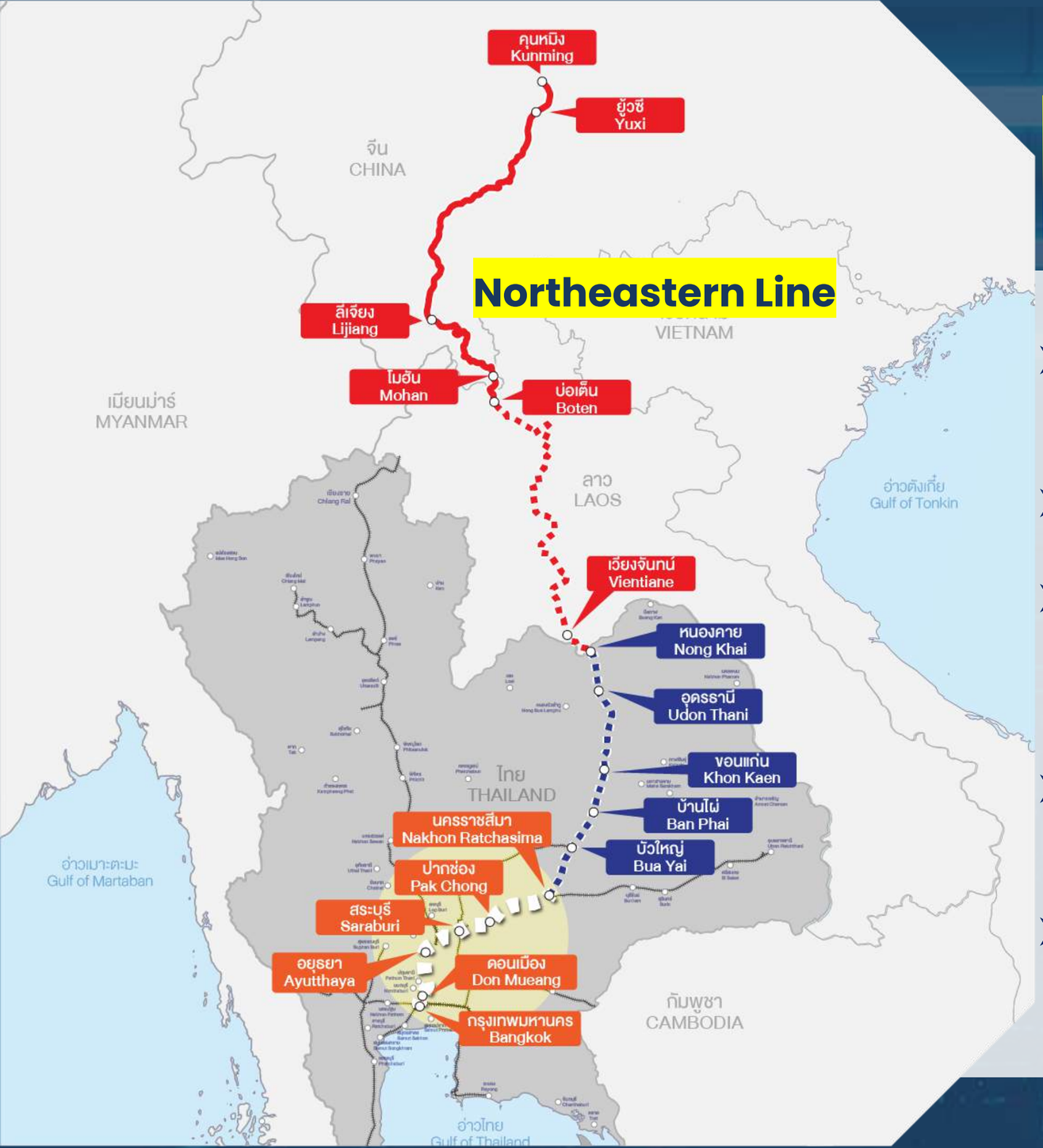
38

Bangkok - Hua Hin (Phase 1)
Distance : 211 km
Budget : 102,090.00 mil THB

Hua Hin - Suratthani - Padang Besar (Phase 2)
Distance : 759 km
Budget : -

Current Status: SRT requested the budget for reviewing the Feasibility Study on Bangk
Hin section and conducting the Feasibility Study on Hua Hin - Surat Thani section for F

