

# Thailand's Policy toward East Asian Economic Integration\*

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## 1. INTRODUCTION

During the past decade, free trade agreements (FTAs) have been the key policy instrument used by Thailand to integrate itself into the global economy in general and that of East Asia in particular, including the countries belonging to the Association of Southeast Asian Nations (ASEAN). After its accession to the ASEAN Free Trade Area (AFTA), which was the first FTA signed in 1992, Thailand signed and implemented nine other FTAs with its trading partners during the past 10 years. These are the Thailand-India Free Trade Agreement (TIFTA—implemented in 2004), the Thailand-Australia Free Trade Agreement (TAFTA—implemented in 2005), the Thailand-New Zealand Closer Economic Partnership (TNZCEP—implemented in 2005), the ASEAN-China Free Trade Area (ACFTA—implemented in 2005), the Japan-Thailand Economic Partnership Agreement (JTEPA—implemented in 2007), the ASEAN Japan Comprehensive Economic Partnership (AJCEP—implemented in 2009), the ASEAN-Australia-New Zealand Free Trade Agreement (AANZFTA—implemented in 2009), the ASEAN-India Free Trade Agreement (AIFTA—implemented in 2009), and the ASEAN-Korea Free Trade Area (AKFTA—implemented in 2009). Many of the negotiations for these FTAs were launched and hastily concluded during the first term of the Thaksin Shinawatar Administration (2001-2005). Thailand is now in the process of negotiating with a number of countries and areas outside of Asia, most notably the European Union, on other such agreements. As of 2009, 52 percent of Thai exports were shipped to, and 59 percent of Thai imports were sourced from, countries that are parties to these implemented FTAs (see Figure 1).

Thus, in view of Thailand's involvement in all of these FTAs it may be surprising for the authors to argue

that the government actually has no overarching trade policy strategy. Driven partly by a vague idea to promote the country's competitiveness and partly by political motivations, the Thai government appears willing to negotiate as many FTAs as possible and to let members of the private sector decide for themselves how to make use of them.

The objective of this paper is to analyze Thailand's policy toward East Asian economic integration through FTAs. The paper is divided into four parts. Section 2 analyzes the impacts of liberalization of trade in goods. Section 3 describes the progress made in liberalization of service markets. The final section concludes the analysis, assesses Thailand's liberalization strategy, and furnishes some broad policy recommendations.

## 2. LIBERALIZATION OF TRADE IN GOODS

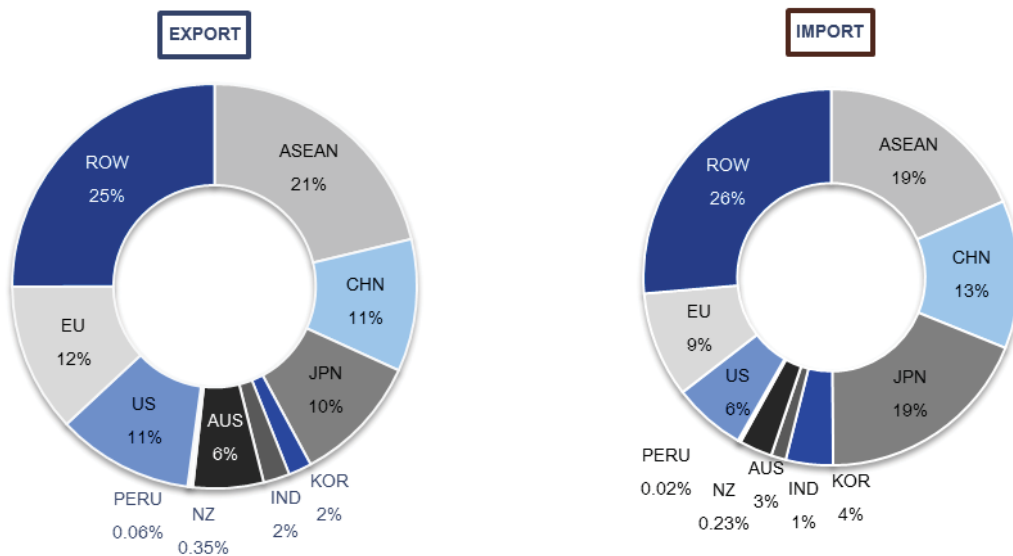
Gaining access to the goods market of trading partners appears to be a key objective of most of Thailand's FTAs. As such, the country's FTA strategy was criticized by Sally (2005) as being narrowly mercantilist in that export market access in a few sectors has been sought in return for import concessions in a few others, while otherwise preserving the domestic-protectionist status quo. He also criticized this "trade-light" approach as resulting in weak FTAs that would make little positive difference to competition and efficiency in the Thai economy, but would create complications in the process. Many multilateralists also argued that such FTAs would produce little, if any, net liberalization effects since exporters and importers would get tied up in knots of restrictive, overlapping rules of origin requirements, known as the "spaghetti bowl effect."

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**Figure 1 Thailand's Trade Shares with Its Free Trade Agreement Partners**



Source: TDRI, from Department of Customs data.

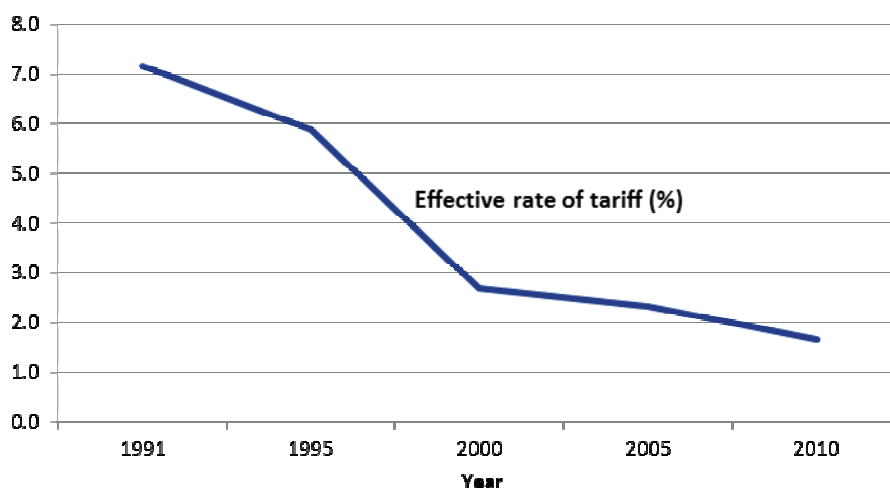
Our analysis of the implemented FTAs, based on utilization statistics from the Department of Foreign Trade, the Customs Department, other official trade data and interviews with persons in the private sector, reveals that the reality is much more subtle than what such experts have suggested.

