

EXPLORE THE SHIPPING ROUTES AT NEIGHBORING COUNTRIES (RANONG - KAWTHONG CITY).

Ampika Laoprawatchai

College of Logistics and Supply Chain

Suan Sunanandha Rajabhat University

1 U-Thong Nok Road , Dusit , Bangkok 10300 Thailand

E-mail: ampikaloaprawatchai@gmail.com

ABSTRACT

Ranong Province is a border province with Kawthong City Myeik and Dawei or Tavoy Republic of the Union of Myanmar. It has a contact trade from sea and road transportation. The total value of border trade once a year several million baht. Ranong has port that can accommodate international trade. Which Ranong province has established as a trade gateway through the Andaman coast. In order to support marketing channels and develop quality and increase economic potential and value of border trade with the ASEAN community. Including promoting and supporting the business of trading and marketing of various products and services. Increase the opportunity of business competition among entrepreneurs by dividing the negotiations into various branches such as agriculture, tourism, Construction and housing fields, fisheries branches, etc. From this research had the objective as study about explore the shipping routes at neighboring countries. (Ranong - Kawthong City). The researcher used a qualitative research and gathering the information from documents related research, Field Study and In-depth Interview. From the research were as follows transportation routes in neighboring countries (Ranong - Kawthong City) there are 4 permanent border crossing points and 1 indulgent for trading such as 1.border cross Pak Nam Ranong Tambon Paknam Muang Ranong.2. border cross of wharf area Tambon Bang Rin Amphoe Muang Ranong 3. border cross of wharf Andaman club is sub-district, Amphur Muang Ranong.4. . border cross of customs area (Ranong - Kawthong City). And border crossing points and 1 indulgent for trading include The border cross for the Thai-Republic border trade of the Union of Myanmar, Khao Kha-Chi, Bang Kaeo Subdistrict, La-un District, Ranong Province.

Key word : Trade with neighboring countries, Border trade, shipping

1INTRODUCTION

Ranong is an upper province in the area of Southern Thailand. Ranong is located near the Andaman Sea and is also bordered by the Republic of the Union of Myanmar to the west. There is approximately 568 kilometers from Bangkok. The area of Ranong is measured approximately 3,324.60 square kilometers, considering of area is 4.7 percent of the southern region. Ranong known as the 11th largest in Southern or 60th largest in Thailand. For the geographical features the north and east is bordered by Chumphon province. The South is bordered by Phang Nga and Surat Thani provinces. The West is bordered by Koh Song provinces, the Republic of the Union of Myanmar and the Andaman Sea.

Ranong is a province where is connecting with Koh Song (Kawthoung), Myeik and Dawei. Therefore, I offer the vision as a gateway through the Andaman coast. It is a several reasons for the vision. For example, it is the mutuality between Thailand and Myanmar

because both sides have commercial contacts both by land and by sea and the values of bordering trades show that there are approximately twenty thousand baht per year. Moreover, there is a port that can support international trade. Including being able to be a trade link from many provinces to Myanmar and South Asian countries (BIMSTEC)

