

THAILAND

TRANSPORT OVERVIEW

GENERAL INFORMATION

Total Surface Area (sq km)	
Population Density	

POPULATION AND MOTORIZATION RATE

Population (thousand)	
Urban Population (thousand)	
Level of Urbanization (percent)	
GDP/capita (constant 2005 \$)	
Cars/1000 population	
Vehicles/1000 population	

ROAD TRANSPORT

Length of roads (km)	
Paved	
Unpaved	
Length of Rail (km)	
Urban Rail	
Commuter Rail	

AIR TRANSPORT

Number of Airports	
Passenger-kilometers	
Ton kilometers	

MARINE TRANSPORT

Number of Marine Ports	
Passenger-kilometers	
Ton kilometers	

INLAND WATER TRANSPORT

Number of River Ports	
Length of Navigable River	
Passenger-kilometers	
Ton kilometers	

HIGHLIGHTS

Population and Level of Urbanization

- As of 2014, Thailand's population is at ## million, with ##% living in urban areas.
- Since 2000, Thailand's urban population has been increasing by #% per year.

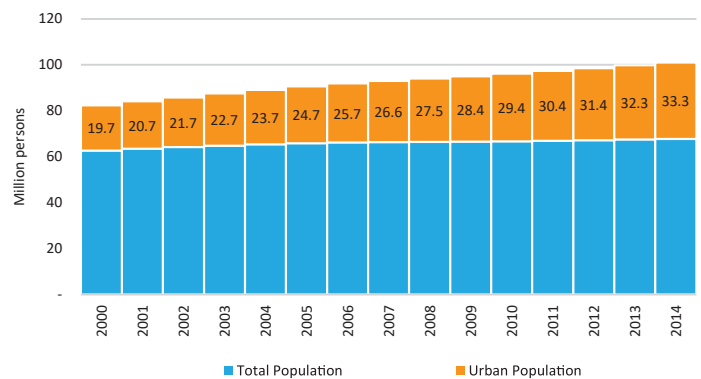
Economy

- The average income in Thailand is about ## thousand USD per capita (based on GDP adjusted by 2010 PPP)
- The rate of increase is estimated at #% per year from 2000 to present.

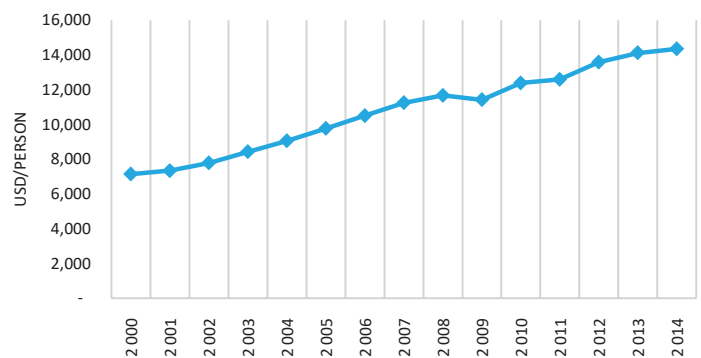
Motorization Rates

- There are ### road vehicles per 1000 persons in Thailand, which is about ### times the motorization levels in 2000.
- Car ownership is about ## cars per 1000 persons – ### times the 2000 level.
- Car ownership has been rising by about #% per year since 2000.