First, although the most favored nation (MFN) tariff rates in Thailand appear to be high relative to other East Asian countries, the effective rate has become much lower due to FTAs, unilateral liberalizations and other tariff exemption schemes, such as the investment incentives granted by the Board of Investment (BOI), duty drawback under Section 19 bis of the Customs Act, and tariff exemption for importing goods into bonded warehouses. During the past two decades, the effective rate was reduced from 7.2 percent in 1991 to 1.7 percent in 2010 (see Figure 2). Our study shows that tariff savings in 2009 due to FTAs was \$1.1 billion, or 15.4

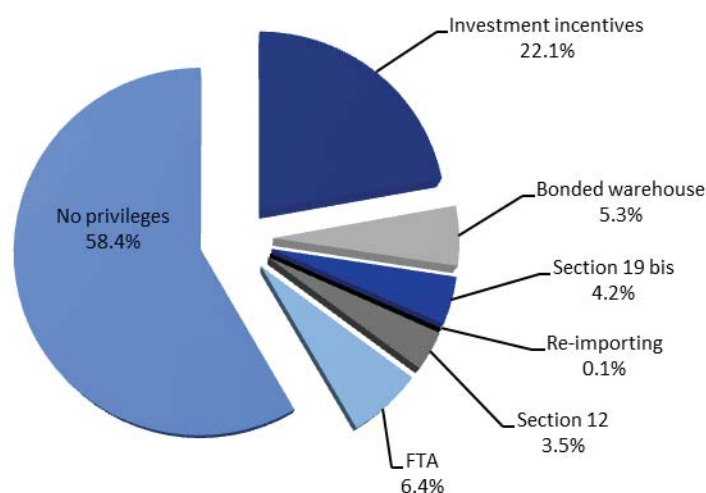
percent of the total savings realized from all schemes (see Figure 3). Among all FTAs, AFTA provides the highest savings on tariffs, i.e., \$575 million, followed by ACFTA, which has resulted in savings of \$261 million. Thus, FTAs have contributed significantly to the reduction of the otherwise high tariff rates in Thailand.

Second, FTAs have brought about even more tariff savings for Thai export products. For example, importers of Thai goods enjoyed \$2.4 billion in tariff savings, accounting for 2.76 percent of the total exports to FTA partner countries in 2009 (see Table 1). This renders Thai products more competitive in these markets. AFTA again provides the largest tariff savings of \$1.67 billion, followed by ACFTA which has saved \$319 million. At the sectoral level, vehicles and processed food are the top two sectors that derive the most benefits from FTA tariff preferences.

**Figure 2 Changes in Effective Tariff Rates**



Source: TDRI, from official data.

**Figure 3 Percentage Contribution to Import Tariff Reductions, by Value of Tariff Savings**

Source: TDRI, from Department of Customs data.

**Table 1 Tariff Savings Related to Exports and Imports under Free Trade Agreements in 2009**

Free trade agreements	Millions of US dollars	
	Exports	Imports
AFTA	1,671	576
JTEPA	156	204
ACFTA	319	261
TAFTA	231	48
TIFTA	24	13
Total	2,401	1,101

Source: TDRI, from Department of Foreign Trade (exports) and Customs Department (imports).

Third, contrary to experts' beliefs, there is no evidence of the "spaghetti bowl" effect. The utilization data suggest that exporters and importers can cope with existing rules of origin. Interviews with exporters and importers also confirm that the rules of origin are not unreasonably restrictive, except for a few product items, such as canned tuna and pet food in the case of JTEPA, and televisions, electrical appliances and jewelry in the case of TIFTA.

Fourth, exporters and importers use bilateral FTAs, which grant deeper tariff cuts, more widely than regional ones, which grant less tariff reduction but allow more generous rules of origin. For example, JTEPA is used much more frequently than AJCEP in exporting to and importing from Japan. The same can be said in the case of exporting to and importing from ASEAN as AFTA is more popular than ACFTA and AJCEP. This confirms that rules of origin are not too restrictive for most products.

Fifth, econometric estimation by Chedtha and Somkiat (2010) has shown that FTAs between Thailand and its partners appear to increase trade; however, they found no evidence of overall trade diversion caused by FTAs. As a result, FTAs are likely to increase rather than decrease the welfare of Thailand and its trading partners.

While bringing about many benefits, the implemented FTAs still involve a number of weaknesses.

First, there are industries that benefit minimally from FTAs. These sectors include most exporting sectors under ACFTA and most importing sectors under JTEPA. These sectors show especially low levels of FTA utilization, a situation which is caused by three sets of problems as described below:

- Problems relating to FTA negotiation. Some product items are still on the exclusion or sensitive lists, while others are eligible for tariff preference but are limited by quota. In addition, tariff preference margins for some products are not attractive enough in comparison with the usage cost. Yet in some other cases, products simply do not pass the rules of origin, as mentioned above.
- Problems relating to FTA utilization. Some exporters and importers do not recognize the benefits of FTAs, do not have access to information regarding preferential tariff treatment and rules of origin, and/or do not understand the procedures for applying for tariff preference. In the case of TIFTA, a problem exists concerning third party re-invoicing, which is currently not accepted.
- Non-tariff barriers and other problems. Even after receiving special tariff treatment, some

Thai products still cannot compete in price with products from countries such as China and Vietnam. Also, in many industries, there are other non-tariff barriers hindering a move toward free trade. Such barriers are related mostly to domestic regulations and thus are not easily solved under the framework of FTA negotiations.

Second, as tariff reduction under most FTAs is not uniform for all products, product classification for customs purposes becomes very important. Our interviews with exporters and importers revealed that there are problems related to customs classification: the Thai Customs Department and the private sector classify products differently.

Finally, owing to pressures from certain interest groups, some sectors are still highly protected. For example, the tariff rates for iron and steel and many vehicles remain relatively high. As a result, there is a significant gap between tariff rates among these product lines and all the rest. This creates distortions in production decisions, and results in inefficiency in the economy.

