
Chapter 4

Public Participation and Public Relations

4.1 Introduction

Public Participation is a process in which the public or stakeholders have the opportunity to express their views and exchange information and comments in order to seek out suitable and mutually acceptable options, and to make decisions for projects. All parties involved should be involved in this process from the outset in order to gain understanding, awareness and knowledge. Joint modification of the project will be beneficial to all parties. The process of project participation is a tool that enables consultation and public participation in the study prior to implementation and assesses the positive and negative impacts in all aspects that may arise from developments. In addition, participation from the public or stakeholders will help strengthen the decision-making process when considering directions for sustainable project developments, and will ultimately lead to community and public acceptance.

4.2 Objectives

- 1) To allow the public, stakeholders, and various sectors to participate in proposing concerns and EHIA guidelines and to ensure that the EHIA is as comprehensive as possible.
- 2) To disclose project documents specifying the background, necessity, process, and guidelines for project implementation, and to present preliminary information about factors that may impact the environment and health, draft proposals for EHIA scope and guidelines, and draft environmental measures for stakeholders and the public to be informed and share comments.

In the EHIA stakeholder and public consultation process, public communication channels must be established to disseminate project information, project participation activities, and to provide opportunities for people who may be impacted by the project, various agencies in the public and private sector, private development organizations, and the general public interested in the project to participate in sharing their comments, information, arguments, or suggestions related to project operations. The project referenced the **Guidelines for Public Participation in the Procedure of Providing an Environmental Impact Assessment Report from the Office of Natural Resources and Environmental Policy and Planning 2019** and the **Guidelines for Public Consultations under Section 58 of the Constitution of the Kingdom of Thailand 2017**, with procedures as shown in Figure 4.2-1

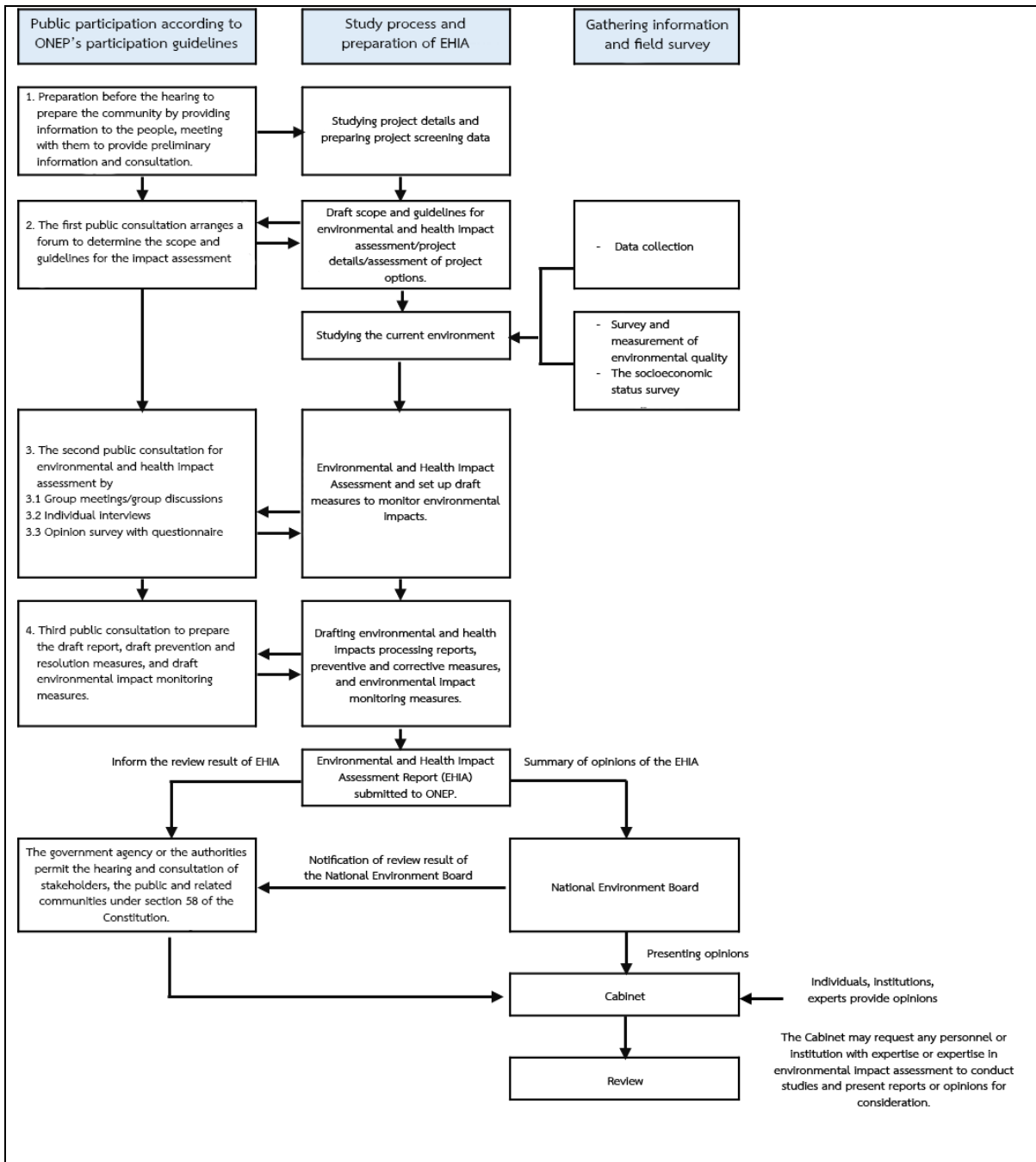


Figure 4.2-1 Procedures for public participation in environmental and health impact assessments (EHIA) in accordance with the Guidelines for Public Consultations under Section 58 of the Constitution of the Kingdom of Thailand 2017

4.3 Expected Results

1) Related agencies and stakeholders will have the opportunity to share their comments and suggestions for implementation in the ERIA and to establish environmental impact prevention and resolution measures.

2) Having a shared learning process between various social sectors in project development through public participation and public relations.

3) Building a good image for the Thai Royal Navy and Eastern Economic Corridor Office of Thailand, as the implementation of project developments at various phases with the minimal impacts on the environment, society, and health will show determination.

