

Research Article

**The Formation of “the Thai Canal Policy 9A Route (Modern Kra Canal)”:
Indian Ocean Transportation System for Peace, through Thai Sea and towards
China-Japan sea**

Payan Eumsin^{*}

Faculty of Humanities & Social Science, Phranakhon Si Ayutthaya Rajabhat University, Phranakhon Si Ayutthaya 13000, Thailand

Abstract

This secondary documentary research and historical analysis by “public policy process” entitled the Thai Canal 9A Route (Modern Kra Canal), was part of the research “The Formation of ‘Thai Canal Construction Policy 9A (Digging the Modern Kra Canal)’: Problems of not being able to proceed with the next policy process (HE-RDI-NRRU.058/2563- 0623.9/223)”. The project is able to create economical transportation and shorten the length of maritime shipment. The researcher presented and explained through the analysis and the explanation of “un-threat” from the formation of the modern Thai Canal policy.

The Thai Canal 9A Route policy was based on the Senate’s proposal, which was unanimously agreed on June 24, 2005, to dig the Thai Canal 9A Route. It will be able to create a transportation system for peace between the Indian Ocean, through the Thai sea, and towards the Chinese-Japanese seas. It will be feasible by economic cooperation through joint investment among the four powerful countries. The management will be done through the joint investment from the four leaders of the powerful countries on “Thai Fund for the Thai Canal 9A Route”, which consists of alliances such as the US Fund for Thai Canal 9A Route, the Indian Fund for the Thai Canal 9A Route, the ASEAN Wealth Fund for the Thai Canal 9A Route, and the China Maritime Silk Road Fund for the Canal 9A Route.

Keywords: Modern Thai Canal, Thai Canal 9A Route, Kra Canal, Fund Management of the Thai Canal 9A Route, Link the Andaman Sea – Thai Gulf

^{*} Corresponding authors:

Payan Eumsin E-mail: x3034ir@mail.com

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Introduction

The 9A Route (Modern Kra Canal) research was part of the project about “ *The Formation of ‘Thai Canal Construction Policy 9A (Digging the Modern Kra Canal)’: Problems of not being able to proceed with the next policy process (‘IRB, HE-RDI-NRRU.058/2563- 0623.9/223’)* ”. The Modern Thai Canal 9A Route (stretching from Krabi – Trang- Phattalung-Nakhon Si Thammarat- (Songkhla)), about 110 kilometers (Vidyananda, 2003, p. 33), is considered by the Indian Ocean route- policy the most appropriate (link the Andaman Sea – Thai Gulf). Based on the study of the total 12 routes for canal digging and the route that passes less through the hilly terrain, it appears that the digging is not quite difficult. (Nitipan, 2017). It is pushing a primary stage to provide a policy to encourage further study if a serious policy is needed. It is admitted that the idea of digging a canal to connect the seas of both sides of the south of Thailand dates back to the Ayutthaya period. The canal project faced various problems which blocked the policy to form and follow the policy process.

The history of maritime transportation was recorded and showed the attempt to dig the canal linking the Andaman Sea on the Indian Ocean side with the Thai Gulf on the other side in order to connect to the South China Sea (towards the tip of Cambodia/ Vietnam cape) and towards Japan or China. There were records of the history of determination and seriousness as well as the attempt to dig the Kra Canal in the past to become a newly modern Thai Canal project. However, the abovementioned statements were recorded to show struggles of the formation process of the “Modern Thai Canal 9A Route” policy. It was questioned why it was not the former Kra Canal (Ranong province) or why it was not the 5A Route (Stun-Songkhla, about 102 kilometers) or the route under Songkhla province. These questions were not under the scope of this research because the study focuses on the formation of process policy emphasizing the Modern Thai Canal 9A Route based on the committee appointed by the parliament in the name of Khlong Thai or Thai Canals (Special Committee, Secretariat of the Senate, 2004, pp. 55- 60) ”. Therefore, the area of historical study to link the two Thai sea sides as well as research results on Thai Canal Route 9A found that even though the relevant policymakers chose the 9A Route as their priority, several problems of formation process policy were discovered in the following stages

during the joint periods from 2002 during former PM Thaksin Shinnawatra (Vidyananda, 2003: 33), and were given the limelight in 2020 during PM Prayut Chan-ocha.

If Thailand does not want to be a small state under the nuclear power state, the US, but wants to build up capacity on sea power for the navy “....sea power and significant to global strategy... ” (Special Committee, Secretariat of the Senate, 2004, pp. 109- 110) and receive benefits from transportation which corresponds to the benefits of the powerful country, while the US influence still remains. (Haynes, 2007, pp. 191-220). In addition, it follows the Free Trade ideas and affects international trading. (Shimko, 2013, pp. 137-144). Thus, it will create prosperity for marine commerce and navigation as well as the benefits that Thailand will gain in the future from the Thai Canal 9A Route.

Starting by studying documents from the parliament, e. g. official documents, ordered by Special Committee to conduct the feasibility study of Kra Canal project, Senate No. 1/2545 entitled “Appointment of the committee to study the Thai Canal 9A Route under the Sub-committee to study area and environment” dated January 3, 2002 (Special Committee, Secretariat of the Senate, 2004, p. 196) and several other documents, it was found that the Thai Canal 9A Route project was selected based on the analysis and many reasons, for example:

Public Policy Process is applied following the ideas of Bidyut Chakrabarty and Prakash Chand to explain the Public Policy Process based on Problem Identification (identifying problems, publicizing the problems, expressing demands for government action) (Chakrabarty and Chand, 2016, p. 48). When looking from the Agenda Setting (deciding issues and problems and their alternatives to be addressed by the government.), the Thai government unit, the parliament, proposed a policy of the Thai Canal “ ... was found that the 9A Route showed the least problem ” Therefore, the committee selected this route. It was called the “9A Route”. Later, when the Committee had a meeting with the National Committee on August 27, 2002, they called this route “ Thai Canal ” (Special Committee, Secretariat of the Senate, 2004, pp. 55- 60). Therefore, the Thai parliament team decided to build the Thai Canal 9A Route because the levels of water on both sides are not much different. They stated that “ *the sea water levels of both sides are*

24-30 centimeters in difference. The water gate is not needed. ... " (Special Committee, Secretariat of the Senate, 2004, pp. 78-79).

