

CONFERENCE REPORT
2023

41ST SRT - KTMB JOINT CONFERENCE CONFERENCE REPORT



15 - 18 AUGUST 2023 PULLMAN BANGKOK KING POWER BANGKOK, THAILAND



41ST SRT - KTMB JOINT CONFERENCE 15 - 18 AUGUST 2023 **PULLMAN BANGKOK KING POWER BANGKOK, THAILAND**

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LETTER OF TRANSMITTAL

16 August 2023

Sir,

We have the honour to transmit herewith the peport of the 41st SRT - KTMB Joint Conference held in Bangkok, Thailand during 15 - 18 August 2023.

Accept Sir, the assurance of our highest consideration

WATCHARACHAN SIRISUWANNATASH DEPUTY GOVERNOR FOR GOVERNOR STATE RAILWAY OF THAILAND

DATUK MOHD RANI HISHAM SAMSUDIN **GROUP CHIEF EXECUTIVE OFFICER** KERETAPI TANAH MELAYU BERHAD





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ORGANIZATION OF THE CONFERENCE

It was resolved at the 40th Joint Conference between Keretapi Tanah Melayu Berhad (KTMB) - State Railway of Thailand (SRT) held in Penang, Malaysia from 4 - 8 August 2019 that SRT would host the 41st SRT - KTMB Joint Conference.

The 41st SRT - KTMB Joint Conference was held in Bangkok, Thailand during 15 - 18 August 2023.

I. OPENING OF THE CONFERENCE

- ❖ Ms. Rassarin Boonthanasaranrat and Mr. Apinun Intarapukdee, the Masters of Ceremony greeted the Conference and welcomed all participants to the 41st SRT - KTMB Joint Conference. They then invited Mr. Sujit Chaosirikul, SRT Deputy Governor to report the progress from the previous Conference. In his speech, it was mentioned that the online SRT - KTMB Pre-Joint Meeting took place on 25 July 2023. The meeting aimed to address practical issues, and the outcomes and conclusions from that previous session would be presented during the Joint Conference.
- Mr. Watcharachan Sirisuwannatash, SRT Deputy Governor delivered his speech in which he expressed his warm welcome to all delegates and observers from KTMB to the 41st SRT - KTMB Joint Conference cordially hosted by SRT with the aim of strengthening cooperation even stronger, more resilient, and fully transformed.

II. ELECTION OF CHAIRMAN

❖ Datuk Mohd Rani Hisham Samsudin, the Chairman of the 40th KTMB - SRT Joint Conference was invited to the Head Table to proceed with the Conference. He dutifully called the meeting to order and welcomed the delegates and observers from both Railways then further proceeded to the election of the Chairman of the 41st SRT - KTMB Joint Conference.

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- Mrs. Nurul Azha Mokmin of KTMB nominated Mr. Watcharachan Sirisuwannatash, Deputy Governor of SRT to be the Chairman and this was seconded by Mr. Chavalit Phimpoklang. The proposal was unanimously accepted. The Chairman of the 41st SRT - KTMB Joint Conference was invited to the Head Table to take over the chairmanship and further proceeded.
- Mr. Watcharachan Sirisuwannatash thanked the floor for electing him as the Chairman of the Conference.
- The Chairman appointed Mr. Anan Phonimdang, Deputy Governor to chair the meeting on his behalf in the afternoon session.

III. ADOPTION OF AGENDA

Ms. Oratai Suwannatas proposed that the agenda as laid out by the Secretariat be adopted and this was seconded by Mr. Roshidi Yahaya.

IV. ELECTION OF EDITORIAL COMMITTEE

The Chairman announced the election of the Editorial Committee on Reports:

> i. Dr. Kanrawee Thongpull - SRT ii. Mr. Abdul Salim Shah Abdul Aziz - KTMB

PLENARY PRESENTATIONS

KTMB and Malaysia Railway Development Progress Overview by KTMB

The railway development landscape in Malaysia is undergoing significant progress, paving the way for enhanced connectivity and modern transportation solutions encompassing a brief overview of Malaysia's progress updates under development:

Electrified Double Track Gemas - Johor Bahru (192 km): Transforming the existing single track into an electrified double track, this upgrade is projected to enhance operational speed and completion by April 2025. Klang Valley Double Track Phase 1 & 2 Upgrades: These projects aim to boost capacity, speed, and efficiency along the Klang Valley's key rail routes, with targeted completions in 2024 and 2029 respectively.

MRT1 Kajang Line, first phase of the Klang Valley MRT Project has been successfully implemented, with a 46 km alignment surrounding Kuala Lumpur. Featuring 29 stations, including elevated and underground options, the line accommodates 58 electric trains capable of carrying 1,200 passengers each. The average daily ridership stands at an impressive 192,410. MRT2 Putrajaya Line, second phase of the Klang Valley MRT Project covers 57.7 km, connecting various areas within Kuala

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Lumpur. With 36 stations and 49 electric trains, this line offers a daily average ridership of 72,798. MRT3 CIRCLE LINE project's 50.8 km alignment seeks to complete Kuala Lumpur's urban rail network. With 31 stations and connectivity to existing lines, MRT3 enhances the city's transportation network.

East Coast Rail Link is progressing at a rate of 42%, this ambitious railway project is set to connect the Malacca Straits to the east coast of Peninsular Malaysia. Spanning 665 km, the line will incorporate passenger and freight stations, ensuring seamless connectivity.

RAPID TRANSIT SYSTEM LINK (RTS LINK) with 36% overall progress, this project links Malaysia and Singapore via a four (4) km railway infrastructure. Operating at 80 km/h, the link aims to accommodate 10,000 passengers per hour, per direction.

Light Rail Transit Line 3 (LRT3) project focuses on connecting the Western Corridor of Klang Valley, with an 83% overall linewide progress. Expected to serve over 2 million residents, LRT3 boasts an operational speed of 80 km/h.

Kuala Lumpur - Singapore High-Speed Rail project was initially planned for a high-speed railway connection, it was cancelled by Malaysia in January 2021. Efforts are now focused on a Request for Information (RFI) exercise to explore the potential for a publicprivate partnership model.

These developments underscore Malaysia's commitment to modernizing its railway network and providing efficient, seamless, and sustainable transportation solutions for both passengers and cargo.

On Track: The State Railway of Thailand's Overview by SRT

This comprehensive report explored into SRT's strategies and infrastructure development, aimed at establishing a robust logistics and connectivity platform. It encompassed SRT's organizational structure, planned investments spanning from 2021 to 2027, rolling stock, passenger and freight services, as well as strategies charted for the 2023 - 2027 period. Notable projects included ongoing double track initiatives, the construction of new routes, expansion of the Red Line and high-speed rail collaborations with Japan and China which highlighted SRT's growth commitment within Thailand's railway sector.

The railway transport data revealed the extensive network, covering 4,041 km and serving 47 provinces, facilitating 280 daily trains. With passenger services catering to approximately 37 million annually and a freight division handling 12 million tons, key stops included Phitsanulok, Chiang Mai, Ubon Ratchathani, and Nakhon Ratchasima.

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The iconic Krung Thep Apiwat Central Terminal served as a nexus for high-speed and commuter trains, and SRT's unexpected COVID-19 vaccination efforts provided 6.5 million doses, benefiting 3.3 million people over 477 days.

SRT's transformative Mass Transit System Project greatly enhanced Bangkok's transportation landscape. The strategic acquisition of 4,987 units of locomotives and rolling stock included innovative initiatives like the AC Diesel Electric Locomotives and the introduction of EV Shuttle Trains, fostering environmental preservation.

SRT's proactive approach extended to integrating maintenance and technology, ensuring peak operational efficiency. Enhancements to passenger and freight services included scenic train routes, "SRT Express" small parcel delivery on the Southern Route, and the establishment of nationwide Container Yards.

Overall, SRT's strategies pivoted around growth, connectivity, and modernization, poised to fuel their development from 2023 to 2027.

In summary, SRT's well-defined strategies, centered around growth, connectivity, and modernization, served as a compass guiding significant development between 2023 and 2027. These encompassed the enhancement of competitive advantage, core business turnaround, provision of platform services, non-core business enhancement, organizational reform, and the integration of the Bio-Circular-Green Economy (BCG) model. With these strategic tracks in place, SRT stood firmly committed to reshaping Thailand's railway sector, ensuring an efficient and dynamic network for the future.

VI. SESSION

Consultation on SRT Wagons to Enter into Padang Besar Container Yard by SRT

In the discussion about SRT wagons entering Padang Besar Container Yard, SRT shared the wagon specifications and requested feedback from KTMB at Padang Besar site. KTMB responded with an agreement to support the smooth movement of both passenger and freight traffic, acknowledging its alignment with the goals of the Joint Traffic Agreement.

A key topic was the axle load capacity at Padang Besar. SRT asked KTMB for clarity, and it was confirmed that the maximum axle load capacity is 20 tons. This detail is crucial for effective handling of heavy loads.

Further, the consultation showed how Padang Besar Container Yard works. The yard is fully equipped for loading and unloading, with KTMB mentioning its efficient network up to Penang Port,

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which can handle up to 20 tons. Upgrades are underway on Rawang - Port Klang route, aiming for a 20-ton capacity by 2029.

SRT explained their current operations from Padang Besar to Chumphon, which currently handle 16-ton axle load wagons. KTMB expressed interest in increasing this capacity to 20-ton axle load wagons. SRT confirmed the track capacity of 20-ton axle load, while noting that some bridges have limitations of 16-ton axle loads.

Additionally, SRT clarified that they have plans to strengthen the bridges in that section. Under this circumstance, the 20-ton axle load trains may be operated on those bridges at a restricted speed.

SRT - KTMB Cross Border Passenger Services: Workflows and Exploring New Possibilities by SRT

SRT and KTMB jointly operated MY Sawasdee trains between Padang Besar Station and Hat Yai Junction. The overall operations went well but there are some processes that need improvement. SRT proposed the new SRT - KTMB workflow of MY Sawasdee Train Service as follows:

- KTMB confirms MY Sawasdee train schedule and relevant detail 20 days before the trip.
- SRT submits the invoice of MY Sawasdee train to KTMB 15 days before the trip.
- KTMB makes advance payments to SRT seven (7) days before the trip.

From discussion, KTMB had submitted the whole year of MY Sawasdee train schedule and SRT already approved it. KTMB agreed to confirm the schedule and relevant detail 20 days before the trip and SRT will submit the invoice of MY Sawasdee train to KTMB through email 15 days before the trip. For advance payment, KTMB informed the meeting that they do not have the advance payment practice and proposed a payment one day practice, SRT acknowledge. The Chairman suggested that the matter of which should be further discussion in detail via a working group along with other pending issues.

After COVID-19 pandemic, the number of travellers journeying between Thailand and Malaysia has been continuously increasing. MY Sawasdee Train Service is the new initiative that inspired SRT to broaden its tourism market and attract a new target group. Consequently, SRT came up the new project called "Exploring the new experience in Penang" with the objectives:

 To develop cooperation and relations between SRT and KTMB and increase the potential for railway tourism in two countries.



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 To generate additional income and expand tourism market in both countries.

With this initiative, SRT sought KTMB's cooperation and consultation to share their experience and the process of creating the package tour and requested KTMB to appoint a designated contact person for obtaining further information. KTMB informed the meeting that they welcomed SRT's proposal and appointed Mr. Abdul Salim Shah Abdul Aziz, Head, Corporate Planning as the designated contact person for further discussion.

In conclusion, SRT and KTMB agreed to improve the workflow of MY Sawasdee train to make the joint operation go smoothly and effectively and will cooperate to help each other in developing tourism market.

c) KTMB - Seamless Cross Border Railway Operations

The primary objective of the "Seamless Cross-Border Railway Operations" agenda is to elevate the railway connectivity and to promote the adoption of open-access border-crossing mechanisms between Malaysia and Thailand, building upon the discussions held during the ASEAN Railway CEOs' Conference, which took place from 22 - 26 August 2022 in Vietnam.

In pursuit of the objective to enhance railway interoperability, KTMB advocated the enhancement of cross-border railway operations in line with the envisioned future state. This involves the progression towards Level 3 technical interoperability in which the wagon and locomotives can cross the border and continue while progressively transitioning to Mode 3 operational interoperability. This transition entails the implementation of common procedures at designated major stations, facilitating seamless passage without train stops.

Furthermore, to achieve the desired fluidity in traffic operations, the allocation of dedicated train slots for cross-border passenger and cargo transit becomes imperative. In the context of landbridge cargo operations, KTMB has put forth a request for SRT's consideration to augment the number of available train slots as outlined below:

- a. The retention of the existing three (3) daily return slots for the Padang Besar Hat Yai route.
- The retention of the existing two (2) daily return slots for each route from Hat Yai - Bang Klam/Thung Po/ Kantang.
- c. An increase in the number of daily return slots for the Hatyai Thung Song route, accommodating four (4) slots.
- d. The introduction of additional new return slots for the Padang Besar Nong Khai/Thanaleng route and the Padang Besar Bangkok/Saphli/Na Pradu route,



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comprising two (2) slots and one (1) slot daily, respectively.

Besides, an essential facet of achieving seamless cross-border operations involves the mutual acceptance of rolling stock operated by KTMB within the SRT railway network and vice versa. This harmonized approach to rolling stock approval contributes to the realization of enhanced interoperability and collaboration. KTMB formally seeks SRT's validation and approval for the deployment of new rolling stocks, specifically the locomotive class G 10 and wagon series 26, to operate seamlessly within the SRT network.

KTMB also presented a proposition to reinstate cross-border passenger services with objective of streamlining traffic flow.

In addition, KTMB has put forth a proposition to initiate the cross-selling of passenger tickets, providing a single ticket encompassing travel across both railway networks. Subsequently, this initiative will be followed by the introduction of a code sharing framework, akin to the prevalent practice within the airline industry. Under this model, SRT would have the capacity to vend tickets on behalf of KTMB, employing SRT's designated code. While, the operational execution would remain the responsibility of KTMB. This strategic move serves to extend the coverage of both networks while optimizing seat occupancy. The implementation of code sharing is anticipated to result in augmented passenger volume and enhanced revenue streams for both entities within the railway sector.

KTMB has additionally put forth a proposal to establish a joint venture partnership with SRT, aiming to fortify and substantiate the existing collaboration. This strategic move is geared towards capitalizing on the substantial potential inherent in the Malaysia - Thailand railway network, with a view to reaping significant economic and socio-economic advantages. The envisioned joint venture partnership holds a multitude of benefits for both entities, encompassing the following facets:

- a. Enhancement of cross-border connectivity, thereby augmenting operational efficiency.
- Standardization of operational protocols, safety measures, and technical specifications for streamlined operations.
- c. Creation of employment prospects, contributing to workforce development.
- d. Generation of supplementary revenue streams from untapped cross-border markets.
- e. Rationalization of billing systems and financial workflows for enhanced efficiency.