4.4 Project Study Area

To define the scope of the study area, consider the perimeters of the following areas:

1) The physical scope of the study area covers the U-Tapao International Airport vicinity and areas surrounding the U-Tapao International Airport perimeters, within 6 km to the east and west and 10 km to the north and south.

2) The administrative scope covers 2 provinces: Rayong, consisting of some parts of Ban Chang District and Mueang Rayong District, and Chonburi, consisting of some parts of Bang Lamung District and Sattahip District, with details as shown in **Table 4.4-1** and **Figure 4.4-1**.

Table 4.4-1 Areas for conducting public participation activities for the project, classified by administrative scope

Province	District	Subdistrict	Village/Community
1) Rayong	1) Ban Chang	1) Phala	1) Village No. 1 Ban Khao Khrok Tabak
			2) Village No. 2, Ban KM.16
			3) Village No. 4, Ban Khlong Sai
			4) Village No. 5, Ban Phala
			5) Eastern - Nong Muang Community
			6) Village No. 6, Ban Takat
			7) Village No. 7, Ban Khlong Sai Mai
		2) Sam Nak Thon	1) Village No. 1 Ban Sam Nak Thon
			2) Sam Nak Thon Community 1
			3) Sam Nak Thon Community 2
			4) Sam Nak Thon Community 3
			5) Phetlada Village
			6) Chuen Suk Village
			7) Chuen Suk Village, Soi Thesaban 25
			8) Chuen Suk Village, Soi Thesaban 32 A
			9) Village No. 2, Ban Chak Mak
			10) Village No. 3, Ban Sa Kaeo
			11) Sa Kaeo Community 1
			12) Sa Kaeo Community 2

Table 4.4-1 Areas for conducting public participation activities for the project, classified by administrative scope

Province	District	Subdistrict	Village/Community
			13) Village No. 4, Ban Khlong Bang Phai

Table 4.4-1 Areas for conducting public participation activities for the project, classified by administrative scope

Province	District	Subdistrict	Village/Community
			14) Rinsiri Village 3
			15) Rinsiri Village 4
			16) Chaiyapruet Ville Village
			17) Punyapat Village
			18) Country Home Aviation Village
			19) Village No. 5, Ban Yai Ra
			20) Yai Ra Community 1
			21) Yai Ra Community 2
			22) Yai Ra Community 3
			23) Village No. 6, Ban Khao Khlok
			24) Khao Khlok Community 1
			25) Khao Khlok Community 2
			26) Village No. 7, Ban Nong Takhian
			27) Village No. 8, Ban Cherng Khao
		3) Ban Chang	1) Ban Noen Kraprok Community
			2) Ban Chang - Phala Community
			3) Wat Khiri Pawanaram Community
			4) East Noen Kraprok Community, Prachummit
			5) Wat Ban Chang Community
			6) Eastern - Nong Muang Community
			7) Ming Mongkol Community
			8) Jor Koo Community
			9) Wirat Phatthana Department Store Community
			10) Dong Dang Community
			11) Ruam Mitr Community
			12) Health Park Community
			13) Taiwa Community
			14) Dao Pitak Community
			15) Fa Si Thong Community
			16) Ruam Chom View Noen Kraprok Community
			17) Pokpong Sataban Community
			18) Thep Mongkol Community
			19) Mathurot Community
			20) Samakkhi Nam Chai Community
			21) Village No. 1, Ban Noen Kraprok Bon
			22) Village No. 2, Ban Prachummit
			23) Village No. 3, Ban Noen Samre
			24) Village No. 4, Ban Phayun
			25) Village No. 6, Ban Noen Kraprok Lang
			26) Village No. 7, Ban Phudon Huai Mahat

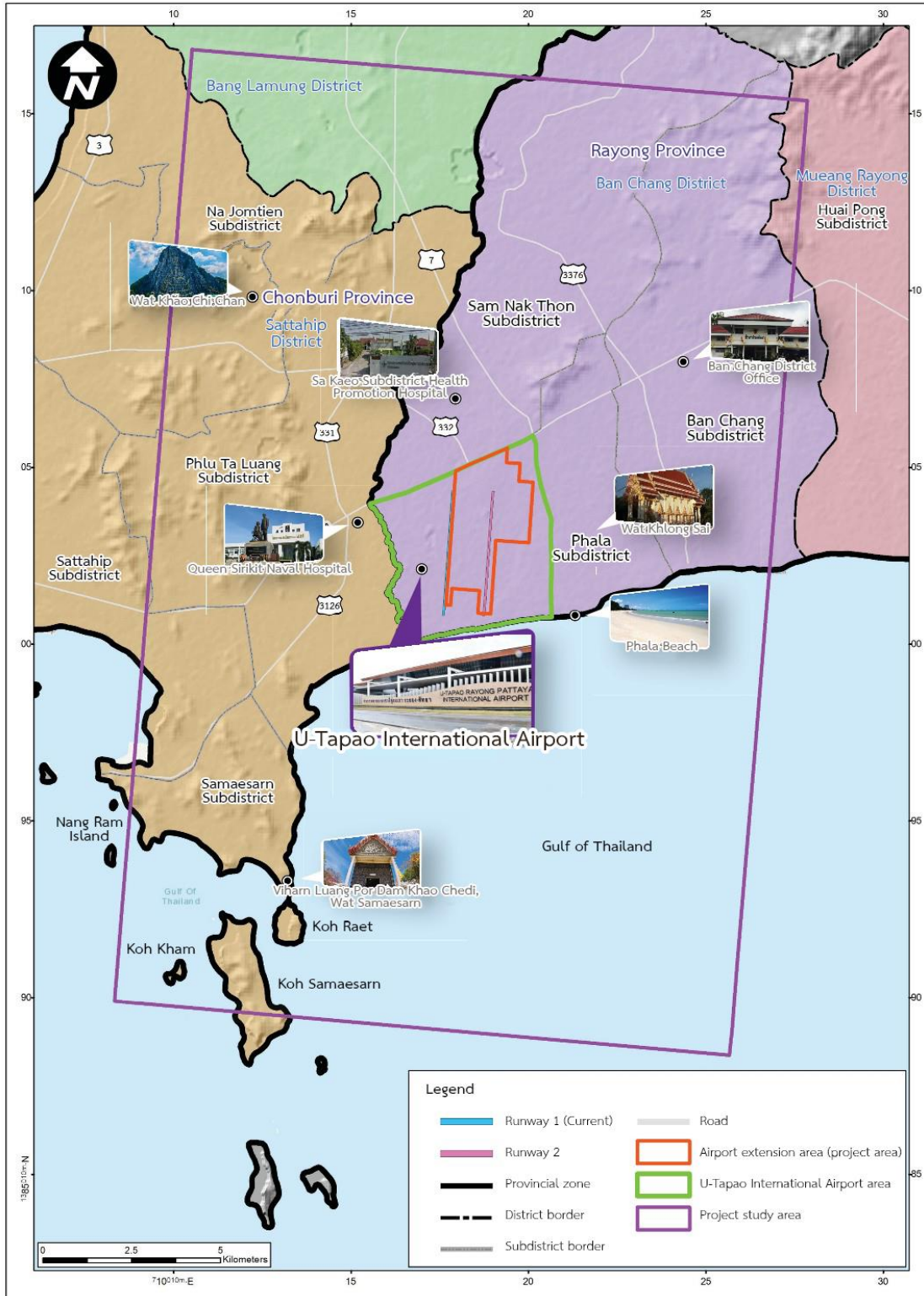
Table 4.4-1 Areas for conducting public participation activities for the project, classified by administrative scope