Therefore, when there was a tendency for the failure in negotiating on diplomacy before the economics (like in the past) or the talk that focuses on economic potential before the stability (at the present year 2021), the international context and influence of the powerful countries in the region become a factor that no one or no country can avoid taking this context into consideration. The point that mutual maritime benefits for the transportation of humanity seems to be less important than the great benefits that the powerful countries have directly dominated Thailand sovereignty for a long time. The land that will be used to dig the Thai Canal is completely located in Thailand. However, Thailand is unable to do something independently because the powerful countries that have occupied the maritime transportation in both the Grand Malayu cape and the south of Thailand are natural walls to obstruct the maritime traffic for international transit. There are "hidden" benefits even though it is very obvious, like "top of the iced mountain". The benefits are "deep, stacked, and down" under the "enormous ocean of benefits". With the aforementioned, what will states or new nations which have sovereignty based on political sciences do in this situation? Even though there is no digging of a link to both oceans as mentioned above, Thailand has, anyway, to fall into a two-crossroad way of power or prisoner's dilemma. That is, "there is no comfortable choice", despite doing nothing, the country would fall into a selective country for paradox. Therefore, choice or a decision to choose "to do or not to do", the Modern Thai Canal Policy on 9A Route is within the scope of this research. It is to convince the readers to agree that it is appropriate to select the 9A Route, which starts from the provinces in the southwest through the southeastern side. Nakhon Si Thammarat, the province that was selected to be the main province in terms of land, has a long history. It can definitely be used as a reference as the "access to sovereignty protection and stability of the Golden Axe." From now onwards, the researcher would like to provide reasons to support the choice and the "Modern Thai Canal 9A Route" policy.

Objective

The policy formation of Thai Canal 9A Route, New Kra Canal, will be the road digging to link the Andaman Sea- Thai Gulf, peaceful sea route. This mega project must have Gigantic Investment from Thailand and overseas funds, "Fund for management of the Thai Canal 9A Route", such as the following alliances: The US Fund for the Thai Canal 9A Route, the Indian Fund for the Thai Canal 9A Route, the ASEAN Wealth Fund for the Thai Canal 9A Route, and the Chinese Silk Road Fund for the Thai Canal 9A Route (link the Andaman Sea – Thai Gulf).

Method

The author used the historical research to create the research about "The Formation of the Thai Canal Policy 9A Route (Modern Kra Canal): Indian Ocean Transportation System for Peace, through Thai sea and towards China-Japan sea", which have Protocol Synopsis for Ethical Review/ NU-RREC/005 January 2021.

(1) Research methodology of secondary official documents: Problems of formation of the Thai Canal 9A Route Policy (Modern Kra Canal)

This research employed historical analysis method from Kra Canal documents or other canals that connect the sea around the world, and the impact from the powers outside the state, as well as different official documents used to analyze the Thai Canal Policy. It focuses on studying the documents used in the research procedure, emphasizing the policy process model. In this section, the stages of the process will be simplified. It consists of 6 stages; Stage 1) Agenda Setting, Stage 2) Policy Formulation, Stage 3) Policy Legitimation, Stage 4) Policy Implementation, Stage 5) Policy and Program Evaluation, and Stage 6) Policy Change (Michael & Scott, 2013, p. 86). Therefore, the researcher used official documents to analyze the Thai Canal Policy (Special Committee, Secretariat of the Senate, 2004, p. 196). Those documents were (1) the official documents of the meeting of the Special Committee; (2) the documents from the meeting of the Sub-committee to study land and environment, (3) the documents from the meeting of the Sub-committee to study engineering and geology, (4) the documents from the Sub-committee meeting to study economy, (5) the documents from the meeting of the Sub-committee

to study about population, (6) the documents to propose an appointment of the special committee to conduct the feasibility study of the Kra Canal Project, (7) the documents No. Sor Wor 008/01621 to appoint the special committee to study the feasibility of the Kra Canal Project, (8) the documents of order regarding the special committee to study the feasibility of the Kra Canal Project, (9) the documents of order regarding the special committee to study the feasibility of the Kra Canal Project, (10) the documents of order regarding the special committee to study the feasibility of the Kra Canal Project, (11) the documents of order regarding the special committee to study the feasibility of the Kra Canal Project, (12) the documents of order regarding the special committee to study the feasibility of the Kra Canal Project, (13) the documents of order regarding the special committee to study the feasibility of the Kra Canal Project, (14) the documents of order regarding the special committee to study the feasibility of the Kra Canal Project, (15) the documents to ask for an approval to propose an appointment of the National Committee to conduct the feasibility study of the Kra Canal Project to solve economic crisis and social problems, (16) the memorandum documents to propose an appointment of a National Committee to study the feasibility of the Kra Canal Project to solve economic crisis and social problems (17) a speech of Mr. Khamnuan Chalopathum, Thailand senator at the Asian Congress Association for Peace on April 16-19, 2002 at the Community Hall in Beijing and Chongqing in China. From the abovementioned references, examples of significant events in those documents were (A) the order of Special Committee to conduct the feasibility study of Kra Canal Project, Senate No. 1/ 2545 on Appointment of the Special Committee to Study Thai Canal Project 9A Route under the Sub-Committee to study land and environment, Lor Wor January 3, 2002, (B) the document No. Nor Ror 0205/Wor (Kor) 11794 on Asking for a Permission to Appoint a Special Committee to study the feasibility of Kra Canal Project to solve the economic crisis and social problems, Lor Wor October 17, 2001, (C) the speech of Mr. Khamnuan Chalopathum, Thailand senator at the Asian Congress Association for Peace on April 16-19, 2002 at the Community Hall in Beijing and Chongqing in China. It was considered the World Mega Project and required a huge investment budget, approximately \$20 billion US dollars.

(Special Committee, Secretariat of the Senate, 2004, p. 196)

Findings from the study of historical documents concerning the necessity to start to shorten the time of transportation or history that explained the need for the formation of the Thai Canal 9A Route Project (Modern Kra Canal) revealed that the study of the documents showed no conflict with the development towards the policy. However, the history of those documents revealed sudden stops due to the policymakers or policy leaders or state leaders in different periods of time. They had to listen to international politics related to the advantage of sea powers. Thailand was the center of land and maritime transportation during the building of Siam or in the era of modern state-nation formation. In addition, it was also a stronghold of the Asian region. Thailand was used as a hub for land, water, and air transportation in order to scramble the area of ideology during the Cold War, the period when Domino Theory was afraid of the Communist danger. In addition, during the Indochina War, Thailand was used by the US to be a base or force to switch and change battle equipment to fight in the Indochina War. The US was defeated by modern countries in the Indochina region.

The abovementioned events showed that sovereignty of the land, water, and air was not under the 100 per cent absolute power of the Thai Government to decide. Therefore, it is inevitable to refuse the link between Thailand and a powerful country like the US. Straightforwardly speaking, the United States has ruled Thailand both directly and indirectly through stratagem. For example, providing scholarships or funding educational visits on military and civilian securities as well as supporting state investment projects or road network system to carry the weapons to fight in the Indochina War.

