

# สารนิพนธ์

## THESIS ABSTRACTS

### "The Control of Trucks in Public Transportation"

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This thesis deals with the control of trucks which are licensed to operate for remuneration but which follow no definite routes. It deals particularly with those trucks which, with freight, exceed 2,000 kilograms in weight. The control of these vehicles comes within the jurisdiction of the Department of Land Transport of the Ministry of Communications, and the major tool of control is the Transport Act of B.E. 2497.

Control is exercised over motor carriers, drivers and vehicles in regard to licensing, vehicle registration and taxation, road — worthiness inspection, and other regulations.

The major findings and recommendations of the thesis are as follows:

1. The number of trucks engaged in public transportation has increased rapidly, and this has brought about new problems which need to be tackled; included is the need for greater uniformity of maintenance and better standards of service.

2. The Transport Act should be revised to deal more specifically with land transport at the same time the Department of Land Transport needs to be expanded beyond its present three divisions. Currently its personnel and administrative resources are inadequate for the task.

a. Inspection of the road — worthiness of vehicles has not been fully effective because of (a) a shortage of mobile inspection units for the provinces and (b) vehicle inspection only once a year.

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b. The area in which enforcement of regulations is most difficult is in speed limits.

3. A Public Relations Unit should be established within the Department to enable motor carriers to understand better the activities of the Department. Because of misunderstanding, many carriers currently ignore registration regulations.

4. The major problems of efficiency in the control of trucks in public transportation are as follows:

a. Vehicle registration and taxation remain in the hands of the Police Department. Therefore all activities of control cannot be coordinated within the Department of Land Transport. If it is presently impossible to transfer these duties to the Land Transport Department, greater cooperation and coordination between the two departments should be attempted.

b. The type of insurance for public vehicles specified in the Transport Act covers only the life of third parties and has no provision for the protection of property. Because of these and other defects, the insurance is ineffective in practice. It is recommended that the subcommittee which is revising the Transport Act study current insurance legislation being drafted by the Ministry of Economic Affairs.

c. There is a complete lack of cooperation between carriers in following the freight rates outlined by the Department of Land Transport. Establishment of a committee comprised of representative from concerned agencies would facilitate better cooperation.

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(ภาษาไทย 93 หน้า)

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