### 3. LIBERALIZATION OF TRADE IN SERVICES

#### 3.1 The Importance of the Service Sector

The service sector has contributed significantly to the Thai economy by generating 49-57 percent of GDP during the period 1993-2011 (see Figure 4). Its contribution, however, has continuously declined, reaching the lowest point of 48.7 percent in 2010. The

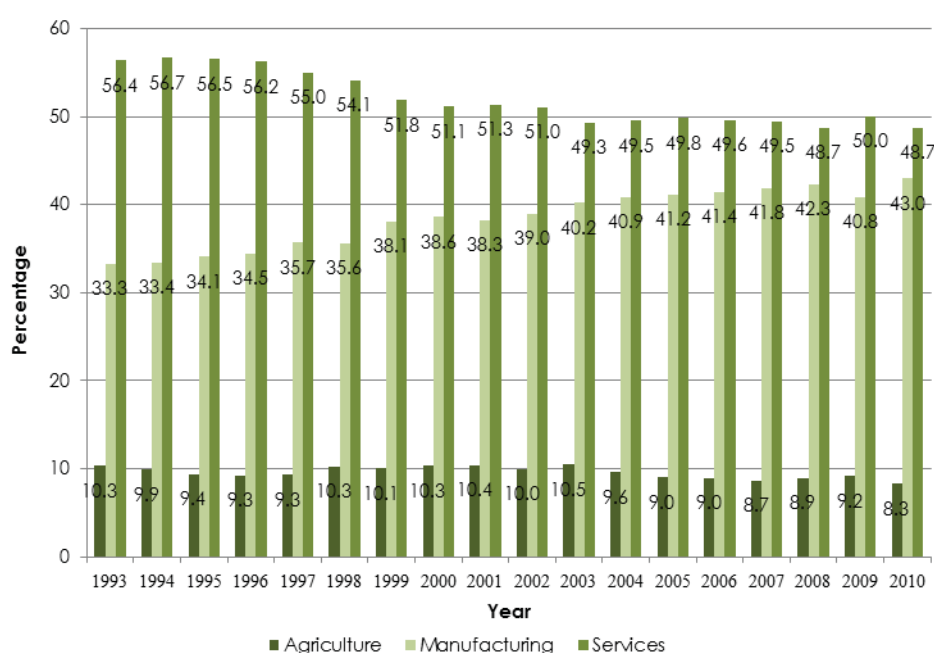
trade in services accounted for 16-22 percent of total trade during the period 1993-2010 (see Figure 5), while the shares of employment in the service sector have increased significantly, from about 41 percent of total employment in 1998 to 48 percent in 2010 (see Figure 6). It should be noted, however, that the real importance of the service sector lies not in its direct contribution to GDP and employment but in its indirect contribution to the production sector.

#### 3.2 Domestic Regulations and Their Implications for Barriers to the Trade in Services

Domestic regulations in Thailand deter not only foreign suppliers but also new domestic firms from entering the market. These regulations take various forms, such as the maximum limit on foreign ownership of capital shares or requiring that registered capital of such owners not exceed 50 percent, the restrictions on aliens being employed in particular occupations, and the requirement of obtaining licenses in some businesses, such in the telecommunications and financial sectors.

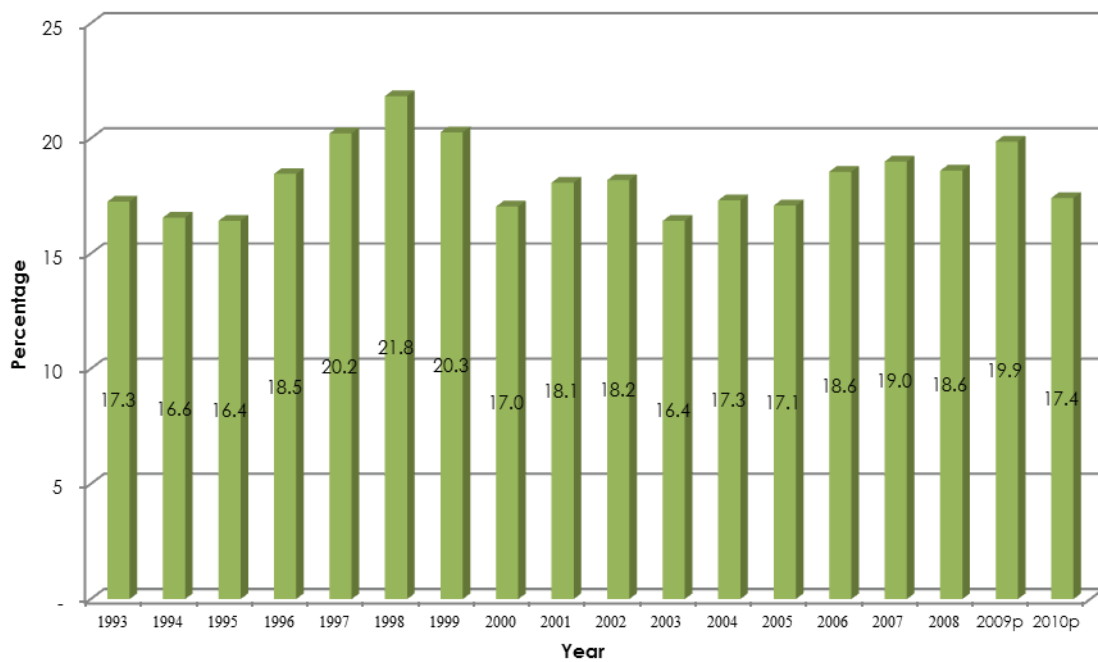
In particular, under the Foreign Business Act (1999), foreigners<sup>1</sup> with few exceptions,<sup>2</sup> are prohibited from owning 50 percent or more of the shares in services companies, unless permission has been granted by the Director-General of the Business Development Department. Foreigners may own the majority of shares in service companies if they get permission under the Investment Promotion Act (1977), the Industrial Estate Authority of Thailand Act (1979), the Treaty of Amity and Economic Relations between Thailand and the United States or any FTAs that allow such investment.