(2) Expand the Study method

For the system of entering the canal, there is no watergate, as stated in the writing of Assoc. Prof. Dr. Sathaporn Khewwimol (consultant of the Special Committee for the feasibility study of the Kra Canal Project, the consultant of Justice and Humanitarian Committee) ”... for the Thai Canal 9A Route, with the length of 120-130 kilometers. The Canal has no water gates like the Suez Canal...” (Worapanya and Chankomon, 2009, p. 17). For the guideline to link the transportation,

“...the size of the canal should be wide enough for the oil cargo of 250,000 tons to be able to make a two-way traffic. The canal has to be approximately 430 meters wide and about 26 meters in depth. The canal should be variedto be only a big canal with 430 meters in width (as proposed by TAMS)... to be one big canal and one small canal (as proposed by Mitsubishi) ...to be one big canal but with two different levels...to be parallel canals (as proposed by the Senate)..." (Vidyananda, 2003, p. 34). They appeared at least during the different periods of administrations, including the study of Chulalongkorn University, the study of the Kra Canal Special Committee under the supervision of Military Committee and Special Committee for the feasibility study of Kra Canal, and based on the study of TAMS (Tappetts Abbell McCarthy Stratton and Robert R. Nansan, INC.) in the United States. There are three possibilities as follows. The Committee selected the 9A Route (Vidyananda, 2003, p. 36)). From the example of the study, it was found that “...if there is a digging of a canal to connect the two coasts so as to become the new navigation of the world, it will support the national and local economic growth, especially those located along the canal... e. g. Krabi, Trang, Phatthalung, and Nakhon Si Thammarat... . ” (Vidyananda, 2003, p. 140) and Kreng Cha-ud Hua Sai Seaport, around Pru Kuan Kreng with the developed area 500,000 rais for wet cargo or dry cargo, cargo containers, port, shipyard, and water/oil tanks. The study revealed that, first, the original Kra Canal line (cutting through Ranong province—Lang Suan district in Chumporn province at a distance of 90 kilometers), from the idea of King Narai the Great continuing to the writing of Somdet Phra Borwornchao Mahasuranghanat, was obstructed by the agreement and security “... the Journey to Battle with Burma, the idea of the king was for the purpose of strategic benefits. Since the reign of King Rama the 4th, great western powers, especially England and France, had made several attempts to ask for permission to survey the canal route and the canal concession so as to shorten the journey, not to pass the Malayu cape. But the proposal was refused... Later, the Thai government had to sign the international agreement to terminate the war with England after the 2nd World War ended. If Thailand was to dig a canal to link the navigation route, it had to have consent from England.... Later, the Thai government was able to

free from the obligation in 1954...” (Vidyananda, 2003, p. 32). Second, the 9A Route.

(3) Historical and modern reason for cutting through mainland, Nakhon Si Thammarat.

Cutting through Krabi, Trang, Phatthalung, Nakhon Si Thammarat, (Songkhla) with a distance of 110 kilometers (starting at Lanta district in Krabi province, Si Kao district, Wangwiwat, Huai Yod, Ratsada districts in Trang province, Pa Payom district in Phatthalung province, Cha-ud, Ban Phru Kuan Kreng in Hua Sai district of Nakhon Si Thammarat province). The study was conducted during the government of Thaksin Shinawatra in 2002. The study revealed that the benefit would occur in the 49th year since the day the canal digging started. It overthrew the former study, which stated that it could reach the break-even point in the 58th year (Vidyananda, 2003, p. 33). For the problem of when passing Koh Lanta (Yai and islands around Koh Lanta) , it may affect the environment and impact the archipelago around the Krabi area. As for the area of Trang province, it may affect the ecosystem of the bird's nest islands (Kantang, Palian, and Si Kao districts). Regarding Nakhon Si Thammarat, it may impact land mining or fisheries, or sea mining. And third, the 5A Route (cutting through the north of Satun province to the north of Songkhla province) at a distance of 102 kilometers.

Result/Finding

1. Fear of Kra Canal Digging

In the period that there was no idea of the new state or nation, wars between states depended on the army's advantage and deployment to fight and defeat in the proper natural time. Or it can be said that war and peace are compared with a two-sided coin that complements each other. The two of them have been together with a condition to occupy or take up resources of the war defeated state in the imperialism, which took advantage of sea power or navy or fleet. Empirical evidence that could be seen before or after the war was conflicts in trading and the unsymmetrical division of resources. A larger state with more power of deployment through the ancient transportation has the ability to grab the advantage in war and trading, e.g. the cruise ship and the navy of Zheng He that shipped to Wat Phananchoeng during the Krung Si Ayutthaya period.

The ancient Maritime Silk Road and the Silk Road that Marco Polo mentioned were not passing through different kingdoms for trading purposes only, but also the army's security to protect the commercial route or Silk Road. Those were the referred statements in the documents in ancient history. However, in the present time (year 2021), the new silk road is brought back again by China in the name of One Belt One Road both on land and sea. It is visible that the statements above regarding the trading might come before or after the actual wars, which were dependent on the army. It indicates that wars were usually used to be a reason to protect trading routes or to offer or forcefully provide civilization to barbaric states that did not have the same religious beliefs, like the western imperialism during the commercialism. As a leader of civilization, there was pride and domination by the ideas of Christianity that sought to find the kingdoms that were under the occupation of trade imperialism.

Did such statements end in the ancient era and have no continuation with the present world? In this case, the researcher's answer is no because the search to find alliances or inferiors has still been occurring endlessly until nowadays. For example, from Portuguese imperialism to Spanish, to English imperialism, then the 1st and 2nd World War imperialism. It was still continually developed. In the era of free trade by the World Trade Organization (WTO), it was noticed that transportation and fleet were important and able to carry a huge amount of resources. It could be argued that sea transportation in the ancient time plays a tremendous role in the globalization era.

Threat is changing its form and adapts its paradigm to advance incessantly. It is certain that in the vast Suvarnabhumi Peninsula, there are many states that compete to occupy this “geographical point of the region”. Other powerful countries also see the significance of this geopolitics of the Southeast Asian region. It will be elaborated in other sections of this research article. Therefore, the threat of the Siam Kingdom comes from the army deployment through natural routes from nearby states in the region. That means the deployment of the army or royal army through battle strategies by the army that has the horse force as the main force. At the same time, the powers outside the region strengthened their army by the fast fleet to battle in different wars, as appeared in the case of Ror Sor 112 or Franco-Siamese War. The powerful states

such as England or France used their sea powers and efficient fleet to threaten states in the present ASEAN. It indicates that the transportation and movements of resources through maritime transportation have occurred continuously until nowadays. For example, in the other parts of the world, apart from the development of navy and fleet for wars and commercial, there is also the fundraising to dig the canals to connect to the other side of the ocean, e. g. the Panama Canal, Suez Canal, etc. The statements were referred to in order to convince the readers to see the fact that, besides the efficient navigation of the powers, there is also the digging of canals to connect important transportation routes of the world. That suggests that in the near future, in the Southeast Asian region, there will be a huge investment in the link of the seas through canals (9A Route or Modern Thai Canal) or from the Andaman Sea in the Indian Ocean to the Thai Gulf in the ocean that goes towards the South China Sea. Consequently, in the near future, as there will be digging of a canal to link the oceans, the author of this research article calls it “Thai Canal 9A Route (Modern Kra Canal).