Province	District	Subdistrict	Village/Community
	2) Mueang Rayong	4) Huai Pong	1) Soi Khiri Community
			2) Chak Luk Ya Community – East side

Table 4.4-1 Areas for conducting public participation activities for the project, classified by administrative scope

Province	District	Subdistrict	Village/Community	
2) Chonburi	3) Bang Lamung	5) Huai Yai	1) Village No. 8, Ban Thung Lahan	
			2) Village No. 10, Ban Nong Chak Ngaeo	
			3) Village No. 11, Ban Map Fakthong	
			4) Village No. 13, Ban Nong Phakkut	
			5) Map Fakthong Community	
	4) Sattahip	6) Na Jomtien	6) Na Jomtien	1) Rong Si Community
				2) Khao Chi Chan Community
		7) Bang Sare	7) Bang Sare	1) Village No. 6, Ban Khao Krating Community
				2) Village No. 7, Ban Nong Hin Community
				3) Village No. 11, Ban Khong Wanphen Community
		8) Phlu Ta Luang	8) Phlu Ta Luang	1) Village No. 1, Ban Phlu Ta Luang
				2) Village No. 2, Ban Khalot
				3) Village No. 3, Ban Khlong Phai
				4) Village No. 4, Ban Khlong Phlu Ta Luang
				5) Village No. 5, Ban Khao Bai Si
				6) Village No. 6, Ban Khao Taback
				7) Village No. 7, Ban Nong Ya Noi
		9) Sattahip	9) Sattahip	1) Juk Samet Community, Village No. 2
				2) Dongtan Community, Village No. 2
		10) Samaesarn	10) Samaesarn	1) Village No. 1, Ban Chong Samaesarn
2) Village No. 2, Ban Nong Nam Khem				
3) Village No. 3, Ban Hua Laem				
4) Village No. 4, Ban Nong Krachong				
2 Provinces	4 Districts	10 Subdistricts	87 Villages/Communities	

Note: Data compiled by United Analyst and Engineering Consultants Co., Ltd., 2020



Source: United Analyst and Engineering Consultants Co., Ltd., 2021

Figure 4.4-1 Areas for conducting public participation project activities classified by administrative scope

4.5 Stakeholder Identification

The target groups or stakeholders involved in the project impact assessment have been determined based on the nature and magnitude of the potential impacts from project developments in both the construction phase and operation phase. It was found that activities and potential impacts from project developments will mostly occur only in the project area or in the nearby vicinities. Stakeholder groups are also determined based on roles and responsibilities, as well as persons who may be impacted by the project. In this regard, the stakeholder groups can be classified by the nature of the project activities, as shown in Table 4.5-1

Table 4.5-1 Analysis and classification of stakeholder groups in relation to impacts from the Runway and Taxiway 2 Construction Project

Impact from Project Activities		Nature of Impact	Stakeholder Groups
Impact of operations during the construction phase with related activities, including:			
1.	Relocation of public utilities - Public utility systems that require relocation - The size and importance of the system - Relocation time	<ul style="list-style-type: none"> ▪ Meteorology and air quality ▪ Noise ▪ Vibrations ▪ Waste management ▪ Land use ▪ Public facilities and utilities (water, electricity, communications) ▪ Socio-economic drainage and flooding prevention systems ▪ Occupational health and safety 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Public health authorities, namely subdistrict health promotion hospitals and public health service centers in the area, including nearby hospitals. ▪ Rayong/Chonburi Public Works and Town & Country Planning ▪ Safety authorities, namely the Rayong/Chonburi Provincial Disaster Prevention and Mitigation, CDV groups ▪ Royal Thai Navy ▪ U-Tapao Airport Company Limited
2	Land reclamation - Soil/sand sources - Soil/sand types and properties - Reclamation activities using backhoes and road rollers	<ul style="list-style-type: none"> ▪ Topography ▪ Meteorology and air quality ▪ Noise ▪ Vibrations ▪ Soil resources ▪ Surface water hydrology ▪ Surface water quality ▪ Marine water quality ▪ Terrain ecology ▪ Aquatic ecology ▪ Waste management ▪ Drainage and flooding prevention systems ▪ Public health 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Public health authorities, namely subdistrict health promotion hospitals and public health service centers in the area, including nearby hospitals. ▪ Rayong/Chonburi Natural Resources and Environment / NEV / Regional Environment Office 13 ▪ Safety authorities, namely the Rayong/Chonburi Provincial Disaster