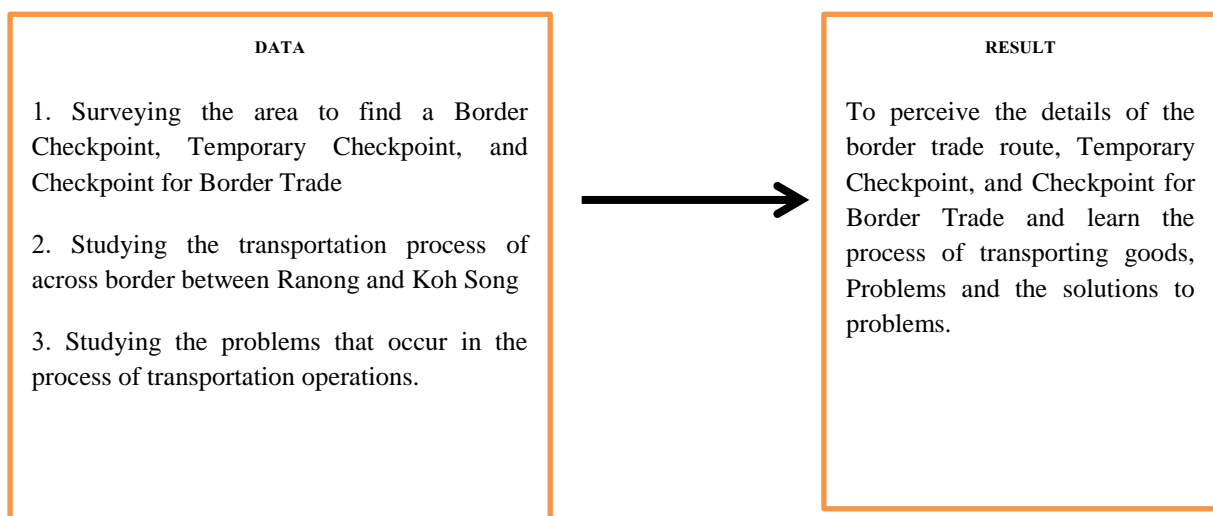
This research is a qualitative research to investigate the transportation routes and goods of the Thai-Burma borders. It proceeds from Ranong's transportation point to Koh Song or Kawthoung shipping point, there are Tanaosri mountain Kra canal and Kraburi Rivers between Ranong province and Kho-song. Besides Ranong has four Border Checkpoints and one Checkpoint for Border Trade.

RESEARCH OBJECTIVE

1. To study the transportation routes of Ranong, Koh Song

RESEARCH FRAMEWORK

This research has provided the researched theories concepts and also including researches to be determined as a surveying freight routes in neighboring countries (Ranong - Kawthoung) framework which is as follow



RESEARCH METHODOLOGY

1. Population and samples

Thai and Myanmar citizenship Entrepreneurs carrying on goods through the border

2. Research process

2.1. Studying the basic data and collect data to survey the transportation routes in neighboring countries (Ranong- Kawthoung) from journals, related research reports Academic article about And internet

2.2. Making a plan for writing project and research project operation and reviewing relevant documents and researches

2.3. Route surveying

2.4. Data collection from prudently survey specific area

2.5. Collecting the data by through in-depth interviews with entrepreneurs and related agencies.

2.6. Analyze data obtained from field survey

3. data collection instrument

Unstructured interview form by the researcher determines the questions which related to case study of the survey Shipping routes in neighboring countries (Ranong - Kawthoung)

4. Data collection methods

4.1. Primary data, which are survey-specific, by the researchers collected the data from prudently survey specific area and also considering as appropriate especially the availability of information.

4.2. Secondary data is obtained from collecting the relevant academic documents, dissertations, journals, articles, newspapers and website information and the researcher brings this data for doing the reviews literature.

LITERATURE REVIEW

Chaiyot, Chaiyankhong and Maykhaphan, Chaiyankhong (2013, Nor. 243) explained that the meaning of transportation management has two words that are widely used: transportation management and traffic management. These 2 words have the meaning "Procurement and control of transportation services to meet the needs of customers" customers cover customers in the company and outside the company. The company uses transportation system to bring materials to the factory and transport the products to the warehouse after that proceed to the customers. Procurement of transportation services covers the selecting of transportation modes, their own carrier, the company must manage the transportation to approach what customer needs

Kulaya Viewit Sawi (2002, Nor. 1-2) explained that transportation is an important issue. Everyone is willing to travel from one place to another place whether a daily traveling or permanent travelling, all products which are collected and manufactured from the factory must be distributed to another place before the consumption. Besides, the industrial transportations is the movement of humans or Goods from one location to another, including the availability and distribution of that service. Therefore, transportation is one of the duties that significant and is a prevalent activity in any form of society or economy

Prasat Kiatphaibunkit (2010, p. 15) explained that shipping is very important part of international trade from the past until now because it is the only transportation that can carry goods at a large amount per times and its cheaper cost than other modes of transportation. For Thailand, there is mostly sea transportation both inbound and outbound. Therefore, sea transportation is an influential factor that can effect to the ability of the trade Competition.