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SRT and KTMB discussed in detail as follows:

1. Dedicated Train Slots for Passenger and Landbridge Services

KTMB proposed the implementation of free flow traffic with dedicated train slots for SRT passenger trains to operate on KTMB railway network between Padang Besar - Johor Bahru and for KTMB passenger trains to operate on SRT railway network from Johor Bahru to Hat Yai and up to Nong Khai in the future to connect with Thanaleng, Lao PDR. SRT expressed interest to initiate the route between Bangkok -Kuala Lumpur. KTMB informed that they agreed in principle and was particularly seeking SRT's approval to operate KTMB's passenger and cargo trains anywhere between Malaysia - Thailand and vice versa for SRT to open railway networks of both countries for smoother operations.

For Hat Yai - Padang Besar route, SRT informed that its line capacity was limited due to Thai CIQ working hours (08.30 to 16.30 hrs.) and requested train slot adjustment for passenger services to match the ridership demand which was lower during Monday to Thursday and higher on Friday to Sunday. Both sides agreed to consider decreasing number of passenger trains to increase cargo train slots. To solve regular delays of train No. 948/950 at Padang Besar caused by immigration procedures, KTMB would discuss with customs and immigration to find a solution to this issue.

KTMB proposed train slots for landbridge service routes as follows:

- 1) Padang Besar Hat Yai; maintain current three (3) return slots per day
- 2) Hat Yai Bang Klam/Ban Thung Pho/Kantang; maintain current two (2) return slots per day for each destination
- 3) Hat Yai Thung Song; increase from two (2) to four (4) return slots per day
- 4) Padang Besar Nong Khai/Thanaleng, Lao PDR; two (2) new return slots per day
- 5) Padang Besar Bangkok/Saphli/Na Pradu; one (1) new return slot per day for each destination

Both sides agreed in principle for the above-mentioned routes. For Padang Besar - Nong Khai/Thanaleng route, KTMB informed that they plan to launch the first commercial cargo train from Port Klang to Thanaleng, Lao PDR on 23 August 2023 and requested SRT's necessary support including a locomotive to haul KTMB wagons from Padang Besar to Thanaleng, Lao PDR, and vice versa. SRT informed of their concerns to find solutions to following issues:



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- 1) Customs clearance
- 2) Thai registered agency [freight forwarder] with SRT
- 3) Cost structure

Both sides agreed to have a separate joint working discussion between SRT and KTMB regarding this matter.

2. New Asset Validation for KTMB Rolling Stock to operate within SRT Network

KTMB informed the meeting about the plan for taking their locomotive class G 10 (16 - ton axle load) and wagons BCF 26 (16 - ton axle load) into SRT railway network and asked SRT to facilitate the validation process and type approval on this matter. Target operation per KTMB's proposal was by October 2023. KTMB offered SRT for locomotive G 10 training would be provided for SRT locomotive drivers in Malaysia with all associated expenses fully covered.

KTMB also will submit the necessary specifications of the rolling stocks to SRT for SRT's validation.

SRT informed the meeting about the validation process of locomotives and wagons to operate on its network which included specification check followed by running test.

3. Reactivation of Cross-Border Passenger Services

KTMB presented the proposal to reactivate the cross-border passenger train services between SRT and KTMB which including SRT International Express Train: Bangkok -Butterworth - Bangkok, and KTMB Langkawi Express Train: Kuala Lumpur - Hat Yai - Kuala Lumpur.

KTMB targeted to reactivate the cross-border passenger train services by October 2023 and jointly explore the potential expansion of cross-border passenger train services to other routes in the further.

SRT informed the meeting that SRT agreed in principle and the matter of which should be further discussed in detail via a working group along with other pending issues.

In conclusion, SRT and KTMB agreed to establish a joint working committee for further action.

4. Cross-Selling of Tickets for Passenger Services

KTMB presented the proposal to facilitate ticket transaction between SRT and KTMB for passenger service and proposed to integrate ticketing systems to enable both sides to sell a single ticket for each other. With this concept, passengers can travel from Malaysia to Thailand and vice versa with a single ticket. This proposal would create the following values:

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- Enhance passenger experience in seamless purchase and reservation of tickets through a single ticketing platform.
- Expand wider customer base by leveraging KTMB and SRT customer base in respective countries.
- Personalization and customization to enable KTMB and SRT to gather insights about their customers' preferences and travel habits that can be used to tailor to the service offering and creating loyalty and retention.
- Promote sustainable growth and diversify revenue streams.

Moreover, KTMB proposed to establish a working committee between KTMB and SRT to prepare and finalize the implementation mechanism within two months and targeting to realize and implement this initiative by October 2023.

SRT informed the meeting that SRT agreed in principle and was interested in studying this project and has no objection for setting up a working committee to work on this matter.

In conclusion, SRT and KTMB agreed to establish a joint working committee for further action.

5. Code Sharing for Cross-Border Passenger Services

KTMB introduced a concept of code sharing for cross-border passenger service used similarly to the airline industry to expand KTMB - SRT network without the requirement of additional trains, enhance connectivity and seamless travel experience and share more passengers between borders. Under a code share agreement proposed to be developed, KTMB's train could run across the border without transit while SRT could sell tickets on behalf of KTMB by using SRT's own code and vice versa. KTMB proposed to establish a working committee between KTMB and SRT to prepare and finalize the implementation mechanism within two (2) months and implement this initiative for the Kuala Lumpur - Bangkok route by October 2023. In conclusion, both sides agreed to set up a working committee for further discussion.

6. Strengthening KTMB - SRT Cooperation Through Joint Venture Partnership

KTMB proposed strengthening of KTMB - SRT collaboration, which has been 69 years, through the establishment of a joint venture company (JVCO), with the proposed business activities of JVCO involving cross-border railway activities for passengers, freight, and related services with equal equity participation from SRT and KTMB. The model was based on the previous success achieved in Europe and Asia. The aims of the proposed JVCO was to create value customers benefit from integrated freight solutions, cost-effective goods transport,



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shorter travel times, reduced logistics expenses, single-payment processes, and lower carbon emissions.

The partnership between KTMB and SRT would bolster cross-border linkages, operational efficiency, and safety measures, concurrently creating job prospects and extra income from previously unexplored markets. Through the streamlining of billing systems and financial procedures, it would ensure positive financial outcomes and a strong supply chain, leading to favorable returns. The suggested method entailed the establishment of a working committee with representatives from both entities, tasked with formulating collaborative strategies and establishing the JVCO in a span of three months, with the goal to realize the JVCO between SRT and KTMB by December 2023.

SRT responded that it would be legally difficult to form a JVCO by its own right. Instead, it might be more applicable to work on a MOU to form a consortium or such likes. A working committee would be a channel to consider the matter in more details.

VII. ADOPTION OF THE REPORT

The Conference noted that the presentations and discussions were very beneficial to both SRT and KTMB. Moving forward, the proposals agreed upon at this Conference will be implemented. The Conference considered and adopted the Joint Conference Report.

VIII. DATE AND VENUE OF THE NEXT CONFERENCE

KTMB proposed and SRT agreed that the 42nd KTMB - SRT Joint Conference be held in the year 2024 and hosted by KTMB in Sabah, Malaysia, the venue of which would be communicated in due time.

IX. CLOSING OF THE CONFERENCE

Mr. Watcharachan Sirisuwannatash, Deputy Governor, State Railway of Thailand, thanked the delegates and observers for their active participation in the 41st SRT - KTMB Joint Conference and thereafter declared the Conference closed.

APPENDIX





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KERETAPI TANAH MELAYU BERHAD DELEGATION

HEAD OF DELEGATION

Datuk Mohd Rani Hisham Samsudin **Group Chief Executive Officer**

DELEGATES

Mr. Iszad Jeffri Ismail Board of Director, KTMB Mr. Mohd Zain Mat Taha **Chief Operation Officer** Chief Corporate Officer Mr. Mohamed Suhaimi Yaacob Head, Corporate Planning Mr. Abdul Salim Shah Abdul Aziz Mr. Hezri Ariffin Head, Cargo Services

Mrs. Nurul Azha Mokmin Head, Intercity

Head, Information and Communication Mr. Mohd Fauzi Mohd Yusoff

Technology

Mr. Roshidi Yahaya Head, KTM Komuter

OBSERVERS

Mr. Mohd Jefry Abd Ghani

Assistant Secretary, Land Division, MOT Mr. Izzat Hariz Zahari

Senior Manager, Corporate Planning Mr. Mohd Azmir Sharifudin Hussein

Senior Manager, Strategic Ms. Nur Hidayah Hassan Communications

Mr. Shahril Ismail

Senior Manager, Rolling Stock Maintenance & Engineering

Senior Manager, Finance & Procurement Mrs. Suraini Dahalan

Executive, Marketing Promotion

Advertising

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STATE RAILWAY OF THAILAND **DELEGATION**

HEAD OF DELEGATION

Ms. Chalitta Chayamontree

Mr. Watcharachan Sirisuwannatash Deputy Governor for Governor

DELEGATES

Mr. Sujit Chaosirikul **Deputy Governor Deputy Governor** Mr. Anan Phonimdang

Mr. Chookiat Leelakajonjit Chief, Mechanical Engineer, Mechanical

Engineering Department

Director of Traffic Operation Department Mr. Takun Indarachome

Mr. Chaiya Kotcharat Deputy Traffic Director (Operation),

Traffic Operation Department

Deputy Director (Marketing), Passenger Ms. Pattarasuda Namasatr

Service Department

Deputy Director (Operation), Freight Service Mr. Chavalit Phimpoklang

Department

Mr. Parinya Ratanakom Chief, Research and Traffic Development

Division, Traffic Operation Department

Chief, Commercial Passenger Management Ms. Oratai Suwannatas

Division, Passenger Service Department

Mr. Dhammasak Dhurakit Chief. Container Marketing Division.

Freight Service Department

Chief, Operation Freight Distribution 4 Mr. Keattisak Prasongsug

Section, Freight Service Department Traffic Officer Sub-Section Level 6,

Traffic Control Division 4, Traffic Operation

Department

Traffic Officer Sub-Section Level 6, Mr. Tharasai Choicharoen

Passenger Regulation Section, Passenger

Standard Working and Safety Division.

Passenger Service Department

Mr. Somsak Lamud Chief, Foreign Affairs Division,

Governor Bureau



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OBSERVERS

Mr. Worrachart Desyothin

Mr. Tunlaphob Pathomkanok

Mr. Annop Wongvichan Superintending Engineer, Mechanical

Engineering Center, Mechanical

Engineering Department

Chief, Policy and Service Research Ms. Chutima Ruenreang

Development Center, Policy, Planning,

Service Research and Development Bureau

Engineer i/c Diesel Railcar Maintenance

Division (Bangkok), Rolling Stock Maintenance Center, Mechanical

Engineering Department

Engineer i/c Telecommunications Division, Mr. Sagol Choptrong

Technical Development and

Telecommunications Center, Signalling and

Telecommunications Department

Chief, Research Planning Development and Mr. Chitkamon Pondate

Information, Traffic Business Strategy

Bureau

Mr. Kumthorn Deetae Chief, Follow-up and Evaluation Training

Division, Institute of Railway Training

Engineer, i/c Technical Section, Hat Yai Mr. Mongkon Ponsang

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Southern Region Permanent Way

Maintenance Center, Civil Engineering

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Mr. Woranon Chana Senior Computer Officer Level 8,

Project Supervisor Section, Information

Strategy Division, Information Technology

Department

Junior Grade Engineer 6, Southern Region Mr. Kritsanapong Promthong

Permanent Way Maintenance Center,

Civil Engineering Department

Engineer 6, Construction Center, Special Mr. Watcharakiad Sutthiwanna

Project and Construction Department

Engineer 6, Track Rehabilitation Center,

Special Project and Construction

Department

Mr. Pradit Siniam Junior Grade Signalling Engineer, Signalling

and Telecommunications Department

Ms. Thanomsri Lertwattanaporn Accounting Officer, Accounting Compilation Section, Accounting Compilation Division,

Finance and Accounting Department

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APPENDIX



Welcome Address

Mr. Sujit Chaosirikul, SRT Deputy Governor and **Chairman of the Organizing Committee** At the 41st SRT - KTMB Joint Conference

> **Opening Ceremony Pullman Bangkok Kingpower** Wednesday 16 August 2023

The Honourable Datuk Mohd Rani Hisham Samsudin,

Group Chief Executive Officer KTMB,

Mr. Iszad Jeffri Ismail, Board of Director, KTMB

Mr. Izzat Hariz Zahari, Assistant Secretary,

Land Division, MOT Malaysia,

Mr. Watcharachan Sirisuwannatash, SRT Deputy Governor,

Distinguished Delegates and Observers,

Ladies and Gentlemen,

Greetings to all of you!

As the Chairman of the organizing committee, it brings me great pleasure to welcome you to the 41st Joint Conference between SRT and KTMB.

Before we begin, I would like to share a bit of history.

After the 40th Joint Conference in Penang in August 2019, SRT was supposed to host the 41st Conference in 2020. However, due to the COVID-19 pandemic, we had to postpone it for about three years.

But here we are today, stronger and more determined than ever. As we navigate through challenges, let's keep in mind the words "This Too Shall Pass," reminding us that difficult times are temporary, and better days are ahead.

Looking back at the records of previous joint conferences, we see that sometimes there were gaps of 1, 2, 3, or even almost 4 years between them.

Yet, through every missing gap and previous crisis, we have shown our resilience and the ability to bounce back, reaffirming our commitment to cooperation.

For this year's conference, we have decided to go back to basics, making it streamlined, authentic, and embracing a hybrid approach.

As part of the preparations, we had an online SRT-KTMB pre-joint meeting on 25 July 2023 to discuss important matters, and today, we will be presenting the outcomes of that meeting.

I would like to express my gratitude to all the delegates and observers for your presence and active participation.

To mark the official opening of this amicable meeting, it is my pleasure to invite Mr. Watcharachan Sirisuwannatash, SRT Deputy Governor, to deliver his opening speech.

Thank you.

Opening Speech By

Mr. Watcharachan Sirisuwannatash Deputy Governor At the 41st SRT - KTMB Joint Conference

Opening Ceremony Pullman Bangkok Kingpower Wednesday 16 August 2023

The Honourable Datuk Mohd Rani Hisham Samsudin, Group Chief Executive Officer KTMB,

Mr. Iszad Jeffri Ismail, Board of Director, KTMB,

Mr. Izzat Hariz Zahari, Assistant Secretary, Land Division, MOT Malaysia,

Mr. Sujit Chaosirikul, Chairman, Conference Organizing Committee

Distinguished Delegates and Observers, Ladies and Gentlemen, Good Morning,4t

On behalf of the State Railway of Thailand, I warmly welcome all the delegates and observers to the 41st Joint Conference between SRT and KTMB. We are delighted to have you here after the last conference in Penang, Malaysia, back in 2019. We are all aware of the global pandemic that created a significant gap between us.

