



# Overview of Thailand's Railway Network and Cross-Border Connections

Discussion with Mekong Institute  
On 17 July 2025



# AGENDA: Discussion with Mekong Institute

|   |                                                                                                           |
|---|-----------------------------------------------------------------------------------------------------------|
| 1 | <b>Welcome Remarks</b><br>Opening speeches by Mr. Athibhu and Mr. Dutta                                   |
| 2 | <b>Introduction of Participants</b><br>Participants from various organizations                            |
| 3 | <b>Overview of SLV Workshops</b><br>Ms. Hao provides an overview of the workshops                         |
| 4 | <b>Discussion on Railway Connectivity</b><br>Overview of Thailand's railway network and connections (DRT) |
| 5 | <b>Questions and Answers Session</b><br>Participants engage in a Q&A session                              |
| 6 | <b>Closing Session</b><br>Concluding remarks and end of the session                                       |

# Existing > Future Railway Network

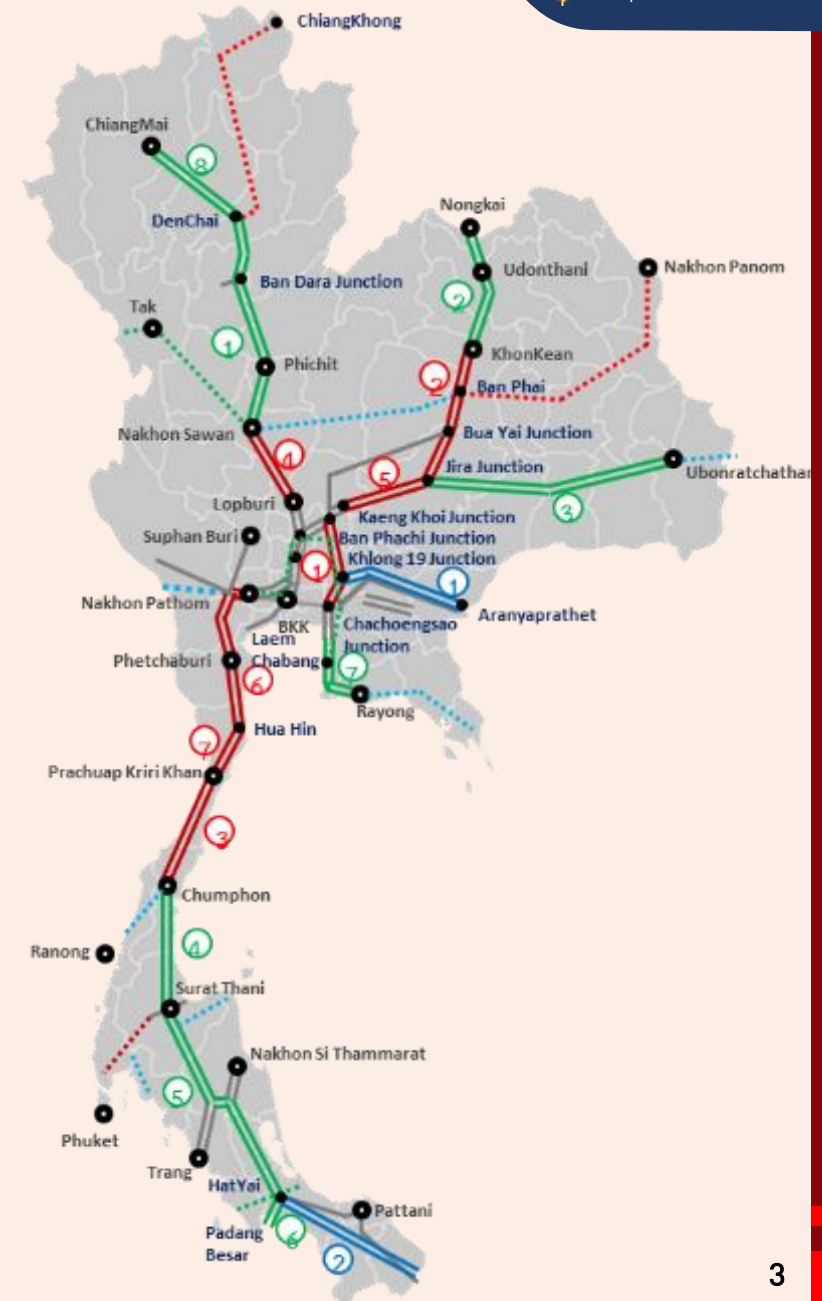


4,043 km. **Total** 4,721 km.

3,763 km. **Single track** 1,287 km.

173 km. **Double track** 3,327 km.

107 km. **Triple track** 107 km.



# Double Track 1st Phase (993 km.)

Completed **6** projects **819** km.

Preparation to service **1** Projects **42\*** km.

Under Construction **1** projects **132** km.

Updated May 2025

**1** Chachoengsao Junction – Khlong Sip Kao – Kaeng Khoi (106 km.)

Opened in 2019

**2** Jira Junction – Khonkaen (187 km.)

Opened in 2019

**3** Nakhon Pathom – Hua Hin (169 km.)

Opened in 2024

**4** Hua Hin– Prachuap Khiri Khan (84 km.)

Opened in 2022

**5** Prachuap Khiri Khan – Chumphon (167 km.)

Opened in 2024

**6** Lopburi – Paknampo (148 km.)

Opened in 2025

Contract 1 : Ban Klap – Khok Krathiam : Opened in May 2025

\*Contract 2 : Tha Khae – Pak Nam Pho : Preparation to service in Dec 2025

**7** Mabkabao – Jira Junction (132 km.)

Contract 1 : Mabkabao – Khlong KhananChit

96.36% (-3.64%)

