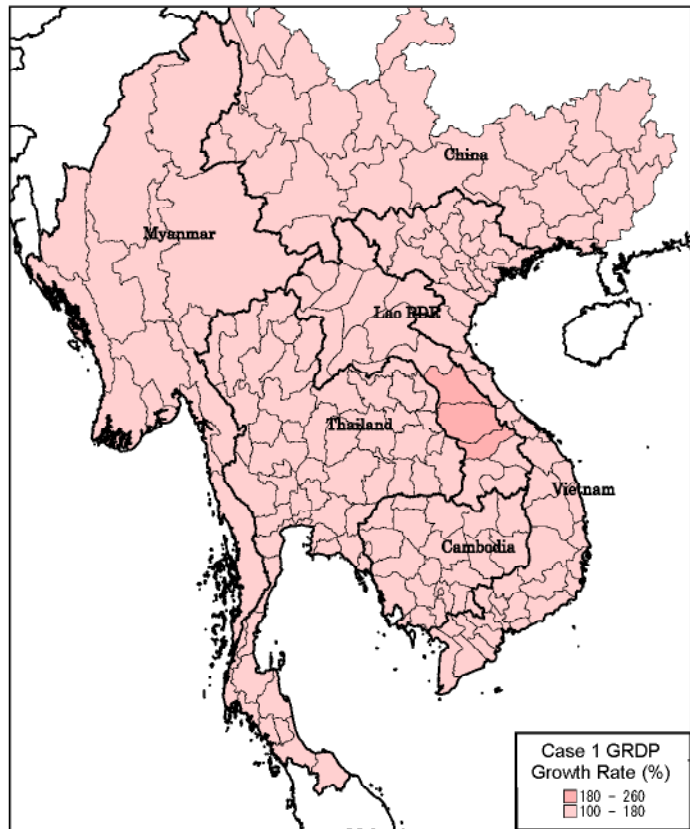


infrastructure development (i.e. CBTI) which was the basis for cases 1-3. Growth rates of GRDP by case and zone are shown in succeeding pages.

**【Case-1】**

This case assumed that the infrastructure between Bangkok and Hanoi through the Second Mekong International Bridge has been developed. GRDP growth could be seen in Lao PDR, where cross-border activities along the east-west economic corridor are promoted. This case assumed the development of roads only inside Lao PDR because on both sides (Thailand and Vietnam), road improvements have already been completed.

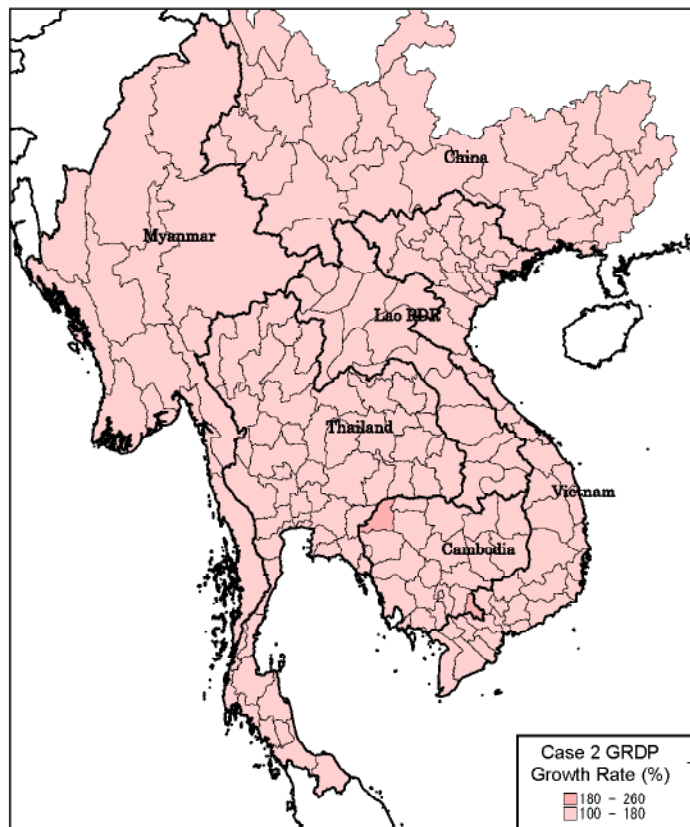
**Figure 6.6.5 (1) Case 1: Growth Rates of GRDP**



**【Case-2】**

This case assumed that the infrastructure between Bangkok and Ho Chi Minh has been developed. Increased GRDP could be observed in the border regions of Cambodia where the corridor runs through. This case assumed the development of roads inside Cambodia only.