Vachiraphon Chanphopas (2003, Nor. 1-2) explained that Shipment is a one type of transportation that used for long time ago. It can divided by Shipping the country, Coastal transportation and international sea transportation. For shipping system, Many Entrepreneurs do not need to invest in routes because the cost of shipping is lower than other systems and also can transport large quantities at a time with the safty and fastness in transportation. On the other hand, shipping system could happened the accident too and there is a delay compared to other modes of transport. Service availability depends on the natural season on the route as well. Due to the fact that Shipping is unable to provide complete service on its own, so shipping will rely on other modes of transport such as relying on cars or trains Or transport plane for delivering the goods to the recipient's hands.

Sudaporn Kuntanabut (2010, p. 210) explained that the shipments is range from small type of boat for transporting in small river and the large ships for transporting across the ocean. Even though the shipping would take a long time for transportation, shipping is taking

a lower cost than air transportation. Moreover shipping is able to transport the large goods as well. Therefore shipping is suitable for the transportation that do not require a rapid delivery for example transporting cars or any machines.

Niyom Wiratpanich (2007) defines the cross-border trade as a trade that relies on neighboring countries that have consecutive territory and passing through to another country. For this trade, Thailand has entered into an agreement with only one neighboring country which is Lao People's Democratic Republic. According to the agreement of road transport between the Government of the Kingdom of Thailand and the Government of Laos for promoting the strengthen friendly relations between the two countries and the development of cargo and passengers facilitates each other by transporting goods through the territory to a third country. On the other hand, third country through the territory of a Contracting Party but do not include the transportation of goods and passengers between each points. Within the territory of the Contracting Parties it is cross-border trade only use land transportation routes for delivering goods between each countries to the third country.

Nopparat Wongwitthayaphanit, et al. (2011) defined that border trade refers to trade in various forms of people or entrepreneurs who are domiciled in the frontier province which is connecting with neighboring countries. People who are living in the border areas of both parties will come to together for exchanging an unvalued goods. Mostly there are the necessary goods for daily life such as consumer goods, some agricultural products and products that can be obtained from nature, such as forest products, carcasses, etc. This trade is not complicated and convenient for both sides. Border trade has both legal goods and illegal goods. However, border trade will help each countries enhance the competitiveness and can trade across neighboring countries such as Vietnam, India, southern China, Bangladesh and Singapore.

Kamonchanok Sutthiwatnarueput and et al. (2003: 3) said that Considered from the meaning of logistics management, she found the definition in Webster 's Dictionary that logistic management is one type of science military that relevant to the procurement, Maintenance forces the movement of troops, and Welfare For personnel and facilities. As for the definition of management in the business sector, The Council of Logistics Management or CLP, which is a professional organization in logistics in the United States of America

Thaweesak Theppitak, 2007, said that the key to logistics management which is effective and advantage competitive is to stay above the business competitors Both in terms of quality Lower cost, differentiation Speed, punctuality of Service, and most importantly, cheap products and good services in order to make customer feel satisfied and loyalty. For making future purchase decisions By creating flexibility within the organization

Sunthawi Noisopa (2014) studied about the international trade through Thai-land borders that occurred along communities in border provinces. Nowadays, there are three types of bordering trade consists of Border Checkpoint, Temporary Checkpoint, and Checkpoint for Border Trade. Approximately 92 border crossing points and checkpoint for borer trade are distributed in border provinces throughout the country. Malaysia is the highest trading value but Cambodia is the lowest trade contacts. However, Border trade has increased in value every year. In 2013, the value was 924,241.79 million baht or 69 percent of trade between Thailand and neighboring countries

Sumalee Sukdanon (2015) studied about the establishing the Thai-Myanmar border trade database as a geo-informatics database. It consists of 3 parts which are general information of Thai border provinces , Myanmar State / Border Information and Border Checkpoints Information By using the Google Earth program to display geographic information on a computer screen, it can be used to view both graphic and descriptive data as an effective tool to support trade and transportation conditions analysis. It is also the basis for

the development of the Thai border transportation trade database with other countries in the future.