May 2025

Contract 2 : Khlong KhananChit – Jira Junction

To revising Construction Drawing

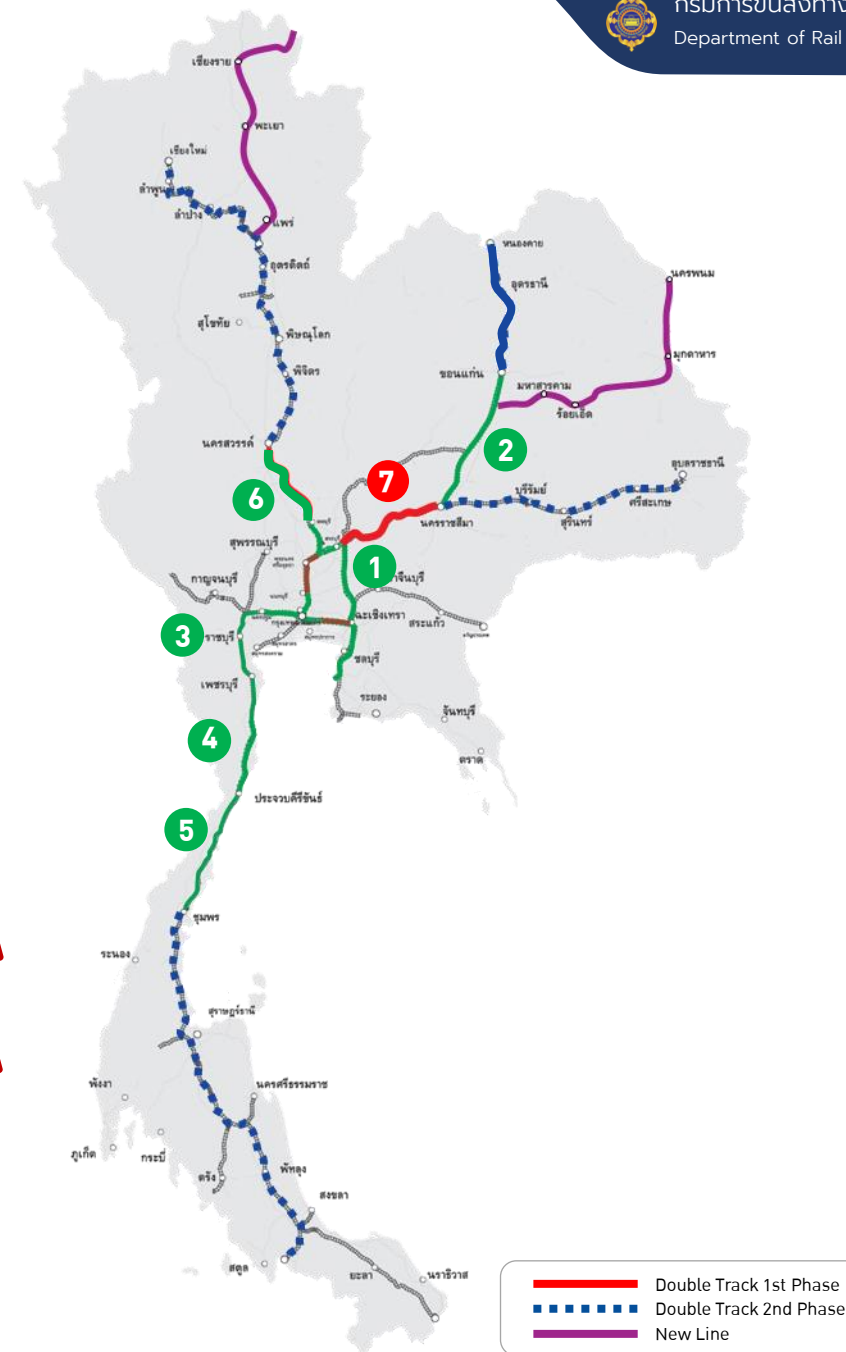
Contract 3 : Railway Tunnel

95.54% (-4.46%)

May 2025



■ ความคืบหน้าปัจจุบัน ■ แผนงานที่กำหนด



# Double Track 2<sup>nd</sup> Phase

**7 Projects** **1,479 km.** Budget **327,674.68** Million Baht (MB.)

**APPROVED**

**Under Construction**

**1 project 167 km. 28,679.00 MB**

**① Khon Kaen – Nong Khai 167 km. /28,679.00 MB.**

**IN PROGRESS**

**Waiting for Cabinet approval**

**6 projects 1,312 km. 297,926.68 MB.**

**② Jira Junction - Ubon ratchathani 308 km./44,095.36 MB.**

**③ Pak Nam Pho – Denchai 281 km./81,143.24 MB.**

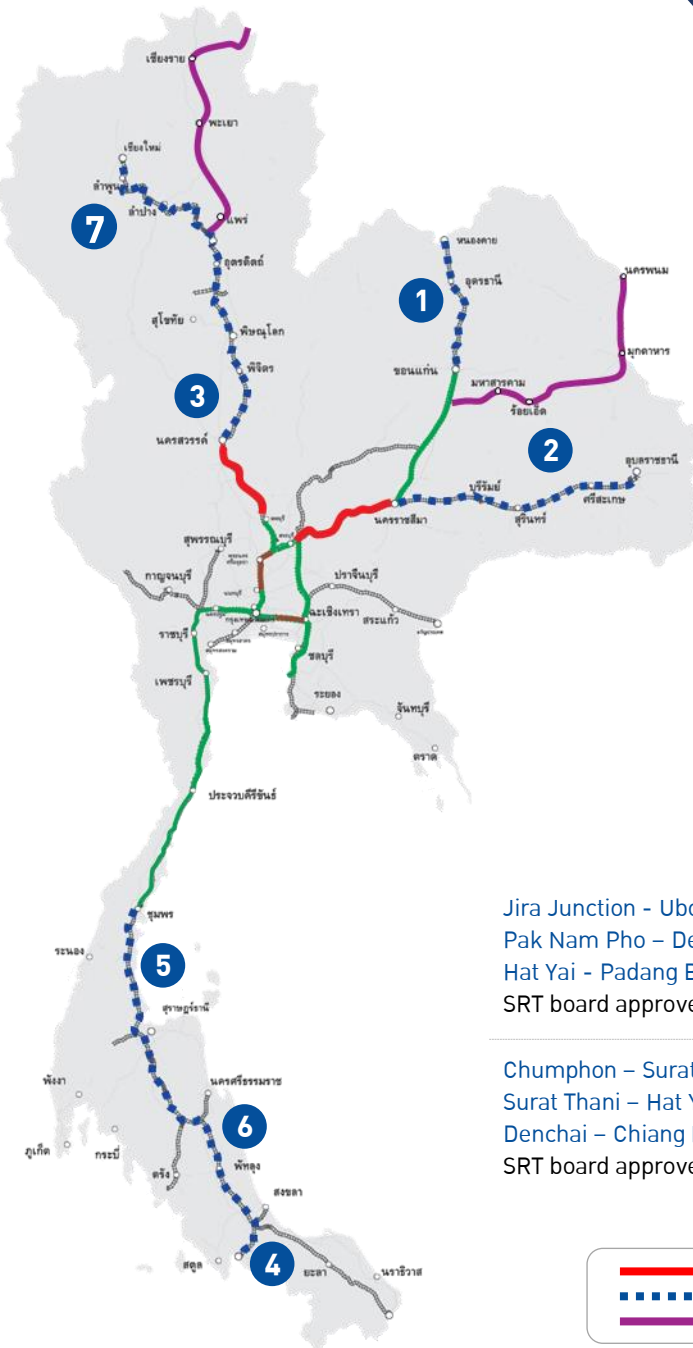
**④ Hat Yai - Padang Besar 45 km./7,772.90 MB.**