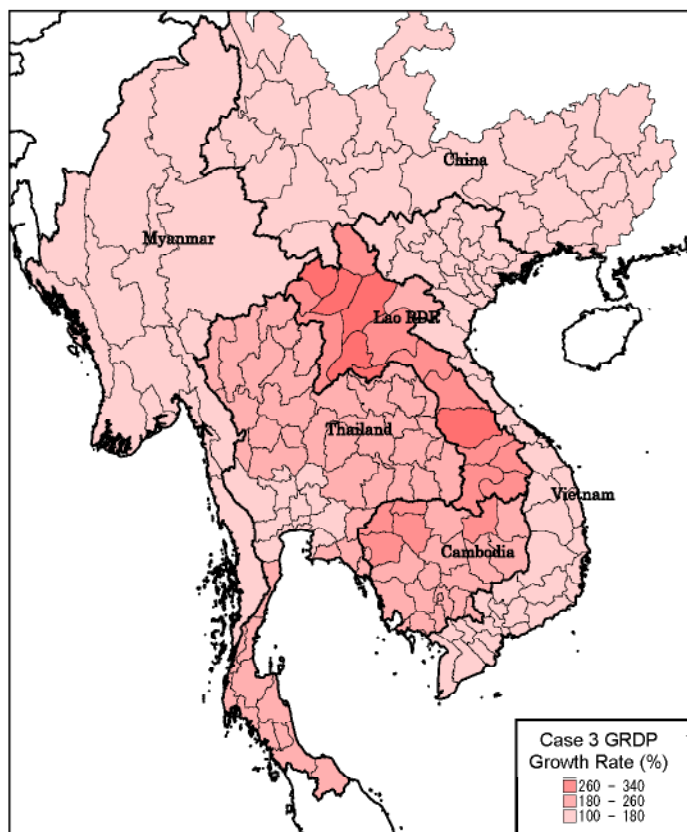
**Figure 6.6.5 (2) Case-2: Growth Rates of GRDP**



**【Case-3】**

This case assumed that CBTI development in the east-west corridor (Bangkok-Hanoi and Bangkok-Ho Chi Minh) and the north-south corridor has proceeded. The regions where these corridors run through showed GRDP growth. Particularly, the growth rates are significant in northern and central Lao, western Cambodia, as well as in northern and eastern Thailand.

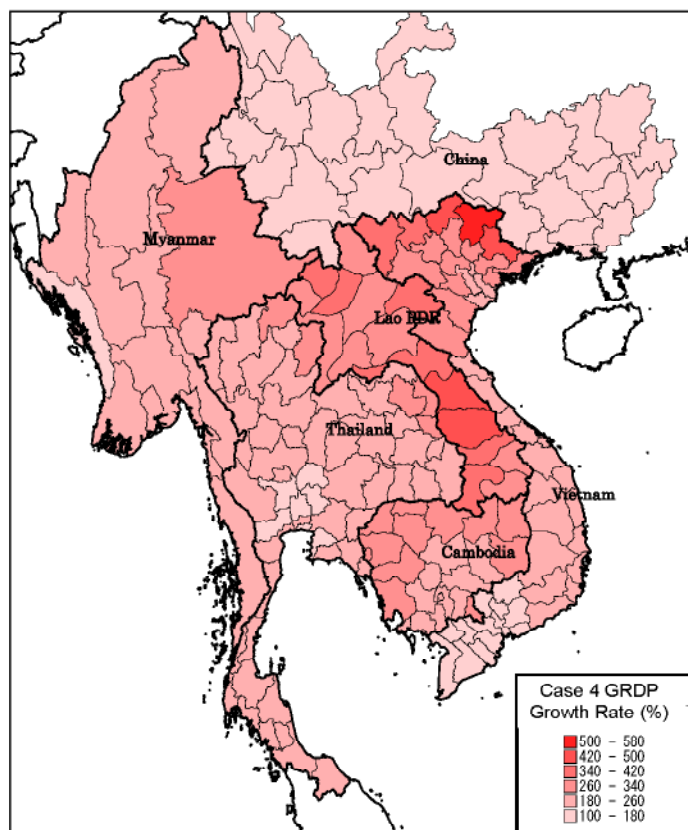
**Figure 6.6.5 (3) Case-3: Growth Rates of GRDP**