2. What benefits? The four powerful countries of the world

What benefits would the US receive if Thailand could compromise the integration of the four powerful countries of the world; World's Mega Power- the US, Regional Power – India, ASEAN - Thailand, Asian Power - China? From the above references, starting from Singapore-Malaysia, they could agree with Thailand as the owner of the project. The joint investment among the countries on the Thai Canal 9A Route (Modern Kra Canal) should be in the investment of “ASEAN Wealth Fund for Thai Canal 9A Route” (including the investors, e. g. the US Fund for the Thai Canal 9A Route, the Indian Fund for the Thai Canal 9A Route, the ASEAN Wealth Fund for the Thai Canal 9A Route, and the Chinese Silk Road Fund for the Thai Canal 9A Route). It is suggested to raise 10,000 million US dollars or more. (304,450.73 million THB (1 USD = 30.4384 THB, 5/3/2564 12:00)). Therefore, it is necessary to distribute the benefits to the members of ASEAN to create alliances on stability and economic and investment commitment. It would bring about trust from each other from the beginning and to share and gain benefits together. The following picture shows the line of the 9A Route, which consists of 2 canal lines.

Each line has four countries in relation to a stable sea transportation system and sustainability. The picture is below:

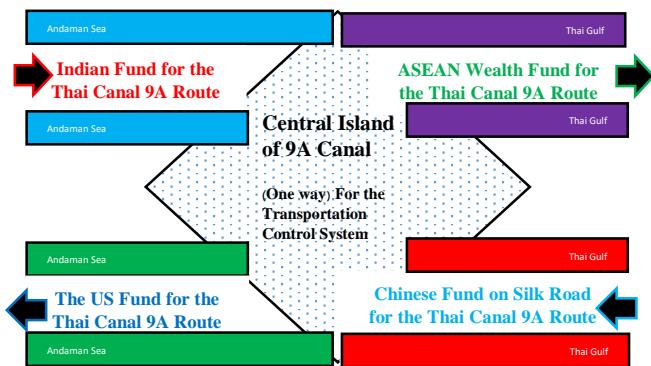


Figure 1 The canal line and power control area and the investment for cooperative wealth by duty-free island to support investment by Thailand and ASEAN as the center of the canal route.

Remarks: The Central Island to control the waterways to link the two coasts will be administered through the joint investment. The main leader was named “Ruam Jai Rak Fund for the Thai Canal 9A Route”, which includes the following alliances: The US Fund for the Thai Canal 9A Route, the Indian Fund for the Thai Canal 9A Route, the ASEAN Wealth Fund for the Thai Canal 9A Route, and the Chinese Silk Road Fund for the Thai Canal 9A Route (link the Andaman Sea -Thai Gulf).

3. Cooperation: Losing national benefits, if there no cooperation in the New Kra Canal Project (the Thai Canal 9A Route)

It is needed to find a shared point on geopolitics analyzed by the decision-making process “to choose or not to choose” the transportation line “Thai Canal 9A Route” to build up peace and security on the sea. When the sea powers are used to link to economic powers, they will enable the “Thai Canal 9A Route (Modern Kra Canal)” to become more than being just the transportation system to connect the Indian Ocean for peace through the Thai sea to China–Japan sea in order to bring cooperative wealth and stability in the region as they share the same spot in geopolitics and support each other. The abovementioned assurance was to find the common point and to reserve the differences on benefits, which may be used to take advantage of geopolitics as the reason

to choose more than not to choose the Thai Canal line that the Thai Parliament has already studied and found that the 9A Route is an appropriate route to dig the canal to link the two coasts.

During the administration of Thaksin Shinawatra’s government, there was a claim for the need to develop and stimulate the Thai economy at the strategic point that focused on the importance of geopolitics center at the sovereignty of the Golden Axe (the south of both Thai Gulf and the Andaman Sea) so as to find a new choice to shorten the shipping route through the Malaka Strait and to avoid the pirates.

Later after the coup d’etat, which was led by General Prayut, the military government, and then the elected government, under the joint political power from the army leader who focused on security and stability as well as considering the smoothness in Thailand’s political regime, rather than the desire to push forward the economic digital, tried every way to find the mega-investment channel, especially on the transportation system and the expansion of the economy to support the AEC economic development as well as building the aviation city network and developing the air transportation at the same time. For the abovementioned reasons, there was the development of the state’s basic structure in different directions. During 2017–2021, there is an attempt from the joint private sectors between Thailand and mainland China to push forward the formation of public policy on the “Thai Canal 9A Route (Modern Kra Canal)”. The idea was agreed by the government at the level of Thai parliament and the private sectors in Thailand and China. They are interested in digging the canal to link the Andaman Sea and the Thai Gulf.

If the 9A Route is selected as the Thai Canal, it will enable the province that has had a long history, like Nakhon Si Thammarat, to be the center point to connect the compact policy and lessen the fear of country separation due to at least the following three reasons. The first reason, Nakhon Si Thammarat province has a long history dating back a thousand years and covers a vast area with unity. The province is also a base for the army. The second reason, the compactness of cultures that is smoothly mixed and continued, has been there for a long time with diverse doctrines and religions since Srivijaya Kingdom to Siam Kingdom and inherited to the present Thailand (year 2021). Therefore, the mixture and harmony of civilization and culture can

create positivity to become the world population who will do business transaction and activities along the canal line of the 9A Route. That will stretch through the provinces that share borders with Nakhon Si Thammarat. The third reason is that the population in Nakhon Si Thammarat and neighboring provinces is sufficient to conduct economic activities as well as being the labor or human resource centers that will learn and participate in the activities all along the canal line of the 9A Route. The above statements were made to analyze the official documents on the Thai Canal 9A Route. The researcher found those problems, whether or not to dig the Thai Canal 9A Route. How can we weigh them? Should the Canal be dug or not? The researcher would like to explain the significant findings in analyzing the phenomenon. Apart from the cost-benefit analysis, there should be the advantage and disadvantage analysis based on the ethical analysis as well (Peter, 2013, pp. 467-470). The study of the Thai Canal (modern era) in this article is that the Thai Canal 9A Route (parallel of the upper 9A line and the lower 9A line) shows the analytical results that focus on the appropriateness and stability. The canal line close to Tab Lamud navy base in Phang-nga province chosen, referred to the remarks of Admiral Ket Santiwetchakul (The cabinet agreed to approve the feasibility study project of Kra Canal to solve the economic and social crisis on October 16, 2001. Later the National Committee agreed to set up the Canal Foundation under the supervision of the National Committee, with the certificate of foundation registration (Mor Nor 3) No. BKK 1220 dated March 5, 2003).