Figure 4 Sectoral Contribution to GDP



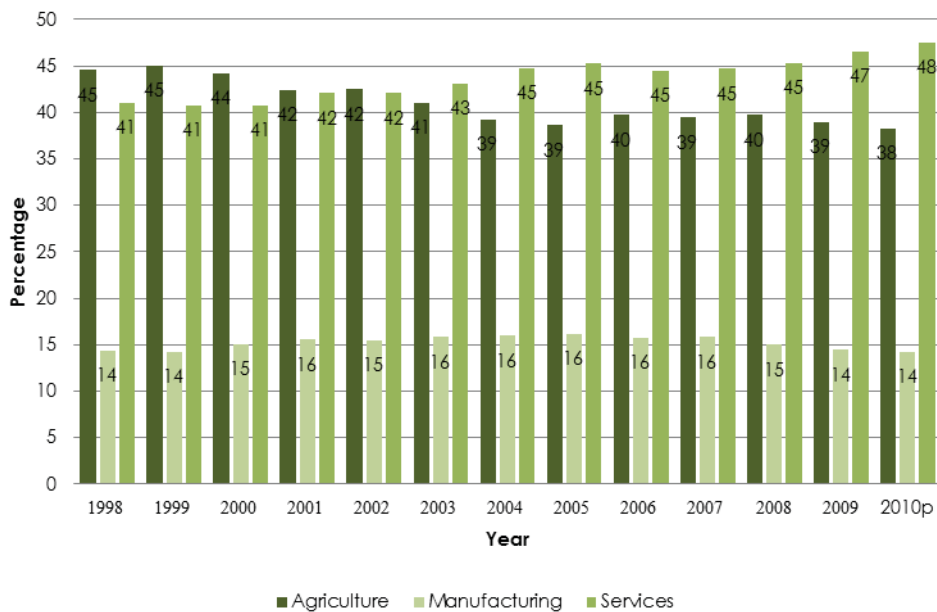
Source: National Economic and Social Development Board.

**Figure 5 Share of Service Trade in Total Trade**



Source: National Economic and Social Development Board.

**Figure 6 Contribution to Total Employment**



Source: National Statistical Office, Thailand.

Under the Alien Employment Act (1978), foreigners must obtain a work permit from the Ministry of Labor before starting to work in Thailand, as well as obtain a non-immigrant visa from a Thai embassy abroad. However, a work permit would not be granted for many occupations<sup>3</sup> under the Royal Decree Stipulating Work in Occupations and Professions Prohibited to Aliens (1979).

In addition to the general restrictions on working in service businesses, foreigners are required to comply

with specific rules and regulations in particular service sectors. For example, under the Financial Institution Act (2008), a supplier wishing to operate financial institutions, such as commercial banks (local, subsidiaries and branches of foreign banks), credit fonciers, and finance companies, must obtain a license from the Ministry of Finance with the recommendation of the Bank of Thailand. In addition, at least 75 percent of the shares of financial institutions must be held by Thai nationals, and at least three-fourths of the board of directors must be

Thai. Similarly, the Telecommunications Business Act (2006) prohibits foreigners from owning 50 percent or more of the shares to operate Type Two and Type Three telecom services.<sup>4</sup>

### 3.3 Liberalization of Trade in Services under FTAs

Thailand has signed a number of bilateral and regional FTAs that contain provisions on liberalization of trade in services, such as JTEPA, ACFTA and AKFTA. In order to compare the level of restrictions on the trade in services across these FTAs, we estimated barriers to that trade by following the methodology of Hoekman (1996). Hoekman's index indicates the relative degree of restrictions for a given sector and mode of supply, by scoring one for no restrictions, one-half for partial liberalization, and zero for no commitment. Its main limitation, however, is the equal weight given to any degree of restriction.

Our study finds that Thailand's offers under the General Agreement on Trade in Services (GATS) and the ASEAN Framework Agreement on Services (AFAS) provide more openness in the trade in services than those under FTAs with trading partners (see Appendix). In particular, Thailand's offers under GATS cover more liberalization across all sectors and modes of supply than those under FTAs. However, the liberalization extends most of all to the ASEAN countries as almost all sectors (especially in health-related and social services) and modes of supply (especially in modes 1, 2 and 3) are committed under AFAS.

In comparing all three FTAs, Thailand's commitments under the more recent FTA with the Republic of Korea offers more liberalization in the trade in services than those under JTEPA and ACFTA, especially in construction and related engineering services. Thailand, however, provides more liberalization for trade in financial services under JTEPA, and tourism and travel-related services under ACFTA.

It appears that differential commitments under the three FTAs reflect the lack of a coherent national strategy regarding a priority to liberalize the service sector. In addition, complicated and different barriers to trade in services in existing FTAs cause difficulties for government officials and related agencies in implementing the commitments.

In summary, Thailand's commitment to liberalize its service sector is mostly not beyond the extent of existing domestic laws and regulations, except for certain specific cases. For example, under JTEPA, Thailand allows Japanese investors to hold up to 100 percent ownership in general consulting services, and up to 60 percent in major hotels and restaurants, whereas normally the maximum foreign equity limit is kept below 50 percent under the domestic law. In addition, the fact that the liberalized sectors differ among the concluded FTAs reflects a situation in which the country has yet to formulate a coherent national strategy to develop the service sector.

### 3.4 Impact of Liberalization of Trade in Services

Barriers to trade in services can lead to inefficiencies, rent creation, and cost escalation. Infrastructure-related services, such as telecommunications and transport, as well as other important service sectors, such as finance and retail, currently have relatively high barriers to entry, especially for foreign suppliers. As a result, sectors that rely heavily on foreigners to provide inputs have to bear the high costs incurred as a result of these barriers. Based on an analysis of an input-output table in 2005, we found that the sectors that rely most heavily on communication services in terms of input cost are post and telecommunications, banking services, wholesale trade, retail trade, broadcasting and related services, business services, and hotels and restaurants. Likewise, the sectors that rely most heavily on banking services are wholesale trade, banking services, retail trade, electricity, post and telecommunications, real estate, and air transport.

While there are very few quantitative studies on the impact for Thailand of liberalization of trade in services, there are indications that such liberalization could bring about sizeable benefits for the economy. For example, Somkiat and Taratorn (2005) applied a model based on a social accounting matrix (SAM) to assess the impact of liberalization on the telecommunications sector, and found that it would contribute to an increase in GDP by 0.47 percent. The sectors that benefit most from such liberalization are downstream telecommunications, hotels, publishing, tourism, personal and household services, restaurants, repairing services, banking and financial sectors, beverages, and entertainment.

## 4. CONCLUSION

Although Thailand has no overarching strategy toward economic integration, it appears that the adopted FTA strategy has achieved moderate success. In particular, the concluded FTAs have resulted in significant tariff savings for exporters and importers. Rules of origin do not appear to be a major problem restricting bilateral and regional trade. FTAs between Thailand and its trading partners have also been found to increase total trade. Existing evidence has so far suggested no sign of overall trade diversion. As a result, FTAs are likely to increase rather than decrease the welfare of Thailand and its trading partners. However, the current regime is far from being optimal. Many manufacturing sectors are still highly protected. As a result, there is a significant gap between tariff rates among product lines, which creates not only distortion in production decisions but also potential opportunities for corruption related to the classification of products by customs officials.