**⑤ Chumphon – Surat Thani 168 km./30,422.53 MB**

**⑥ Surat Thani – Hat Yai – Songkhla 321 km./66,270.51 MB.**

**⑦ Denchai – Chiang Mai 189 km./68,222.14 MB.**

\*Route 2 – 7 are waiting for relevant agencies comments before submitting for Cabinet approval



Jira Junction - Ubon ratchathani  
Pak Nam Pho – Denchai  
Hat Yai - Padang Besar  
SRT board approved 22 February 2024

Chumphon – Surat Thani  
Surat Thani – Hat Yai – Songkhla  
Denchai – Chiang Mai  
SRT board approved 19 June 2024

— Double Track 1st Phase  
- - - Double Track 2nd Phase  
— New Line

# High Speed Train EIA / Preparation

6 Projects 1,993 km.



Urgent

- 3 Nakhon Ratchasima – Nong Khai (355 km.)**
- Detail Design Completed
  - SRT's board or directors approved the project since 22 April 2024
  - Cabinet approval on 4 Feb 2025
  - Construction is expected to start in 2026 and Open in 2031

- 4 Bangkok – Phitsanulok (380 km.)**

- Detail Design Completed
- EIA approved
- Open in 2032



Middle  
Term

- 5 Bangkok – Hua Hin (211 km.)**

Revising Feasibility Study Report

- 6 Phitsanulok – Chiang Mai (288 km.)**

EIA approved



Long  
Term

- 7 Hua Hin – Surat Thani (424 km.)**

Revising Feasibility Study Report

- 8 Surat Thani – Padang Besar (335 km.)**

- Pre-Feasibility Study Completed
- On Detail Design Stage



## Under Construction

2 Projects 473 km.

- 1 Bangkok - Nakhon ratchasima (253 km.)**

- Open 2028

- 2 HSR Connecting 3 airports (Donmuang - Suwanabhumi - Utapao) (220 km.) Open 2029**

Bangkok–  
Nakhon  
Ratchasima

HSR Linking  
3 Airports

**253**  
kilometers



**220**  
kilometers

**250**  
kilometers  
per hour



**250**  
kilometers  
per hour

**Gov't**  
Budget  
/Loan



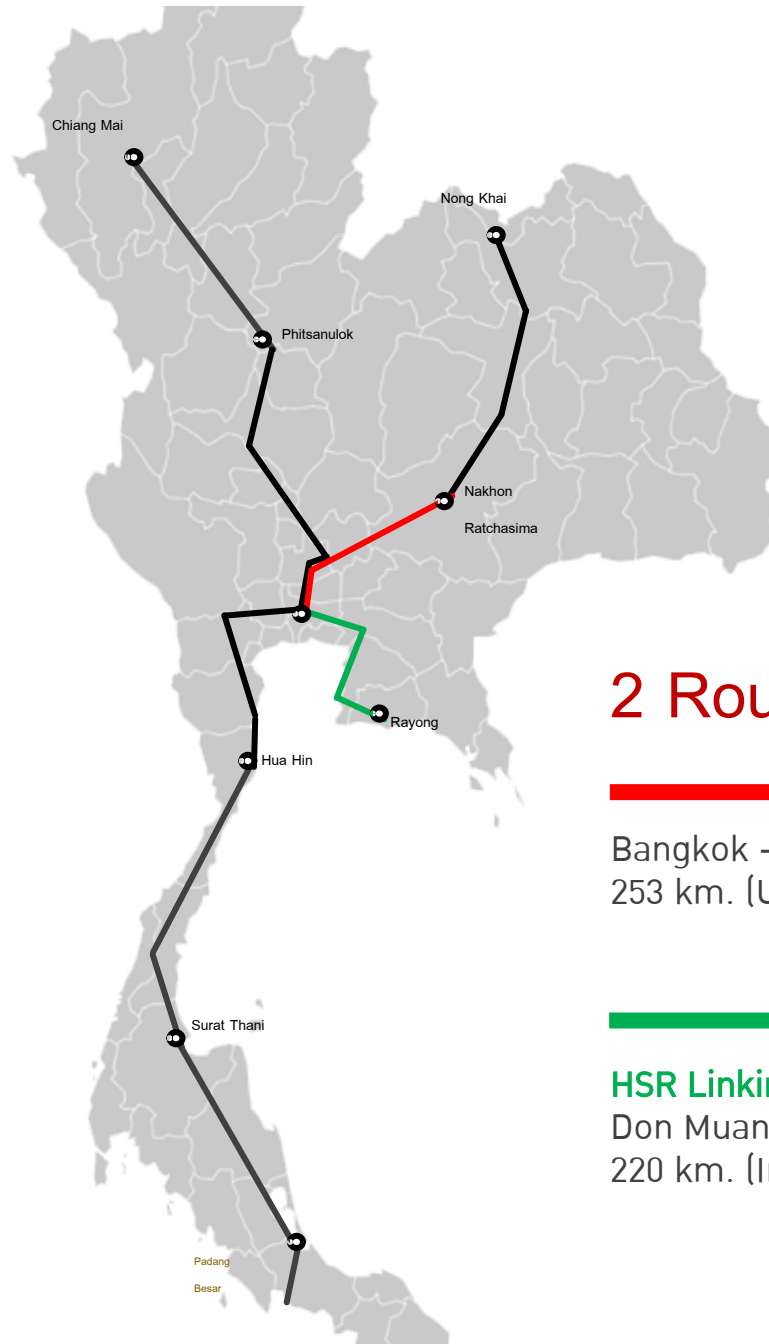
**PPP**  
Public-  
private  
partnership

**179.4**  
THB billion



**168.7**  
THB billion

Total cost :224,5 THB B



**2 Routes are under construction**

**2028**

Bangkok - Nakhon Ratchasima  
253 km. (Under construction)

**2030**

**HSR Linking 3 Airports**

Don Muang - U-Tapao (Bangkok-Rayong)  
220 km. (In preparation for construction)