From the book presented by General Somporn Termthongchai (the President of Thai Canal Foundation), it was stated that “... the presented Thai Canal line (KT line) started at Thai Bay, Ban Pakkew, Thachana district in Suratthani, at the mouth of the canal on the Andaman Sea, Chong Koh Kho Khao, Takuapa in Phang-nga province, it can shorten the distance from the Thai Bay to the Andaman Sea by about 800- 1,000 kilometers. The canal size is 200 meters wide and covers the side area of 400 meters, 160 kilometers in length, the depth is ... (11) ... 14 meters. The budget for investment is 222,508 million baht. It can be paid back within 17 years... In addition to the benefits gained from digging the canal to connect the oceans, the Thai Canal line KT will support the stability and the protection of the country’s sea

sovereignty the most. (Admiral Ket Santiwetchakul’s notices). That is because the area is located in the center. It is the base of the regional fleet, navy base, and it can be quickly supported by the units located near the Thai Canal KT line. ... The benefits that Thai people and the country will receive from digging the canal, it will become a new economic route of the world. The Thai Canal project will be able to solve the problems of the three southern provinces. The Thai Canal will become a big waterway to link the two Thai coasts. Regarding the country’s stability, the Thai Canal will strengthen power. Pertaining to the fishery, the project will provide more opportunities for Thai fisheries. The Thai Canal will be able to reduce the poverty area. The Thai Canal will provide more roles for Thailand to gain more benefits. Thailand will produce more oil with lower investment cost than Singapore. The Thai Canal will be able to reduce the cost of freight transportation. The Thai Canal will make the role of Thailand more important. It is able to reduce the problems of greenhouse effect and also support the borderless economics. The benefits that Thailand will receive can be concluded as follows.

... 1) to create more stability for Thailand in terms of the army by increasing roles and sea power for the Thai navy....2) the Thai Canal will be able to develop both sides of the canal lines to be economic and industry towns. ...3) Oil refineries in Thailand will be able to refine oil at lower costs because the crude oil ships which come to Thailand are mostly from the Middle East countries... 4) Laem Chabang seaport will welcome more cargo ships from foreign countries since the expenses and service fees in Thailand can be cheaper than the ones in Singapore. The more important thing is that ships will not have to go around to pass the Strait of Malaka and will be safe from the risk of pirates....5) the Thai Canal can save costs on deep-sea fisheries... and reduce the problems of pirates. ...6) the Thai Canal will enable several areas in provinces located along the canal line to become prosperous....7) the Thai Canal can increase new maritime tourist attractions... 8) the special economic zone on both sides of the canal line will create every type of industries for countries around the world to do business operations on both sides of the Thai canal....9) incomes, for example, from the big tourist cruises that will pass Thailand. . .” (Somporn , 2013, pp. 1-11)

The examples of those who supported the Thai Canal project 9A Route are as follows. First, General Pongthep Thesprateep, a secretary of the Statement Office, supported the idea of digging the Thai canal “... *General Pongthep Thesprateep, a secretary of the Statement Office, revealed that study of the feasibility of the Thai Canal should be seriously taken into account because if the project is implemented, Thailand will become a center of marine commerce in the world, which will bring more benefits to many countries, especially Thailand that has commercial and economy treasures. ... and after the study of the area as well as survey the opinions of people in the southern area, the data will be presented to Prime Minister Gen. Prayut Chan-ocha to go ahead with the project. The Thai Canal 9A Route is considered the most appropriate, based on the studies of the 12 routes and with the less mountain passing line, the digging will not be too difficult. ... ”* (Nitipan, , 2017); Second, Dr. Thanit Sorat, (President of V-Serve Group and the former President of Federation of Thailand Industry presented to Admiral Jummpol Lumpikanon (Deputy Permanent Secretary of Defense Ministry) compared the pros and cons as follows.

Table 1 Points on the Thai Canal Policy to answer Elements of Policy Design, adapted from Table 8.1 of Thomas A. Birkland (Birkland, 2011, p. 231)

Element	Questions to ask	Remark
The goals of the policy To eliminate problems ? To alleviate problems but not entirely eliminate them? To keep problems from getting worse?	What are the goals of the policy? To eliminate problems ? To alleviate problems but not entirely eliminate them? To keep problems from getting worse?	<ul style="list-style-type: none"> - The end goal of the Thai Canal Policy is to dig the Thai Canal 9A Route both upper and lower sides to be in parallel (Vidyananda, 2003, p. 34) - to dig the Thai Canal to limit or reduce the navigation length to pass through the Strait of Malaka - In the case that after being dug the Thai Canal lacks enough motivation relating to economics for ships to pass through the Strait of Malaka to Singapore, the Government should support the following: <ul style="list-style-type: none"> A. Support the border crossing and royal sea law or navigation law e.g. drafting the bill concerning authorized organization to manage the Thai Canal (there is no year, 82 sections, 10 sub-sections) (Jirawiwat, 2016, pp. 177-178). B. Exemption of the Thai Canal crossing fees and facilitation of tax

Element	Questions to ask	Remark
		rate reduction between state/international organizations on customs.
The causal model	What is the causal model? Do we know that if we do X, Y will result? How do we know this? If we don't know, how can we find out?	<ul style="list-style-type: none"> -For the model of the Thai Canal 9A Route, there will be no locks because the levels of both the Andaman and Thai Gulf are not much different. - There may be many independent variables. They are divided into two main types: <ul style="list-style-type: none"> A. Independent variables from the institute/internal organization in the state, e.g. bureaucracy, laws in the state that have to be adjusted so as to correspond to the local administration in the area, etc. B. Independent variables impacted from outside the state such as great sea powers, great nuclear powers, and great powers in the Asian region, influential states in East Asia, terrorist states or states that indirectly support the pirates.
		<ul style="list-style-type: none"> - A referendum from people who live around the affected area of the 9A Route and relevant provinces. It is not only the survey poll, but it should also include the referendum. - Assign the central organization or special institute based on the draft “The Authorized Organization for the Thai Canal Management” (no Buddhist year) (Jirawiwat, 2016, pp. 177-178) to make a decision/collect the referendum information.
The tools of the policy	What tools or instruments will be used to put the policy into effect? Will they be more or less coercive ? Will they rely more on incentives, persuasion, or information? Capacity building?	<ul style="list-style-type: none"> - Select the policy tools based on the policy process in order to provide opportunities for window policy. - Combine the 20-year national strategies with the stability policy to consider naval power based on the significance of sea power. - Take ideas and judgments on econometrics or economics to make a decision on the policy process in the future stages. - Check the money in the Thai government's pocket. <ul style="list-style-type: none"> A. Whether or not investing alone. B. If PPP investment is implemented, is it going to impact the sovereignty and capability to make a decision by Thailand only?