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Impact from Project Activities		Nature of Impact	Stakeholder Groups
		<ul style="list-style-type: none"> ▪ Occupational health and safety ▪ Attractions and sightseeing ▪ Archaeological and historical sites 	Prevention and Mitigation, CDV groups
3	Transportation of construction materials/soil and sand/workers - Transportation routes - Type of vehicle used - Number of transportation trips - Transportation time	<ul style="list-style-type: none"> ▪ Meteorology and air quality ▪ Noise ▪ Vibrations ▪ Transportation ▪ Public health ▪ Occupational health and safety ▪ Attractions and sightseeing ▪ Archaeological and historical sites 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Communities along transport routes (land) ▪ Communities along transport routes (water) ▪ Public health authorities, namely subdistrict health promotion hospitals and public health service centers in the area, including nearby hospitals. ▪ Rayong/Chonburi Natural Resources and Environment / NEV / Regional Environment Office 13 ▪ Land transportation authorities, namely the Rayong/Chonburi Highway District, Rayong/Chonburi Rural Road Office, police stations with jurisdiction in the study area, and community police/traffic volunteers ▪ Safety authorities, namely the Rayong/Chonburi Provincial Disaster Prevention and Mitigation, CDV groups ▪ Royal Thai Navy ▪ U-Tapao Airport Company Limited ▪ Authorities/associations related to maritime/fisheries ▪ Authorities/associations related to tourism
4	Building the project construction office - Location of the construction office - Number of construction workers (non-residential) - Management/maintenance of the project construction office	<ul style="list-style-type: none"> ▪ Meteorology and air quality ▪ Noise ▪ Vibrations ▪ Surface water hydrology ▪ Surface water quality ▪ Marine water quality ▪ Aquatic ecology ▪ Waste management ▪ Public health 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Public health authorities, namely subdistrict health promotion hospitals and public health service centers in the area, including nearby hospitals. ▪ Local administrative

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Impact from Project Activities		Nature of Impact	Stakeholder Groups
			organizations/authorities responsible for waste/refuse management
5	Construction/machinery use - Machine type and classification - Work standards	<ul style="list-style-type: none"> ▪ Meteorology and air quality ▪ Noise ▪ Vibrations ▪ Public health ▪ Occupational health and safety 	<ul style="list-style-type: none"> ▪ Rayong/Chonburi Natural Resources and Environment / NEV / Regional Environment Office 13 ▪ Safety authorities, namely the Rayong/Chonburi Provincial Disaster Prevention and Mitigation, CDV groups ▪ Royal Thai Navy ▪ U-Tapao Airport Company Limited

Table 4.5-1 Analysis and classification of stakeholder groups in relation to impacts from the Runway and Taxiway 2 Construction Project

Impact from Project Activities		Nature of Impact	Stakeholder Groups
5.1	Water for utilization-consumption and construction - Water sources for construction - Water sources for project office - Amount of water used	<ul style="list-style-type: none"> ▪ Surface water quality ▪ Public facilities and utilities (water, electricity, communications) ▪ Public health ▪ Occupational health and safety 	<ul style="list-style-type: none"> ▪ Royal Thai Navy ▪ Eastern Water Resources Development and Management Public Company Limited
5.2	Electricity use for construction - Power sources - Demand for electricity	<ul style="list-style-type: none"> ▪ Public facilities and utilities (water, electricity, communications) 	<ul style="list-style-type: none"> ▪ Royal Thai Navy ▪ B.Grimm Power Public Company Limited
5.3	Wastewater/effluent management - Wastewater/effluent from the project construction office - Wastewater/effluent from construction	<ul style="list-style-type: none"> ▪ Surface water quality ▪ Groundwater quality ▪ Marine water quality ▪ Aquatic ecology ▪ Waste management ▪ Public health 	<ul style="list-style-type: none"> ▪ Environmental authorities, namely Rayong/Chonburi Natural Resources and Environment / NEV / Regional Environment Office 13 ▪ Marine and Coastal Resources 1 and 2
5.4	Solid waste and refuse management - Type, quantity, and management of solid waste from the project construction office - Type, quantity, and management of solid waste from construction activities - Type, quantity, and management of hazardous/nonhazardous waste from the project construction office - Type, quantity, and management of hazardous/nonhazardous waste from the construction activities	<ul style="list-style-type: none"> ▪ Surface water quality ▪ Groundwater quality ▪ Marine water quality ▪ Aquatic ecology ▪ Waste management ▪ Public health 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Rayong/Chonburi Natural Resources and Environment / NEV / Regional Environment Office 13 ▪ Public health authorities, namely subdistrict health promotion hospitals and public health service centers in the area, including nearby hospitals. ▪ Local administrative organizations/authorities responsible for waste/refuse management
6	Runway and Taxiway 2 Testing	<ul style="list-style-type: none"> ▪ Noise ▪ Vibrations 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the

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Impact from Project Activities	Nature of Impact	Stakeholder Groups
- Checking the strength of the runway and taxiway.		east and west of the U-Tapao International Airport perimeter) <ul style="list-style-type: none"> ▪ Rayong/Chonburi Natural Resources and Environment / NEV / Regional Environment Office 13 ▪ Royal Thai Navy ▪ U-Tapao Airport Company Limited ▪ Civil Aviation Authority of Thailand ▪ Safety authorities, namely the Rayong/Chonburi Provincial Disaster Prevention and Mitigation, CDV groups

Table 4.5-1 Analysis and classification of stakeholder groups in relation to impacts from the Runway and Taxiway 2 Construction Project

Impact from Project Activities		Nature of Impact	Stakeholder Groups
Impacts of operations in the operation phase are related to the following activities:			
Aircraft activities			
1	Taxing and flight test landing - Type and number of flights (civilian, government, MRO) - Flight schedules - Flight routes - Air pollutants from aircraft engine combustions, namely CO, NOx, SOx, and VOCs (accumulative + industrial zones) - Noise pollution and wingtip vortices from aircraft takeoff-landing - Accidents/disasters	<ul style="list-style-type: none"> ▪ Meteorology and air quality ▪ Noise ▪ Vibrations ▪ Terrain ecology ▪ Aquatic ecology ▪ Waste management ▪ Land use ▪ Socio-economics ▪ Property relocation and replacement ▪ Public health, occupational health and safety ▪ Attractions and sightseeing ▪ Archaeological and historical sites 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Provincial Natural Resources and Environment / NEV / Regional Environment Office 13 ▪ Royal Thai Navy ▪ U-Tapao Airport Company Limited ▪ Civil Aviation Authority of Thailand ▪ Safety authorities, namely the Rayong/Chonburi Provincial Disaster Prevention and Mitigation, CDV groups
Ground activities (ground support equipment and auxiliary power unit)			
1	Airside traffic and operations - Passenger transportation - Freight transportation - Aircraft ground services	<ul style="list-style-type: none"> ▪ Meteorology and air quality ▪ Noise ▪ Waste management ▪ Public facilities and utilities (water, electricity, communications) ▪ Occupational health and safety 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Communities along transport routes (land) ▪ Public health authorities, namely subdistrict health promotion hospitals and public health service centers in the area, including nearby hospitals.
2	Aircraft maintenance - Maintenance - Engine tests - Aircraft cleaning	<ul style="list-style-type: none"> ▪ Meteorology and air quality ▪ Noise ▪ Surface water quality ▪ Marine water quality ▪ Aquatic ecology ▪ Waste management ▪ Public facilities and utilities (water, electricity, communications) ▪ Occupational health and safety 	<ul style="list-style-type: none"> ▪ Rayong/Chonburi Highway District ▪ Rayong/Chonburi Rural Road Office ▪ Land transportation authorities, namely police stations with jurisdiction in the study area and community police/traffic volunteers ▪ Safety authorities, namely the Rayong/Chonburi Provincial Disaster Prevention and Mitigation, CDV groups ▪ Eastern Water Resources Development and Management Public Company Limited (East Water)