Refusal to liberalize the service sector also imposes a heavy burden on the Thai economy. In other

words, the Thai economy is becoming increasingly dualistic as most of the manufacturing sectors have to face intense competition while the service sectors are still tightly guarded. In the long run, the inefficiency of the latter is likely to erode the competitiveness of the former. As the return on investment in services becomes higher, the sector can attract higher quality human

resources and thus crowd out the manufacturing sectors. High economic rents generated in the service sector also make it subject to rent-seeking activities, as witnessed by a high rate of political donation and direct political involvement (Pramuan and Yupana, 2006). Thus, from an economic and political perspective, there is an urgent need to liberalize the service sector.

### Appendix: Thailand's Commitments to Liberalize Its Service Sectors

Sectors/sub-sectors	Thailand's commitments under the General Agreement on Trade in Services <sup>a</sup>												Average
	Limitations on market access (MA)				Limitations on national treatment (NT)				MA + NT				
	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	
<b>Business services</b>	<b>3.3</b>	<b>50.0</b>	<b>50.0</b>	<b>18.5</b>	<b>3.3</b>	<b>50.0</b>	<b>50.0</b>	<b>18.5</b>	<b>3.3</b>	<b>50.0</b>	<b>50.0</b>	<b>18.5</b>	<b>30.4</b>
Professional services	0.0	45.5	45.5	4.5	0.0	45.5	45.5	4.5	0.0	45.5	45.5	4.5	23.9
Computer and related services	0.0	100.0	100.0	50.0	0.0	100.0	100.0	50.0	0.0	100.0	100.0	50.0	62.5
R&D services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Real estate services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rental/leasing services without operators	0.0	20.0	20.0	10.0	0.0	20.0	20.0	10.0	0.0	20.0	20.0	10.0	12.5
Other business services	7.5	60.0	60.0	25.0	7.5	60.0	60.0	25.0	7.5	60.0	60.0	25.0	38.1
<b>Communication services</b>	<b>14.6</b>	<b>29.2</b>	<b>22.9</b>	<b>18.8</b>	<b>27.1</b>	<b>37.5</b>	<b>22.9</b>	<b>18.8</b>	<b>20.8</b>	<b>33.3</b>	<b>22.9</b>	<b>18.8</b>	<b>24.0</b>
Postal services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Courier services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Telecommunications services	23.3	33.3	23.3	23.3	43.3	46.7	23.3	23.3	33.3	40.0	23.3	23.3	30.0
Audiovisual services	0.0	33.3	33.3	16.7	0.0	33.3	33.3	16.7	0.0	33.3	33.3	16.7	20.8
Other services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Construction and related engineering services</b>	<b>0.0</b>	<b>60.0</b>	<b>60.0</b>	<b>30.0</b>	<b>0.0</b>	<b>60.0</b>	<b>60.0</b>	<b>30.0</b>	<b>0.0</b>	<b>60.0</b>	<b>60.0</b>	<b>30.0</b>	<b>37.5</b>
<b>Distribution services</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>10.0</b>	<b>22.5</b>
<b>Educational services</b>	<b>0.0</b>	<b>100.0</b>	<b>80.0</b>	<b>50.0</b>	<b>0.0</b>	<b>100.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>80.0</b>	<b>25.0</b>	<b>51.3</b>
<b>Environmental services</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>65.6</b>
<b>Financial services</b>	<b>41.2</b>	<b>44.1</b>	<b>38.2</b>	<b>38.2</b>	<b>67.6</b>	<b>70.6</b>	<b>41.2</b>	<b>8.8</b>	<b>54.4</b>	<b>57.4</b>	<b>39.7</b>	<b>23.5</b>	<b>43.8</b>
<b>Health-related and social services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Tourism and travel-related services</b>	<b>0.0</b>	<b>75.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>75.0</b>	<b>75.0</b>	<b>37.5</b>	<b>0.0</b>	<b>75.0</b>	<b>68.8</b>	<b>37.5</b>	<b>45.3</b>
<b>Recreational, cultural and sporting services</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>25.0</b>
<b>Transport services</b>	<b>18.6</b>	<b>31.4</b>	<b>20.0</b>	<b>15.7</b>	<b>20.0</b>	<b>30.0</b>	<b>25.7</b>	<b>14.3</b>	<b>19.3</b>	<b>30.7</b>	<b>22.9</b>	<b>15.0</b>	<b>22.0</b>
Maritime transport services	50.0	66.7	33.3	33.3	58.3	66.7	41.7	33.3	54.2	66.7	37.5	33.3	47.9
Internal waterways transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Air transport services	30.0	40.0	20.0	20.0	30.0	30.0	30.0	10.0	30.0	35.0	25.0	15.0	26.3
Space transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail transport services	40.0	40.0	40.0	20.0	40.0	40.0	40.0	20.0	40.0	40.0	40.0	20.0	35.0
Road transport services	0.0	40.0	20.0	20.0	0.0	40.0	40.0	20.0	0.0	40.0	30.0	20.0	22.5
Pipeline transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Services auxiliary to all modes of transport	0.0	25.0	25.0	12.5	0.0	25.0	25.0	12.5	0.0	25.0	25.0	12.5	15.6
Other transport services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Other services not included elsewhere</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>ALL SECTORS</b>	<b>7.5</b>	<b>47.5</b>	<b>42.8</b>	<b>24.1</b>	<b>10.9</b>	<b>50.3</b>	<b>44.6</b>	<b>17.3</b>	<b>9.2</b>	<b>48.9</b>	<b>43.7</b>	<b>20.7</b>	<b>30.6</b>

<sup>a</sup> TN/S/O/THA/Rev.1 of 8 November 2005.