**【Case-4】**

This case assumed an absence of institutional impedance at all cross-border points within the Greater Mekong Subregion, but CBTI improvement was not taken into account. While GRDP grew all over the subregion, the growth in northern Lao under this case is not so high compared with that under Case-3. This is because CBTI improvement in the north-south corridor was not considered in Case 4, while it was in Case 3. It is important to note the significance of developing the road network connecting with the cross-border areas.

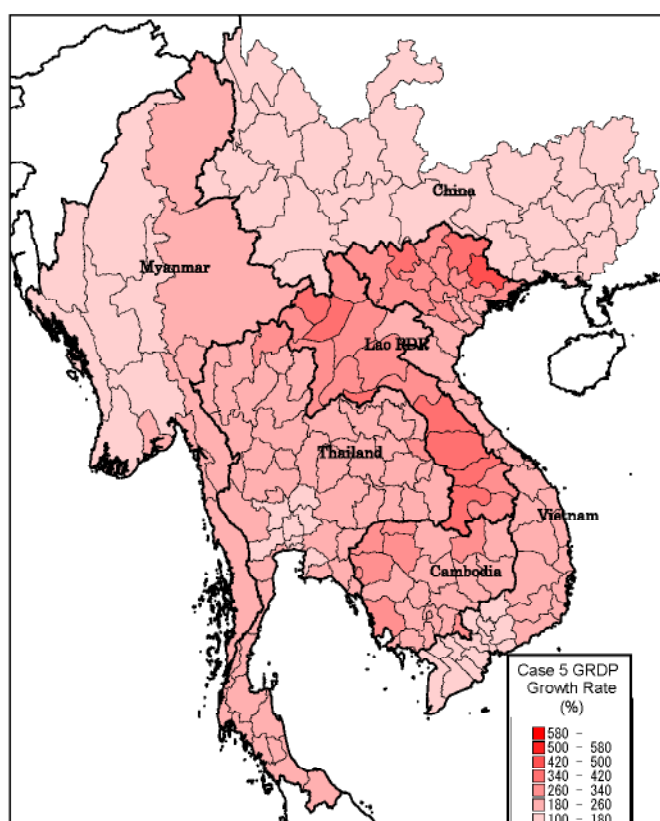
**Figure 6.6.5 (4) Case-4: Growth Rates of GRDP**



**[Case-5]**

For the 16 cross-border points covered by the CBTA, cross-border impedance was set at 30 minutes, which is the ADB's performance indicator. As in Case-4, Case-5 did not consider assume any CBTI improvement. The GRDP seemed to grow all over the Greater Mekong Subregion similar to the Case-4 results. Although the growth rates are lower than those in Case-4, the assumed CBTA at 16 cross-border points is considered effective.

**Figure 6.6.5 (5) Case-5: Growth Rates of GRDP**



**(b) Changes in Trip Generation/Attraction**

The trial estimates showed that subregional trip generation/attraction could increase together with GRDP growth. Changes in trip generation/attraction by country are shown in the table below for both passenger and freight flows.

Thailand, Vietnam, and China showed lower growth in passenger traffic than that of GDP as shown in Table 6.6.1, while other countries had higher growth rates than that in GDP. As for Cambodia and Lao PDR, freight flow showed lower growth than passenger flow. In other words, in countries with lower GDPs, passenger traffic would grow faster than freight in conjunction with GDP growth.

