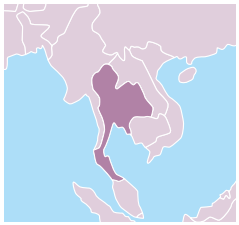
Asia Thailand



OCMLT Traffic Planning and Management Sector Loan

Improving the convenience and safety of the transport sector and thus contributing to less congestion and a better traffic environment

【External evaluator】
Hiroyasu Ohtsu, Graduate School of Kyoto University

Rating

Effectiveness, Impact	a	Overall rating B
Relevance	a	
Efficiency	b	
Sustainability	b	

Project Objectives

To meet three objectives of (i) improving the efficiency of road use, (ii) securing traffic safety, and (iii) enhancing the convenience of public transportation by developing road networks and implementing programs for better traffic safety, thereby contributing to less traffic congestion and a better traffic environment.

Outline of the Loan Agreement

- Loan amount / disbursed amount: 4,148 million yen / 3,205 million yen
- Loan agreement: September 1998
- Terms and conditions: 2.2% interest rate, 25-year repayment period (including a 7-year grace period); general untied [consulting services: 0.75% interest rate; 40-year repayment period (10-year grace period); bilateral tied]
- Final disbursement date: January 2006
- Executing agency: Office of the Commission for the Management of Land Traffic (OCMLT)

Traffic signals installed in the city of Chiang Mai

An overpass constructed

Effects of Project Implementation (Effectiveness, Impact)

Under this project, a feeder transport system has been developed as a spin-off from the revision of the bus routes and schedules by the Bangkok Mass Transit Authority (BMTA). The program for transfer facilities for intermodal transportation in the Bangkok Metropolitan Area is expected to help reduce traffic jams in and around the metropolitan area. The master plan for mass transit railway lines in urban areas, which has been approved by the Cabinet, provides a future course of action for the construction of mass transit services.

The sub-project designed to install traffic signals in Chiang Mai as part of efforts to improve traffic safety has received favorable responses in a beneficiary survey. Many of the pedestrians who responded said the installment of pedestrian signals in the city had increased their safety on the streets.

Therefore, this project has largely achieved its objectives and its effectiveness is high.

Relevance

The project has been highly relevant with Thailand's national policies and development needs at the times of both appraisal and ex-post evaluation in light of the strategy for improving the traffic environment in the traffic sector.

Efficiency

Project cost was lower than planned (35% of the planned cost), but the project period was much longer than planned (194% of the planned period); therefore the evaluation for efficiency is moderate. The cost savings were made by such factors as the cancellation of the construction of grade-separated intersections, and the introduction of bidding. The implementation delay was caused by a protracted procurement process and the time required negotiating with local residents over landscape issues.

Sustainability

The sustainability of this project is fair. Although some pedestrian signals are in a bad state of repair in the city of Chiang Mai, no major problems have been observed with the technical, structural and financial aspects of the operation and maintenance by the executing agency.

Conclusion, Lessons Learned, Recommendations

In light of the above, this project is evaluated to be satisfactory. A major lesson learned is the need for substantial briefings to be given to local residents and public hearings in advance; the project implementation was delayed primarily due to protests from the local residents. Improvements to some bus routes have yet to be made due to conflicting interests over which consultations are being held. It is advisable to make these improvements since they will help reduce traffic congestion, especially when another mass transit system is put in place.