## Appendix (Continued)

Sectors/sub-sectors	Thailand's commitments under ASEAN Framework Agreement on Services (7 <sup>th</sup> Package) <sup>b</sup>												
	Limitations on market access (MA)				Limitations on national treatment (NT)				MA +NT				Average
	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	
<b>Business services</b>	<b>59.8</b>	<b>73.9</b>	<b>68.5</b>	<b>16.3</b>	<b>54.3</b>	<b>73.9</b>	<b>72.8</b>	<b>16.3</b>	<b>57.1</b>	<b>73.9</b>	<b>70.7</b>	<b>16.3</b>	<b>54.5</b>
Professional services	45.5	54.5	40.9	4.5	22.7	54.5	54.5	4.5	34.1	54.5	47.7	4.5	35.2
Computer and related services	100.0	100.0	100.0	50.0	100.0	100.0	100.0	50.0	100.0	100.0	100.0	50.0	87.5
R&D services	100.0	100.0	100.0	33.3	100.0	100.0	100.0	33.3	100.0	100.0	100.0	33.3	83.3
Real estate services	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	75.0
Rental/leasing services without operators	60.0	80.0	70.0	10.0	60.0	80.0	70.0	10.0	60.0	80.0	70.0	10.0	55.0
Other business services	47.5	70.0	67.5	15.0	47.5	70.0	70.0	15.0	47.5	70.0	68.8	15.0	50.3
<b>Communication services</b>	<b>27.1</b>	<b>37.5</b>	<b>35.4</b>	<b>22.9</b>	<b>45.8</b>	<b>54.2</b>	<b>35.4</b>	<b>22.9</b>	<b>36.5</b>	<b>45.8</b>	<b>35.4</b>	<b>22.9</b>	<b>35.2</b>
Postal services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Courier services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Telecommunications services	30.0	33.3	30.0	30.0	60.0	60.0	30.0	30.0	45.0	46.7	30.0	30.0	37.9
Audiovisual services	33.3	66.7	66.7	16.7	33.3	66.7	66.7	16.7	33.3	66.7	66.7	16.7	45.8
Other services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Construction and related engineering services</b>	<b>0.0</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>0.0</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>0.0</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>62.5</b>
<b>Distribution services</b>	<b>60.0</b>	<b>80.0</b>	<b>80.0</b>	<b>0.0</b>	<b>60.0</b>	<b>80.0</b>	<b>80.0</b>	<b>0.0</b>	<b>60.0</b>	<b>80.0</b>	<b>80.0</b>	<b>0.0</b>	<b>55.0</b>
<b>Educational services</b>	<b>100.0</b>	<b>100.0</b>	<b>70.0</b>	<b>20.0</b>	<b>100.0</b>	<b>100.0</b>	<b>70.0</b>	<b>0.0</b>	<b>100.0</b>	<b>100.0</b>	<b>70.0</b>	<b>10.0</b>	<b>70.0</b>
<b>Environmental services</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>65.6</b>
<b>Financial services</b>	<b>5.9</b>	<b>64.7</b>	<b>32.4</b>	<b>32.4</b>	<b>64.7</b>	<b>64.7</b>	<b>32.4</b>	<b>64.7</b>	<b>35.3</b>	<b>64.7</b>	<b>32.4</b>	<b>48.5</b>	<b>45.2</b>
<b>Health-related and social services</b>	<b>75.0</b>	<b>75.0</b>	<b>37.5</b>	<b>37.5</b>	<b>75.0</b>	<b>75.0</b>	<b>37.5</b>	<b>37.5</b>	<b>75.0</b>	<b>75.0</b>	<b>37.5</b>	<b>37.5</b>	<b>56.3</b>
<b>Tourism and travel-related services</b>	<b>50.0</b>	<b>75.0</b>	<b>62.5</b>	<b>37.5</b>	<b>50.0</b>	<b>75.0</b>	<b>75.0</b>	<b>37.5</b>	<b>50.0</b>	<b>75.0</b>	<b>68.8</b>	<b>37.5</b>	<b>57.8</b>
<b>Recreational, cultural and sporting services</b>	<b>40.0</b>	<b>100.0</b>	<b>100.0</b>	<b>30.0</b>	<b>40.0</b>	<b>100.0</b>	<b>100.0</b>	<b>30.0</b>	<b>40.0</b>	<b>100.0</b>	<b>100.0</b>	<b>30.0</b>	<b>67.5</b>
<b>Transport services</b>	<b>32.9</b>	<b>42.9</b>	<b>31.4</b>	<b>17.1</b>	<b>32.9</b>	<b>42.9</b>	<b>37.1</b>	<b>15.7</b>	<b>32.9</b>	<b>42.9</b>	<b>34.3</b>	<b>16.4</b>	<b>31.6</b>
Maritime transport services	75.0	83.3	50.0	33.3	75.0	83.3	50.0	33.3	75.0	83.3	50.0	33.3	60.4
Internal waterways transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Air transport services	20.0	20.0	10.0	10.0	20.0	20.0	20.0	0.0	20.0	20.0	15.0	5.0	15.0
Space transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail transport services	40.0	40.0	40.0	20.0	40.0	40.0	40.0	20.0	40.0	40.0	40.0	20.0	35.0
Road transport services	40.0	80.0	60.0	20.0	40.0	80.0	80.0	20.0	40.0	80.0	70.0	20.0	52.5
Pipeline transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Services auxiliary to all modes of transport	50.0	75.0	62.5	37.5	50.0	75.0	75.0	37.5	50.0	75.0	68.8	37.5	57.8
Other transport services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Other services not included elsewhere</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>0.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>0.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>0.0</b>	<b>75.0</b>
<b>ALL SECTORS</b>	<b>46.9</b>	<b>79.1</b>	<b>68.1</b>	<b>26.1</b>	<b>52.9</b>	<b>80.5</b>	<b>70.0</b>	<b>27.1</b>	<b>49.9</b>	<b>79.8</b>	<b>69.1</b>	<b>26.6</b>	<b>56.3</b>

<sup>b</sup> Thailand's commitments on the liberalization in financial services are embodied in "Protocol to Implement the Second Package of Commitments on Financial Services under the ASEAN Framework Agreement on Services," while its commitments on liberalization of air transport services are embodied in the "Protocol to Implement the Fourth Package of Commitments on Air Transport Services under the ASEAN Framework Agreement on Services."