**Table 6.6.2 Growth in Trip Generation/Attraction by Country (Passenger: %)**

	Case-1	Case-2	Case-3	Case-4	Case-5
Cambodia	102.0	160.9	238.0	266.0	249.7
Lao PDR	168.4	100.6	365.1	414.7	370.4
Myanmar	102.7	102.7	104.2	209.0	190.3
Thailand	113.3	110.7	146.1	155.4	150.5
Vietnam	104.5	106.2	122.4	164.4	160.1
China	100.1	100.1	100.9	102.2	102.0

**Table 6.6.3 Growth in Trip Generation/Attraction by Country (Freight:%)**

	Case-1	Case-2	Case-3	Case-4	Case-5
Cambodia	101.5	139.9	185.6	198.3	192.1
Lao PDR	146.9	100.5	275.9	304.9	276.1
Myanmar	102.8	102.8	104.5	211.5	191.8
Thailand	112.7	110.9	144.6	153.1	148.7
Vietnam	104.6	105.4	120.8	176.1	170.0
China	100.2	100.1	101.5	104.3	103.8

The growth in trip generation/distribution by zone for passenger and freight is shown in the figures below. Growth rates differed between passenger and freight traffic. In this trial calculation, industries were taken as a whole without paying attention to the industrial structure. In reality, however, new industries would emerge if the regional potential increases, and freight movement would likely be stimulated as would passenger movement. In the future, it would be necessary to consider the industrial structure in the forecast.

While no changes in freight traffic were observed under Case-2, the figure below shows some traffic growth, about 150%, in Cambodia.