Element	Questions to ask	Remark
		C. Considering the power in the region and nuclear state in the world politics.
The targets of the policy	Whose behavior is supposed to change? Are there direct and indirect targets? Are design choices predicated on our social construction of the target population?	<ul style="list-style-type: none"> - To be based on the collective behavior on harmony since it is necessary to solve the crisis of economic slump and motives to create the treasure of the income from the management of the Thai Canal 9A Route so as to bring it to be used as a welfare for the Thai citizens. - The direct goal of digging the Thai Canal is to stimulate the economy. - The indirect goal of the Thai Canal digging is to take control of the navigation and to become the medium great power of the Thai sea. - Propose to set up a new ministry to supervise the upper 9A route and the lower 9A route.
The implementation of the policy	How will the program be implemented? Who will lay out the implementation system? Will a top-down or bottom-up design be selected? Why?	<ul style="list-style-type: none"> - The implementation of the policy should correspond to the new appointed ministry for the Thai Canal management and integrate with rules and regulations or collaborative work with local institutes-organizations along the 9A canal line. - The safety management should be the top-down process. - The administration based on economy or economics and regional/local public administration should be integrated as not a steep line of command or in flat along with special local public administration organizations after Bangkok and Pattaya. - There should be, build, issue special laws for local public administration organizations for the Thai Canal in a long line so that they will be independent from the regional and local public administration organizations of Krabi, Trang, Nakhon Si Thammarat, and Satun.

Discussion

1. Empirical results: Why do the Thai government pay attention to the cooperation with China more than other countries?

The fear of the US power, which changes from the world police into the gangster leader, the country uses democracy ideology to dominate the weaker countries. When mentioning the US name, it can cause mistrust and fear. In addition, Thailand has a mixed Asian culture and can get along with India and China civilizations more harmoniously. Along the coast, starting from Chonburi to Phuket and Songkhla, there are Hokkian people married to people from different cultures and can harmoniously mix with the locals. That includes the trading and settlement of Indians who have married and lived there since before the Ayutthaya period. There have been settlements of Indians in Bangkok or in the province in the east of Thai Bay, such as Nakhon Si Thammarat, as evidently shown in Buddhism and Indian Brahminis, and free trade civilization during the ancient Srivijaya kingdom. It is obviously seen that both in history and at the present time, Chinese and Indians have mixed with the Siamese and been able to do the trading freely in Thailand.

What answers do the study committee, on behalf of the Thai government, receive? When reviewing the literature and analyzing the documents, it was found that there is a tendency to implement the Thai Canal 9A Route policy as stated in the following reports of the studies, during the ten educational trips in Thailand and nine trips overseas. “... the announcement on the “Thai Canal”, Mr. Khamnuan Chalopathum, the president of the Special Committee, on behalf of the Thai Parliament, delivered a speech entitled “Thai Canal for Peace”. He presented the ideas of “Digging the Thai Canal” (Kra Isthmus) at the Asia Parliament Members Conference on 15- 16 in Chongqing in China. There were representatives from 42 countries in Asia attending. The main message of the conference was that Thailand was going to implement a project to dig a canal to link the Indian Ocean and the Pacific Ocean, which would bring about the new maritime route of the world and also the prosperity of the economics in the Asian region. The new canal will be called the “Thai Canal” so as to be the international name. International investors are invited for joint investment accordingly...” (Special Committee, Secretariat of the Senate, 2004, pp. 33-43). The study team presented the results of the studies and

the reports of the educational visits to Singapore Seaport, Suez Canal (Egypt), Panama Canal (Panama), Sanxia Dam (Hubei, China), Port and Industry City (Shanghai and Suzhou, China), Busan Port (Korea), Yokohama and Kobe Port (Japan), Maka Port (Malaka Strait, Malaysia), Houston Port (Texas, USA) to the Committee and to make a report to present the Thai Canal project.

“... In the international conference on the Thai Canal in September 2017, King Mongkut’s Institute of Technology Ladkrabang (KMITL) by the President of the university, Prof. Dr. Suwatchawee Suwannasawat. On that day, there were Thai and international academics participating in the conference. The summary of the conference was that “The Thai Canal with 135 kilometers in distance if the project is finished, will be able to create jobs for Thai people from all parts of Thailand about 5 million positions.” It is expected that the project will take about four years or 48 months to complete, starting in 2018 to 2021. Interpreting the benefits, Norio Yamamoto, the President of Global Infrastructure Fund Foundation in Japan expressed that finding funds to dig the canal may not be a problem because big banks trust that “the Thai Canal project will be able to make the capital back in 5-6 years”. There is a high possibility that the advantage of the Thai Canal 9A Route will attract the giant cargo ships to get through Thailand. “... the investment as the academics had calculated at 1.2-1.8 trillion baht is worthy. ...” (Thai Canal 9A Route: The Southern Hope – Thai Economy, 2017).

2. Outcome and feasibility: How much opportunity is there for investment in basic structure on digging the canal by following the 9A Route, but has to receive the consent from the former world owner or the new world power or the economic power in Asia?

It is necessary and possible to dig the Thai Canal 9A Route for Thailand because when considering the necessity for Thailand, the project or policy can be implemented to stimulate economic growth. The researcher advocates that the Thai Canal 9A Route should be weighed and showed the results.

From the abovementioned reasons, the author thinks that Thailand is able to employ diplomatic capability and international negotiations to eradicate the obstacles arising from the fear like “to bring the enemy into the house”. That is how much opportunity there is for investment in basic

structure on digging the canal by following the 9A Route, but having to receive the consent from the former world power (USA) or the new world power (China) or the economic power in Asia (Japan). After the researcher reviewed the literature and weighed the factors, it is proposed that Thailand should dig the Modern Thai Canal. The Thai leader, as well as the Thai Ministry of Foreign Affairs, should show talents in their diplomatic skills to balance the modern powers instead of seeing them as a threat. Therefore, the researcher has summarized the pros and cons as follows.

Table 2 The assessment of the pros and cons of the 9A Route (Chankingthong; Chankingthong et al., 2016, pp. 24-25; 33-34)

Advantages of the Thai Canal Project	Disadvantages of the Thai Canal Project
The location is the center of the southern part of Thailand. It is between Myanmar, at the end of Malayu cape, and Singapore. There is no problem with security. (It is about 700 km from the Myanmar border and about 700 km from Singapore.)	The 9A route covers about 120 km. The 2 route is about 92 km. The 5A route is about 102 km and The 7A route is about 105 km.
In terms of geopolitics, around the canal area, most of the population are Buddhist Thais, about 95%, including the southern area of the canal. As the majority are Buddhists, the country separation from outsiders is not easy.	Part of the canal, about 10 km, will pass through the mountain range in Nakhon Si Thammarat and also some areas in Phru Kuan Kreng. If the management is not effective, it may cause environmental problems.
Basic structure is ready such as Thungsong Cement Plant (eight million tons production capacity and land transportation center, including four main land lines and two rail lines) and air transportation (there are three airports nearby).	It is unable to build a seaport. Part of Phru Kuan Kreng area has to be developed to become Port of Kreng to avoid the Thai Bay storms.
There are freshwater resources sufficient to support the canal digging. The department of irrigation should be the main planner and supplier of water.	-