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## Appendix (Continued)

Sectors/sub-sectors	Thailand's commitments under the ASEAN-China Free Trade Area (1 <sup>st</sup> Package)												Average
	Limitations on market access (MA)				Limitations on national treatment (NT)				MA + NT				
	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	
<b>Business services</b>	<b>8.7</b>	<b>8.7</b>	<b>5.4</b>	<b>1.1</b>	<b>0.0</b>	<b>8.7</b>	<b>8.7</b>	<b>1.1</b>	<b>4.3</b>	<b>8.7</b>	<b>7.1</b>	<b>1.1</b>	<b>5.3</b>
Professional services	36.4	36.4	22.7	4.5	0.0	36.4	36.4	4.5	18.2	36.4	29.5	4.5	22.2
Computer and related services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R&D services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Real estate services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rental/leasing services without operators	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other business services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Communication services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Postal services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Courier services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Telecommunications services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Audiovisual services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Construction and related engineering services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Distribution services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Educational services</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>30.0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>20.0</b>	<b>27.5</b>
<b>Environmental services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Financial services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Health-related and social services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Tourism and travel-related services</b>	<b>37.5</b>	<b>75.0</b>	<b>62.5</b>	<b>37.5</b>	<b>37.5</b>	<b>75.0</b>	<b>75.0</b>	<b>37.5</b>	<b>37.5</b>	<b>75.0</b>	<b>68.8</b>	<b>37.5</b>	<b>54.7</b>
<b>Recreational, cultural and sporting services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Transport services</b>	<b>0.0</b>	<b>2.9</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>2.9</b>	<b>2.1</b>	<b>1.4</b>	<b>1.6</b>
Maritime transport services	0.0	16.7	8.3	8.3	0.0	16.7	16.7	8.3	0.0	16.7	12.5	8.3	9.4
Internal waterways transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Air transport services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Space transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail transport services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Road transport services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pipeline transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Services auxiliary to all modes of transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other transport services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Other services not included elsewhere</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>ALL SECTORS</b>	<b>4.7</b>	<b>12.2</b>	<b>7.4</b>	<b>5.8</b>	<b>4.0</b>	<b>12.2</b>	<b>8.9</b>	<b>4.2</b>	<b>4.3</b>	<b>12.2</b>	<b>8.2</b>	<b>5.0</b>	<b>7.4</b>

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## Appendix (Continued)

Sectors/sub-sectors	Thailand's commitments under the ASEAN-Korea Free Trade Area												Average
	Limitations on market access (MA)				Limitations on national treatment (NT)				MA + NT				
	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	
<b>Business services</b>	<b>1.1</b>	<b>50.0</b>	<b>50.0</b>	<b>18.5</b>	<b>1.1</b>	<b>50.0</b>	<b>46.7</b>	<b>18.5</b>	<b>1.1</b>	<b>50.0</b>	<b>48.4</b>	<b>18.5</b>	<b>29.5</b>
Professional services	0.0	45.5	45.5	4.5	0.0	45.5	45.5	4.5	0.0	45.5	45.5	4.5	23.9
Computer and related services	0.0	100.0	100.0	50.0	0.0	100.0	80.0	50.0	0.0	100.0	90.0	50.0	60.0
R&D services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Real estate services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rental/leasing services without operators	0.0	20.0	20.0	10.0	0.0	20.0	20.0	10.0	0.0	20.0	20.0	10.0	12.5
Other business services	2.5	60.0	60.0	25.0	2.5	60.0	57.5	25.0	2.5	60.0	58.8	25.0	36.6
<b>Communication services</b>	<b>14.6</b>	<b>29.2</b>	<b>22.9</b>	<b>18.8</b>	<b>27.1</b>	<b>37.5</b>	<b>22.9</b>	<b>18.8</b>	<b>20.8</b>	<b>33.3</b>	<b>22.9</b>	<b>18.8</b>	<b>24.0</b>
Postal services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Courier services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Telecommunications services	23.3	33.3	23.3	23.3	43.3	46.7	23.3	23.3	33.3	40.0	23.3	23.3	30.0
Audiovisual services	0.0	33.3	33.3	16.7	0.0	33.3	33.3	16.7	0.0	33.3	33.3	16.7	20.8
Other services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Construction and related engineering services</b>	<b>0.0</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>0.0</b>	<b>100.0</b>	<b>70.0</b>	<b>50.0</b>	<b>0.0</b>	<b>100.0</b>	<b>85.0</b>	<b>50.0</b>	<b>58.8</b>
<b>Distribution services</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>
<b>Educational services</b>	<b>10.0</b>	<b>100.0</b>	<b>80.0</b>	<b>50.0</b>	<b>10.0</b>	<b>100.0</b>	<b>70.0</b>	<b>0.0</b>	<b>10.0</b>	<b>100.0</b>	<b>75.0</b>	<b>25.0</b>	<b>52.5</b>
<b>Environmental services</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>65.6</b>
<b>Financial services</b>	<b>41.2</b>	<b>44.1</b>	<b>38.2</b>	<b>38.2</b>	<b>67.6</b>	<b>70.6</b>	<b>38.2</b>	<b>8.8</b>	<b>54.4</b>	<b>57.4</b>	<b>38.2</b>	<b>23.5</b>	<b>43.4</b>
<b>Health-related and social services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Tourism and travel-related services</b>	<b>0.0</b>	<b>75.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>75.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>75.0</b>	<b>62.5</b>	<b>37.5</b>	<b>43.8</b>
<b>Recreational, cultural and sporting services</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>12.5</b>
<b>Transport services</b>	<b>20.0</b>	<b>31.4</b>	<b>20.0</b>	<b>15.7</b>	<b>20.0</b>	<b>30.0</b>	<b>22.9</b>	<b>11.4</b>	<b>20.0</b>	<b>30.7</b>	<b>21.4</b>	<b>13.6</b>	<b>21.4</b>
Maritime transport services	58.3	66.7	33.3	33.3	58.3	66.7	33.3	16.7	58.3	66.7	33.3	25.0	45.8
Internal waterways transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Air transport services	30.0	40.0	20.0	20.0	30.0	30.0	20.0	10.0	30.0	35.0	20.0	15.0	25.0
Space transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail transport services	40.0	40.0	40.0	20.0	40.0	40.0	40.0	20.0	40.0	40.0	40.0	20.0	35.0
Road transport services	0.0	40.0	20.0	20.0	0.0	40.0	40.0	20.0	0.0	40.0	30.0	20.0	22.5
Pipeline transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Services auxiliary to all modes of transport	0.0	25.0	25.0	12.5	0.0	25.0	25.0	12.5	0.0	25.0	25.0	12.5	15.6
Other transport services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Other services not included elsewhere</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>ALL SECTORS</b>	<b>8.3</b>	<b>47.5</b>	<b>42.8</b>	<b>24.1</b>	<b>11.5</b>	<b>50.3</b>	<b>39.4</b>	<b>17.1</b>	<b>9.9</b>	<b>48.9</b>	<b>41.1</b>	<b>20.6</b>	<b>30.1</b>

(Continued on page 13)