**Figure 6.6.6 (1) Case-1: Growth in Trip Generation/Attraction by Zone**

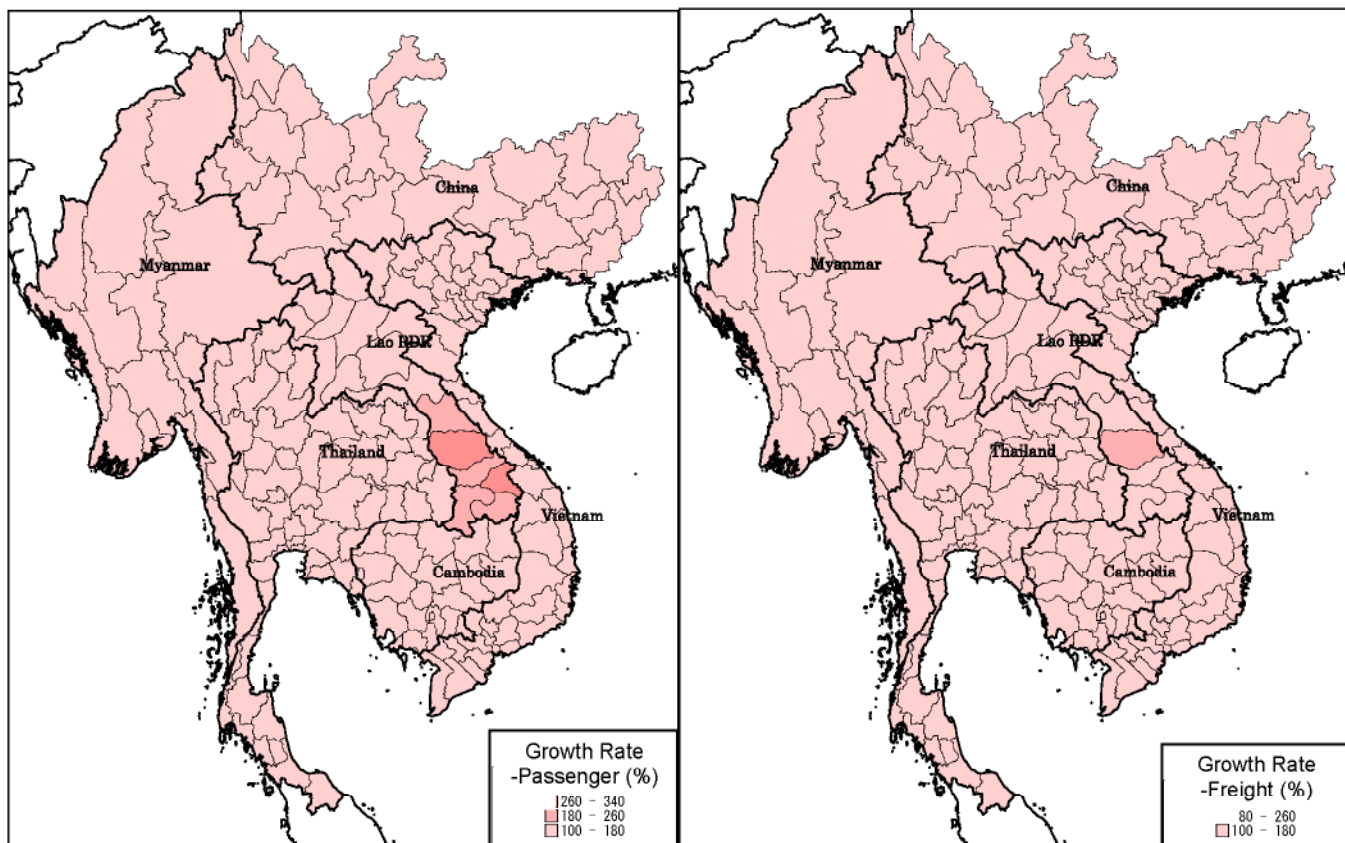


Figure 6.6.6 (2) Case-2: Growth in Trip Generation/Attraction by Zone

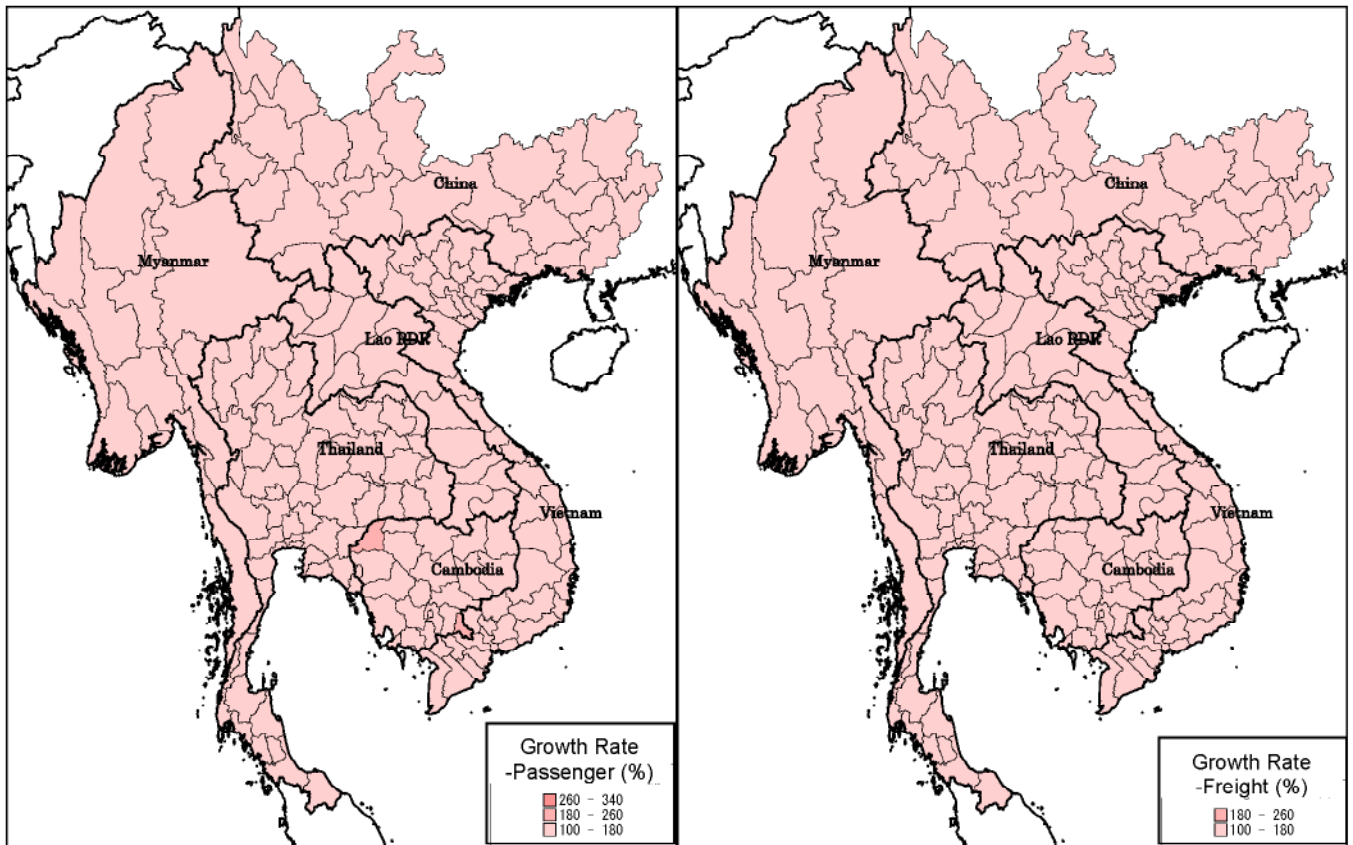


Figure 6.6.6 (3) Case-3: Growth in Trip Generation/Attraction by Zone

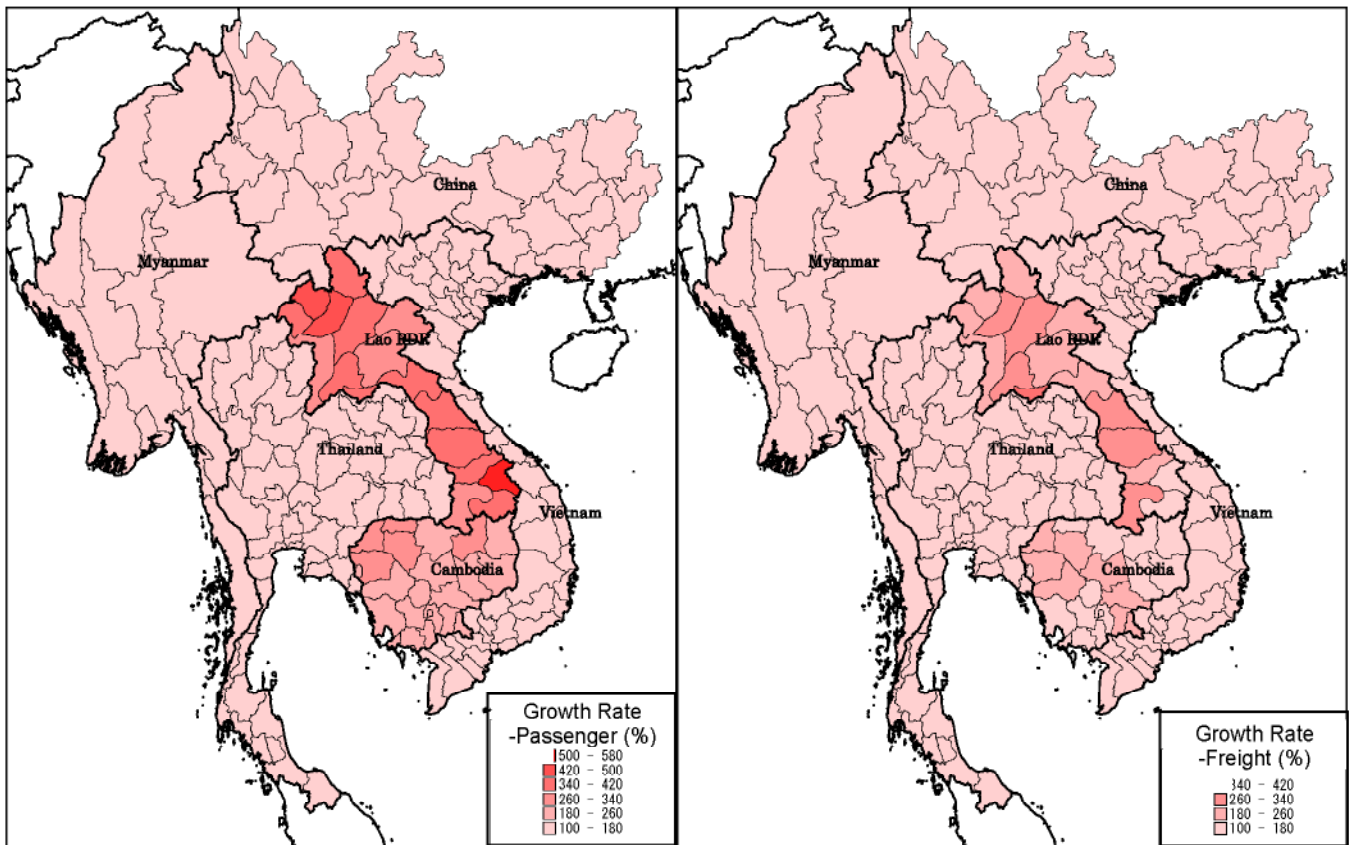