Advantages of the Thai Canal Project	Disadvantages of the Thai Canal Project
There is a potential to develop the land to become new towns, special economic zones, and the three vast areas that can be developed: both sides of the canal banks and the center of the canal.	-
The density of the population is not high, and the transport and removal costs are less. The water levels of the two seas are about 25 centimeters different.	-
People living along the canal line, including those who are under the supervisions of 23 local administration organizations, will be supported and take part in the design of the 9A Route. They have had 15 meetings.	-
The navy is able to move the ship power back and forth between the Andaman Sea and the Thai Bay comfortably. It does not have to pass the foreign waterways and depend on the foreign maintenance from other ports overseas. In general, when the Royal Thai Navy wants to move the ships, they have to depend on the ports of Malaysia and Singapore.	The Thai Canal will be an obstacle and lessen the mobility of the maintenance support to mobilize the army to cross the canal, particularly during the war time or crisis. In addition, there are risks of terrorists and being attacked by air.
When Thailand face a crisis, it may receive assistance by ship powers or support with equipment from neighboring countries more quickly by using the Thai Canal as the carriage line.	The canal digging may provide opportunities for terrorists as well as the idea of separation, which may get support from outside the country.
The Thai navy has freedom to be out in the royal sea and has more options to do so if the Thai Bay is besieged, no matter if it is during wars or relation problems with neighboring countries.	The government may increase more budgets to develop the army to protect this strategic point. However, the main protection should come from the support of the alliance countries in order to protect

Advantages of the Thai Canal Project	Disadvantages of the Thai Canal Project
	the mutual benefits.

3. Not “to bring the enemy into the house” but, the Thai Canal 9A Route will develop Thailand economy extremely rapidly.

The researcher presents the reasons why we have to be fearful of the separatism or the idiom “to bring the enemy into the house” as we know that the Thai Canal 9A Route will enable Thailand to develop its economy extremely rapidly. (Many more times than other projects located on the eastern coasts or Rayong province, more than ten years ago). Furthermore, the distance to dig the canal is more feasible if Nakhon Si Thammarat province is selected to become the main link to control different aspects, especially the losing of security. It is suggested that if the Suez Canal can be dug to shorten the waterway route (Schonfield, 1952, p. 41), it could be done with the Thai Canal as well. From the push or from the “proactive and resistance” of the need on the Thai Canal Policy, it is supported that the Thai Canal 9A Route should be selected in the early stages of the policy process.

From the abovementioned reasons, we should utilize various powers to make a balance of other powers because Thailand has to maintain the balance of international politics from digging the Thai Canal 9A Route. It could be done by inviting the great powerful country in the Indian Ocean like India and also the new world power like China, and the Asian economic power like Japan to become a bridge to peace based on the mutual benefits on international transportation and trading that the US, the great power, will also indirectly receive the benefits.

Suggestion

The Existing Threat: How can we manage the national benefits to correspond with the benefits of the great powers?

First of all, what makes Thailand or the leaders of Thailand fear will be discussed (regarding the Thai Canal 9A Route policy process). What are the fears? Why are they fearful? What experiences made them fear? The researcher

would like to explain the different fears as follows. The first fear is the fear that Thailand will not have the Sea Power and the significance to the world strategy because it is the gate to block the Indian Ocean and the Pacific Ocean. (Special Committee, Secretariat of the Senate, 2004, pp. 109-110). The second fear is the fear of natural disaster and the mismanagement of the Thai Canal project, e.g. the fear concerning the inability to handle great earthquakes that may occur at Ranong-Klong Marui Fault and the possibility of the management of the earthquake along the canal line or relevant provinces (Special Committee, Secretariat of the Senate, 2004, p. 79). If the digging of the canal is not strong enough and does not follow engineering and hydrography, as well as the inability to handle the power of geology stress in this area, it may affect the management of the natural disaster, e.g. saltwater may flow into the cultivated area, environment, etc. In addition, the Policy should have good governance (Rhodes, Carmichael et al., 2011, p. 26). Regarding the third fear, there may be the “bringing of the enemy into the house”. It is obvious that Siam was afraid to invest in the Kra Canal because of the “fear”. It is like inviting the enemy into the house. Siam did not want to bring nuclear power to create wars in the region like the last era war or Apocalypse (McNamara, 2008, p. 177). Thailand does not want to accelerate the decision process to enter the wars of the great powers in any issues nearby Thailand. The country tried to use diplomatic negotiation techniques or use soft power to deal with the great nuclear power like the US, which always uses strong power (Mead, 2008, pp. 142-145) or Sticky Power. Globalization could be a blessing or a curse (Kegley Jr. and Blanton, 2013, p. 497); free trade was not really free. (Is Free Trade Fair Trade?) (McKenna and Feingold, 2007, pp. 298-307). In the world of international politics, power could be on any side. History always provides significant lessons. Siam has a negative memory from the experiences of Gunboat diplomacy (Kegley Jr. and Blanton, 2013, p. 263), in which Siam was oppressed in different crises, for example, the Pak Nam Crisis.

Due to the fact that Southeast Asia is full of resources and the communities that are fertile in terms of geopolitics, the digging of the modern Thai Canal, imperialism and the great, medium powers like the US and China should be taken into considerations. The aforementioned statements considered the formation of the long-time policy

process. It was clear that problems to mobilize the policy process continued from the problems formed in the Policy Process, e.g. the application of Kantian ethics in the policy (Chandler, 2017, p. 70). The fourth fear is the fear of failure from the “Siamese Talk Diplomacy”. The fear of lessons that the country learned from the experiences of being inferior when defeated in the war and the cheat of the two-pointed tongue diplomacy or the Siamese Talk Diplomacy. It might not be able to bring back and use in all periods if we were a small piece in the international economic and political chessboard. It can be stated that the fear from the negotiation of provoking the war status with England. “... when the 2nd World War ended, Thailand had to enter into an agreement to terminate the war status with England. In Section 7 of the agreement, the main point was not to allow the Thai Government (Siam) to dig a canal to connect the Indian Ocean and the Thai Bay without consent from the Government of England. It reiterated the importance of this maritime route. However, the agreement was terminated in 1954. After that, the Thai Government took the idea into consideration several times, starting from the journal of Mr. Preedee Panomyong, and it has often been taken into account since then by various governments... The government of Colonel Dr. Thaksin Shinawatra agreed to conduct a feasibility study of the Kra Canal again for the benefits of the economic and social crisis solution. The Special Committee for the feasibility study of the Kra Canal, Senate 2000 reported to the Senate, calling the canal “Thai Canal”, and the Senate unanimously agreed to dig the Thai Canal 9A Route on June 24, 2005...” (Jirawiwat, 2016, pp. 177-178) From that approval, it appeared concretely in the following years, e.g. Authorized Organization for Thai Canal Management (No year, 82 sections, 10 parts). Thailand has to learn from history regarding the cheating of national sovereignty if the country had to do the joint venture with other countries/corporations/international monetary organizations. “...if the government made a decision to implement the Thai Canal project, we should learn the historical lessons of Egypt and study the management system of Panama to be the guidelines to prepare the laws to be enforced with the Thai Canal accordingly...” (Jirawiwat, 2016, pp. 194-254). Thai people have been waiting for this since the reign of King Narai the Great until the present,

for more than 340 years. We will have to consider the next policy process with extreme caution.