Table 4.5-1 Analysis and classification of stakeholder groups in relation to impacts from the Runway and Taxiway 2 Construction Project

Impact from Project Activities	Nature of Impact	Stakeholder Groups
		■ B.Grimm Power Public Company Limited

Table 4.5-1 Analysis and classification of stakeholder groups in relation to impacts from the Runway and Taxiway 2 Construction Project

Impact from Project Activities		Nature of Impact	Stakeholder Groups
3	<p>Fuel transportation and storage</p> <ul style="list-style-type: none"> - Type, quantity, and properties of the fuel - Transportation - Toxicity, serious hazards, and safety measures 	<ul style="list-style-type: none"> ▪ Meteorology and air quality ▪ Noise ▪ Surface water quality ▪ Marine water quality ▪ Aquatic ecology ▪ Transportation ▪ Occupational health and safety 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao Airport perimeter) ▪ Communities along transport routes (land) ▪ Public health authorities, namely subdistrict health promotion hospitals and public health service centers in the area, including nearby hospitals. ▪ Rayong/Chonburi Highway District ▪ Rayong/Chonburi Rural Road Office ▪ Land transport authorities include: police stations with jurisdiction in the study area and community police/traffic volunteers ▪ Safety authorities, consisting of disaster prevention and mitigation in Rayong/Chonburi Province, CDV ▪ U-Tapao Airport Company Limited ▪ Marine and Coastal Resources 1 and 2
Terminal activities			
1	<p>Passenger transport and transportation</p> <ul style="list-style-type: none"> - Passenger travel - Freight transportation - Employee travel 	<ul style="list-style-type: none"> ▪ Meteorology and air quality ▪ Noise ▪ Waste management ▪ Transportation ▪ Socio-economics ▪ Occupational health and safety 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Communities along transport routes (land) ▪ Public health authorities, namely subdistrict health promotion hospitals and public health service centers in the area, including nearby hospitals. ▪ Rayong/Chonburi Highway District ▪ Rayong/Chonburi Rural Road Office ▪ Land transport authorities include: police stations with jurisdiction in the study area and community police/traffic volunteers ▪ Safety authorities, consisting of disaster prevention and mitigation in Rayong/Chonburi Province, CDV

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Impact from Project Activities		Nature of Impact	Stakeholder Groups
2	Use of water for consumption-utilization at the airport - Sources and amount of water used for cleaning - Sources and amount of water used for employees (additional)	<ul style="list-style-type: none"> ▪ Public facilities and utilities (water, electricity, communications) 	<ul style="list-style-type: none"> ▪ Eastern Water Resources Development and Management Public Company Limited (East Water)

Table 4.5-1 Analysis and classification of stakeholder groups in relation to impacts from the Runway and Taxiway 2 Construction Project

Impact from Project Activities		Nature of Impact	Stakeholder Groups
3	Airport wastewater/effluent management - Water from cleaning - Wastewater from employees (additional) - Wastewater from aircrafts - Wastewater from terminals	<ul style="list-style-type: none"> ▪ Surface water quality ▪ Marine water quality ▪ Aquatic ecology ▪ Public health 	<ul style="list-style-type: none"> ▪ Households engaging in fishery occupations within the study area ▪ Environmental authorities, namely Rayong/Chonburi Natural Resources and Environment / NEV / Regional Environment Office 13 ▪ Marine and Coastal Resources 1 and 2
4	Airport drainage and flood prevention - Drainage system capacity - Flood prevention measures/ polder systems	<ul style="list-style-type: none"> ▪ Surface water hydrology ▪ Drainage and flooding prevention systems 	<ul style="list-style-type: none"> ▪ Rayong/Chonburi Natural Resources and Environment / NEV / Regional Environment Office 13 ▪ Marine and Coastal Resources 1 and 2
5	Airport electricity use - Power sources - Demand for electricity	<ul style="list-style-type: none"> ▪ Socio-economics 	<ul style="list-style-type: none"> ▪ B.Grimm Power Public Company Limited
6	Airport waste/refuse management - Quantity and management - Waste management capacity	<ul style="list-style-type: none"> ▪ Waste management ▪ Socio-economics ▪ Public health 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Communities surrounding worker accommodations ▪ Public health authorities, namely subdistrict health promotion hospitals and public health service centers in the area, including nearby hospitals. ▪ Local administrative organizations/authorities responsible for waste/refuse management
7	Staff employment - Number of employees (additional) - Distribution of recruitment in the work area	<ul style="list-style-type: none"> ▪ Socio-economics 	<ul style="list-style-type: none"> ▪ Community, temples, schools, public health facilities (within 10 kilometers to the north and south and 6 kilometers to the east and west of the U-Tapao International Airport perimeter) ▪ Communities surrounding worker accommodations ▪ Public health agencies, namely: Subdistrict health promotion hospitals and public health service centers in the area,

Table 4.5-1 Analysis and classification of stakeholder groups in relation to impacts from the Runway and Taxiway 2 Construction Project

Impact from Project Activities	Nature of Impact	Stakeholder Groups
		including nearby hospitals. ■ Labor control authorities, namely: - Rayong Provincial Labor Office - Rayong Provincial Office of Labor Protection and Welfare

In addition, stakeholders are classified based on principles of inclusiveness in the environmental impact assessment (EIA) process and the roles of stakeholders involved in each step. Those involved in the EIA report preparation process can be classified into 7 groups according to the guidelines from the Office of Natural Resources and Environmental Policy and Planning, 2019, as shown in **Table 4.5-2**, comprising:

- 1) Impacted parties, namely:
 - The disadvantaged group, the group negatively impacted by the project directly and indirectly.
 - The advantaged group, the group positively impacted by the project direct and indirectly.
- 2) Those responsible for preparing the EIA report are:
 - The project owner, which may refer to government agencies/state enterprises or private sectors conducting the project, including joint ventures between the public and private sector. For this project, this refers to the Royal Thai Navy and Eastern Economic Corridor Office of Thailand.
 - The party legally permitted to compose the EIA report is United Analyst and Engineering Consultants Co., Ltd. In this regard, the project owner and report composer must undertake this jointly at every stage of the EIA.
- 3) The parties reviewing the EIA report are:
 - The Office of Natural Resources and Environment Policy and Planning (ONEP), acting as the Secretary-General of the expert committee (EC) conducting the review of EIA report, or the government agency assigned by the National Environment Board (NEB) to act on their behalf.
 - The expert committee (EC) reviewing the EIA report and/or the National Environment Board (NEB).
 - Parties responsible for decisions on project approvals, such as the Cabinet, Ministers and government agencies, or officials authorized by law.
- 4) Relevant government agencies at various levels, including central, regional and local, such as the Regional Environment Office, Provincial Office of Natural Resources and Environment, Provincial Public Health Office, and local administrative organizations, etc.
- 5) Environmental protection NGOs, developmental NGOs, educational institutions, and independent scholars.
 - Environmental protection NGOs registered with the Department of Environmental Quality Promotion or community organizations interested in and working in the environmental field, or NGOs, or groups of organizations in the area or using the area.
 - Tertiary education institutions within the study area or nearby.
 - Independent scholars, including various specialists and academics.
- 6) Both the local and central media play a role in presenting information on the project, project impacts, and project progress in the EIA report preparation.

Draft Version

Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources,

Environmental Quality, Health, Sanitation, and the Quality of Life of People in the Community

Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong

- 7) General public showing interest and wanting to participate.

Project stakeholders are classified based on the key impact of the project, namely noise impacts. Areas affected by noise are designated based on interference from noise impacts, which are assessed using noise exposure forecasts or NEF, the standard method used to assess noise that is designed to predict human interference levels.

For areas impacted by noise from aircrafts, shown as NEF noise contours or lines on a map of the airport and surrounding areas of the airport, the “Office of Natural Resources and Environmental Policy and Planning” (2007) has determined the airport project EIA criteria based on NEF contours. Noise impact areas are classified using NEF as a criterion as follows:

(1) NEF \geq 40 areas are considered to be severely affected by noise interference, and require negotiations for purchasing land or paying compensation.

(2) NEF 30 - 35 and 35 - 40 areas are considered be highly affected by aircraft noise and require corrective measures.

(3) NEF $<$ 30 areas are considered to unaffected by aircraft noise.

This is consistent with the criteria for noise impact prevention and compensation for Suvarnabhumi Airport according to the Cabinet resolution from 29 May 2007, in which a budget is provided for NEF 30 - 40 areas to support improvements for buildings and structures, and negotiations for NEF \geq 40 areas to purchase land and buildings. In the event that sales cannot be negotiated, support must be provided for improvements or installation of noise-reducing equipment.

In this study, affected groups are determined using the criteria for noise impact prevention and compensation for Suvarnabhumi Airport according to the Cabinet resolution from 29 May 2007, divided into 3 NEF groups based on mathematical models comprising NEF \geq 40, NEF 30 – 40, and NEF $<$ 30, up to the study area perimeter.

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
1. Impacted parties - Disadvantaged group	1.1 Community leaders and residents living in NEF ≥ 40 areas	<i>Sam Nak Thon Subdistrict (some village areas)</i> 1. Village No. 3, Ban Sa Kaeo 2. Village No. 4, Ban Khlong Bang Phai
	1.2 Community leaders and residents living in NEF 30-40 areas	<i>Sam Nak Thon Subdistrict (some village areas)</i> 1. Village No. 1, Sam Nak Thon 2. Village No. 2, Chak Mak 3. Village No. 3, Ban Sa Kaeo 4. Village No. 4, Ban Khlong Bang Phai 5. Village No. 5, Yai Ra 6. Village No. 6, Khao Khlok 7. Village No. 7, Nong Takhian 8. Village No. 8, Ban Chemg Khao <i>Phlu Ta Luang Subdistrict</i> 9. Village No. 5, Khao Bai Si <i>Huai Yai Subdistrict</i> 10. Village No. 11, Ban Map Fakthong 11. Village No. 13, Ban Nong Phakkut
	1.3 Community leaders and residents living in NEF < 30 areas, up to the study area perimeter, 6 km to the east and west and 10 km to the north and south	<i>Phala Subdistrict</i> 1. Village No. 1, Khao Khrok Tabak 2. Village No. 2, KM. 16 3. Village No. 3, KM.18 4. Village No. 4, Khlong Sai Mai 5. Village No. 5, Phala Subdistrict 6. Village No. 6, Takat 7. Village No. 7, Ban Khlong Sai Phattana
		<i>Sam Nak Thon Subdistrict (some village areas)</i> 8. Village No. 1, Sam Nak Thon 9. Village No. 2, Chak Mak 10. Village No. 3, Ban Sa Kaeo 11. Village No. 4, Khlong Bang Phai 12. Village No. 5, Yai Ra 13. Village No. 6, Khao Khlok 14. Village No. 7, Nong Takhian 15. Village No. 8, Ban Chemg Khao
<i>Ban Chang Subdistrict</i> <i>Ban Chang Subdistrict Municipality</i> 16. Village No. 1, Pan Din Tai 17. Pan Din Tai Community 18. Village No. 2, Prachummit 19. Prachummit Community 20. Lor Kwien Community 21. Si Kak Community		