Thepharaksuri Division (2018) conducted a study on the current state of border trade in Nong Khai province. 2) to study the impact of border trade on community economic development in Nong Khai Province, Nakhon Phanom province and Mukdahan province. and 3) to study the roles of border trade in community economic development in Nong Khai Province, Nakhon Phanom province and Mukdahan province. The researcher found that border trade has a positive effect on community economic development in both careers and employment, increase revenue and social well-being such an important role in the economic development. Moreover, the development of community's economy will support for career and hiring in that community until it can reduce the situation of emigration. Also, it is promoting international relations to improve both in dealing with trade and exchange of goods between countries. Commercial investment, Transportation, Relatives are created through cross-cultural marriages and also merit-making is a part of cultural tourism which have the events and holding various traditions together.

Ruth Phanomyong (2006) conducted a study on logistics preparation research to respond for the China-ASEAN FTA situation 2010: Border trade and border trade. Research presentations on Thai-Chinese trade, border trade and border trade, is the movement of goods from Thailand. Via Myanmar or Laos To Kunming, Yunnan Province, China, which is the destination country or the gateway to other provinces The results of the research to find the ability of importers-exporters of Thai logistics service providers involved in the trade between Thailand and Southern China and present the development and adjustment guidelines for entrepreneurs Relevant, including suggestions for the government to support and promote

Aksorn Panichsarn (2006) conducted a study on the study of the logistics system of Thai-Chinese trade for supporting the ASEAN-China Free Trade Agreement. A case study of China's eastern coastal region Research presentations on Thai product exports to China and logistic systems Chinese laws relating to Thai exports, the eastern seaboard of China and nearby areas, as well as regulations related to the flow of imported goods

Montakarn Faculty of Wan (2008) conducted a research study on readiness and branch adjustment Thai Logistics Services on Trade Liberalization Transport Services by Trailer and Semi-Trailer in Thailand. This researcher presented the current overview of logistic service providers in the field of land transportation by trailer and Thai semi-trailer. For several reason first, providing guidance on preparation and adaptation to investment flows, various obstacles and opportunities resulting from liberalization of trade in services. Second, to assess and analyze the effects of liberalization of trade in services lastly, making recommendations for the benefit and use in making decisions for the department. Those involved in policy making Including those who implement the policy With regard to investment, existing problems / obstacles and opportunities for the competitiveness of this industry

RESEARCH RESULT

The results of objective 1: To study the transportation routes of Ranong, Kawthong Since Thailand has 4 neighboring countries, Myanmar, Cambodia, Laos and Malaysia, the border trade is very important for exporting products from neighboring countries to make the famous goods. As well as increasing revenue for the country and also promoting the competitiveness of Thai products in foreign markets as well. Entrepreneurs should study the logistical information for preparing and get ready on the border trade which be able to expand the business appropriately to neighboring countries as follows:

1.1. Thai-Myanmar border trade (Ranong - Kawthong)

Ranong - Kawthong is like the seafood industry. First, with the origin being mainly in Myeik and Kawthong. The time required to transport fish from Mergui to Kawthong is between 14-16 hours. Second, all fishing boats must check the products at Koh Kawthong for approximately 30-45 minutes and sail into Ranong within 5-6 hours, and especially all boats will be checked by Thai customs clearance (Ranong) when bringing aquatic animals at the port. When the fishing boats arrive, all the winners must have to pay for the toll pier which is called "Port fee or raft fee". Third, there will be the aquatic animals auctions which will start the auction from 07.00am - 08.30 am. Finally, most of entrepreneurs will win the auction. After that, there are 2 methods of transporting aquatic animals, which are refrigerated trucks and using trucks by freezing aquatic animals. Moreover, there will distribute the aquatic animals to various provinces and Malaysia for consumption, process and export to various countries.

