Thailand Rail-Based Land Bridge
Present & Future Challenges

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Outlines

• Thailand Rail-based Land Bridge : ARX Model
  – Service background / Route
  – Customs Process
  – Service pattern / successful story & lessons learnt
  – Future Service Coverage / Extensions (Regional & Continental)

• China – Europe Rail Link
  – Routes
  – Connection possibilities
  – Possible Benefits to the Thai / Regional Rail Operator
  – Pros/Cons

• SUMMARY / Q&A
• Dedicated Containerized Block Train Serving Thailand-Malaysia
• Uninterrupted Service since 1999
• Joint Service between Profreight International (Thailand) and FM Global (Malaysia)
• Based on the Joint Infrastructure agreement between the State Railway of Thailand and Keterapi Tenah Melayu (KTM) of Malaysia.
EQUIPMENT

KTM’s Chassis are utilized throughout

Operator owned Containers (SOC)

LOCOMOTIVES
KTM in Malaysia
SRT in Thailand

KTM’s Chassis are utilized throughout
ROUTE & TRANSIT TIME

Best Possible Total Transit Time
60 HOURS
Customs Procedures

Standard Export Clearance at TIFFA ICD, Bangkok
- Same procedures as ocean/air export & Imports
- Similar clearance & privileges / time taken

Transit Clearance in Padang Besar
- No physical inspection of cargo
- No waiting
- Simple documentation

Standard Export Clearance at Terminals & Ports in Malaysia
- Same procedures as ocean/air export & Imports
- Similar clearance & privileges / time taken
Services & Extensions

Service Patterns
- Port to Port
- Door to Port
- Port to Door
- Door to door

Extension by Sea/Truck via
- Bangkok/Laem Chabang
- Penang
- Port Klang
Issues

- Locomotive shortage/mechanical
- Driver Shortage
- Derailment
- Delay at hub(s) – (loco changes)
- Balance of chassis & containers
Immediate Benefits

- Kunming and Lao to Laem Chabang and Bangkok Port
- Boosting trades between South China and Thailand, Myanmar, Vietnam and Lao, Cambodia
- Complete regional Rail network
Three corridors planned to pass through northern, central and southern Xinjiang
One Belt, One Road: With the Silk Road Initiative, China Aims to Build a Global Infrastructure Network

Projects completed and planned: December 2015
Chongqing to Duisburg, Germany: best transit time 16 days
Chongqing to Kunming: 19 Hours
Kunming to Bangkok: 3-4 days (forecasted)

Therefore Bangkok to Duisburg estimated: 25 days
By Ocean: Laem Chabang to Hamburg: 28 days
Possible Benefits to the Thai / Regional Operator

- Relatively Shorter Routes with existing volume i.e. Thailand-Kunming
- Possible access to the Western China/Mongolia
- More competitive access to the Eurasia and Eastern Europe inland ports
• Networking of the Continental-wide Rail Link
• Access to the “inland” states more competitively
• Selective of highlight “short” routes in the network
• Competitive Nature of the Rail Logistics
• Possible Link to Road Extensions

Pros / Cons

• Possible entanglement in the control over long routes
• Container Exposures over the long transit
• More competitive of the shipping lines on near coastal routes and service frequencies
• Competition from Road Transport over shorter routes
• Equipment repositioning
• Regional Regulations on transit and transshipment
Thank you

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