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
1. Impacted parties - Disadvantaged group (continued)	1.3 Community leaders and residents living in NEF < 30 areas, up to the study area perimeter, 6 km to the east and west and 10 km to the north and south (continued)	22. Village No. 3, Ban Noen Samre
		23. Noen Samre Community 1
		24. Noen Samre Community 2
		25. Village No. 4, Phayun
		26. Phayun Community 1
		27. Phayun Community 2
		28. Phayun Community 3
		29. Phayun Community 4
		30. Village No. 6, Noen Kraprok
		31. Noen Kraprok Community 1
32. Noen Kraprok Community 2		
33. Village No. 7, Phudon Huai Mahat		
34. Phudon Community		
35. Huai Mahat Community		
		<i>Huai Pong Subdistrict</i>
		36. Soi Khiri Community
		37. Chak Luk Ya Community
		38. Wat Chak Luk Ya Community
		<i>Huai Yai Subdistrict</i>
		39. Village No. 7, Ban Huai Khwang
		40. Village No. 10, Ban Nong Chak Ngao
		41. Village No. 11, Ban Map Fakthong
		42. Village No. 13, Ban Nong Phakkut
		<i>Na Jomtien Subdistrict</i>
		43. Village No. 1, Na Jomtien
		44. Village No. 2, Nam Mao
		45. Village No. 3, Hinwong
		46. Village No. 5, Nong Chap Tao
		47. Village No. 6, Rongsi
		48. Village No. 7, Na Jomtien Subdistrict
		49. Village No. 8, Wat Khao Bamphen Bun
		<i>Bang Sare Subdistrict</i>
		50. Village No. 3, Noen Samakkhi
		51. Village No. 5, Kled Kaew
		52. Village No. 6, Khao Krating
		53. Village No. 7, Nong Hin
		54. Village No. 8, Ruam 8 Phattana Community
		55. Village No. 9, San Pho Kae
		56. Village No. 10, Huai Luek
		57. Village No. 11, Khong Wanphen
		<i>Phlu Ta Luang Subdistrict</i>
		58. Village No. 1, Phlu Ta Luang
		59. Village No. 2, Khalot

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
		60. Village No. 3, Khlong Phai 61. Village No. 4, Khlong Phlu Ta Luang 62. Village No. 5, Khao Bai Si 63. Village No. 6, Khao Tabaeak 64. Village No. 7, Nong Ya Noi 65. Village No. 8, Nong Ya
1. Impacted parties - Disadvantaged group (continued)		<i>Sattahip Subdistrict</i> 66. Village No. 1, Ban Talat Sattahip 67. Village No. 2, Ban Talat Sattahip 68. Village No. 3, Ban Yang Ngam 69. Village No. 4, Ban Tao Than 70. Village No. 5, Ban Pa Yup 71. Village No. 6, Ban Nong Rakam 72. Village No. 7, Ban Romrudee 73. Village No. 8, Ban Khlong Kanda
		<i>Samaesarn Subdistrict</i> 74. Village No. 1, Chong Samaesarn 75. Village No. 2, Nong Nam Khem 76. Village No. 3, Hua Laem 77. Village No. 4, Nong Krachong
	1.2 Small boat fishing groups near the project site	1. Ban Phayun Rural Small Boat Fishing Group 2. Ban Phala U-Tapao Samakkhi Rural Small Boat Fishing Group 3. Ban Hat Phala, Ban Phala Small Boat Fishing Group 4. Samakkhi Ban Phala Fisheries Conservation Group
1.3 Sensitive areas - Schools in the project study area		1. Ban Khao Huai Mahat School 2. Banchang Karnchanakul Wittaya School 3. Wat Noen Kraprok School 4. Wat Ban Chang School 5. Wat Prachummit Bamrung School 6. Chonnabot Phatthana Kindergarten 7. Udom Wittayanukun School 8. Garden International School, Eastern Seaboard 9. Ban Khlong Sai School 10. Ban Khlong Bang Phai School 11. Wat Khiri Pawanaram School 12. Wat Phala School 13. Ban KM. 5 14. Ban Khalot School 15. Phlu Ta Luang Wittaya School 16. Ban Khao Bai Si School 17. Phlu Ta Luang Subdistrict Child Development Center

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
		18. Wat Suwan Rangsan Community School 19. Pattanavech College 20. Pattanavech Business Administration School 21. Wat Chak Mak School 22. Wat Sombun Naram School

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
1. Impacted parties - Disadvantaged group (continued)		23. Wat Sa Kaeo School 24. Wat Samnak Kathon School 25. Sam Nak Thon Subdistrict Municipality Child Development Center 26. Ban Sam Nak Thon Child Development Center 27. Sajjaseuksa School 28. Saeng Song La Child Development Center 29. Ban Chong Samae San School 30. Ban Map Fakthong School 31. Phuru Yor. Sor. Sor. 80 School 32. Khao Chi Chan School 33. Ban Phayun School
	- Religious sites in the project study area	34. Wat Khao Chi Chan 35. Hope Church, Ban Chang 36. Wat Chontharam (Phayun) 37. Wat Noen Kraprok 38. Wat Ban Chang 39. Wat Prachummit Bamrung 40. Wat Phudon Nim Sanoh 41. Ban Chang Christ Church 42. Ban Chang Church 43. Wat Khlong Sai 44. Wat Khiri Pawanaram 45. Wat Phala 46. Wat Khao Bai Si Santitham 47. Wat Rangsee Sunthorn 48. Rat Samakkhi Temple 49. Pa Khanti Udom Tham Monastery 50. Welu Amphawan Vipassana Office 51. Wat Chak Mak 52. Wat Phuttha Nimit 53. Wat Sombun Naram 54. Wat Sa Kaeo 55. Wat Samnak Kathon 56. Wat Suwan Rangsang 57. Wat Chong Samaesan 58. Wat Yan Nasangwararam Woramahawihan under royal patronage 59. Wat Minimat 60. Wat Tung Prong
	- Medical institutions in the project study area	61. Sam Nak Thon Subdistrict Health Promotion Hospital 62. Ban Khao Khrok Subdistrict Health Promotion Hospital