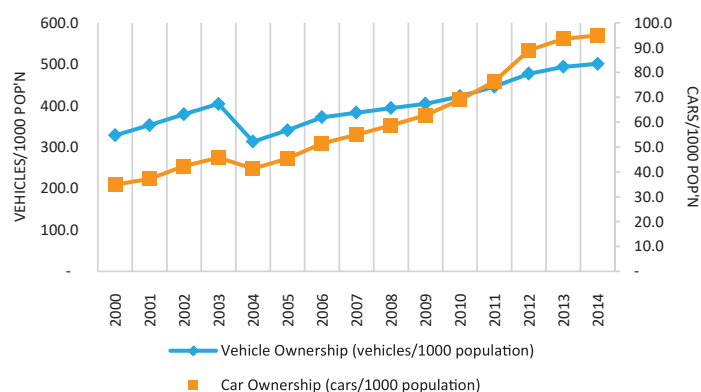
POPULATION



PER CAPITA INCOME

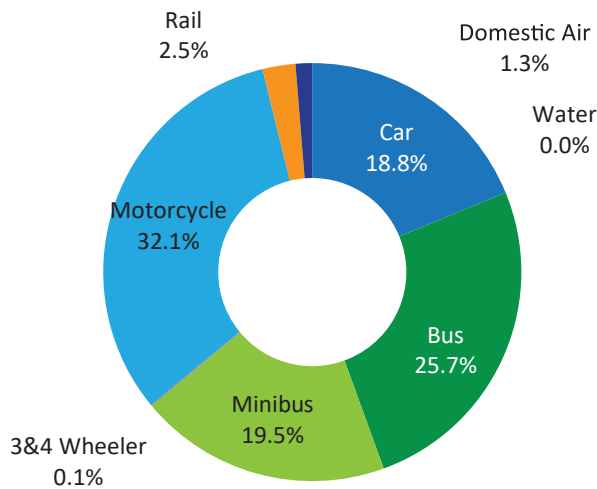


MOTORIZATION RATE

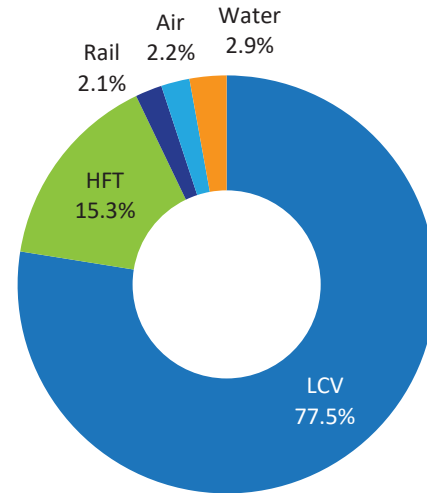


TRANSPORT DEMAND SUMMARY

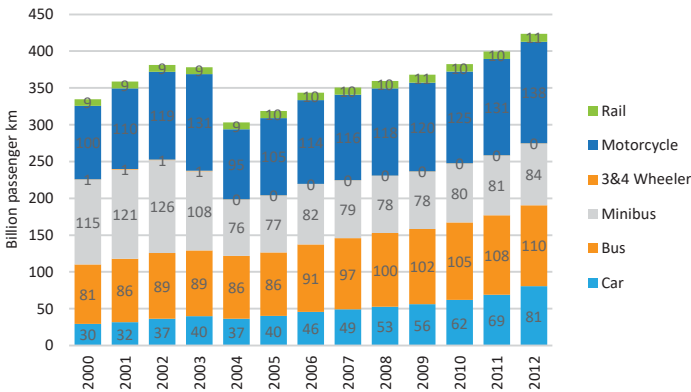
PASSENGER MODE SHARES BY VEHICLE TYPE (2012, %PKM)



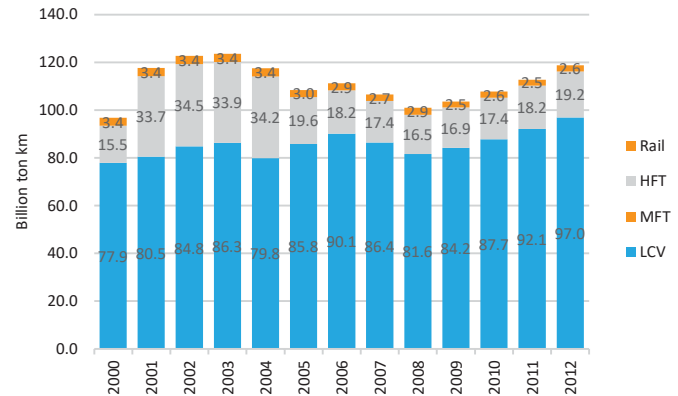
FREIGHT MODE SHARES BY VEHICLE TYPE (2012, %TKM)



LAND TRANSPORT PASSENGER MODE SHARES PER YEAR



LAND TRANSPORT FREIGHT MODE SHARES PER YEAR



HIGHLIGHTS

Passenger Transport

- Thailand has a high share of motorcycles, estimated at about 32% of the total passenger kilometers as of 2012.
- Passenger transport by private cars has been increasing fast from 2000 to 2014, with car passenger kilometers rising by about 7% per year.