Today, I am proud to share SRT's journey of growth and progress with all of you, and I am equally honored to learn from KTMB's journey as well.

I believe that behind every journey lies Strength, Resilience, and Transformation, which are fundamental elements that shape us.

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In the face of hard times, our strength will be our backbone, our resilience will be our powerhouse, and our transformation will be our gateway of opportunity.

Once again, thank you all for being here today. Let's embark on this journey together, making our railway cooperation even stronger, more resilient, and fully transformed for a better tomorrow.

Without any further delays, I am delighted to announce that the 41st SRT-KTMB Joint Conference is now officially open.

I hope you all have fruitful discussions and a successful meeting. Thank you very much.



APPENDIX





41ST SRT - KTMB JOINT CONFERENCE



AGENDA

- *** OPENING OF THE CONFERENCE**
- **❖** ELECTION OF CHAIRMAN
- **❖ ADOPTION OF AGENDA**
- ❖ ELECTION OF EDITORIAL COMMITTEE
- ❖ PLENARY PRESENTATIONS
 - KTMB and Malaysia Railway Development Progress Overview by KTMB
 - ❖ On Track: The State Railway of Thailand's Overview by SRT
- SESSION
 - Consultation on SRT Wagons to enter into Padang Besar Container Yard by SRT
 - SRT KTMB Cross Border Passenger Services: Workflows and Exploring New Possibilities by SRT
 - * KTMB Seamless Cross Border Railway Operations by KTMB
- ❖ ADOPTION OF THE REPORT
- **❖ DATE AND VENUE OF THE NEXT CONFERENCE**
- CLOSING OF THE CONFERENCE

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APPENDIX



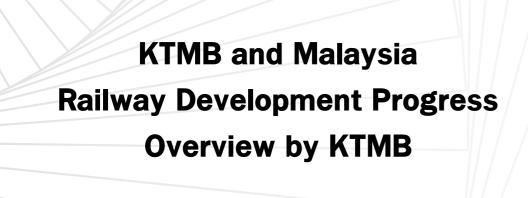
Plenary Presentations

- KTMB and Malaysia Railway Development Progress Overview by KTMB
- ❖ On Track: The State Railway of Thailand's Overview by SRT

Session

- Consultation on SRT Wagons to Enter into Padang Besar Container Yard by SRT
- ❖ SRT KTMB Cross Border Passenger Services: Workflows and Exploring New Possibilities by SRT
- * KTMB Seamless Cross Border Railway Operations by KTMB

PLENARY PRESENTATIONS





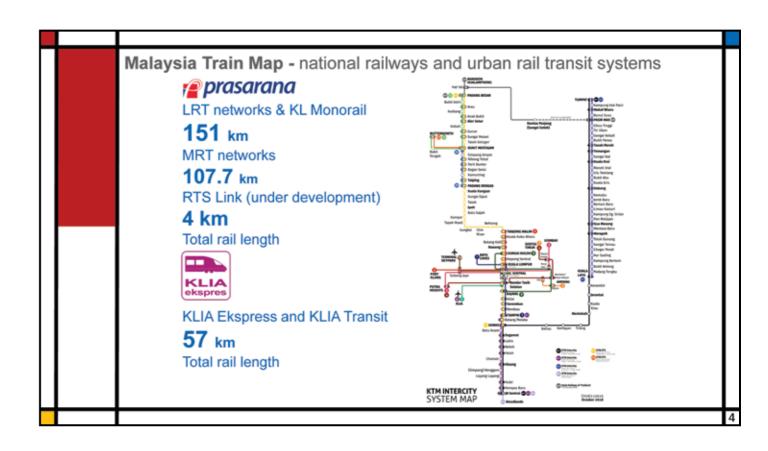


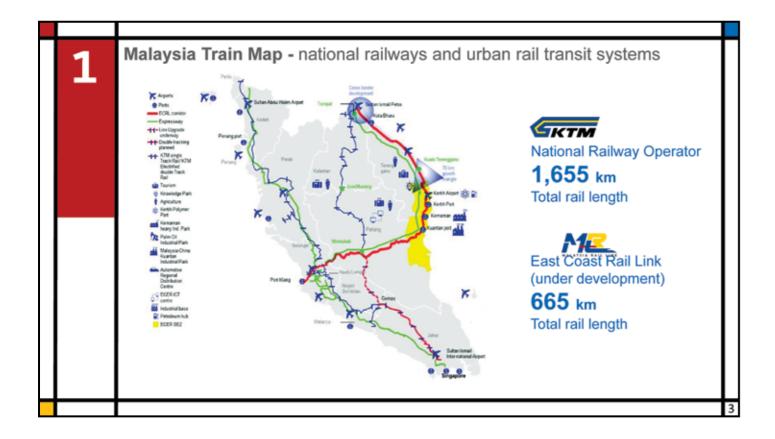
KTMB and Malaysia Railway Development Overview

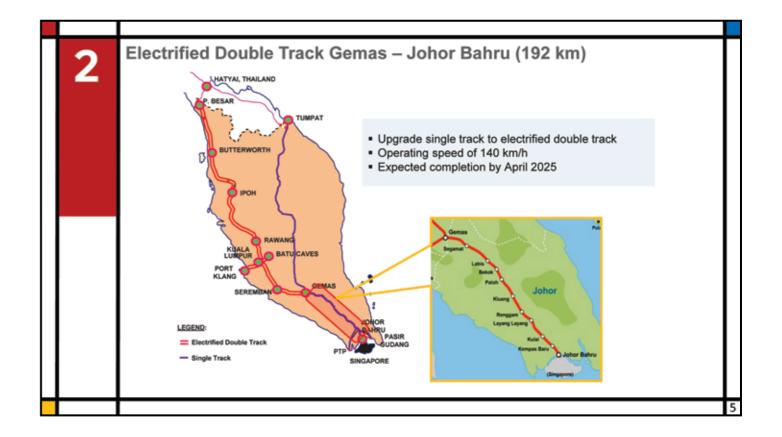


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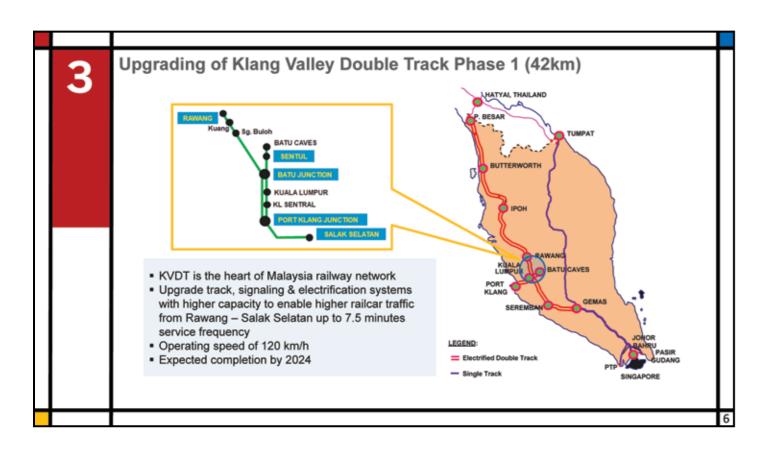
1. Malaysia Train Map - national railways and urban rail **Table** transit systems **KTMB** of 2. Electrified Double Track Gemas – Johor Bahru 3. Upgrading of Klang Valley Double Track Phase 1 Contents 4. Upgrading of Klang Valley Double Track Phase 2 Malaysia 5. MRT1 Kajang Line 6. MRT2 Putrajaya Line 7. MRT3 Circle Line 8. East Coast Rail Link (ECRL) 9. RAPID Transit System Link (RTS Link) 10. Light Rail Transit Line 3 (LRT3) 11. Kuala Lumpur–Singapore High-Speed Rail

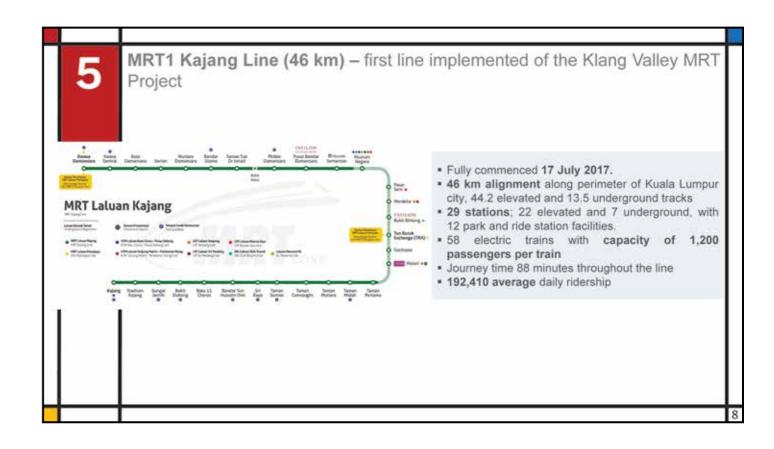


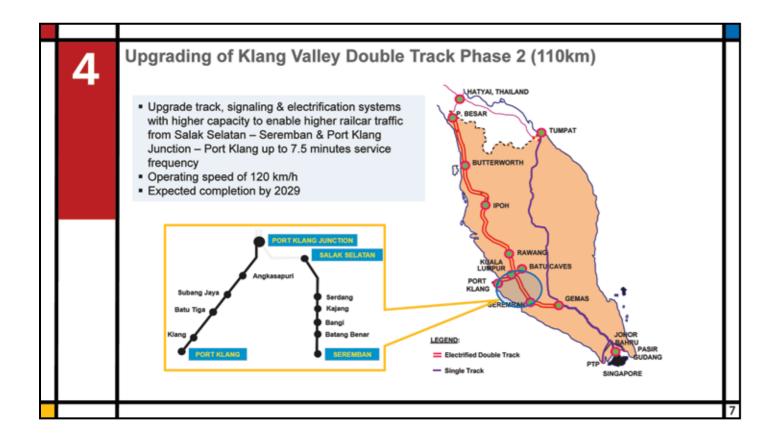


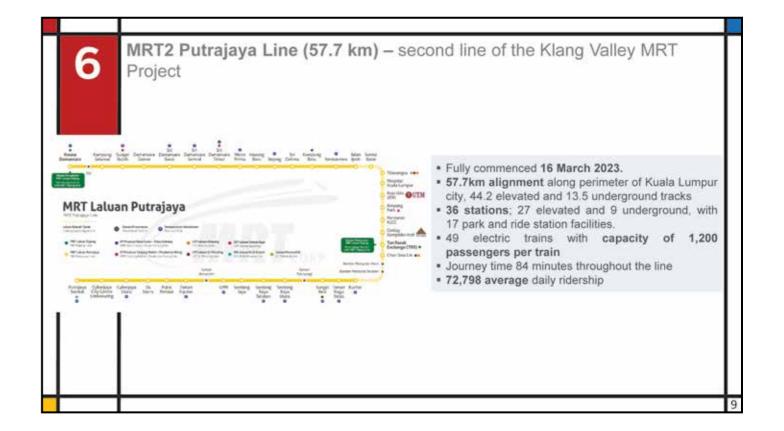


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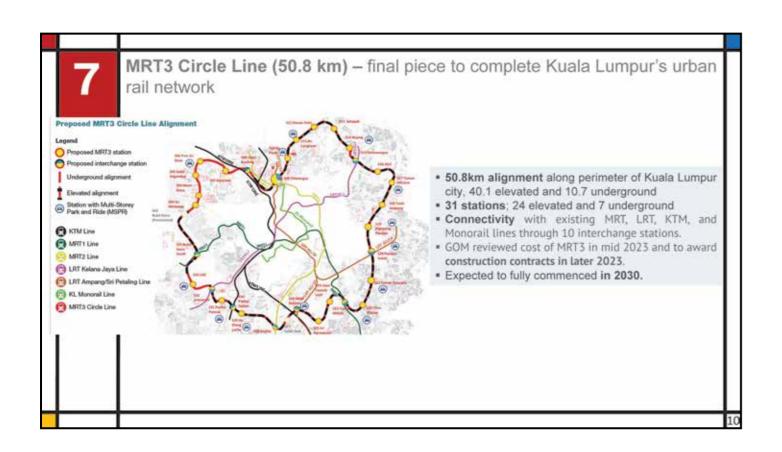




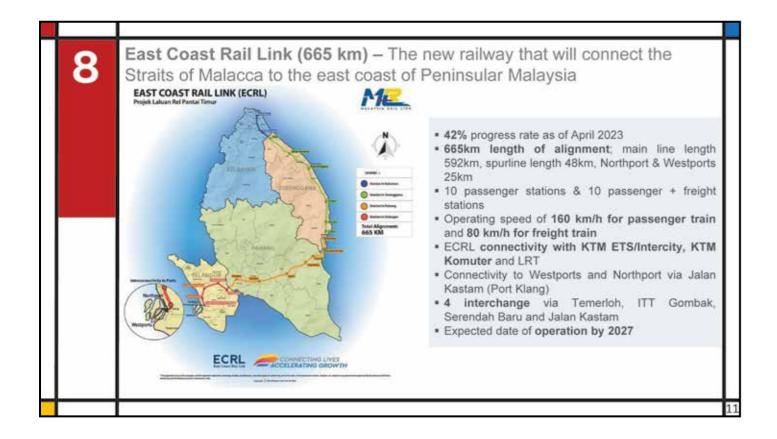


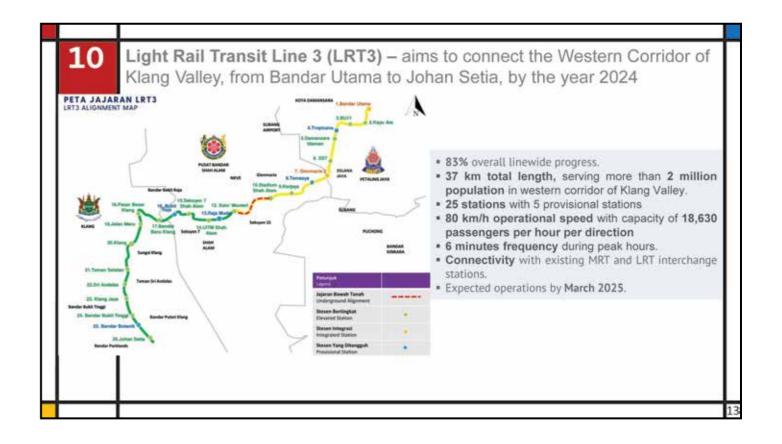


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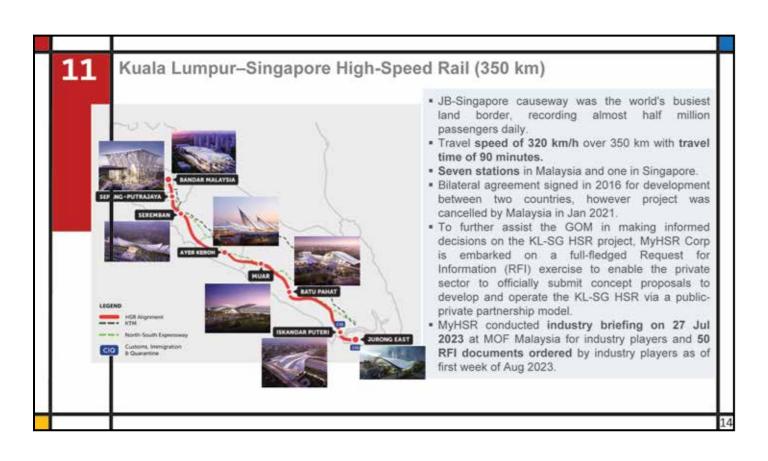