Thai-Chinese High-Speed Railway



- The project on Bangkok - Nong Khai HSR Development is a strategic project regarding ASEAN regional connectivity to develop
- a linkage route between Bangkok in Thailand, Vientiane in Laos and Kunming
- On 12 May 2016, both parties reached a mutual agreement to commence the project with the construction of the Bangkok - Nakhon Ratchasima railway route (Phase 1)
- On 17 July 2017, the Thai Cabinet approved the State Railway of Thailand (SRT) to execute the project
- The project is now under construction

Bangkok-Nakhon Ratchasima (Phase 1)

➢ Length : 250.77 km. ➢ 6 Stations ➢ Budget : 179,412.21 THB



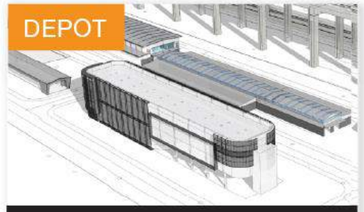
สถานีกลางกรุงเทพอภิวัฒน์
Krung Thep Aphiwat Central Terminal



ศูนย์ควบคุมการเดินรถกลางและ
ศูนย์ซ่อมบำรุงเชียงรากน้อย
Operation Control Center (OCC)
and Depot, Chiang Rak Noi



สถานีอยุธยา
Ayutthaya Station
หมายเหตุ : อยู่ระหว่างการศึกษาผลกระทบต่อมรดกโลกทางวัฒนธรรม
(Heritage Impact Assesment : HIA)



ศูนย์ซ่อมบำรุงทางสระบุรี
Saraburi Maintenance Base



ศูนย์ซ่อมบำรุงทางโคกสะอาด
Khok Sa-ad Maintenance Base



สถานีนครราชสีมา
Nakhon Ratchasima Station



สถานีดอนเมือง
Don Mueang Station

สถานีสระบุรี
Saraburi Station

สถานีปากช่อง
Pak Chong Station

สัญลักษณ์
- ทางรถไฟปัจจุบัน
- ทางรถไฟ ไทย-จีน (ยกระดับ)
- ทางรถไฟ ไทย-จีน (ระดับดิน)
- ทางรถไฟ ไทย-จีน (อุโมงค์)
- สถานีรถไฟ
- ศูนย์ซ่อมบำรุง
- ศูนย์ควบคุมการเดินรถกลาง

Bangkok-Nakhon Ratchasima (Phase 1)