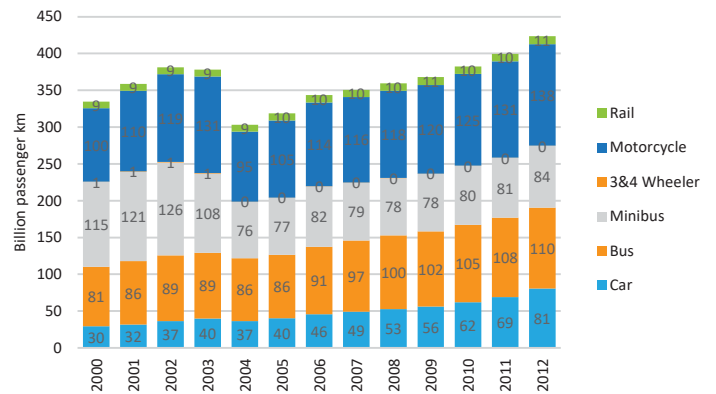
Freight Transport

- Light commercial vehicles comprise majority of freight transport at about 76% as of 2012.
- Heavy freight trucks have a much lower share at 15.3% of overall freight transport demand, but have a higher share of emissions at

Overall

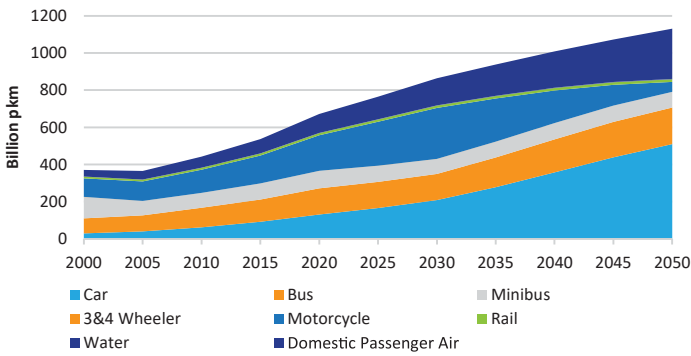
- Overall, passenger kilometers has been increasing by 4% per year from 2000 to 2012. Freight transport on the other hand has been increasing by 4% per year from 2000 to 2012.

ROAD VEHICLES PER YEAR (BY VEHICLE TYPE)

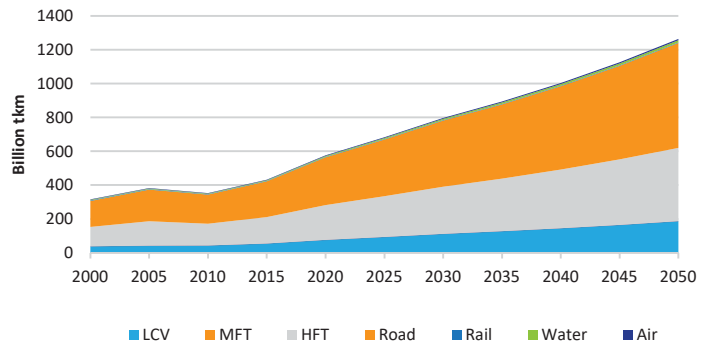


FUTURE OF TRANSPORT - BUSINESS AS USUAL SCENARIO

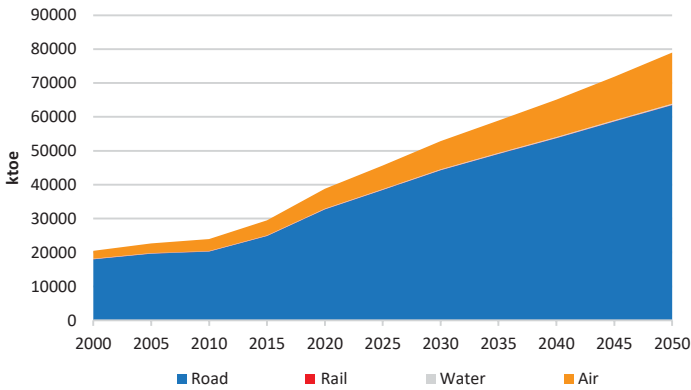
PASSENGER MODE SHARES BY VEHICLE TYPE (PKM)



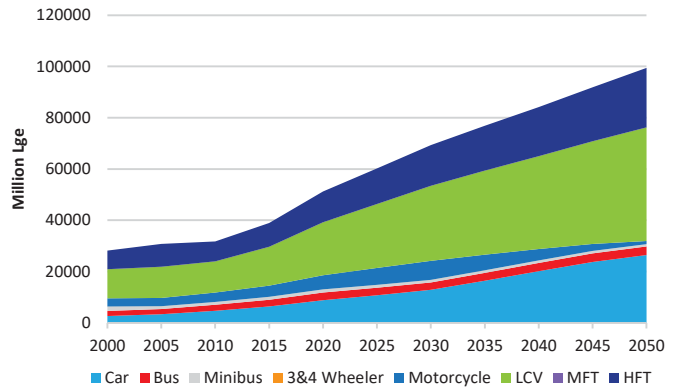
FREIGHT MODE SHARES BY VEHICLE TYPE (TKM)