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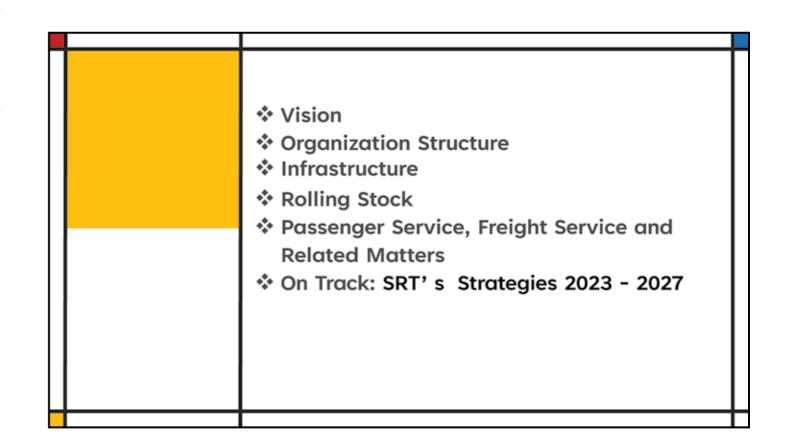




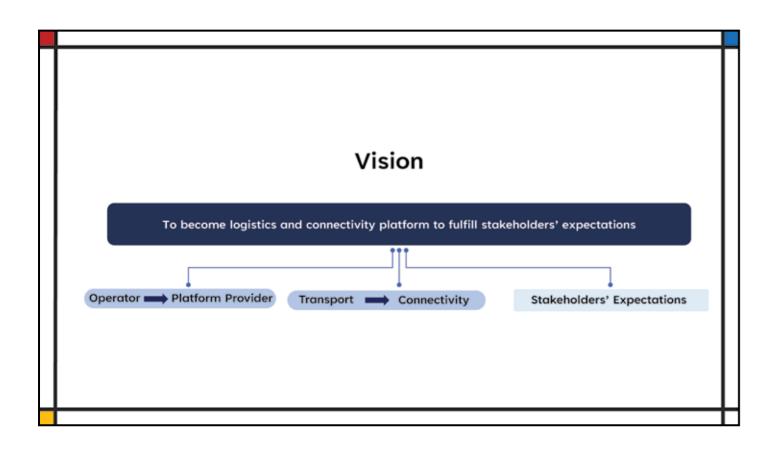
PLENARY PRESENTATIONS

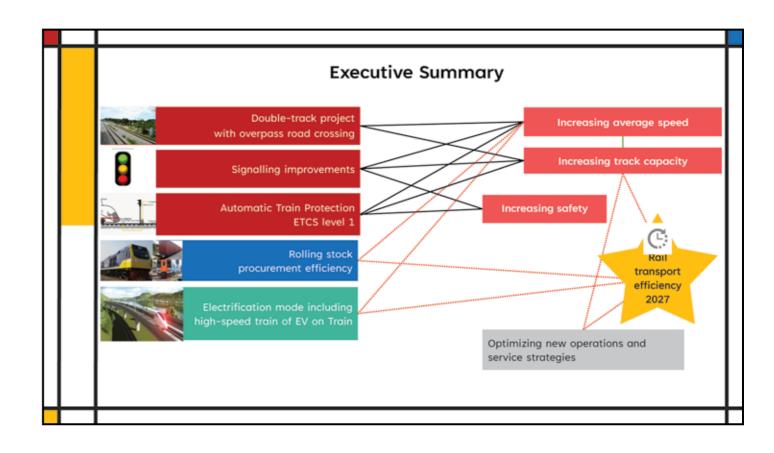


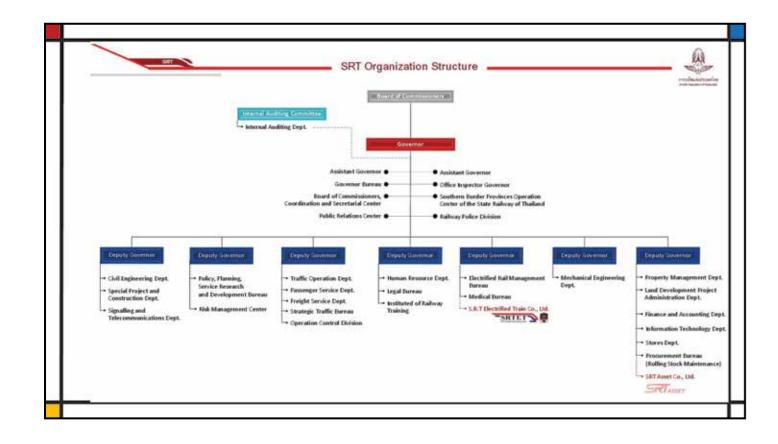


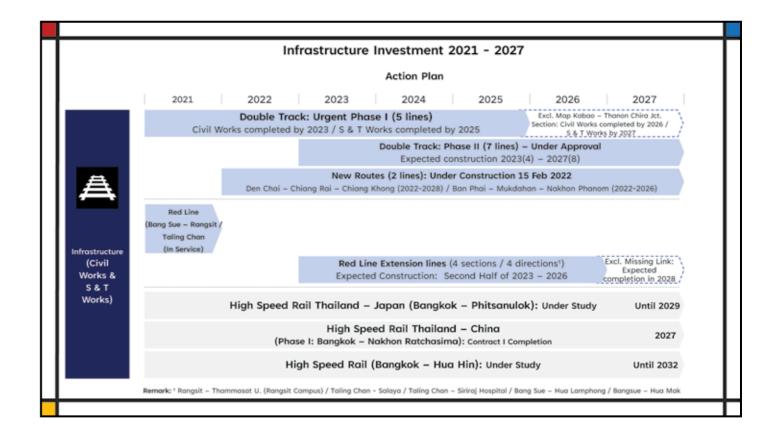


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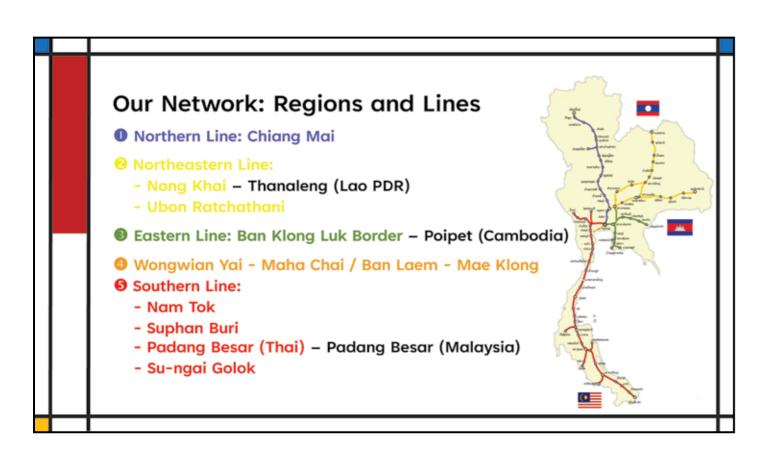


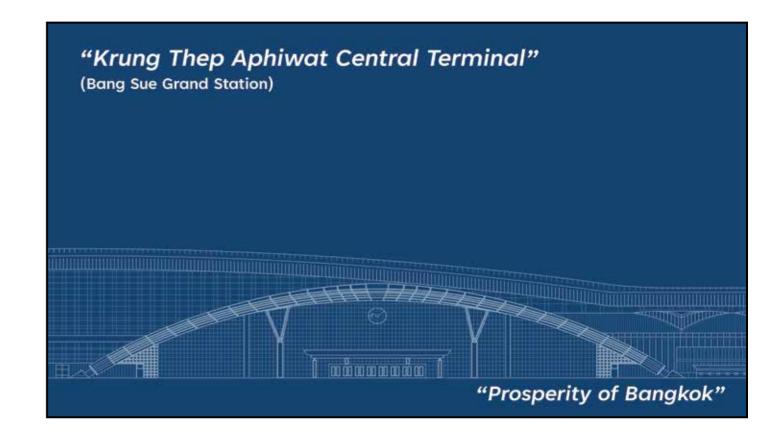


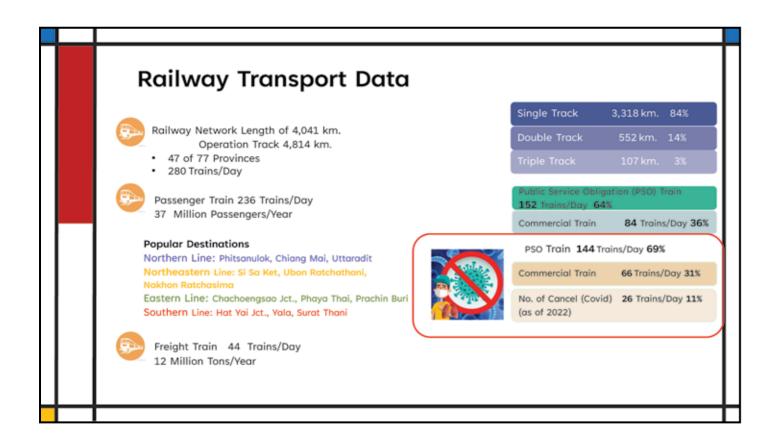


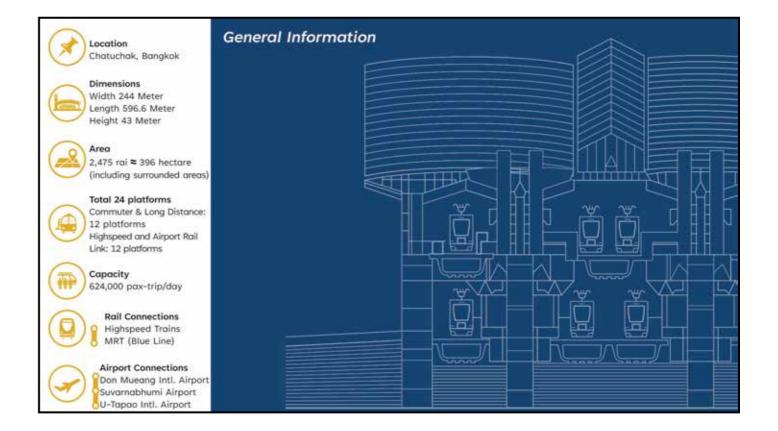


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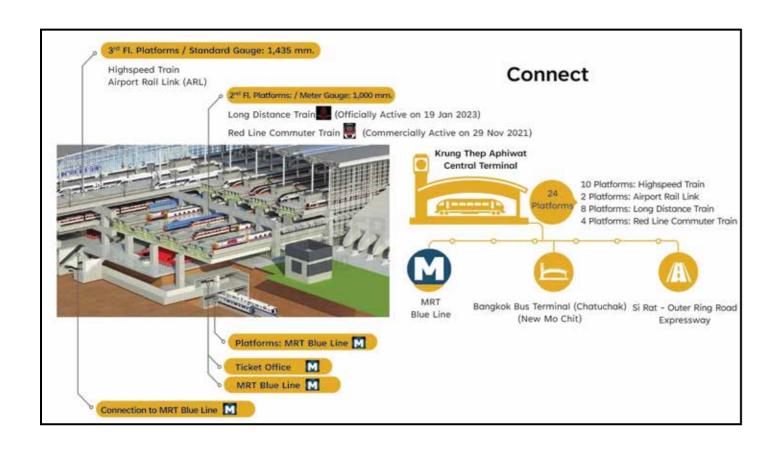


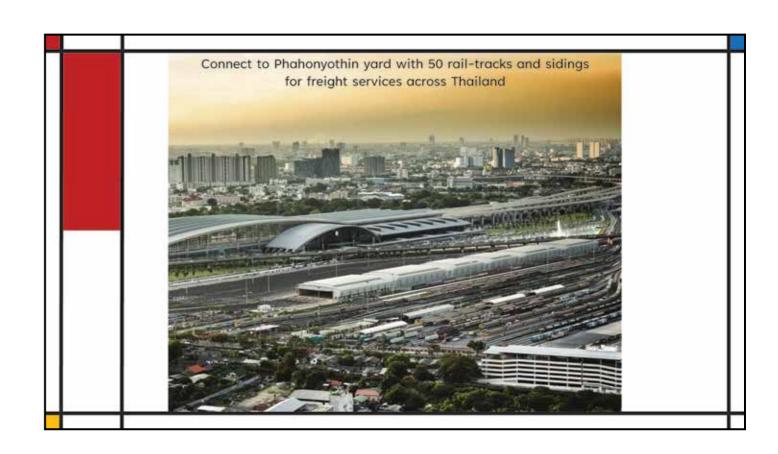






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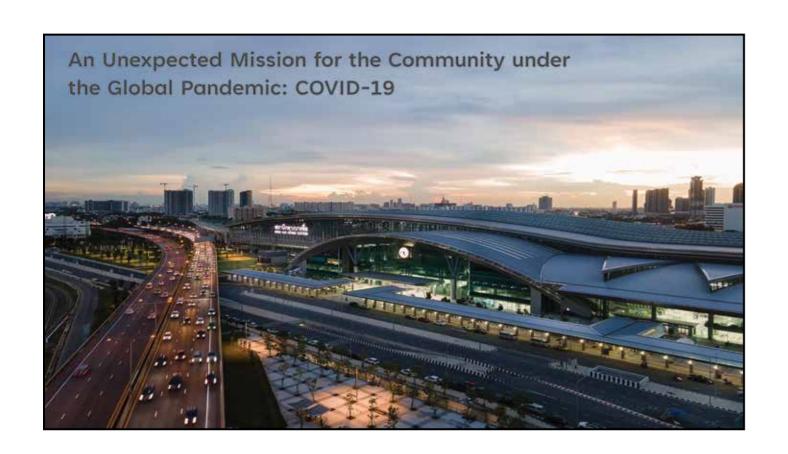