Figure 6.6.6 (4) Case-4: Growth in Trip Generation/Attraction by Zone

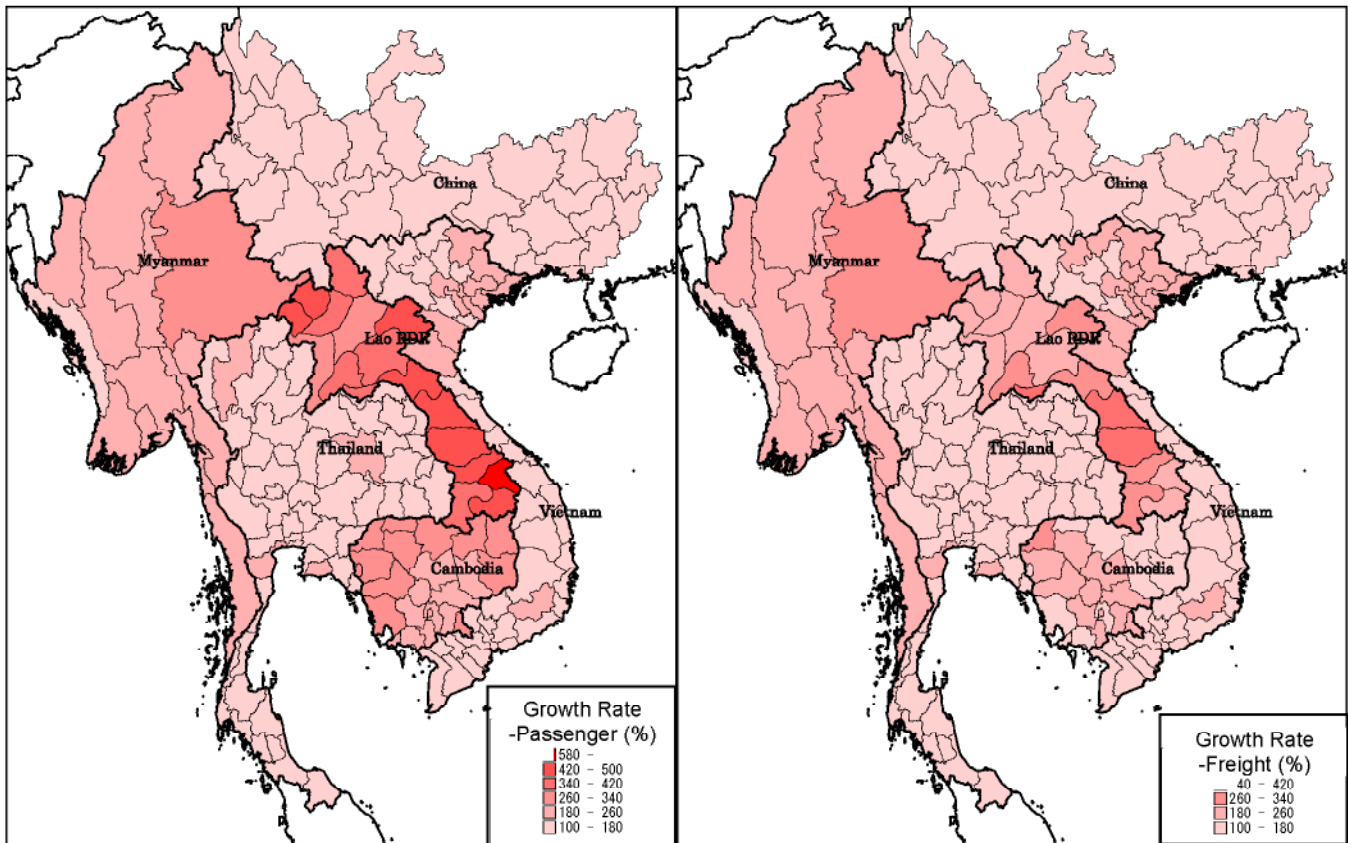
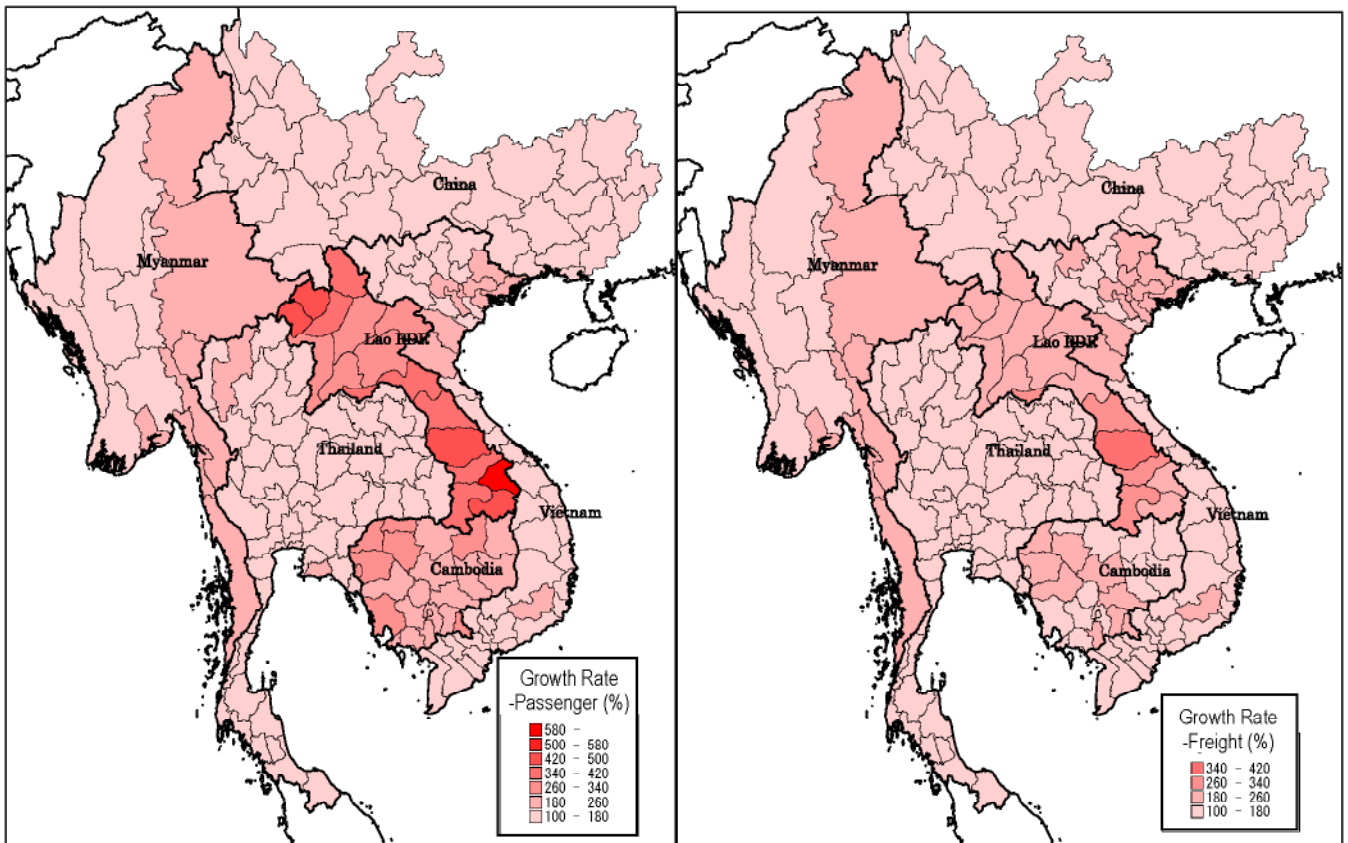


Figure 6.6.6 (5) Case-5: Growth in Trip Generation/Attraction by Zone



**(c) Changes in Traffic Flow**

Traffic assignment for each case was conducted using both the present and the estimated OD tables. Figures 6.6.7 (1)-(5) show the changes in traffic volume for each case which assumes varying levels of CBTI/CBTA development. These figures were prepared with this in mind and only indicate the induced traffic generated by CBTI/CBTA development, excluding the influence of route changes.

**【Case-1】**

This case assumed that CBTI development took place between Bangkok and Hanoi via the Second Mekong International Bridge. Traffic volume increased not only along the corridor but also in Bangkok and around north-eastern Thailand.

**Figure 6.6.7 (1) Case-1: Changes in Traffic Flow (Induced Traffic)**