1.2. Establishment of a special trade zone (free zone)

From the study found that there is a flea market which is called as Rong Kluea Market held in the border area Ranong Province – Kawthong. Currently, many parties have agreed to develop the pier area where is near to the lighthouse and is the area of responsibility of Ranong Customs. This market is located in the area of Village No. 5, Pak Nam Subdistrict, Mueang Ranong District, which the province has plans to push on the project of a port for tourism. Moreover, this market aims to promote the trading atmosphere along the border checkpoint Ranong Province - Kawthong and aims to push to be an important tourist destination in the future. It is also a trade link which is invested by two countries.

1.3. Transport routes Ranong, Kawthong

From studying found that Ranong pushes on the new trade routes Ranong - Kawthong - Myeik - Dawei - Yangon. For extending the trading area with Myanmar. After the tourism in Myanmar has increased, Myanmar has the policy to use buses for transportation for supporting more tourists especially to connect the border in Ranong - Kawthong Myeik Dawei. For this reason Myanmar decided to participate with Ranong province. Myanmar government has created the project for expanding trading route in the southern region from Dawei Myeik to the second island on the border of Ranong province. In early April 2019 Myanmar invested more on tourism and the Myanmar government has adopted modern buses in Kawthong for the first time to support the new travel of Myanmar. One of the stations established by Myanmar is the area opposite Ban Hua Road, Kraburi District, Ranong Province. Ban Sai Pu, Kawthong District, runs the southernmost route of Myanmar to Dawei Myeik. In one day, it will run about 20 trips. Opened for sale the tickets in 2 stations in Kawthong province.

Traveling from Koh Song to Dawei

Found that from Dawei to south to Myeik or sometimes called Myeik Fares from Dawei to Mep City is 8,000 kyats per person. The journey from Dawei to Mep takes about 4-5 hours. The time to leave from Dawei Station is 09.00 am. And arrive at Mee Station around 14.00 pm. There are 3 ways to go to Kawthong. First, by car will take about 24 hours. Second, by ferry which will take about 8 hours, and finally, by plane will take about 1 hour.

Location summary: South of Burma, from Dawei to Kawthong. By stopping at the big cities such as Dawei, Mayan, Tanithari, Bokpian and Kawthong.

Traveling to Kawthong. Able to travel in 3 ways

1. By plane; Currently, there are no Thai Airways to Kawthong, only the airlines within Myanmar such as Myanmar national airlines with flights from Kawthong to Yangon / Dawei and from Yangon / Dawei to Kawthong every day. Air KBZ has 3 flights per week. From Dawei / Myeik to Kawthong and from Kawthong to Dawei / Myeik.

2. By car ; travelling to the two-way islands, the cars must be boarded in Myeik only and must have a Burmese visa. From Kern to Koh 2, use Route 8 or Asia Road AH112 (the line to checkpoint Singkhon-Mu Dong. But separating to another line at the White River Village - Yepou) takes about 8-10 hours, passing Tanaosri town, Maliwan city, a well-paved route

3. By boat ; take a boat across to the second island of Myanmar by using a boat service on the Ranong side. The journey takes about 30 minutes. For Thai tourists, only use one ID card to request for a border pass. Entering the Kawthong

Crossing

For crossing border checkpoint, tourists have to pay 30 Baht for fees on the Thai Checkpoint to make a round-trip temporary border pass with a 7-day validity. For Myanmar Border Checkpoint, there must show the paper which copying of ID card or car licenses for being the evidence and also pay 30 baht for fee. For Temporary Border Pass the tourists must show the evidences which are the paper copying ID card, census , 1 inch photo and a 200 Baht fee for cross border entry. For fares to across to Koh Song it's 50 Baht for Thai citizens and 100 Bath for foreigners and also there will have extra service by 10 seats private trip around 1,000 Baht or upon on their requests. The border crossing checkpoint is open from 07.00am -16.00 pm in every day.

