

## Abstract

This research paper, “The Impact of Land Infrastructure System on the Economic Development of Northern Thailand from 1932 to 2016”, aims to study the impact of the land infrastructure system on the economy of the North over the past eight decades. The period under study was divided into three phases. The first phase was one without the land infrastructure. Traders and caravans had to contend with well-trodden tracks linking Yunnan, Moulmein, and Langphrabang with principal towns in the North, whereas traders in the lower part of the region used the main rivers, Ping, Wang, Yom, and Nan, for transportation of goods to Bangkok and towns in Lanna. During the second (1932-1957) and third (1958-2016) phases the government, for economic and security reason, saw the importance of building roads linking Bangkok and towns in the North. These roads induces the inflows of migrants from the northeast and central Thailand to settle as agriculturalists in the Northern Thailand, and new communities emerged on both sides of the roads, contributing to the decline of those on the banks of the main rivers.

The result of the study revealed that even though the government spent a sizeable budget for the land infrastructure system, the roads already built still failed to meet the demand of growing businesses and volume of transportation. In many cases, the networks of roads were poorly planned and mismanaged, so that the existing roads can hardly turn Thailand to be the logistic hub of Asean.