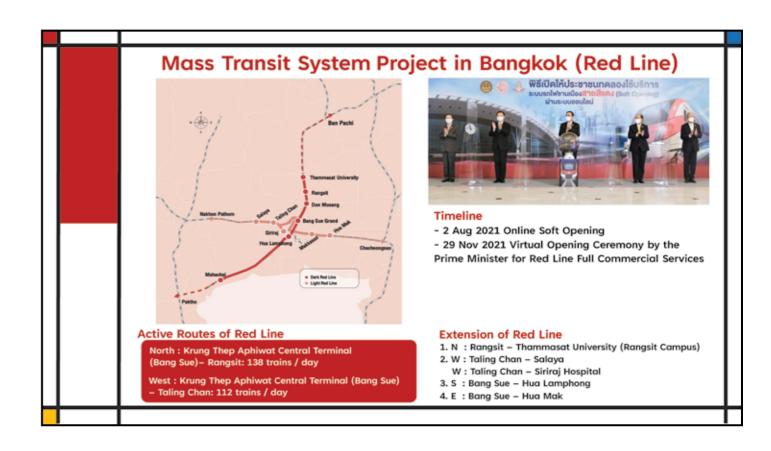




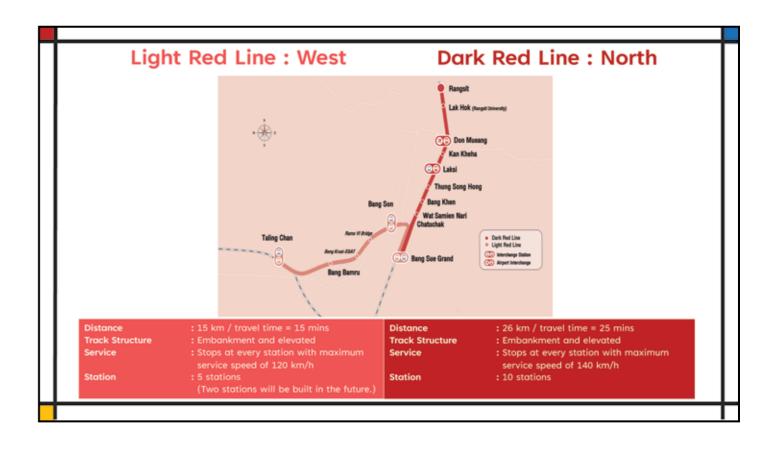


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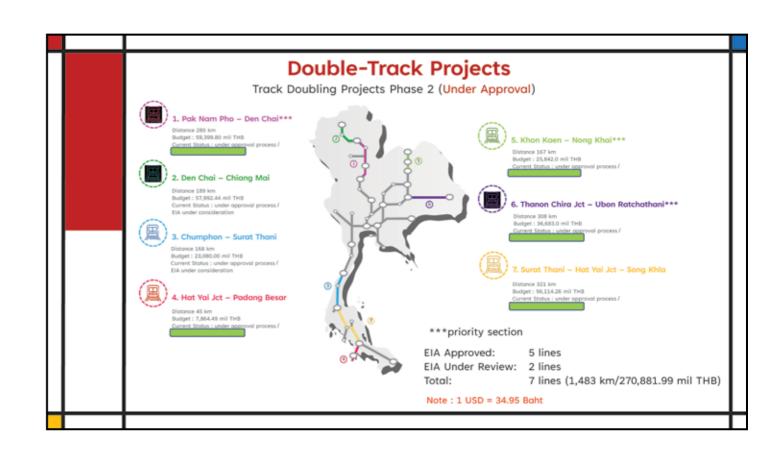


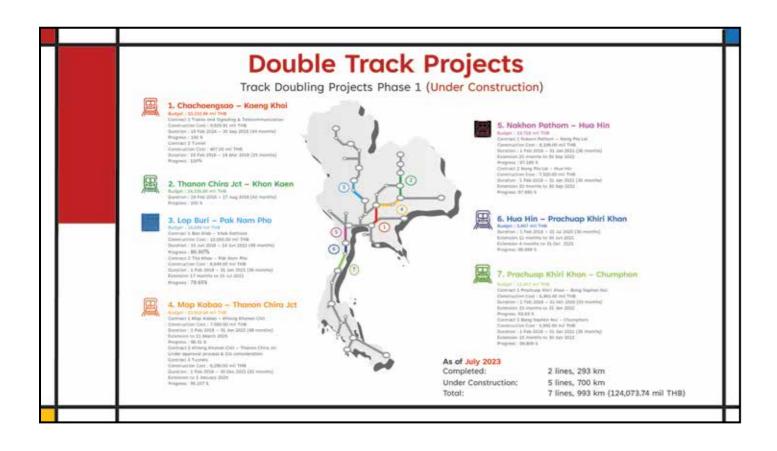


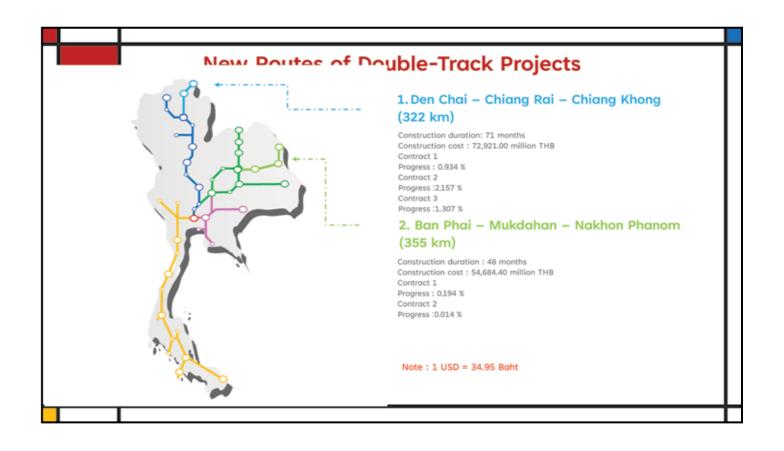


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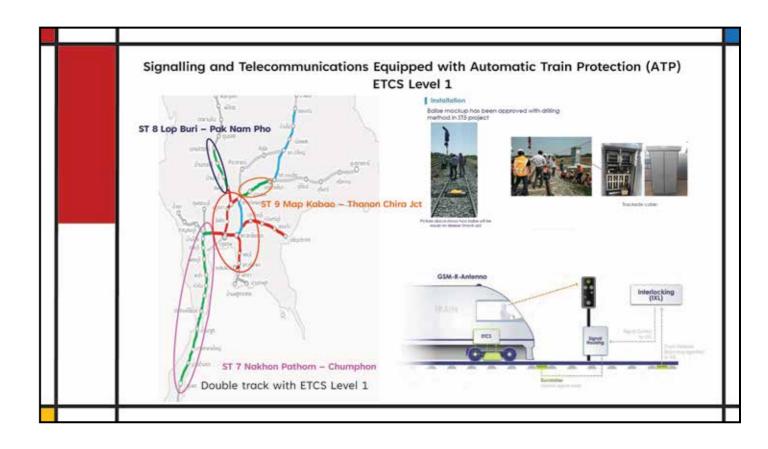


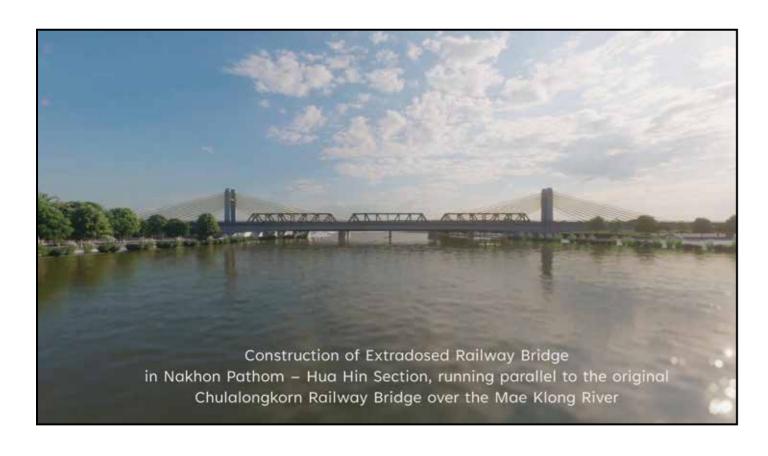




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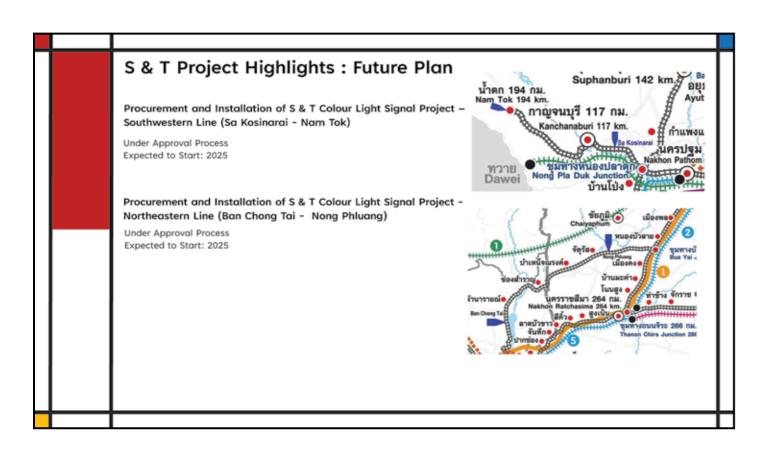




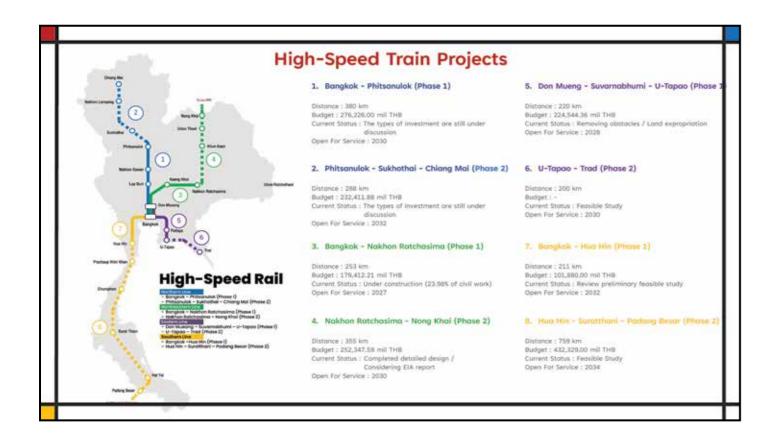




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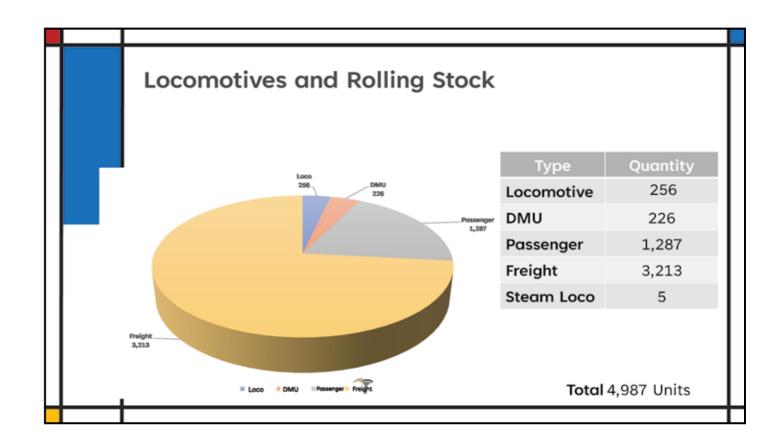


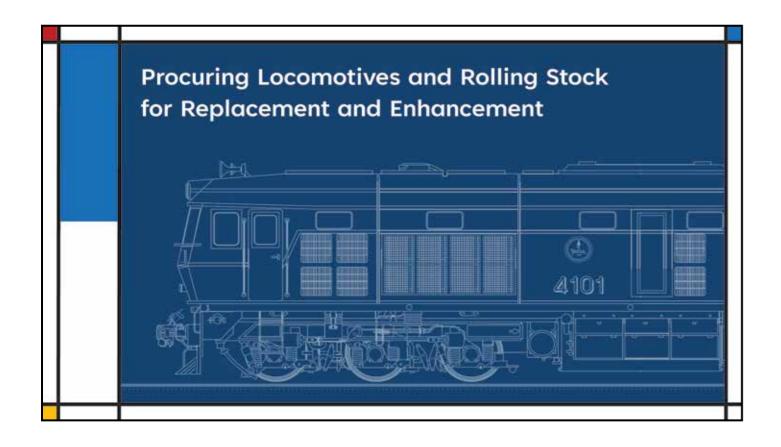


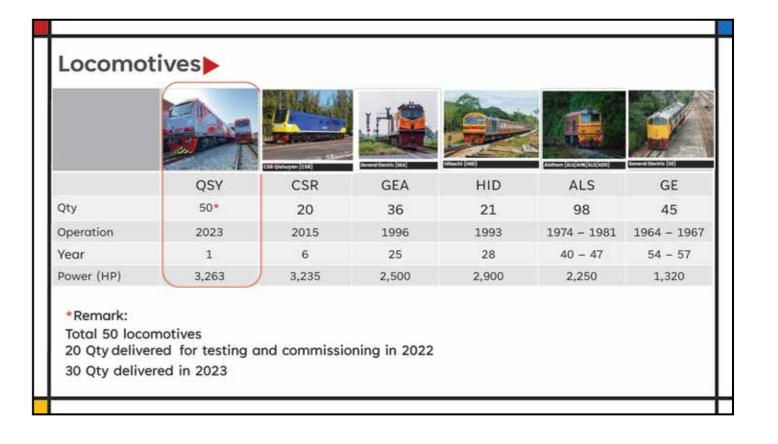


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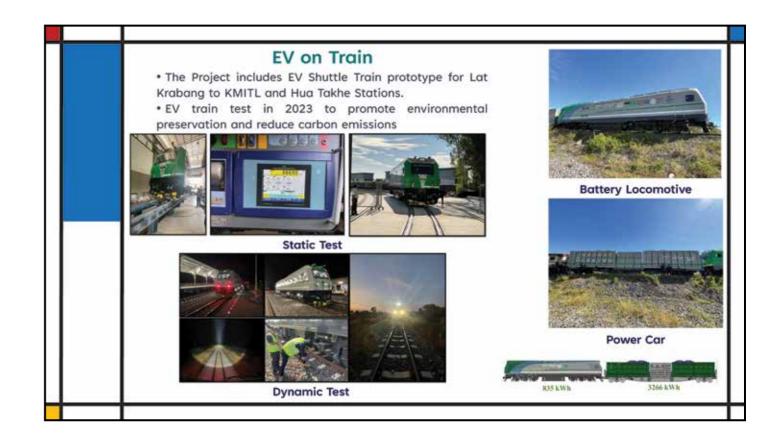