Import-export and transit points

By studying found that Ranong has 2 import and export points, which are Tha Ranong and Ranong Airport, both of them are under the responsibility of Ranong Customs and also the 4 permanent border crossing points in Ranong Province as follows

1. Checkpoint at Saphan Pla Pier, Pak Nam Subdistrict, Mueang District, Ranong Province
2. Checkpoint in Pak Nam Ranong, Pak Nam Subdistrict, Mueang District, Ranong Province
3. Check point at the pier of Andaman Club Company Limited, Pak Nam Subdistrict, Mueang District, Ranong Province
4. Ranong Customs Pier 2

Lenient points for trade

There is only one Checkpoint for Border Trade in Ranong Province, according to the announcement of Ranong Province on the opening of the Thai-Republic border trade relief point of the Union of Myanmar, Khao Fa Chee Village, Village No. 4, Bang Kaew Subdistrict, La-Un District, Ranong Province, dated 26 August. 2013. Opening up the Checkpoint for Border Trade for exchanging of consumer goods that are needed in everyday life between 08.00 am - 16.00 pm in every day.

DISCUSSION

This research is to study a survey of shipping routes in neighboring countries (Ranong-Kawthong) and has issues that can be discussed as follows.

Sunthawi Noisopa (2014) studied about the international trade through Thai-land borders that occurred along communities in border provinces. Nowadays, there are three types of bordering trade consists of Border Checkpoint, Temporary Checkpoint, and Checkpoint for Border Trade. Approximately 92 border crossing points and checkpoint for border trade are distributed in border provinces throughout the country. Malaysia is the highest trading value but Cambodia is the lowest trade contacts. However, Border trade has increased

in value every year. In 2013, the value was 924,241.79 million baht or 69 percent of trade between Thailand and neighboring countries. Besides, Sadao Customs Checkpoint is the border trade port of Songkhla Province and Malaysia with the highest trade value. The trade border between Thai and Malaysia has an important role in 3 areas which are economic role Social and cultural roles Which corresponds to the researcher Conducted a study on the Ranong shipping routes for the Kawthong cross-border cargo transportation process in Ranong, in which Ranong has 4 permanent crossing points, including the Fish pier, Bang Rin Subdistrict, Pak Nam Ranong, Pak Nam Subdistrict, Pak Nam Pier Andaman Club, Pak Nam Subdistrict, Ranong Customs Pier and has 1 relief point which is Ban Khao Phak Chi, Bang Kaew Subdistrict, La-Un District, Ranong Province

Thepharaksuri Division (2018) conducted a study on the current state of border trade in Nong Khai province. Nakhon Phanom province and Mukdahan province found that border trade has a positive effect on community economic development. Both careers and employment are increased revenue and society, well-being and plays an important role In the economic development of the community, sending more occupation and employment in the area, generating income for the people in the community, which can reduce the migration situation. Including promoting international relations to improve both in dealing with trade and exchange of goods between countries. Commercial investment Transportation Relatives are created through cross-cultural marriages. Visiting traditional merit-making and organizing various traditions together, this is consistent with the research on economic development in Ranong and Myanmar. Importing and exporting products causing Thai products to have more opportunities to expand and according to the decreased aquatic life, affecting fishery and food processing industries in Ranong province that need to find raw materials from other places and effect to the shipping cost also.

CONCLUSION AND RECOMMENDATIONS

In the next research, the researcher recognize that receiving assistance from the government will help the researcher adjust the foundation for transportation, management systematically Route development, set goals for the development of transportation operators. That will cause of awareness, the standards of the road transport, logistics service of the transport operators and also the public relations to provide knowledge about logistics Liberalization of trade and competition to be effective to make transportation in clear and systematic. Furthermore, the study of this research will help those who want to apply the information in more research; they should be conducted on the capabilities of road freight operators. In Ranong province which may be surveyed separately, representing 1 or 2 large companies for expanding the survey results to be more comprehensive and compared with the results of this research.

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