

Department of Civil Engineering  
Ubon Ratchathani University



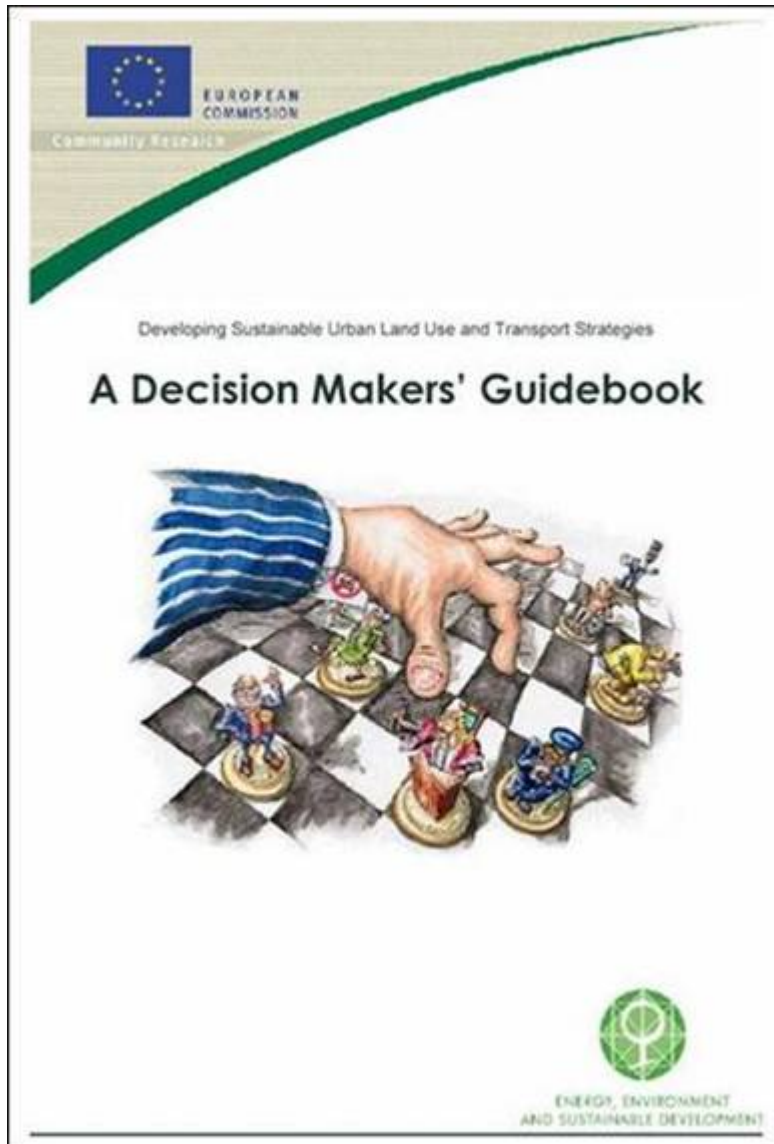
# Decision Makers' Guidebook (DMG): Case study city - Thailand



**Sittha Jaensirisak (PhD)**

Assistant Professor  
Ubon Ratchathani University  
[Sittha.j@gmail.com](mailto:Sittha.j@gmail.com) / [Sittha.j@ubu.ac.th](mailto:Sittha.j@ubu.ac.th)

# Background



EUROPEAN COMMISSION  
Community Research

## การพัฒนายุทธศาสตร์การใช้ที่ดิน และการขนส่งในเขตเมืองอย่างยั่งยืน

Developing Sustainable Urban Land Use and Transport Strategies

### คู่มือสำหรับผู้ประกอบการ, ผู้วางผังเมือง, และผู้ตัดสินใจ

### A Decision Makers' Guidebook

ศาสตราจารย์ ดร. แอนโทนี ดี. เมย์  
Professor Anthony D. May  
รองอธิบดีกรมส่งเสริมการค้าระหว่างประเทศ  
Deputy Director General of the Department of International Trade Promotion

ENERGY, ENVIRONMENT AND SUSTAINABLE DEVELOPMENT

# Background



**SPARKLE project** - Sustainability Planning for Asian cities  
making use of Research, Know-how and Lessons from Europe  
(2004 – 2006)

- to promote and transfer knowledge
- to provide technical training to local planners and decision makers
- two seminars (in Bangkok and Hanoi) and eight intensive participatory workshops in Thailand, Vietnam, Cambodia and Laos.



# Transferability to Thailand



The key elements of transferability includes:

- objectives and indicators
- policy instruments
- barriers
- strategies (integration)
- public participation

# Objectives



- Thailand focus mainly on economic efficiency and growth, with less concern for environment and equity.
- This leads to strategies which prioritise policy instruments relating to road infrastructure provision.
- The appropriate objectives and indicators must be set to suite local circumstances and contribute to sustainability.