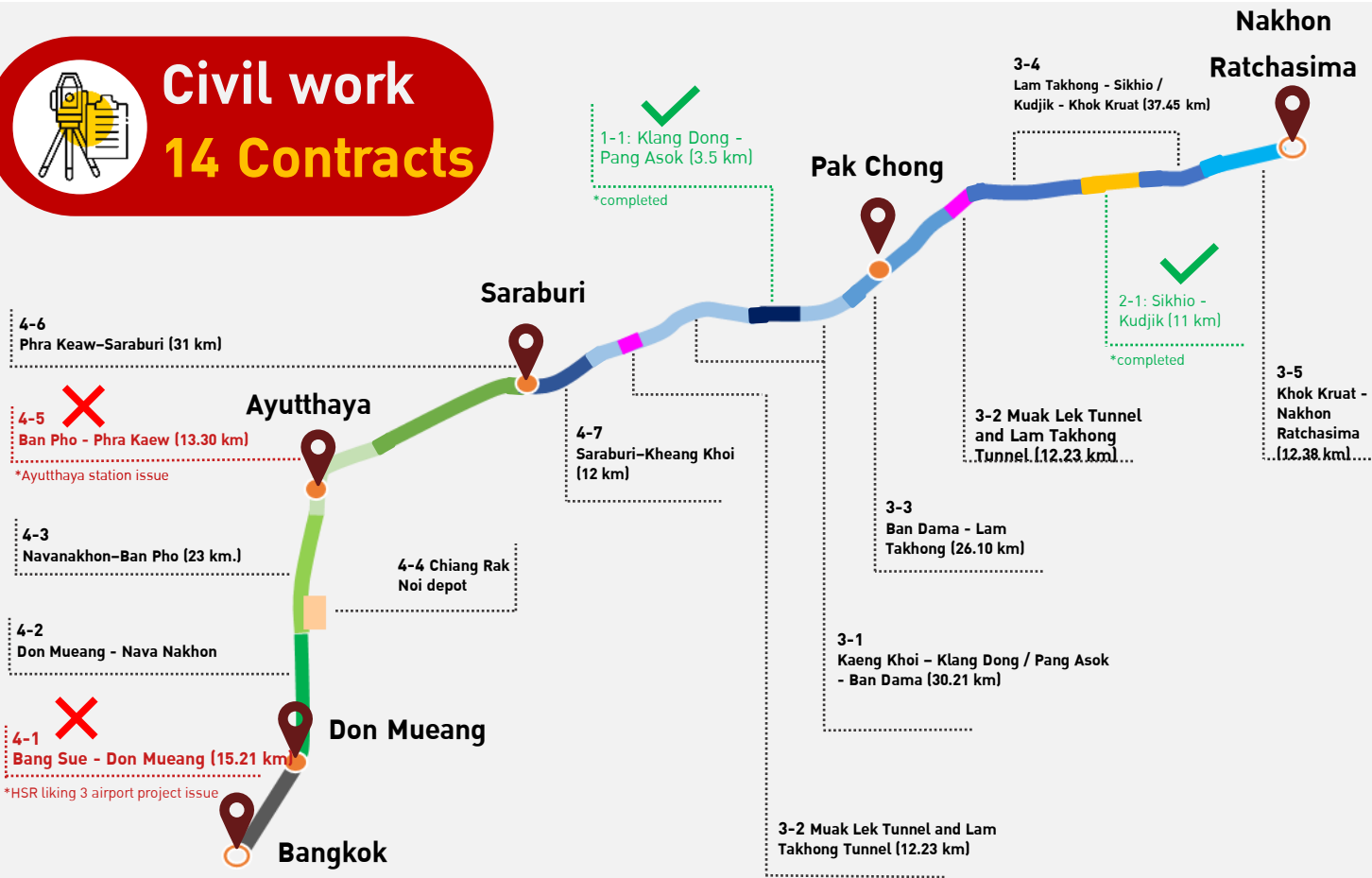


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# Thailand-China High-Speed Railway Project Phase 1

## Route: Bangkok - Nakhon Ratchasima

### Civil work 14 Contracts



|           |                                                    |
|-----------|----------------------------------------------------|
| Structure | Ground-level: 54 km Elevated : 188 km Tunnel: 8 km |
| Distance  | 250 km.                                            |
| Station   | 6 Station                                          |
| Depot     | 1 maintenance center (Chiang Rak Noi)              |
| Budget    | 179,412.21 Million baht                            |



- Overall progress as of June 2025: 45%
- Expected completion: 2027





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การรถไฟแห่งประเทศไทย



<< Progress

45%



|                    |                                    |
|--------------------|------------------------------------|
| Structure          | Ground-level: 154 elevated: 202 km |
| Distance           | 356 km.                            |
| Station            | 5 Stations                         |
| Transshipment yard | 1 (Natha)                          |

- Detailed design completed.
- EIA approved on November 15, 2024.
- Cabinet approved on February 4, 2025.

# When the High Speed Train North Eastern Line 1<sup>st</sup> and 2<sup>nd</sup> Phrase are completed, it will be more easier to travel to Laos and China.

Scheme : Thailand-China cooperation

Section : Bangkok–Nakhon Ratchasima-Nong Khai

Status : Under construction

Speed : 250 km/h

Open : 1<sup>st</sup> Phrase 2028 (253 km)  
2<sup>nd</sup> Phrase 2031 (355 km)





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# Railway Connection Between Neighboring Countries