## Appendix (Continued)

Sectors/sub-sectors	Thailand's commitments under the Japan-Thailand Economic Partnership Agreement												
	Limitations on market access (MA)				Limitations on national treatment (NT)				MA + NT				Average
	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)	
<b>Business services</b>	<b>2.2</b>	<b>41.3</b>	<b>37.0</b>	<b>18.5</b>	<b>2.2</b>	<b>41.3</b>	<b>37.0</b>	<b>17.4</b>	<b>2.2</b>	<b>41.3</b>	<b>37.0</b>	<b>17.9</b>	<b>24.6</b>
Professional services	0.0	45.5	45.5	9.1	0.0	45.5	45.5	4.5	0.0	45.5	45.5	6.8	24.4
Computer and related services	0.0	100.0	50.0	50.0	0.0	100.0	50.0	50.0	0.0	100.0	50.0	50.0	50.0
R&D services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Real estate services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rental/leasing services without operators	0.0	20.0	20.0	10.0	0.0	20.0	20.0	10.0	0.0	20.0	20.0	10.0	12.5
Other business services	5.0	40.0	42.5	22.5	5.0	40.0	42.5	22.5	5.0	40.0	42.5	22.5	27.5
<b>Communication services</b>	<b>14.6</b>	<b>27.1</b>	<b>20.8</b>	<b>18.8</b>	<b>27.1</b>	<b>35.4</b>	<b>20.8</b>	<b>25.0</b>	<b>20.8</b>	<b>31.3</b>	<b>20.8</b>	<b>21.9</b>	<b>23.7</b>
Postal services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Courier services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Telecommunications services	23.3	33.3	23.3	23.3	43.3	46.7	23.3	33.3	33.3	40.0	23.3	28.3	31.3
Audiovisual services	0.0	25.0	25.0	16.7	0.0	25.0	25.0	16.7	0.0	25.0	25.0	16.7	16.7
Other services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Construction and related engineering services</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>30.0</b>	<b>32.5</b>
<b>Distribution services</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>
<b>Educational services</b>	<b>10.0</b>	<b>90.0</b>	<b>80.0</b>	<b>50.0</b>	<b>10.0</b>	<b>90.0</b>	<b>80.0</b>	<b>0.0</b>	<b>10.0</b>	<b>90.0</b>	<b>80.0</b>	<b>25.0</b>	<b>51.3</b>
<b>Environmental services</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>12.5</b>	<b>100.0</b>	<b>100.0</b>	<b>50.0</b>	<b>65.6</b>
<b>Financial services</b>	<b>41.2</b>	<b>44.1</b>	<b>38.2</b>	<b>38.2</b>	<b>64.7</b>	<b>67.6</b>	<b>44.1</b>	<b>73.5</b>	<b>52.9</b>	<b>55.9</b>	<b>41.2</b>	<b>55.9</b>	<b>51.5</b>
<b>Health-related and social services</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Tourism and travel-related services</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</b>	<b>25.0</b>	<b>23.4</b>
<b>Recreational, cultural and sporting services</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>12.5</b>
<b>Transport services</b>	<b>12.9</b>	<b>32.9</b>	<b>24.3</b>	<b>15.7</b>	<b>12.9</b>	<b>32.9</b>	<b>27.1</b>	<b>14.3</b>	<b>12.9</b>	<b>32.9</b>	<b>25.7</b>	<b>15.0</b>	<b>21.6</b>
Maritime transport services	58.3	58.3	33.3	33.3	58.3	58.3	33.3	33.3	58.3	58.3	33.3	33.3	45.8
Internal waterways transport	0.0	33.3	33.3	0.0	0.0	33.3	33.3	0.0	0.0	33.3	33.3	0.0	16.7
Air transport services	20.0	20.0	10.0	20.0	20.0	20.0	10.0	10.0	20.0	20.0	10.0	15.0	16.3
Space transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail transport services	0.0	40.0	40.0	20.0	0.0	40.0	40.0	20.0	0.0	40.0	40.0	20.0	25.0
Road transport services	0.0	40.0	20.0	20.0	0.0	40.0	40.0	20.0	0.0	40.0	30.0	20.0	22.5
Pipeline transport	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Services auxiliary to all modes of transport	0.0	25.0	25.0	12.5	0.0	25.0	25.0	12.5	0.0	25.0	25.0	12.5	15.6
Other transport services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Other services not included elsewhere</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>ALL SECTORS</b>	<b>7.8</b>	<b>37.7</b>	<b>35.4</b>	<b>21.3</b>	<b>10.8</b>	<b>40.4</b>	<b>37.2</b>	<b>20.4</b>	<b>9.3</b>	<b>39.1</b>	<b>36.3</b>	<b>20.9</b>	<b>26.4</b>

## ENDNOTES

<sup>1</sup> The Act defines “foreigners” as (1) a natural person whose nationality is non-Thai; (2) a juristic person not registered in Thailand; (3) a juristic person registered in Thailand with the following characteristics: (a) a juristic person with at least one-half of its share capital or registered capital held by persons under (1) or (2), (b) a limited partnership or a registered

ordinary partnership whose managing partner or manager is a person under (1); and (4) a juristic person registered in Thailand with at least one-half of whose share capital or registered capital is owned by persons under (1), (2) or (3).

<sup>2</sup> Such as in the construction sector, except for (a) construction rendering basic services to the public in public utilities or transport requiring special

tools, tools, machinery, technology or construction expertise, with a foreign minimum capital of Baht 500 million or more, and (b) other categories of construction as prescribed by the ministerial regulations.

- <sup>3</sup> Such as civil engineers concerned with design and calculation, systemization, analysis, planning, testing, construction supervision, or consulting services (excluding work requiring specialized techniques), architecture concerning the design, drawing, cost estimation or consulting services, tour guides, and legal service providers.
- <sup>4</sup> There shall be three types of license as follows: (1) Type One License: being a license granted to the telecommunications business operator who operates without having his or her own network for telecommunications services which are deemed appropriate to be fully liberalized. The Commission shall grant a license once notified by a person who intends to operate such business; (2) Type Two License: being a license granted to the telecommunications business operator who *operates with or without his or her own network* for telecommunications services intended for *a limited group of people*, or services with no significant impacts on free and fair competition or on public interest and consumers. The Commission shall grant a license once a person who intends to operate such a business has completely fulfilled the standard criteria prescribed in advance in notification of the Commission; and (3) Type Three License: being a license granted to the telecommunications business operator who *operates with his or her own network* for telecommunications services intended for *the general public*, or services which may cause a significant impact on free and fair competition or on public interest, or a service which requires special

consumer protection. A person who intends to operate such a business can commence operations only after he or she is approved and granted a license by the Commission.

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