Vision of Asian Connectivity and EEC

Dr. Kanit Sangsubhan
Eastern Economic Corridor Office, Thailand
“...The two parties also agreed to strengthen the bilateral cooperation in the third-party markets, establish cross-department working mechanism on promoting China-Japan cooperation in the third-party markets under China-Japan economic high level dialogue mechanism, and hold “Forum on China-Japan Cooperation in the Third-Party Markets” together with economic organisations.”

Source: Ministry of Foreign Affairs of Japan and Ministry of Commerce of the People's Republic of China
Master Plan on ASEAN Connectivity 2025 (2010 and 2016)
Partnership for High Quality Infrastructure. Consistent with the Master Plan on ASEAN Connectivity,
Road and Belt Initiatives
Thailand is at the centre of the Greater Mekong Sub-region, surrounded by the fastest-growing economies of India, China and ASEAN.

40% of the global GDP in 2035 will come from ASEAN, China and India.

Source: IHS, Global Insights
Thailand will have access to the rising consumer class beyond China and the GMS in the rest of the ASEAN and India totalling up to ~1 billion people.

SOURCE: Internal analysis

- **Singapore**: 6 mn (1.7x)
- **Indonesia**: 260 mn (2x)
- **Malaysia**: 36 mn (1.4x)
- **India**: 550 mn (2x)
- **Philippines**: 92 mn (1.9x)

2030 middle-class population

N-fold increase in middle-class population 2015-30
From ESB to EEC
Unified investment and implementation of major infrastructure development projects provides a unique opportunity to activate the EEC vision and provide a foundation for future growth. Through integrated planning and strategy, this proposal presents solutions for all core infrastructure projects identified within the EEC as well as identifying their regional linkages, strategic value, and primary demand drivers.

**Unified planning** of trunk and feeder infrastructure with a **clear path for growth** will ensure suitable capacity in the future. This provides “peace of mind” for investors through **transparent development plans and schedules**.
A Proposal on Building Yunnan-Laos-Thailand Cooperation Pilot Zone under “One Belt One Road” (Yunnan Province’s Study on April 2017)

Upper East-West Corridor

<table>
<thead>
<tr>
<th>Route</th>
<th>Distance (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangkok - Phitsanulok - Chiang Mai</td>
<td>672</td>
</tr>
<tr>
<td>Tak - Phitsanulok - Phetchabun - Khon Kaen - Roi Et - Mukdahan</td>
<td>718</td>
</tr>
</tbody>
</table>

Lower East-West Corridor

1) Bangkok - Kanchanaburi
2) Bangkok - Chachoengsao - Aranyaprathet
3) Bangkok - Chachoengsao - Laem Chabang

EEC

To India
FOCUSED PROJECTS AND INVESTMENT PLAN IN 5 YEARS

**Infrastructure**

1. **High Speed Rail Linked 3 Airports**
   - HSR Eastern Route | Aerotropolis: U-Tapao International Airport | Seamless operation system

2. **Double-Tracks Rail Linked 3 Seaports**
   - Laem Chabang Port Phase 3 | Map ta Phut Port Phase 3 | Sattahip Commercial Port

3. **Highways & Motorways**

4. **Digital Infrastructure**

**Targeted Industries**

**First S-Curve**
- Automobile for the future
- Smart Electronics
- Agriculture & Bio Technology
- Food for the future
- World class tourism

**Second S-Curve**
- Robotics & Automations
- Aviation & Logistics
- Bio Energy & Bio Chemicals
- Medical & Health Industry
- Digital Industry

**Tourism**

**Technology & Innovation**
- EEC of Innovation (EECI)
- Digital Park Thailand (EECd)

**Human Resource Development & Education**
Combined Public and Private Investments

Approximately 1.7 Trillion baht ($49.9 Billion) in the first 5 years

- U-Tapao International airport: 200,000 million baht ($5.7 Billion)
- Map Ta Phut Port Phase 3: 11,100 million baht ($0.3 Billion)
- Laem Chabang Port Phase 3: 150,000 million baht ($4.2 Billion)
- High Speed Rail: 200,000 million baht ($5.7 Billion)
- New Cities / Hospitals: 400,000 million baht ($11.5 Billion)
- Tourism: 200,000 million baht ($5.7 Billion)
- Industry: 500,000 million baht ($14 Billion)
- Motorway: 35,300 million baht ($1 Billion)
- Dual-track railway: 64,300 million baht ($1.8 Billion)
01 Permanent Administration
• Policy Committee chaired by the Prime Minister with 14 ministers
  Eastern Economic Corridor Office of Thailand

02 Clear Working Process
• EIA/PPP/Urban planning/ OSS and etc.
• Special Economic Promotion Zone
• Incentives (tax/visa/work permit and etc.)

03 EEC Inclusivity
• Integrated Plan and Budget Fund for Local Development
The high speed trains will link the 3 main airports (Don Muang, Suvarnabhumi and U-Tapao) for greater convenience, reduced travel time and saving costs.

High Speed Rail Linked 3 Airports

An international airport to accommodate 15-30-60 million passengers every year.

U-Tapao International Airport

The double-track rail lines will connect industrial zones nationwide to the 3 main ports.

Double-Track Railway

The expansion will lift its capacity to handle 18 million TEU containers per year and 3 million cars per year.

Laem Chabang Port Phase 3

Increase the capacity to handle more liquid materials and natural gas.

Map Ta Phut Port Phase 3

The state-of-the-art hub for aircraft maintenance, repair and overhaul. This is set to become the most advanced MRO centre in the region.

TG MRO Campus
21 EEC INDUSTRIAL PROMOTION ZONES
TOTAL OF 31 INDUSTRIAL ESTATES (113,000 RAI) IN EEC

DECLARED AS EEC PROMOTIONAL ZONE
FOR TARGETED INDUSTRIES
Area declared 86,775 Rai
Area to accommodate new investments 28,666 Rai
Investment value 1.31 MM Baht

- Smart Park
- HESIE 1,4
- HEIE
- ESIE
- RY36
- Amata City
- CP

TFD2
Yamato
Amata 1-2
Pinthong 1-5
HCIE 1-2
HESIE 2-3

1 ZONE
12 ZONES
8 ZONES
EEC connecting Thailand and Japan to the FUTURE

September 13, 2017

EEC connecting Thailand and Japan to the FUTURE
Smart Digital Hub and Digital Transformation Strategic Partnership

April 19, 2018

阿里巴巴集團與泰國政府達成戰略合作，支持泰國4.0計劃

合作範圍涵蓋於泰國東部經濟走廊建立智慧數字樞紐、培訓數字人才與中小企，推動智慧旅遊及泰國農產品對華出口。