**Total 3 Countries**



## Cambodia

Railway Connectivity between Thailand and Cambodia

Bangkok - Ban Klong Luk – Poi Pet – **Phnom Penh**



## Malaysia

Railway Connectivity between Thailand and Malaysia

2 Routes : Hat Yai – Padang Besar – **Kuala Lumpur**

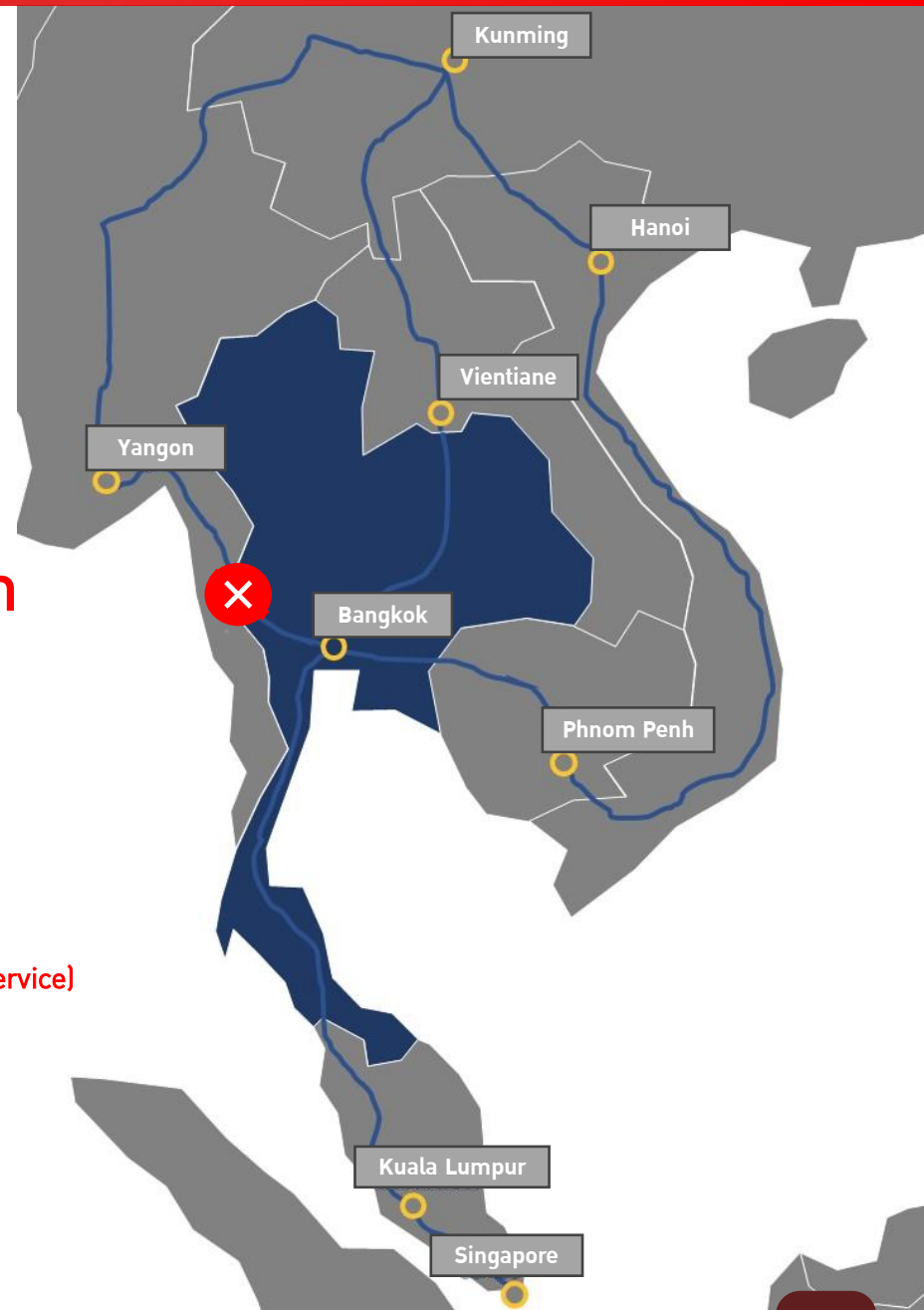
and Hat Yai – Su-ngai Kolok – **Rantau Panjang** (No Service)



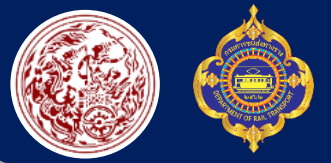
## Lao PDR

Railway Connectivity between Thailand and Lao PDR

Nong Khai - Thanaleng – **Vientiane**



# The current railway infrastructure at the Thailand and Lao PDR border station



## Vientiane Station (Kham savath)

Location : Ban Kham savath,  
Xaysetha District, Lao PDR



# Plan for railway connection between Thailand - Laos - China

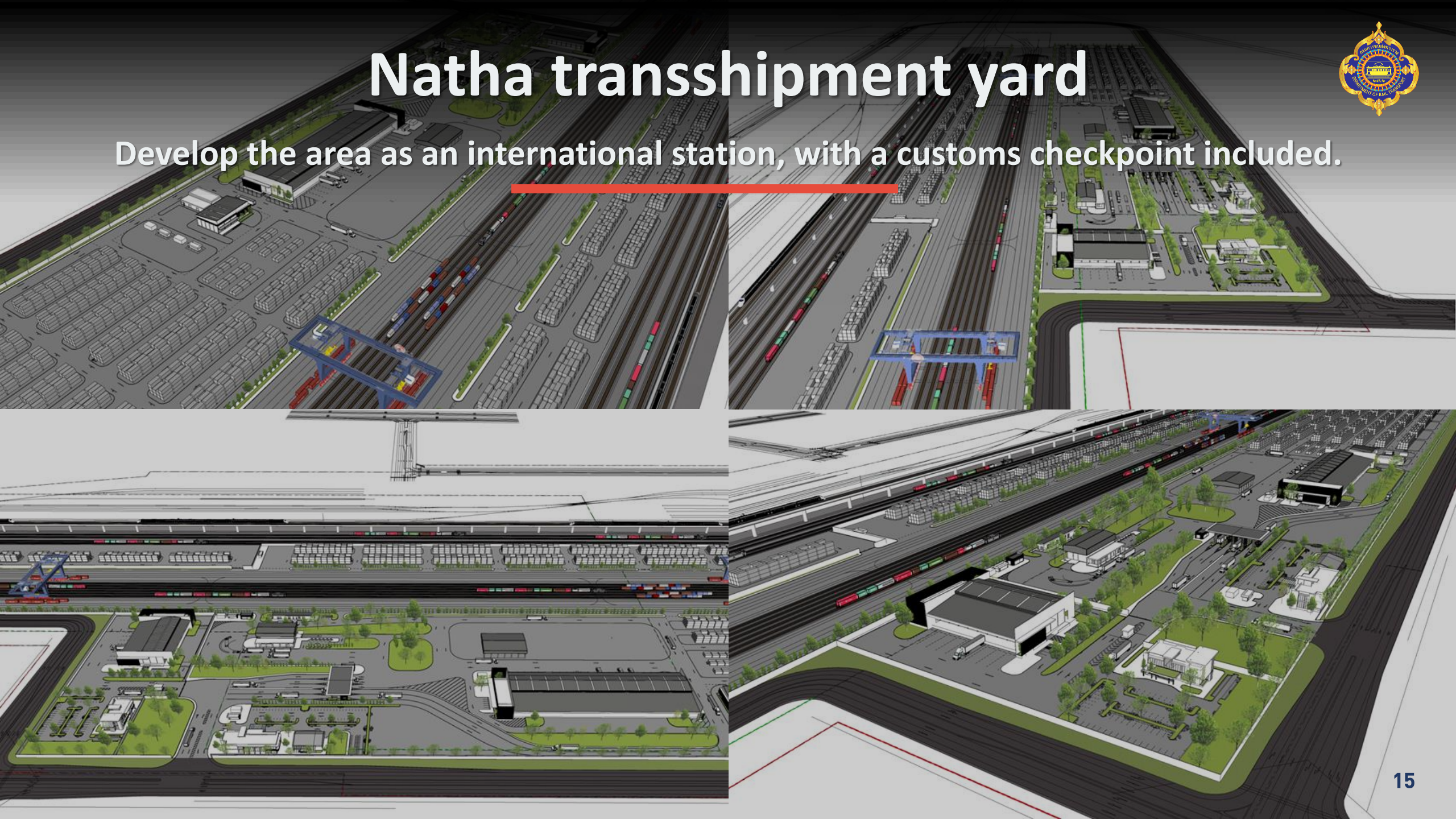


Construction of a **new Thai Friendship Bridge**  
30 meters away from the existing Friendship Bridge  
have both 1m and 1.435m railway tracks