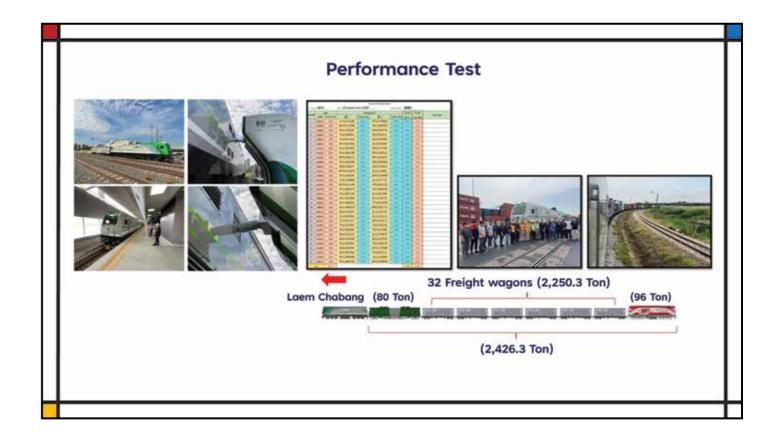


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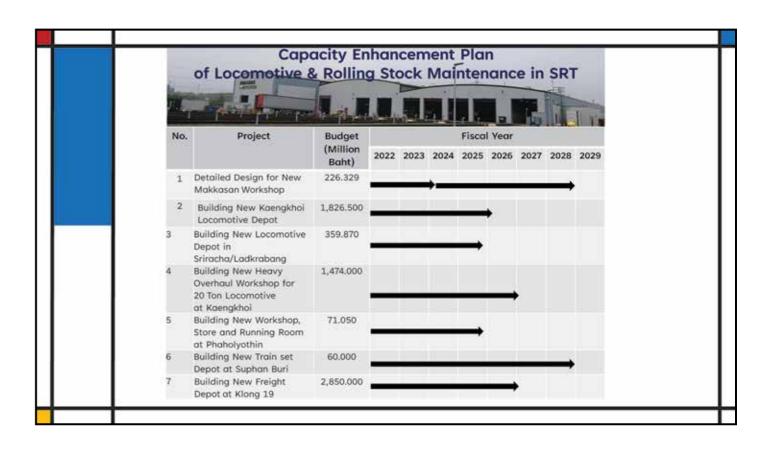


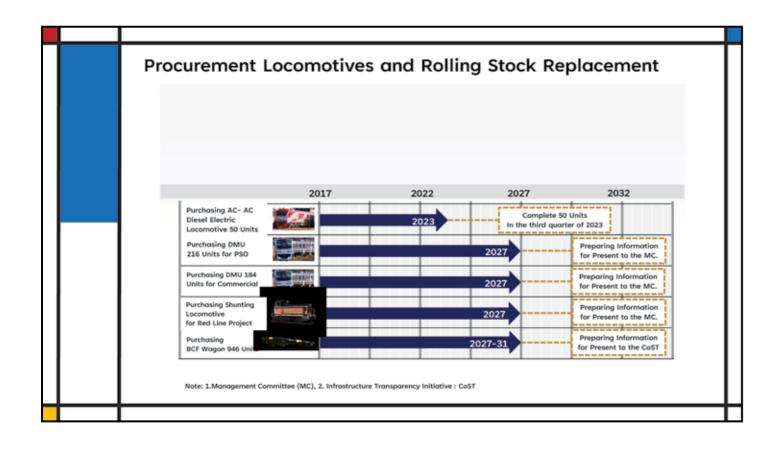


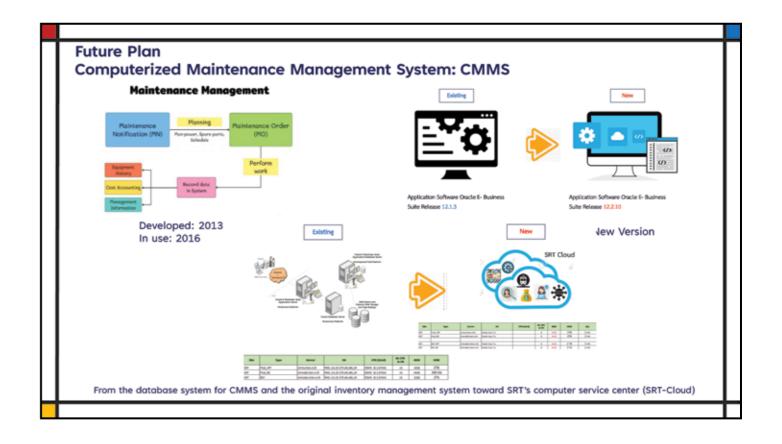


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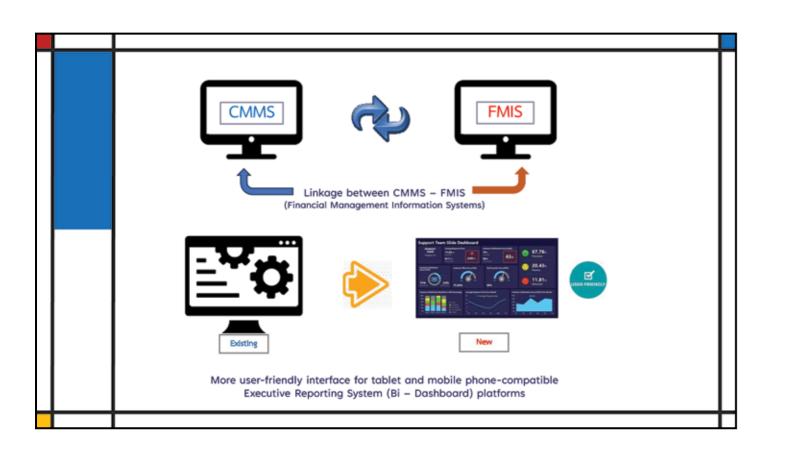






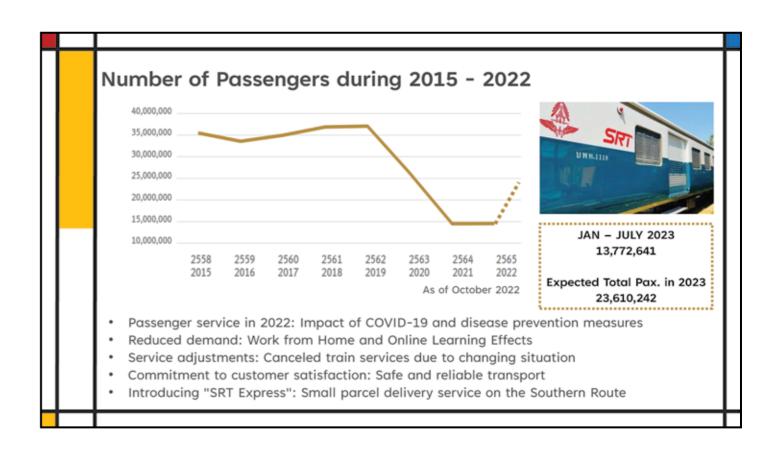


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Southern Lines in Numbers **Padang Besar**

In-Out SRT Passengers at Padang Besar Station

out sixt trassengers at tradaing besait stati									
Fiscal Year (1 Oct – 30 Sep)	Out	In	Total	Average / Day					
2016	18,085	19,354	37,439	103					
2017	47,790	54,502	102,292	280					
2018	74,525	86,976	161,501	442					
2019	89,619	108,672	198,291	543					
2023°	56,092	61,754	117.846	432					

SRT Commercial Trains at Padang Besar Station

Train No.	Origin	Departure	Destination	Arrival	Average Passengers per Trip: (number of persons)			
					Saturday	Sunday	Mon-Fri	
947	Hat Yai Junction	07:40 Hrs.	Padang Besar	08:35 Hrs.	86	65	58	
948	Padang Besar	08:55 Hrs.	Hat Yai Junction	09:50 Hrs.	204	97	100	
949	Hat Yai Junction	14:00 Hrs.	Padang Besar	14:55 Hrs.	128	193	101	
950	Padang Besar	15:40 Hrs.	Hat Yai Junction	16:35 Hrs.	82	76	71	
45	Krung Thep Aphiwat	15:35 Hrs.	Padang Besar	09:50 Hrs.	104	103	95	
46	Padang Besar	17:00 Hrs.	Krung Thep Aphiwat	12:05 Hrs.	83	80	78	



*Remarks: In 2023: October 2022 – June 2023 (8 mont

SRT Foreign Passengers at Padang Besar during Holidays 2023 (1 Jan - 30 Jun 2023)

Date	Day	Holiday	947	949	948	950	Total
01-Jan-23	Sun	New Year	8	34	31	59	132
02-Jan-23	Mon	New Year	37	68	44	40	189
21-Jan-23	Sat	_	21	50	245	113	429
22-Jan-23	Sun	Chinese New Year	9	70	134	115	328
23-Jan-23	Mon	Chinese New Year	50	126	101	156	433
24-Jan-23	Tue	Chinese New Year	27	84	127	100	338
21-Apr-23	Fri	Hari Raya Aidilfitri	30	32	222	45	329
22-Apr-23	Sat	Hari Raya Aidilfitri	25	53	449	113	640
23-Apr-23	Sun	Hari Raya Aidilfitri	51	225	171	82	529
24-Apr-23	Mon	Hari Raya Aidilfitri	113	153	209	87	562
29-Apr-23	Sat	_	0	70	357	79	506
30-Apr-23	Sun	Labour Day	45	148	182	92	467
01-May-23	Mon		65	153	84	68	370
04-May-23	Thu	Wesak Day	35	17	258	176	486
05-May-23	Fri	_	0	13	109	62	184
06-May-23	Sat	_	2	28	142	176	348
07-May-23	Sun	_	0	50	69	64	183
29-Jun-23	Thu	Hari Raya Haji	8	29	348	120	505
30-Jun-23	Fri	Hari Raya Haji	33	67	205	51	356

Volume of Landbridge Trains during 2018 - 2022

Tonnes Carried (in millions)								
Commodity	2018	2019	2020	2021	2022			
PADANG BESAR - HAT YAI Jtc.	0.03	0.03	0.02	0.10	0.06			
PADANG BESAR- BANG KLAM	-	-	-	0.06	0.05			
PADANG BESAR - KANTANG	-	-	-	0.03	0.03			
PADANG BESAR - THUNG SONG HONG	0.22	0.26	0.19	0.10	0.10			
PADANG BESAR - BAN THUNG PHO Jtc.	0.11	0.15	0.13	0.12	0.15			
PADANG BESAR - PHAHONYOTHIN YARD	-	-	-	-	-			
PADANG BESAR - MAP TA PHUT	-	-	-	-	-			
Total	0.36	0.44	0.34	0.41	0.39			

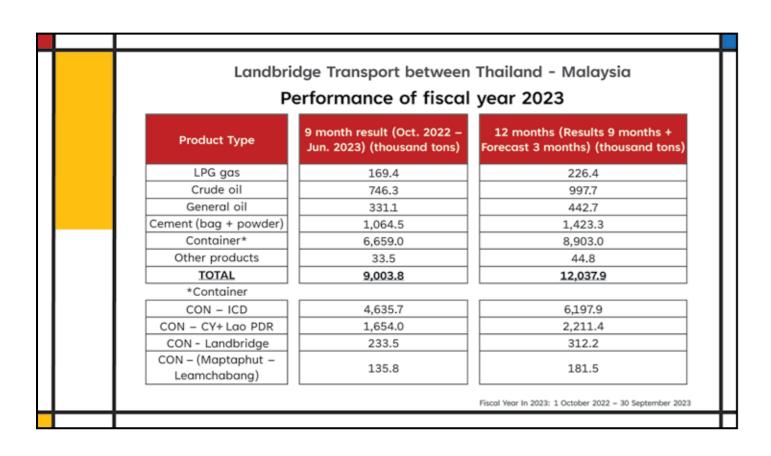
Landbridge Transport between Thailand - Malaysia

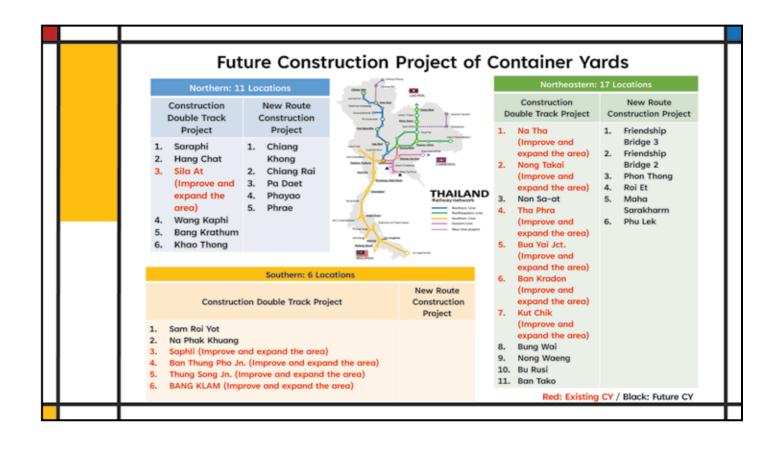
Compared to previous year, current year's transport volume stable

Decreased volume at Hat Yai Junction Station (Particle Wood: Particle Boards) and Bang Klam Station (Rubber) contributed to stability.