FUTURE ENERGY DEMAND BY MODE OF TRANSPORT



FUTURE ENERGY DEMAND OF ROAD TRANSPORT



HIGHLIGHTS

Passenger Transport

- Under the BAU scenario, the total passenger kilometer (pkm) from all modes of transport is expected to reach 863.96 bpkm by 2030 compared to 536.63 bpkm in 2015, which accounts for 3.8% annual average increase from 2015 to 2030. From 2030 to 2050, the increase in transport demand will slow down to 1.5% annually, reaching 1130.7 bpkm by 2050.
- Transport demand by passenger car will increase rapidly at 7.9% per year from 2015 to 2030 and 6.9% from 2030 to 2050, the fastest across all modes.

Freight Transport

- the total freight transport demand is projected to have a 5.3% increase annually from 2015–2030 reaching 796.67 billion ton kilometers in 2030 compared to 431.99 btkm in 2015. While the increase will slow down to 2.8% annual increase from 2030–2050 reaching 1263.5 btkm in 2050.

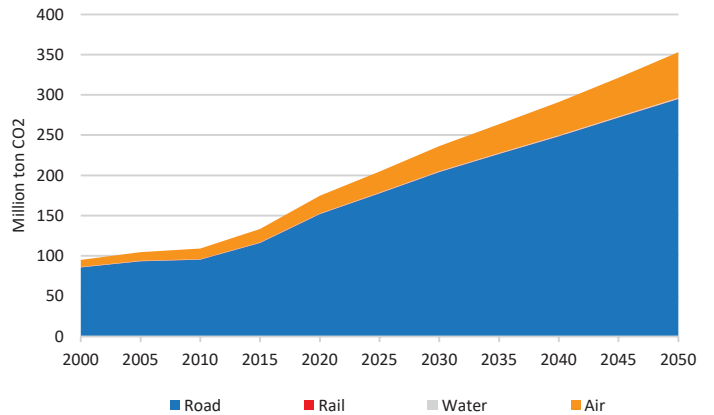
Energy Demand

- Passenger transport will comprise 43% of the total energy use in 2030 and 2050, while freight transport sector energy use will cover 57% of the total energy use in 2030 and 2050.
- Road transport energy use will remain to be the highest among all modes at around 84% in 2015 and 2030 and 80% in 2050. Among the road transport modes, LCV is projected to have the highest percentage share among other modes at 42% (29293 million Lge) in 2030 and 45% (44343 million Lge) in 2050.

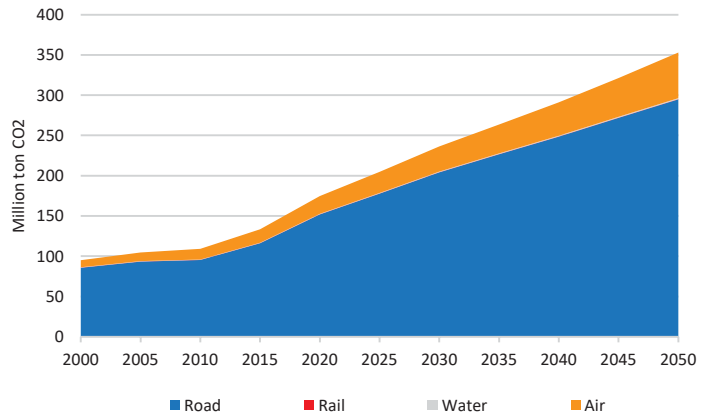
Transport Emissions

- Total tank to wheel CO2 emission from passenger transport is accountable for up to 43% by 2030–2050. It is projected to increase annually by 6% from 2015–2030, reaching up to 82.9 million tons by 2030 while there will be a 5% annual increase from 2030–2050 accounting for the total CO2 emission from passenger transport of 125 million tons by 2050.
- 57% of the total CO2 emission from 2030–2050 will be coming from the freight transport sector. An annual increase in CO2 emission by 5% is expected from 2015–2030 reaching up to 112.3 million tons by 2030. By 2030–2050, the rate of annual increase will decline at 2.4% (168.5 million tons by 2050).