# Natha transshipment yard

Develop the area as an international station, with a customs checkpoint included.





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# Railway Connection Between Thailand and Cambodia

Double Track Rail Plan : Khlong Sip Kao-Aranyaprathet  
Length: 174 km.

Start: 2033

Khlong Sip Kao Junction

Bangkok

Aranyaprathet

Ban Klong Luk

Route: Bangkok - Ban Klong Luk :

- There are 2 daily trains (No. 275 and No. 276)
- Distance: 260.23 kilometers (161 miles).
- Travel Time: Approximately 5 hours and 22 minutes.

Ban Dong Ngu

Ban Klong Luk

Poipet

Stung Bot



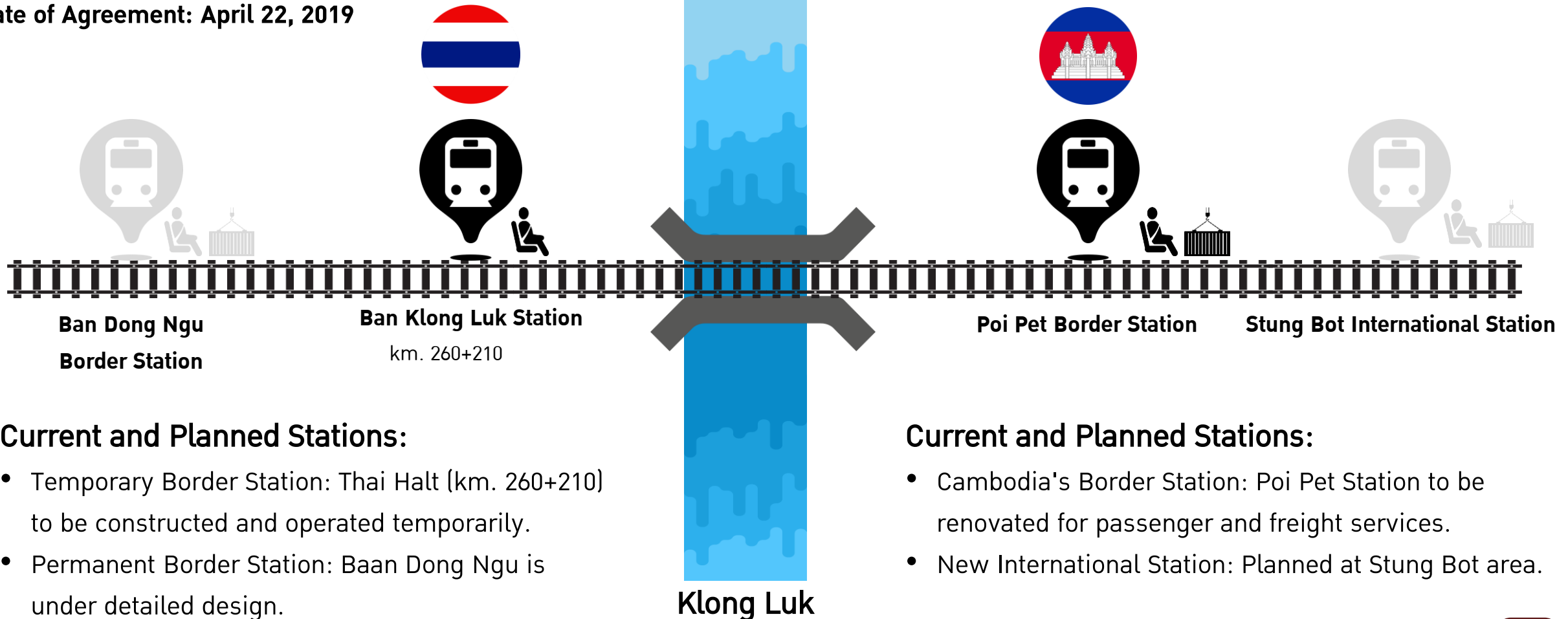
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# The **Agreement** on Joint Traffic Working Over Railway Between **Thailand** And **Cambodia**

Date of Agreement: April 22, 2019



# Volume 2024

## Rail Freight Transport

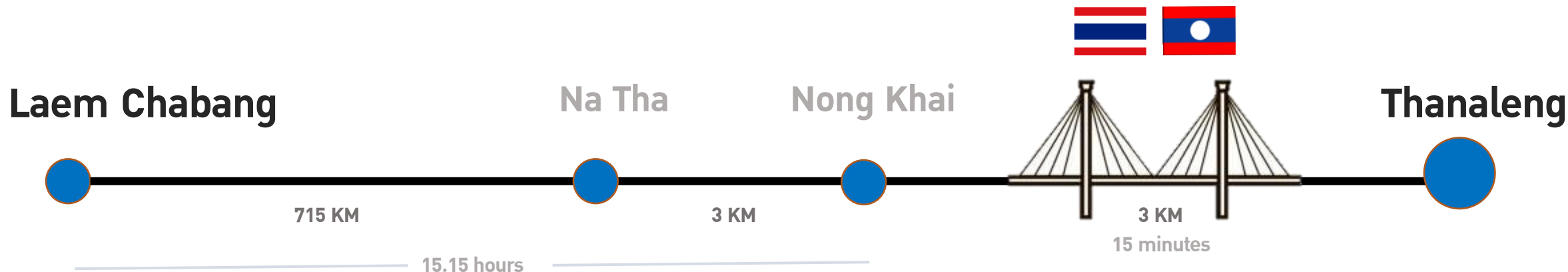
### Laem Chabang – Nong Khai – Thanaleng