# Policy instruments



- In Thailand, it is often very difficult to determine how a city has chosen the policy instruments.
- Frequently, road schemes (mainly for car use) are included in urban transport master plans.
- **Alternative policy instruments are needed.**

# Barriers



- In general, the barriers could be: political barriers, legislation and institutional barriers, financial barriers, and practical and technological barriers.
- In Thailand, barriers could be:
  - Political culture
  - Private vehicle-oriented cities
  - People's behaviours and habits (culture?)
    - Travellers got used to with the infrastructure provided
  - Influence of consultants and construction companies
- If the political system is set up appropriately, these barriers are not difficult to overcome.
- However, it is not easy to deal with the political barriers.



# Strategies



- In Thailand, improving the road network for car use has been taken as the first priority for long time.
- Currently, there is an increasing interest in improving public transport.
- However, there is less consideration on instruments for reducing car use and the need to travel.
- **Integrated strategies need to be well designed and fully implemented.**

# Public participation



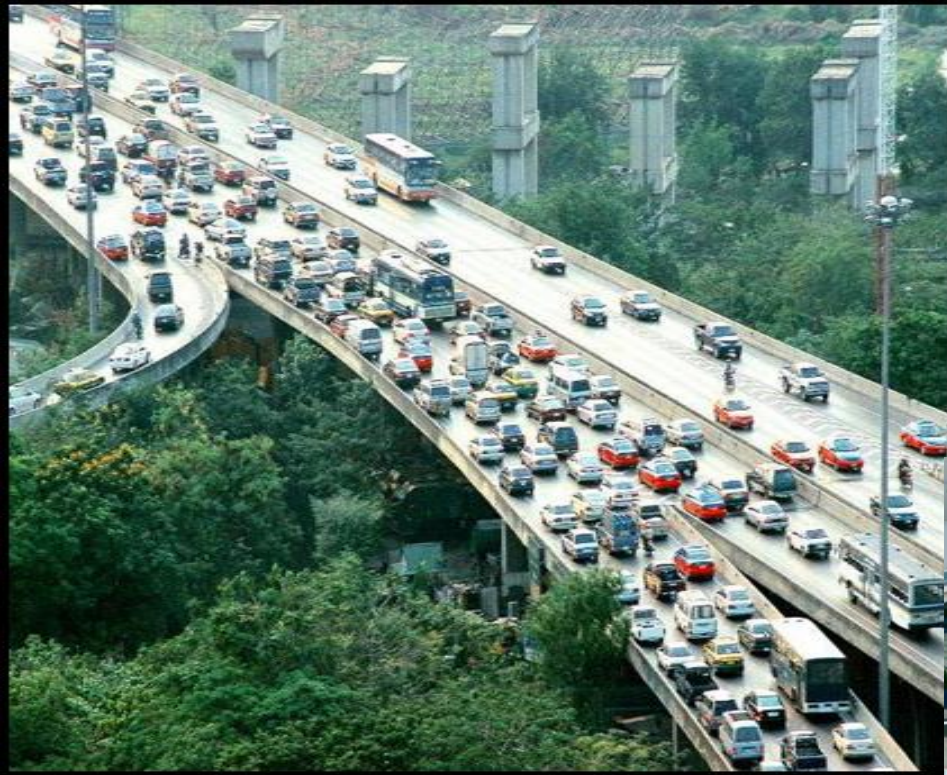
<b>DMG suggests that participation can contribute to</b>	
Determining objectives	Objectives set may not contribute to sustainability.
Assessing problems	O.K.
Identifying possible solutions	Some policy instruments are rejected.
Appraising alternatives	
Choosing a preferred strategy	
Implementation	O.K.

**Guidelines for participation are needed.**



Cities in Thailand are much different  
to cities in developed countries

# Bangkok





# Provincial city



# Critical issues



- Local circumstances
- Current transport and land use systems
- Human resource

# Local circumstances



- economic growth
- gap between rich and poor
- culture (particularly political culture)
- life-style
- attitudes and perceptions
- public reactions
- existing infrastructure (particularly land use characteristic and development)
- travel behaviour
- ...

# Transport and land use systems in Thailand



- Private vehicle-oriented infrastructure
- Public transport consists of low quality bus services and special forms of para-transit
- Walking and cycling are considered as:
  - not very important by transport planners and decision makers
  - not suitable modes by most travellers, because of the weather (rather than lack of facilities)
- Motorcycle use is very high, and increasing
  - cheap and convenient
  - high captive (barrier to increase public transport use)
- Land use planning is not effective.



# Human resource development



- Decision makers
- Government staff in related organisations
- Local government staff
- Public in general

# Conclusions



- The overall context of the DMG is suitable to Thailand.
- Compromises and adaptations have to be made to meet local circumstances.
- The main constraints include: a limitation of knowledge in the society, and political issues.
- All stakeholders should be continuously educated, and involved in planning process.
- The effective public participation process would be a good way to deal with the political barriers.



“Development must **meet with local geographical conditions and local cultural conditions.**

Local cultural conditions means the attitudes of the people cannot be forced; go in and see what they really want and **explain to them the principles of our development.”**

His Majesty King Bhumibol Adulyadej of Thailand, 1958