TRANSPORT CO2 EMISSIONS BY MODE



TRANSPORT CO2 EMISSIONS BY VEHICLE TYPE



FUTURE OF TRANSPORT – 1.5-DEGREE SCENARIO

DISCUSSION OF LOCAL TRANSPORT MODES, PRESENCE OF SPECIAL MODES, INDIGENOUS TRANSPORT, ETC.

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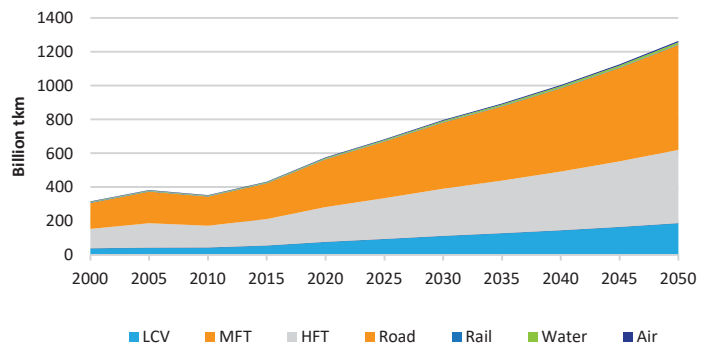
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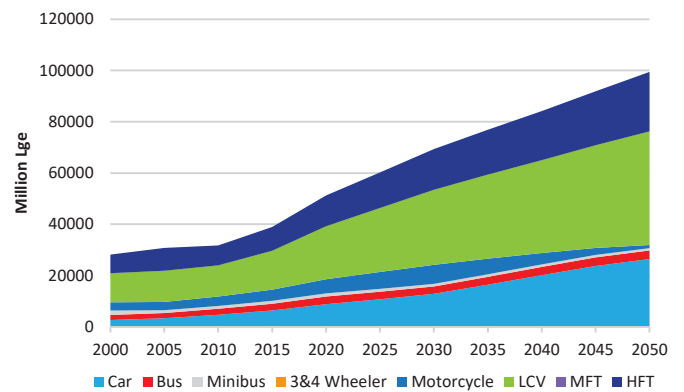
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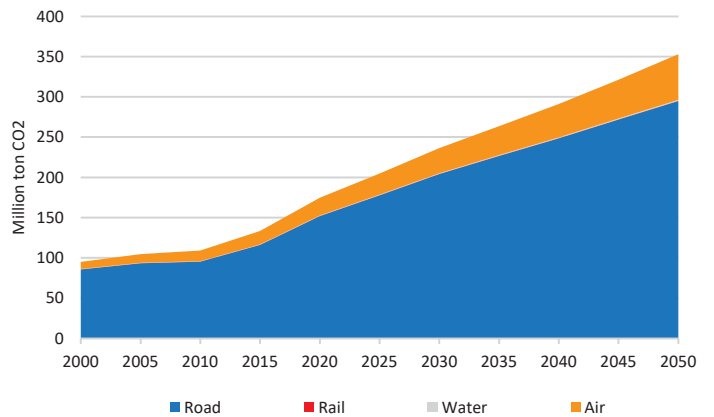
PASSENGER MODE SHARES BY VEHICLE TYPE (PKM)



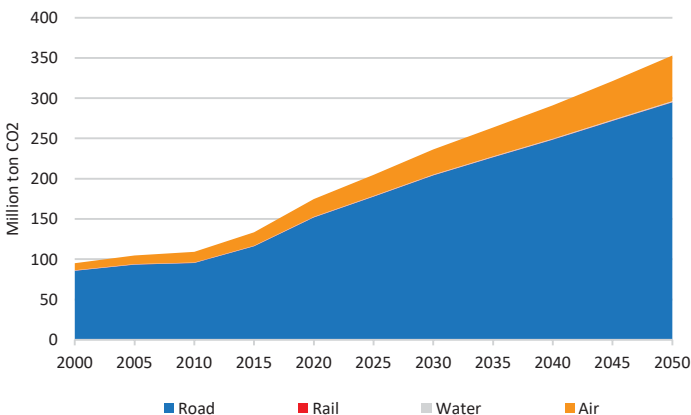
FREIGHT MODE SHARES BY VEHICLE TYPE (TKM)



FUTURE ENERGY DEMAND



TRANSPORT CO2 EMISSIONS BY MODE



TRANSPORT CO2 EMISSIONS BY VEHICLE TYPE