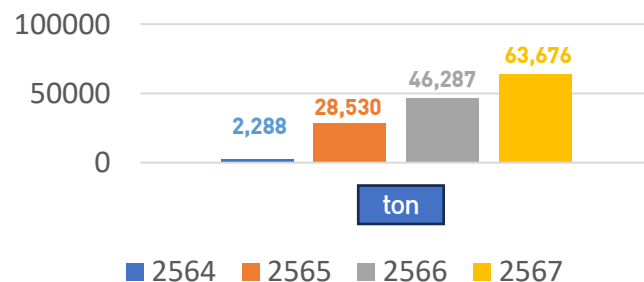
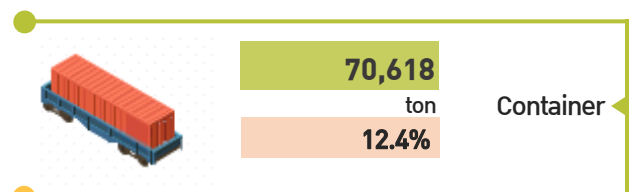
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การรถไฟแห่งประเทศไทย



#### Volume



#### Trains /Day



#### Passenger in 2024



67,311

Source: SRT

#### Trains



4 Trains / Day round-trip

Krungthep Aphiwat - Khamsavath  
Udon Thani- Khamsavath

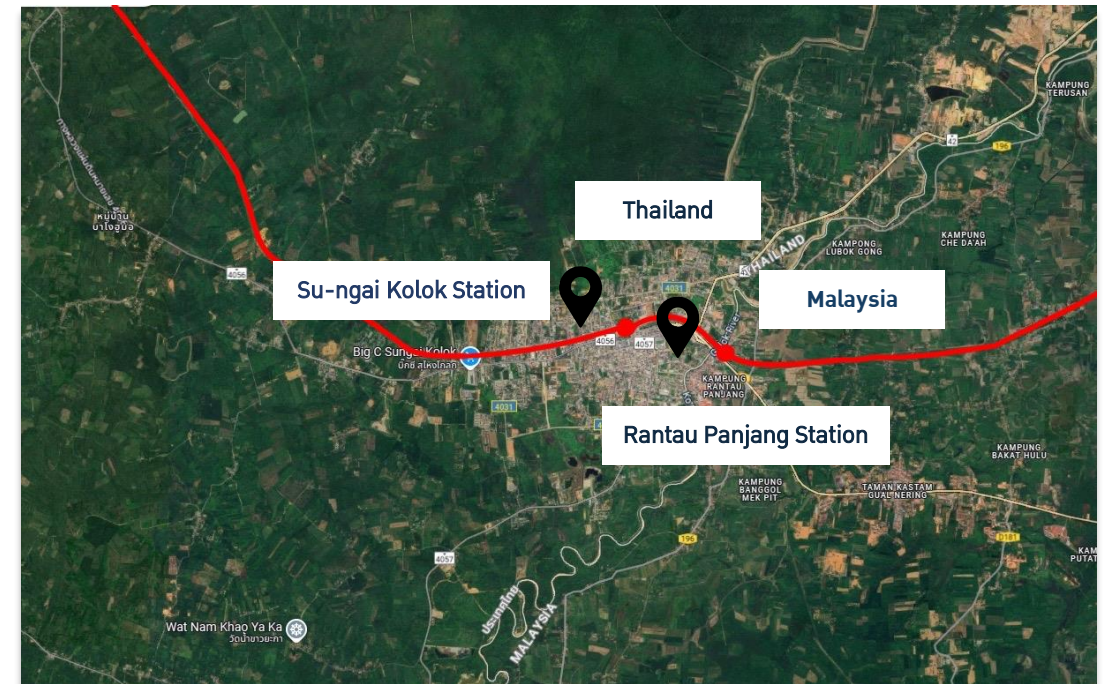
No. 133 134  
No. 147 148

# The current railway infrastructure at the Thailand–Malaysia border station



**Padang Besar Station**  
Location : Perlis, Malaysia

**Su-ngai Kolok Station**  
Location : Su-ngai Kolok District,  
Narathiwat, Thailand



## Double Track Linking with Malaysia

### Hat Yai – Padang Besar

Existing : Single track

Future : Double Track/HSR

Hat Yai Junction

Padang Besar

Padang Besar

Padang Besar Border

### Hat Yai – Su-ngai Kolok

Existing : Single track

Future : Double Track

Pattani

Yala

Su-ngai Kolok



Su-ngai Kolok  
Station

Rantau Panjang

Su-ngai Kolok Border

No Service



Padang Besar  
Station



Padang Besar Station

Thailand

Malaysia



## Hat Yai – Su-ngai Kolok

8 Long-distance trains

12 Local trains



Su-ngai Kolok  
Station



Sungai Golok Bridge  
across the Kolok River.

Su-ngai Kolok



Rantau Panjang



Pasir mas



Kota Bharu

Rantau Panjang – Pasir mas  
No Service



# Volume 2024

## Rail Freight Transport Padang Besar



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การรถไฟแห่งประเทศไทย

Junction

Ban Thung Pho

Junction

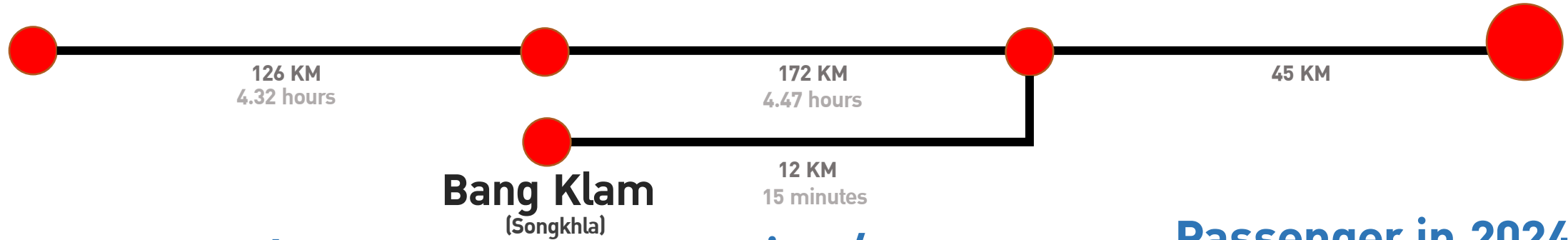
Thung Song

Junction

Hat-Yai

Padang Besar

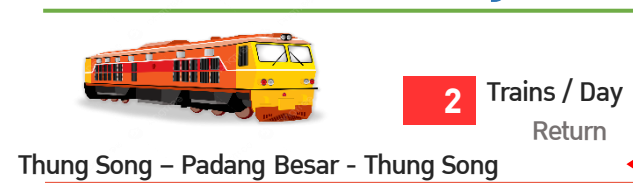
(Malaysia)