Conclusion and summary of the Thai Canal 9A Route

From the poll of May 20, 2017, by Prince of Songkhla University pertaining to the opinions on the Thai Canal 9A Route, it was found that 1337 people agreed (76 per cent), 422 people disagreed (24 per cent) (Prince of Songkhla University Poll, 2017, pp. 1-3). It is evident that the Thai Canal 9A Route has been highly supported. The author has also agreed and supported the above Thai Canal 9A Route project (Poll Results, May 20, 2017). From the survey and document analysis, it was found that the reason not to dig the Thai Canal 9A or the former Kra Canal or other canal routes to connect the two ocean coasts was due to the reason of international security. In addition, the reason of separation under the axe handle was the main factor after the attempt to protect the sea benefits in Southeast Asia from the great power like the US. They are points to be considered and analyzed. The summary of the most important problem to be able to implement “the Modern Thai Canal 9A Route” should receive consensus from the international politics, which has the US as the main factor. There will be an encounter with the new economic power like China, which supports and encourages the formation of the policy in the following stages so that there will be the mega projects of investment on “the Modern Thai Canal 9A”. That means, if Thailand, as a sovereignty state, has to harmonize the interests between these great powers, Thailand has to wisely implement the “New Thai Canal 9A Route” project. The researcher suggests that India, a great power in Asia, should be invited to join the mutual benefits through the four joint ventures, which includes the USA (World power), India (Regional Power), Thailand (ASEAN), and China (Asia Power). The four relations is suggested for the Modern Thai Canal 9A Route. The first relation is with China (Asia). The second relation is with India (Region). The third relation is Thailand (ASEAN), with Thailand as the representative to dig the Thai Canal 9A Route, and the fourth relation is with the US (World Power).

From the abovementioned reasons since the first page, the advantages and disadvantages of public policy process on the formation of the Thai Canal can be explained as follows. What does Thailand want from the formation and the problems

and/or needs of the Thai Canal? From the needs of Kra Canal to link the Andaman Sea with Thai Gulf at Kra Isthmus in Ranong province adapted/changed to the Thai Canal (Other numbers and 9A route both upper and lower), it appears that many sectors have agreed for the Thai Government to choose the formation of the policy process. The Thai Canal 9A Route has been the priority from several canal routes (for example, 2A Route from Ban Rajakrood in Lang Suan district of Chumporn province, the 5A Route starting from Satun to Songkhla, the 7A Route starting from Trang to Songkhla). The government sector has to take proactive roles to mobilize the policy (to link the Andaman Sea-Thai Gulf).

The researcher would like to provide some suggestions for future research studies related to other disciplines by the following three conclusions. First, why does the digging of the Modern Thai Canal have to pass through different provinces in the southern part and based on the line that passes Nakhon Si Thammarat province? The answer is “if the reason is concerned with national security as the main part” (the army and security units will have to adapt to become a new military to work with alliance powers along the Modern Thai Canal (9A Route)). How can they adjust regarding the security? Second, in terms of political economy, there will be more positive impacts than negative impacts. It is appropriate to dig the Modern Thai Canal for the wealthy economy and prosperity. In addition, Special Local Public Administration Organization after Bangkok/Pattaya should be set up to help mobilize the huge bureaucratic mechanism along the 9A Route (How can regional offices and local offices adapt? e.g. tax method and the use of tax to benefit everyone involved). Third, the reason why the digging of the Modern Thai Canal should consider the international relation context and the powers of the powerful countries to be based on the good governance of the Thai Canal management to create security in the Asian region (How can the Ministry of Foreign Affairs and the consulates adapt the administration so as to benefit most from the Modern Thai Canal 9A Route and compromise the balance spot of powers among the great powers and the world economic mobilization joint team? For resources and international labors, how can central laws and provincial regulations be adjusted? Forth, this reason has a high possibility. There should be a preparation for the management of possible earthquakes along the related canal lines

so as to handle the basic construction of the Thai Canal line that passes Ranong-Klong Marui Fault. (The responsible units related to earthquakes should integrate the knowledge of management if an earthquake resulting from Ranong- Klong Marui Fault occurs as well as know-how of the evacuation).

From the above four summaries, it can be concluded that the formation of the Thai Canal 9A Route policy is in the early stage of the successful or failure policy process before moving forward to the next stages. Thailand is located in the strategic spot and a center of aviation hub in the region. It is noted that the great power like the US has used main airports in Thailand to fight in the Indochina wars. It is not surprising given that Thailand is located in the geopolitical spot, which is surrounded by the Andaman Sea and the Thai Gulf and affects the maritime transportations in the Indian Ocean and the Pacific Ocean respectively. From the international economics and politics, Thailand should take canals or waterways from different parts of the world as the lessons to learn from in order to manage the Thai Canal with good governance. Thailand should prevent nuclear powers or the medium-size powers in the region to use other principles which do not correspond with the wealth as the owner of the sovereignty of the Thai Canal 9A Route. It should work with the international armies to help integrate and supervise the security in maritime navigation, which corresponds to the protection of Thailand's national benefits.

With the agreement from the organization, the Senate unanimously voted to dig the Thai Canal 9A Route on June 24, 2005 (Jirawiwat, 2016, pp. 177-178), and the information stated earlier until this conclusive section, the author of this research article is confident that “the selection of 9A Route” has been done with care and with long time consideration since the Ayutthaya period. However, it has not yet started. The researcher suggested that the 9A Route (both the upper and lower lines) should have at least four funds from the four great powerful countries. In addition, it is suggested that the traffic in the Thai Canal should be constructed in parallel ways for safety reasons of the transportation, be the perfect fit, and create wealth and security for the country. That is, “There should be no fear of separation problems at the Axe Handle”. Instead, it should support the strength of Thailand, especially in the economy and with the achievement in the development of societies and

communities along the canal line. As a result, the Thai citizens will prosper from the income of the Thai Canal management with good governance. Therefore, the Thai Canal 9A Route will be able to create wealth and well-being for Thailand and hand over opportunities for cooperation in transportation for peace. It also provides opportunities for world citizens to take part in the advancement of the shortcut of transportation and can shorten travel time. Under the four funds that the researcher suggested, it can create mutual benefits for Thailand as well as other countries by the economic integration through the main four funds for the “Thai Canal 9A Route” (US Fund for the Thai Canal 9A Route, Indian Fund for the Thai Canal 9A Route, ASEAN Wealth Fund for the Thai Canal 9A Route, and Chinese Silk Road Fund for the Thai Canal 9A Route).

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Faculty of Humanities & Social Science,
Phranakhon Si Ayutthaya Rajabhat University,
Phranakhon Si Ayutthaya, Thailand.

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