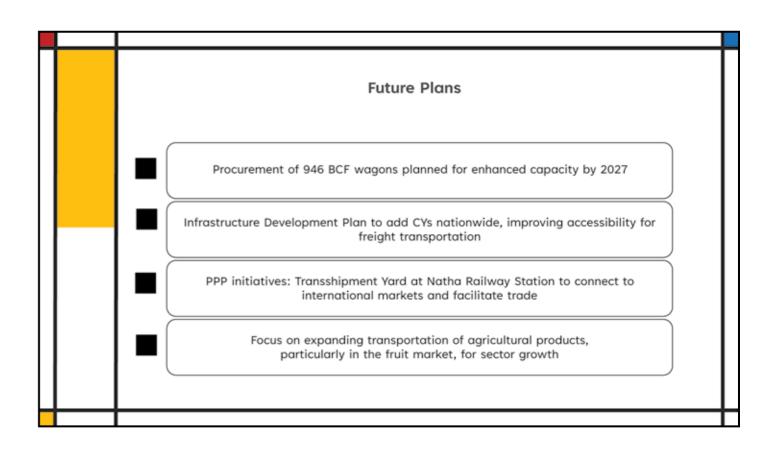


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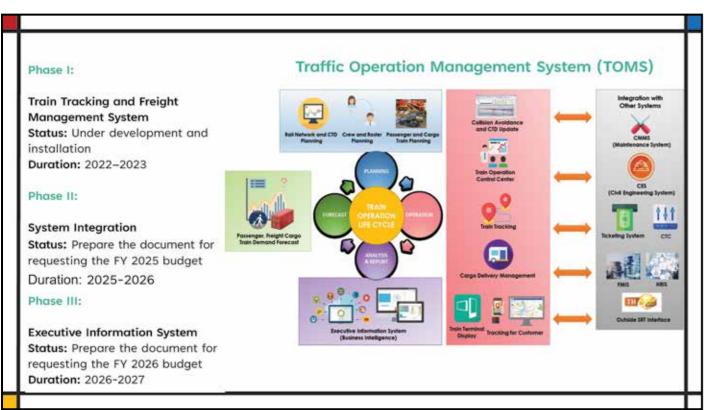


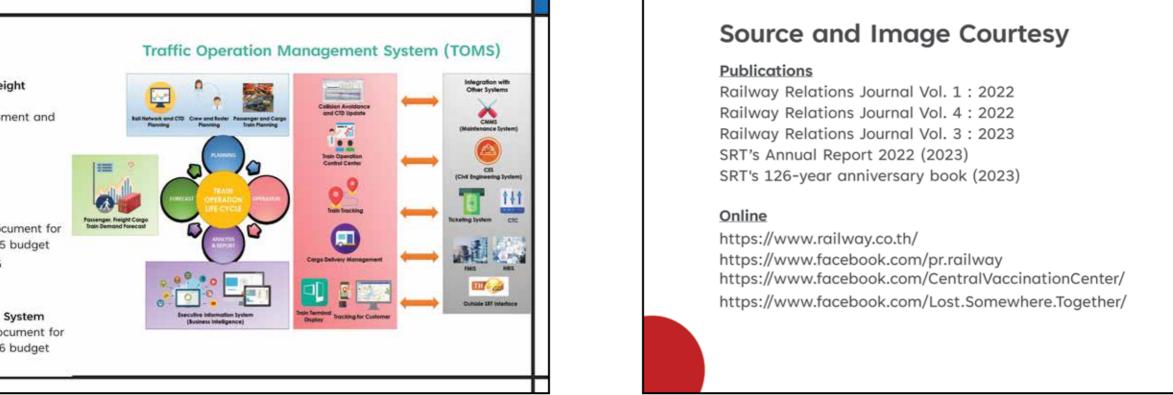


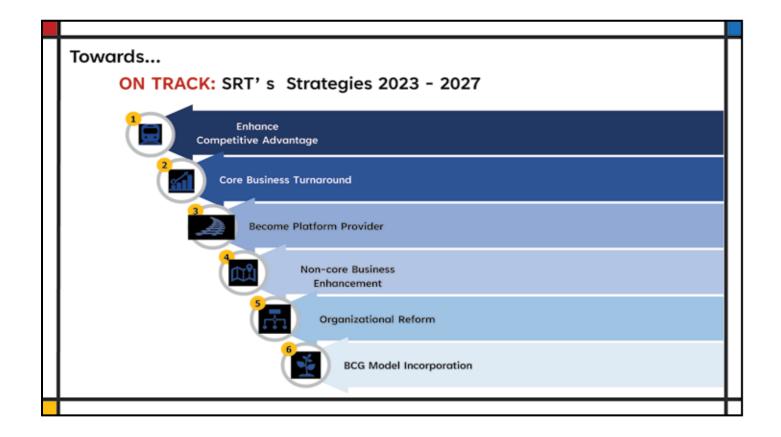


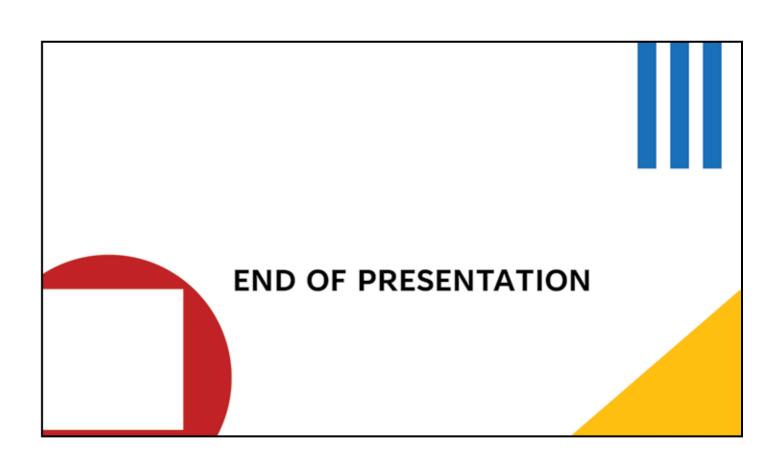


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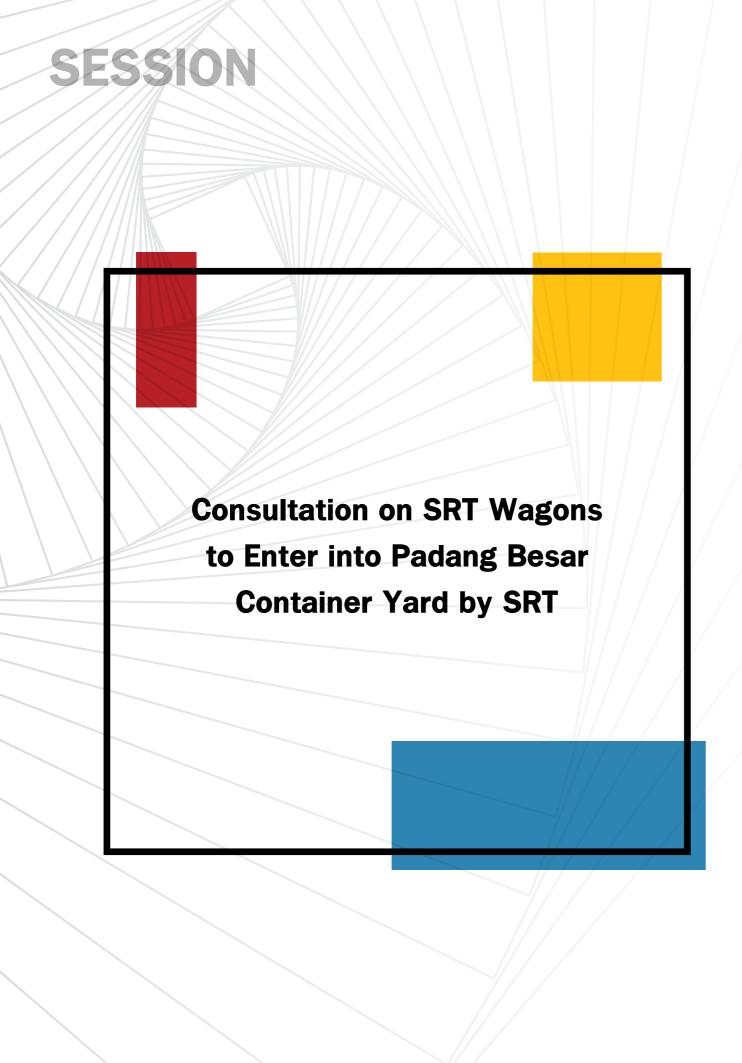


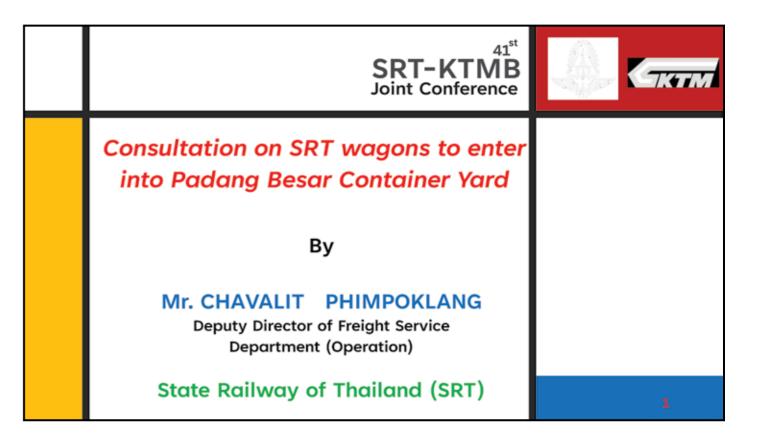


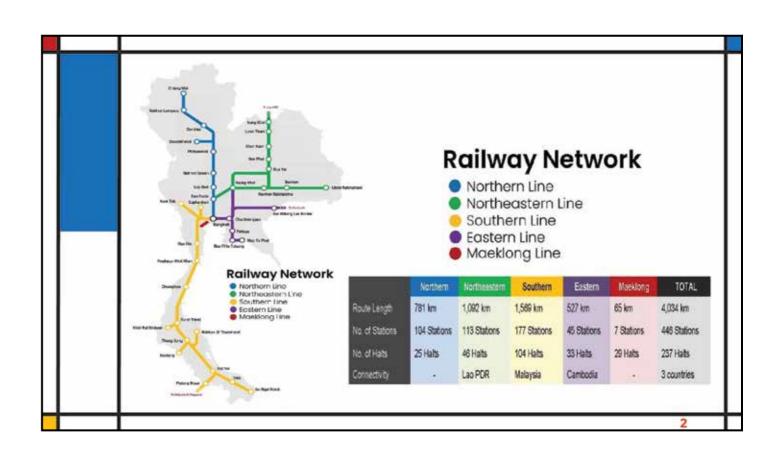




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Amount of (BCF) for Daily Use

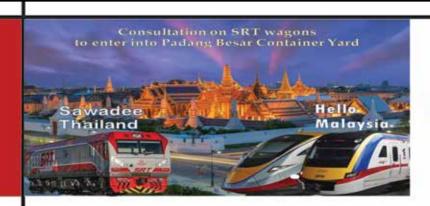


PAY LOAD	TOTAL	DEDUCT REPAIR RESERVE	ACTIVE	USING PLAN	REMANINING AFTER USE	YEAR PUT IN SERVICE
39 Tons	392	246	146	146	0	1973
40-50Tons	608	0	608	664	-56	1973
62 Tons	308	31	227	282	-5	2016
TOTAL ALL	1,308	277	1,031	1,092	-61	

REMARK: *PAY LOAD 39 and 46 TONS DEDUCT REPAIR RESERVE 20 %
PAY LOAD 62 TONS DEDUCT REPAIR RESERVE 10 %

SRT has 1,308 bogie container flat wagons (BCF) in its current fleet.

3



Results of
Discussion from
Pre-Joint
Conference

- SRT presented the specification of our wagons and requested KTMB's entry at Padang Besar.
- KTMB agreed in principle to support the free flow of passenger and freight traffic, as it aligns with the objectives of the Joint Traffic Agreement.

5

Categories of Bogie Container Flat Wagon







(BCF) 39 TONs

(BCF) 46 TONS

(BCF) 62 TONS

Weight of Wagon	39 Tons	46 Tons	62 Tons
LENGTH (METERS)	13.3	13.3	13.3
TARE WEIGHT (Tons)	13.00	13.25	18.00
PAY LOAD (Tons)	39.00	46.75	62.00
NORMAL GROSS WEIGHT (Tons)	52.00	60.00	80.00
MAX AXLE LOAD (Tons)	13.00	15.00	20.00

- The BCF wagons are available in three weight categories: 39 tons, 46 tons, and 62 tons.
- The current maximum permitted axle load for the BCF wagons in SRT's fleet is 20 tons.

Consultation on SRT wagons
to enter into Padang Besar Container Yard

Sawadee Hello
Thailand

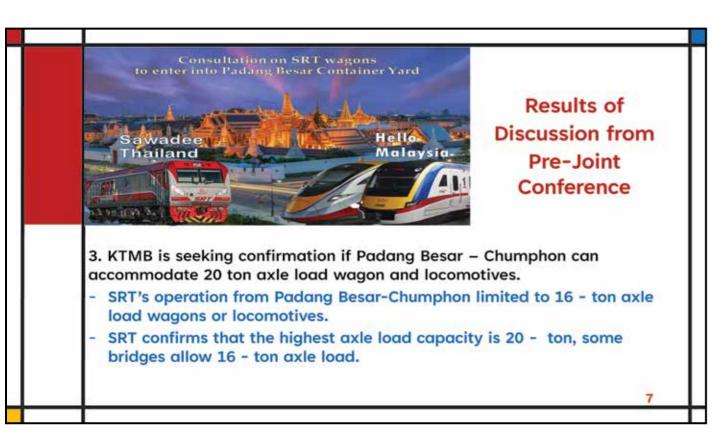
Mulaysia

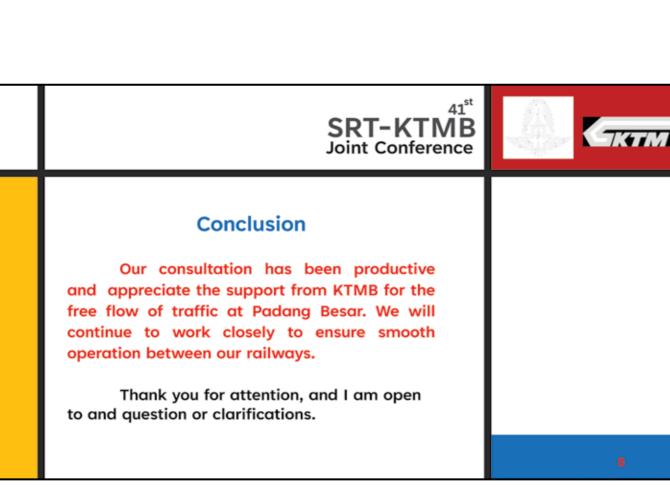
Results of
Discussion from
Pre-Joint
Conference

- 2. SRT inquired about the highest axle load capacity at Padang Besar.
- KTMB clarified that it is 20 ton axle load. Load/unload at Padang Besar, network to Penang Port handles 20-ton axle load.
- KTMB informed that the route from Rawang-Port Klang route upgrading for 20-ton axle load by late 2029.

6

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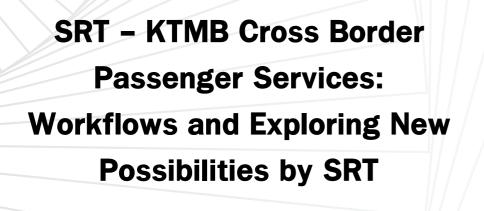






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Cross Border Passenger Service: Workflows and Exploring New Possibilities



Presenter: Mr. Tharasai Choicharoen

State Railway of Thailand / KTMB

MY Sawasdee Workflows

SRT and KTMB jointly operated MY Sawasdee trains between Padang Besar and Hat Yai Junction.

The overall operation went well, but there are some processes that need improvement.

Therefore, SRT proposed the SRT-KTMB workflow of MY Sawasdee Service as follows:

- KTMB confirms the schedule 20 days before the trip.
- SRT submits the invoice to KTMB 15 days before the trip.
- KTMB makes advance payments to SRT 7 days before the trip.

2

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MY Sawasdee Workflows

Results of Discussion

- KTMB confirms the schedule 20 days before the trip.
- KTMB has already submitted the whole year MY Sawasdee schedule trip to SRT, and KTMB's request is approved by SRT.
- · KTMB agrees with SRT's proposal.
- SRT proposes that KTMB submit the confirmation of each trip to the Passenger Service Department via Passenger.srt@gmail.com.