### Volume



### Trains /Day



### Passenger in 2024



247,327 pax

Source: SRT

### Trains



6 Trains / Day

Krungthep Aphiwat - Padang Besar

Hat Yai - Padang Besar

No 45 46

No 947 948 949 950

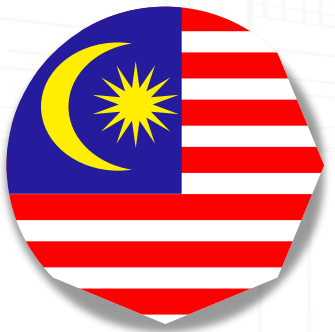


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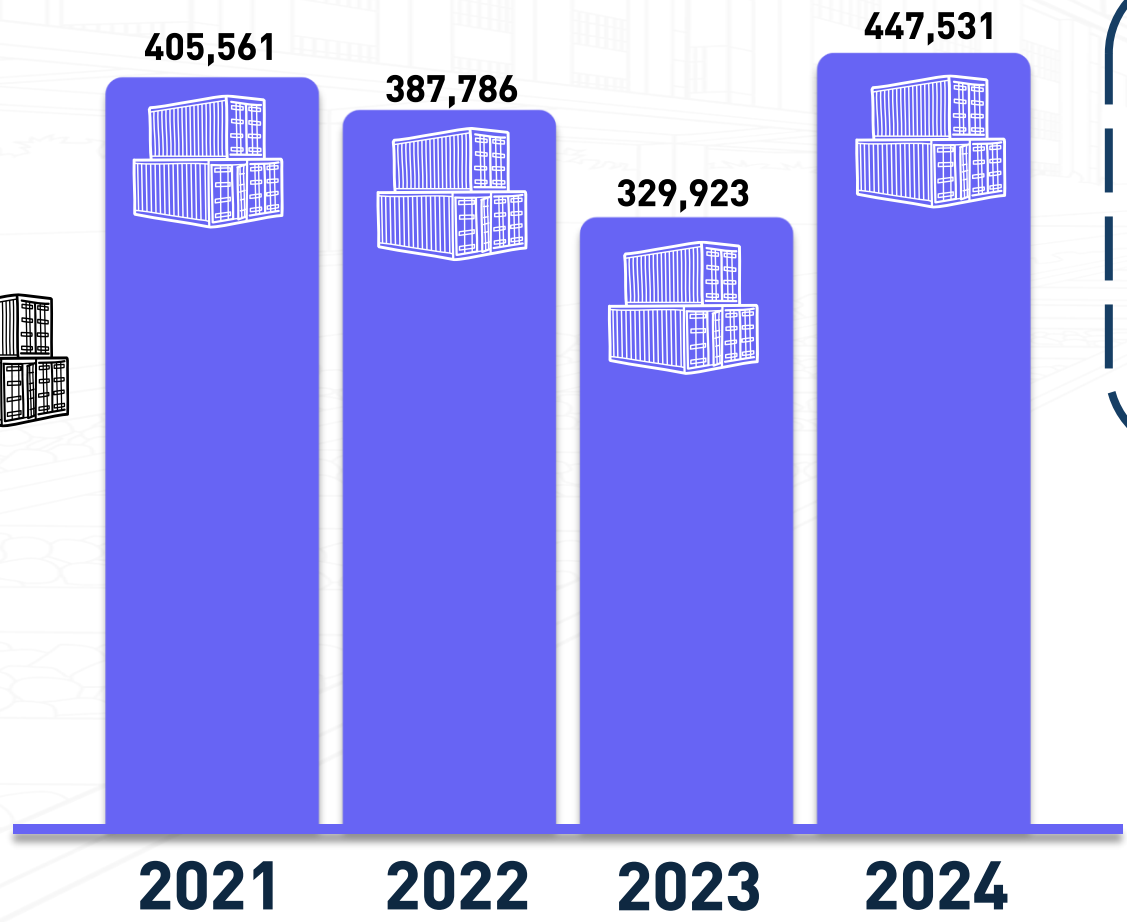


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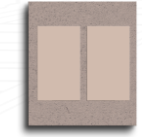
# Freight Transport Statistics between Thailand and Malaysia (2021–2024)



Freight Transport (ton)



Goods  
Rubber



Particle Board

Source : SRT



From 2024 8.3%

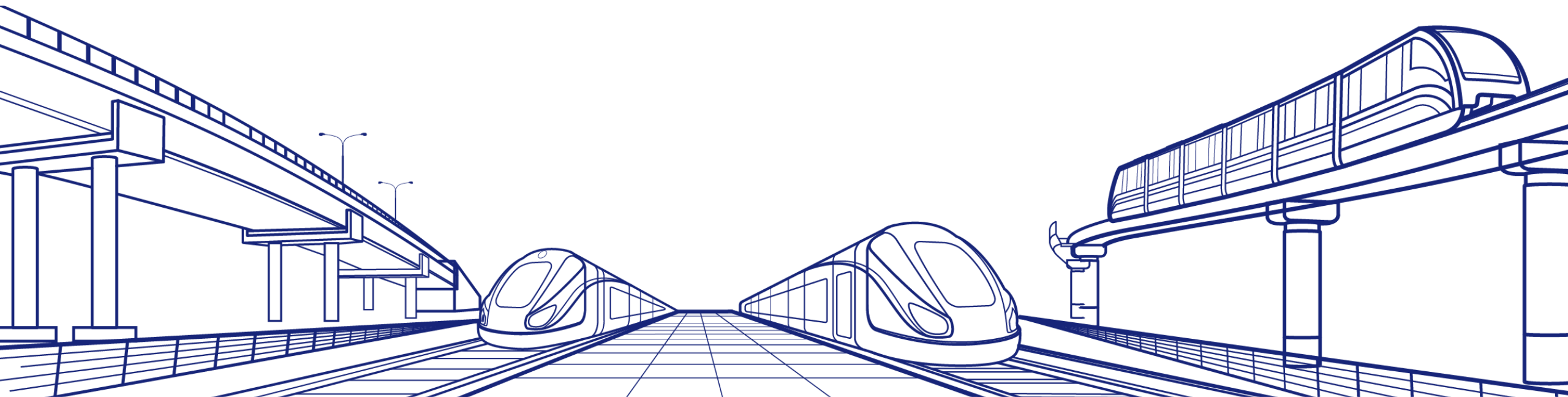




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