

2 Thailand Track Rehabilitation Project (1)–(3)

Contribution to prevention of operation delays and derailment accidents due to rail breakdowns

Loan Amount/Disbursed Amount 25.955 billion yen/23.872 billion yen
Loan Agreement January 1993–September 1996
Terms & Conditions Interest rate 2.3%–3.0%, Repayment period 25 year (grace period 7 years), General untied
Final Disbursement Date November 2001–January 2004
Executing Agency State Railway of Thailand (SRT) (<http://www.railway.co.th/English/>)



Project Objectives

The objective of this project was to promote the safety of the operation of the railway's trains and reduce maintenance and operation costs by revamping the overall railway line—totaling 791 km in length—of the Northern line and the Southern Line of SRT, thereby contributing to the development of the economy of Thailand by maintaining and strengthening railway transport capacity.

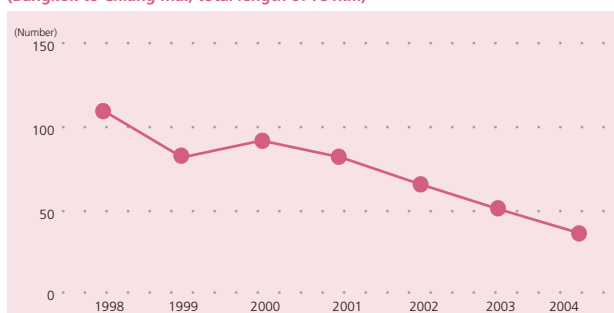
Effectiveness & Impact

Rating **b**

As a result of this project, the annual number of incidents of rail breakdowns significantly decreased from 110 (1998) to 37 (2004). Further, since project implementation, derailment accidents, which occurred at the frequency of once every three years, have been reduced to almost zero. On segments where track rehabilitation took place, freight trains were able to travel at speeds of up to 120km/hour in contrast to a maximum speed of 100km/hour prior to track rehabilitation on the relevant railway segments. Therefore, annual operation and management costs per kilometer on the segments that underwent track rehabilitation during the project was lowered to 121 million baht (approximately 379 million yen) on average.

However, there has been a decrease in public transport passenger volume, and the number of passengers using railways, due to the trend of private-car ownership in Thailand. Therefore, this project has brought certain effects, and its effectiveness is moderate.

No. of Rail Breakdown Incidents on the SRT Northern Line (Bangkok to Chiang Mai, total length of 751km)



Relevance

Rating **a**

Both project period and costs were almost as planned, therefore, efficiency of the project is high. The project was planned based on Thailand's Seventh National Economic and Social Development Plan. At the time of the ex-post evaluation, the improvement of infrastructure to contribute to regional development was being promoted under the Ninth National Economic and Social Development Plan. Taking this plan into consideration, the SRT formulated a transport development master plan and is promoting policies to rehabilitate tracks.

Efficiency

Rating **b**

Although the project costs were below the planned amount (95% of planned amount), the project period was much longer than planned (139% of planned period); therefore the evaluation for efficiency is moderate. Causes of project delays included delays in selecting consultants and contractors.

Sustainability

Rating **b**

Although fare income of the executing agency remained unchanged and the project presented deficits in operating income and expenditure, there are no problems with regard to agency with ability or the maintenance system. As a result, the sustainability of this project is moderate.

Conclusion, Lessons Learned, Recommendation

In light of the above, this project is evaluated to be moderately satisfactory. Based on the decreasing trend in the number of passengers using railways, it would be advisable to increase fare income and improve the financial status of the executing agency by strengthening marketing and other measures.

Third-Party Opinion

The project contributed to a decrease in the number of derailment accidents and reduction in operation and management costs through improvement of the railway tracks. The private sector is expected to participate in the operation of services to improve the financial status of the SRT.

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