MY Sawasdee Workflows

Results of Discussion

• KTMB makes advance payments to SRT 7 days before the trip. Due to the regulations, SRT proposed KTMB to make advance payment 7 days before the trip. KTMB informed that they don't have the prepayment practice, but KTMB will bring this proposal back for internal discussion. KTMB will inform the feedback at Joint Conference.

5

MY Sawasdee Workflows

Results of Discussion

- SRT submits the invoice to KTMB 15 days before the trip.
- SRT will send the invoice for MY Sawasdee passenger train service 15 days before the trip through email for KTMB's further process.

KTMB agreed with SRT's proposal.

MY Sawasdee Workflows

20 days

• KTMB confirms to run the train through e-mail

• SRT places the invoice via e-mail

• KTMB makes the payment

My Sawasdee Train in service

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Exploring New Possibilities

After the COVID-19 pandemic, the number of travelers journeying between Thailand and Malaysia has been steadily increasing. Therefore, SRT is keenly interested in cross-border train services, such as the MY Sawasdee train services.

The MY Sawasdee Train Service is a new initiative that has motivated SRT to broaden its presence in the tourism market and attract a new target audience. Consequently, SRT aims to provide Thai travelers with the opportunity to discover the remarkable landscapes of Malaysia.

Exploring New Possibilities

Project: Exploring a New Experience in Penang

Target Groups:

Group 1: Travelers from Bangkok to Penang

Group 2: Travelers from Hat Yai to Penana

Train Route:

Bangkok/Hat Yai - Butterworth



9

Exploring New Possibilities

Project: Exploring a New Experience in Penang

Objectives:

- To develop cooperation and relations between SRT and KTMB, increasing the potential for railway tourism in both countries.
- To generate additional income and expand the tourism market in both countries.



Service Type: Package Tour

1

Exploring New Possibilities

Project: Exploring a New Experience in Penang

For further cooperation, SRT is seeking KTMB's consultation for the project. We would like KTMB to share their experience and the process of creating the package tour.

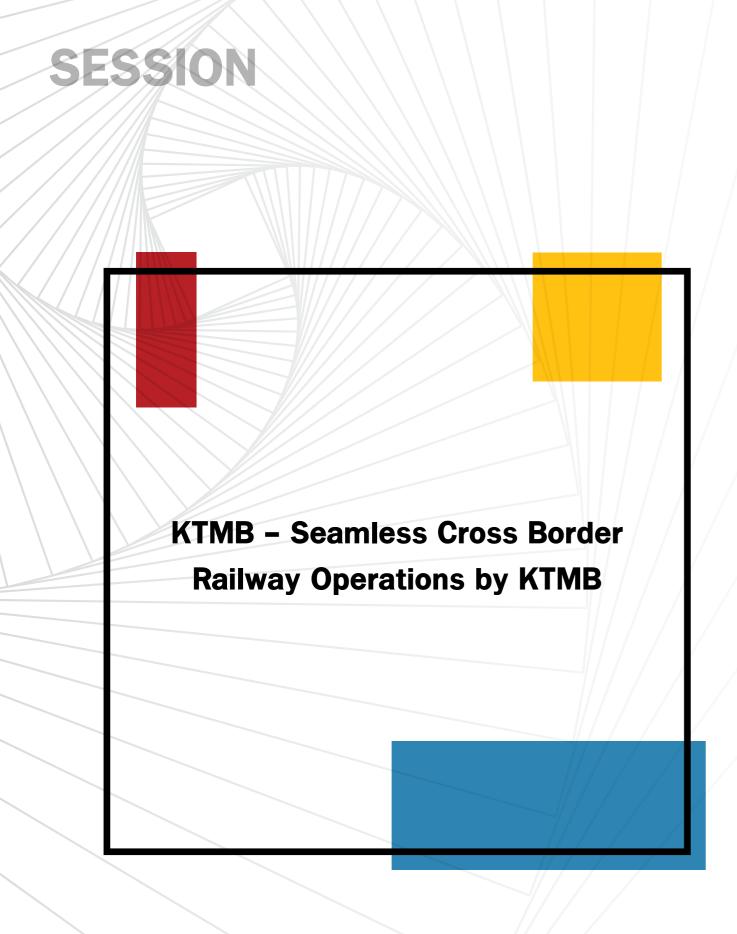
SRT would appreciate having a designated contact person at KTMB for obtaining further information.



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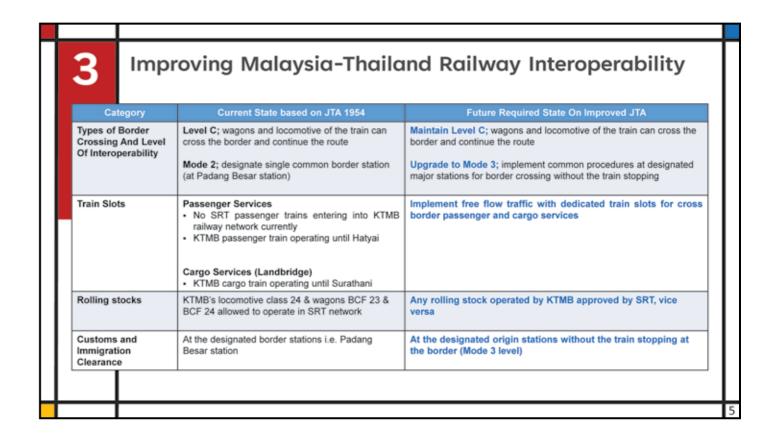


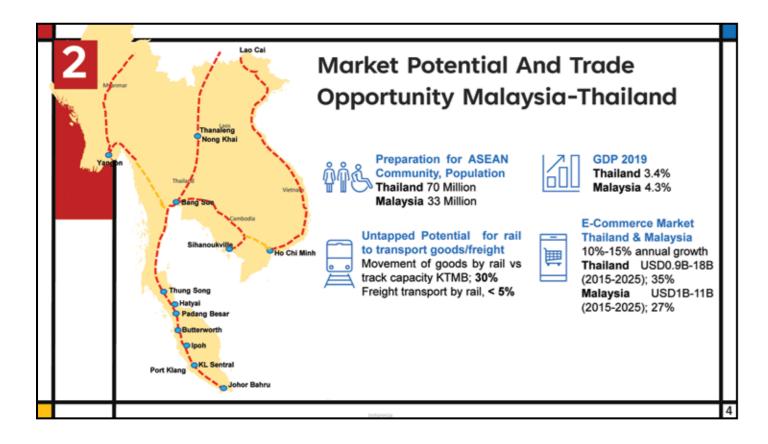


1. Enhancing ASEAN Railway Connectivity **Table** 2. Market Potential And Trade Opportunity Malaysia-Thailand of 3. Improving Malaysia-Thailand Railway **Contents** Interoperability 4. Additional Dedicated Landbridge Cargo Train Slots within SRT Network 5. New Asset Validation for KTMB Rolling Stock to operate within SRT Network 6. Reactivation of Cross Border Passenger Services 7. Cross Selling of Tickets For Passenger Services 8. Code Sharing For Cross Border Passenger Services 9. Strengthening KTMB-SRT Cooperation Through Joint **Venture Partnership**

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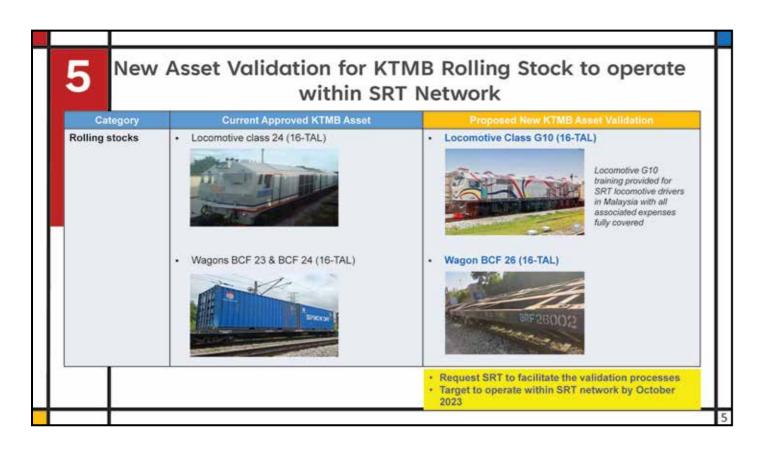


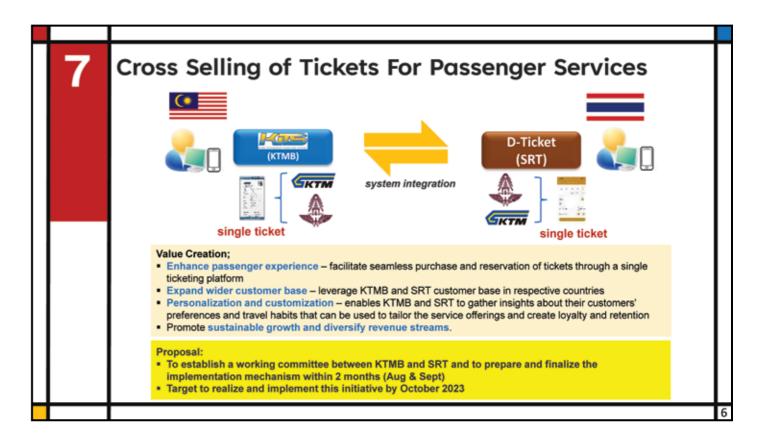


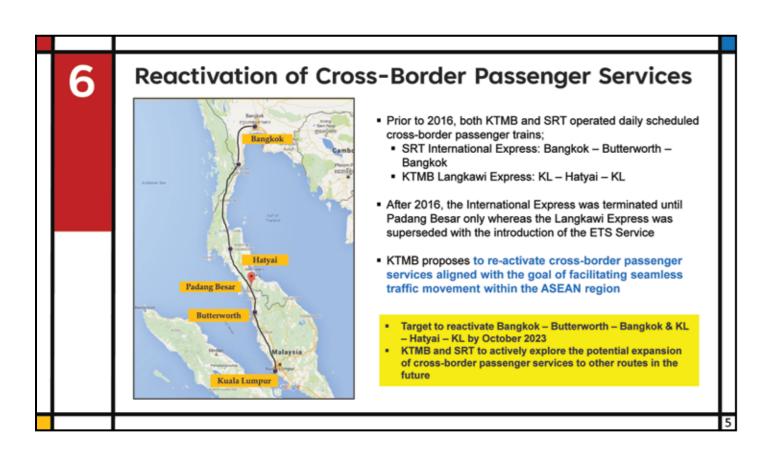


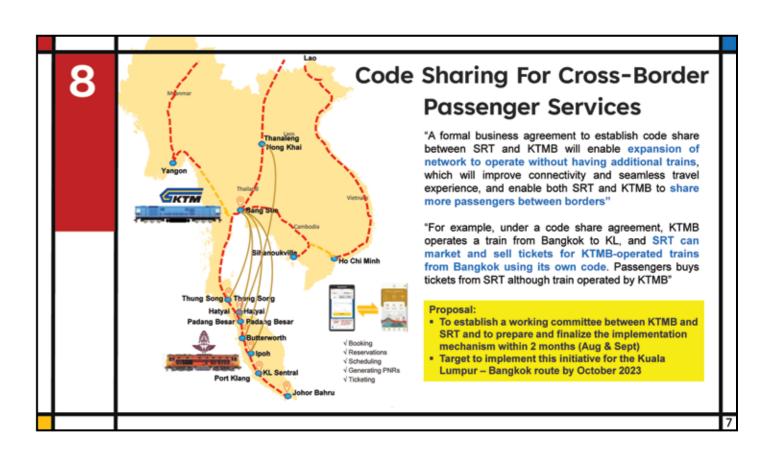
	4 Ad	Additional Dedicated Landbridge Cargo Train Slots within SRT Network				
	Category	Current Slots	Proposed Additional Slots	ı		
	Landbridge Cargo Dedicated Train Slots	Padang Besar – Hatyai; 3 return slots/ day	Padang Besar – Hatyai; maintain current 3 return slots/ day			
ı	Train Sists	Hatyai – Thung Song Junction/ Bang Klam/ Thung Po/ Kantang; 8 return slots/ day	Hatyai – Bang Klam/ Thung Po/ Kantang; maintain 2 return slots/ day for each destination			
١		Siotsi day	Hatyai – Thung Song Junction; increase to 4 return slots/ day	l		
١			Padang Besar – Nong Khai/ Thanaleng; 2 new return slots/ day (target to run on 23 August 2023)	I		
l			Padang Besar – Bangkok/ Saphli/ Napprado; 1 new return slot/ day for each destination	I		
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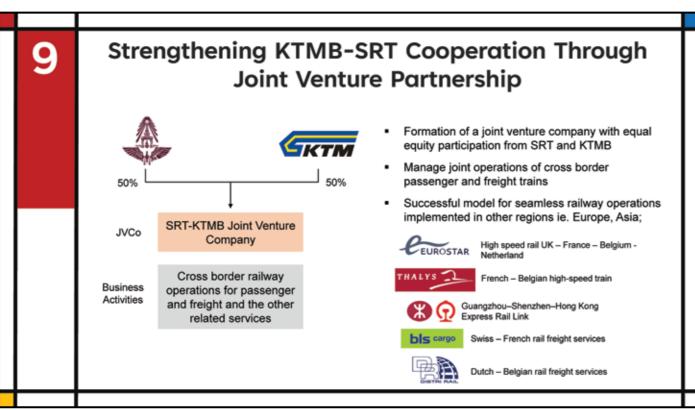


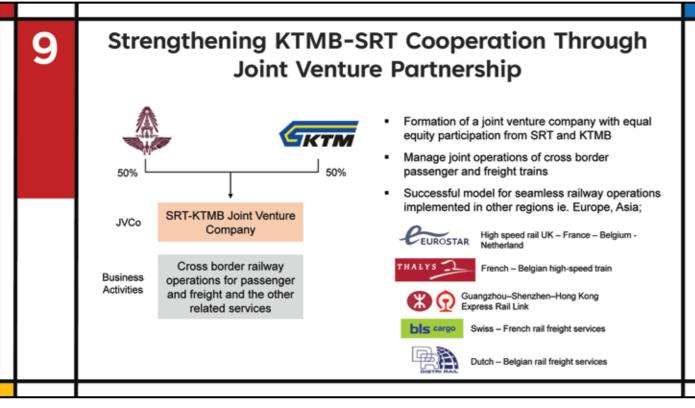






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Strengthening KTMB-SRT Cooperation Through

Joint Venture Partnership

representatives from KTMB and SRT to discuss and formulate

collaboration efforts and mechanism to establish the joint venture

To set up a dedicated working committee comprising

To realize formation of an equal joint venture company

company within 3 months (Sept – Nov)

between SRT and KTMB by December 2023

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9

Proposal:









STRENGTH RESILIENCE TRANSFORMATION

