



## 5 Thailand Bangkok-Chonburi Highway Construction Project (2)

Contributing to the easing of traffic congestion in the Bangkok Metropolitan Area.

**Loan Amount/Disbursed Amount** 21.627 billion yen/19.336 billion yen  
**Loan Agreement** September 1993  
**Terms & Conditions** Interest rate 3.00%,  
 Repayment period 13 year (grace period 7 years), General untied  
**Final Disbursement Date** January 2002  
**Executing Agency** Department of Highways, Ministry of Transport (<http://www.doh.mot.go.th>)



### Project Objectives

The objective of this project was to construct roads connecting the eastern coastal areas with north and east Thailand, thereby securing transportation routes to the eastern coastal areas, easing traffic congestion in the Bangkok Metropolitan Area, and contributing to the economic development of the eastern coastal areas.

### Effectiveness & Impact

Rating **a**

The average annual traffic volume on roads constructed by this project was 40,204 vehicles in 2004. This is in line with initially planned estimates of traffic volume. Annual averages for daily traffic volume of the parallel-running national road have markedly decreased as well since project implementation. This project is therefore considered to have had an effect on easing traffic congestion in the Bangkok Metropolitan Area. In a beneficiary survey (given to 13 businesses located around the area of this project), many of the responses indicated that they benefited from “everyday use constructed roads” and that the project “is greatly contributing” to business activities. This survey also indicated that the transport of products and raw materials are the main reasons for road use. After project implementation, Gross Regional Domestic Product (GRDP) of nonagricultural sectors in the region showed a marked increase. This project is considered to have contributed to the economic development of the region. Therefore, this project has largely achieved its objectives, and effectiveness is highly satisfactory.

### Relevance

Rating **a**

This project has been highly relevant with Thailand’s national policies both at the time of the appraisal and at the time of the ex-post

evaluation. This project was planned in accordance with the Thailand’s Seventh National Economic and Social Development Plan. At the time of ex-post evaluation, the Ninth National Economic and Social Development Plan also had mentioned importance to the development of the Bangkok Metropolitan Area and eastern coastal areas, and to the infrastructure improvements that support this development. In response to this national plan, a policy for promoting the improvement of the national road network was raised in the Ninth Road Development Plan formulated by the Ministry of Transport.

### Efficiency

Rating **b**

Although project expenses were below planned amounts (approximately 84% of planned expenses), the project period greatly exceeded the planned period (approximately 249% of planned period); therefore the evaluation for efficiency is moderate. Causes of project delays included changes to road construction methods and delays in land acquisition.

### Sustainability

Rating **a**

No major problem has been observed for capacity of the executing agency nor the operation nor its maintenance system, therefore, sustainability of this project is high.

### Conclusion, Lessons Learned, Recommendation

In light of the above, this project is evaluated to be highly satisfactory. During ex-post evaluation, a road user stated they would like to see such improvements extended to construction of parking areas and lighting at night. It is hoped the executing agency will respond with specific actions.

Comparison of planned and actual traffic volume for FY2004 (vehicle number/day)

	0 ~ 19km	19km ~ 47km	47km ~ 64km	64km ~ 79km	Average of all segments
Initially planned value	57,334	40,752	38,642	28,723	41,363
Actual value	41,025	42,773	45,093	31,926	40,204

Source: Annual Average of Daily Traffic Volume Survey Results (Department of Highways, Ministry of Transport)  
 \* This is an annual survey on traffic volume carried out by the Department of Highways, Ministry of Transport. Four times a year (January, April, July, and October), traffic volume is measured in 24-hour units at individual locations on Wednesday, Saturday, and Sunday. The results are an average of these values.

### Third-Party Opinion

This project eased traffic congestion in the Bangkok Metropolitan Area and improved access to the eastern coastal areas, having an enormous impact on the regional economy. It is hoped additional rest areas will be constructed along the highway.

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