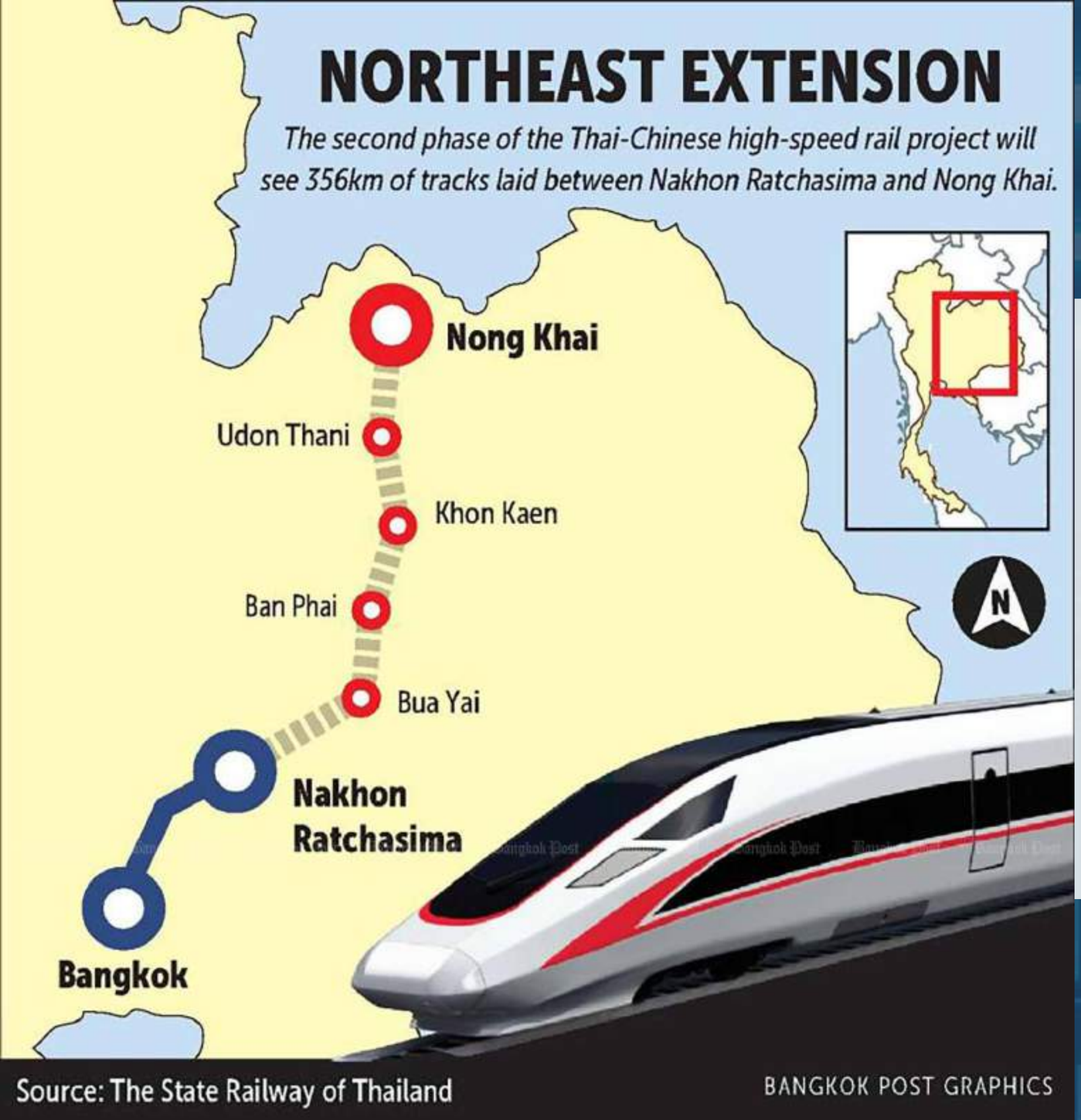







The construction will be completed in 2029.

As of April 2025, the progress is 45.00% of civil work.



Nakhon Ratchasima-Nong Khai (Phase 2)

- Length 356 km.
- Budget 341,351.42 mil THB
- 4 Provinces : Nakhon Ratchasima, Khon Kaen, Udon Thani, Nong Khai
- 5 Stations : Bua Yai, Ban Phai, Khon Kaen, Udon Thani, Nong Khai
- The construction will be completed in 2032.
- **Current Status :** The project was approved by the cabinet in February 2025 and it is expected to start the construction in 2026.

Project Challenges

- Adjustment of foundation and pier structures in some sections to avoid overlapping with other projects.
- Adjusting the operational plan and construction drawing to comply with the national laws, ministerial regulations and other regulations of relevant agencies.
- Requests for a change in track design from ground level tracks to elevated level tracks in urban areas.
- Adapting the design of the railway track and station to suit laws and regulations in the World Heritage area.
- Some parts of the project must be implemented in conjunction with other projects. When another project is delayed, it affects the project's plans.
- These challenges caused the delay of the project and the increasing of construction cost.