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
		63. Ban Khlong Bang Phai Subdistrict Health Promotion Hospital 64. Ban Chak Mak Subdistrict Health Promotion Hospital 65. Ban Sa Kaeo Subdistrict Health Promotion Hospital 66. Yai Ra Subdistrict Health Promotion Hospital 67. Wat Yan Nasangwararam Hospital 68. Ban Chong Samaesarn Subdistrict Community Health Promotion Hospital
		69. Phala Subdistrict Health Promotion Hospital 70. Ban Phayun Subdistrict Health Promotion Hospital 71. Ban Khong Wanphen Subdistrict Health Promotion Hospital
- Advantaged group	1.5 Domestic and international airline companies	1. Thai Airways Public Company Limited 2. Bangkok Airways Public Company Limited 3. Thai AirAsia Company Limited 4. Thai Lion Mentari Company Limited 5. Nok Airlines Public Company Limited
	1.6 Tourism establishments	1. Eastern Star Golf 2. Nongnooch Garden Pattaya
	1.7 Private establishments	1. Eastern Water Resources Development and Management Public Company Limited 2. B.Grimm Power Public Company Limited 3. Thai Nippon Steel Engineering & Construction Company Limited
2. Agencies responsible for EIA report preparation	Environmental study agencies	<i>Project owners</i> Royal Thai Navy Eastern Economic Corridor Office of Thailand <i>Advising companies</i> United Analyst and Engineering Consultants Co., Ltd. (UAE)
3. Agencies reviewing the EIA report		1. Office of Natural Resources and Environmental Policy and Planning (ONEP) 2. Expert committee reviewing the EIA report for land and air infrastructures 3. Civil Aviation Authority of Thailand
4. Relevant government agencies at various levels	4.1 Central government agencies	1. Department of Airports 2. Civil Aviation Training Center 3. Thailand Board of Investment 4. Industrial Estate Authority of Thailand 5. State Enterprise Policy Office (SEPO) 6. Office of Transport and Traffic Policy and Planning (OTP) 7. Department of Industrial Works 8. Aeronautical Radio of Thailand Co., Ltd. 9. National Health Commission Office

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
		10. Directorate of Air Operations Control 11. Pollution Control Department 12. Department of Health 13. Department of Disease Control 14. Department of Marine and Coastal Resources 15. Hydrographic Department, Royal Thai Navy 16. Department of Environmental Quality Promotion 17. Department of Energy Business 18. Regional Marine Office 6 19. Regional Environment Office 13 (Chonburi) 20. Forest Resource Management Office 9 (Chonburi) 21. Sattahip Naval Base 22. Regional Customs Bureau 1 23. Maptaphut Customs Office
4. Relevant government agencies at various levels (continued)	4.2 Regional government agencies	1. Governor of Rayong Province 2. Rayong Provincial Office 3. Rayong Provincial Office of Natural Resources and Environment 4. Rayong Provincial Public Health Office 5. Rayong Provincial Public Relations Office 6. Rayong Office of Public Works and Town & Country Planning 7. Rayong Provincial Social Development and Human Security Office 8. Rayong Provincial Community Development Office 9. Rayong Provincial Local Administrative Promotion Office 10. Rayong Provincial Disaster Prevention and Mitigation Office 11. Rayong Provincial Office of Labor Protection and Welfare 12. Rayong Provincial Fisheries Office 13. Rayong Provincial Agricultural Office 14. Rayong Provincial Energy Office 15. Rayong Provincial Industry Office 16. Rayong Provincial Tourism and Sports Office 17. Tourism Authority of Thailand, Rayong Office (Rayong-Chanthaburi) 18. Rayong Provincial Labor Office 19. Rayong Provincial Treasury Office 20. Rayong Provincial Land Office 21. Rayong Highway District 22. Rayong Rural Road Office 23. Rayong Provincial Transport Office 24. Rayong Provincial Culture Office 25. Rayong Provincial Administrative Organization 26. Rayong Provincial Police Station 27. Rayong Meteorological Station 28. Regional Harbor Office, Rayong Branch

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
		29. Labor Safety Center Area 7 30. Rayong Provincial Occupational Health and Environment Academic Development Center 31. Rayong Provincial Volunteer Network for Protecting Natural Resources and Village Environments 32. Governor of Chonburi Province 33. Chonburi Provincial Office 34. Chonburi Provincial Office of Natural Resources and Environment 35. Chonburi Provincial Public Health Office 36. Chonburi Provincial Public Relations Office 37. Chonburi Office of Public Works and Town & Country Planning 38. Chonburi Provincial Social Development and Human Security Office 39. Chonburi Provincial Community Development Office 40. Chonburi Provincial Local Administrative Promotion Office, Chonburi Provincial Disaster Prevention and Mitigation Office 41. Chonburi Provincial Office of Labor Protection and Welfare 42. Chonburi Provincial Fisheries Office

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
		<ul style="list-style-type: none"> 43. Chonburi Provincial Agriculture and Cooperatives Office 44. Chonburi Provincial Energy Office 45. Chonburi Provincial Industry Office 46. Chonburi Provincial Tourism and Sports Office 47. Chonburi Provincial Labor Office 48. Chonburi Provincial Treasury Office 49. Chonburi Provincial Land Office 50. Chonburi Highway District 1 51. Chonburi Highway District 2 52. Chonburi Provincial Rural Road Office 53. Chonburi Provincial Transport Office 54. Chonburi Provincial Culture Office 55. Chonburi Provincial Administrative Organization 56. Chonburi Provincial Police Station 57. Chonburi Meteorological Station 58. Chonburi Provincial Volunteer Network for Protecting Natural Resources and Village Environments
<p>4. Relevant government agencies at various levels (continued)</p>	<p>4.3 Local government agencies</p>	<ul style="list-style-type: none"> 1. Mueang Rayong District 2. Mueang Rayong District Public Health Office 3. Mueang Rayong District Community Development Office 4. Mueang Rayong District Agriculture Office 5. Mueang Rayong District Fisheries Office 6. Mueang Rayong Police Station 7. Ban Chang District 8. Ban Chang District Public Health Office 9. Ban Chang District Community Development Office 10. Ban Chang District Agriculture Office 11. Ban Chang District Fisheries Office 12. Ban Chang District Police Station 13. Bang Lamung District 14. Bang Lamung District Public Health Office 15. Bang Lamung District Community Development Office 16. Bang Lamung District Agriculture Office 17. Bang Lamung District Fisheries Office 18. Bang Lamung Police Station 19. Sattahip District 20. Sattahip District Public Health Office 21. Sattahip District Community Development Office 22. Sattahip District Agriculture Office 23. Sattahip District Fisheries Office 24. Phlu Ta Luang Police Station 25. Phala Subdistrict Municipality Office 26. Sam Nak Thon Subdistrict Municipality Office 27. Sam Nak Thon Subdistrict Administrative Organization

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
		28. Ban Chang Subdistrict Municipality Office
		29. Ban Chang Municipality Office 30. Map Ta Phut Municipality Office 31. Huai Yai Subdistrict Municipality Office 32. Khao Chi Chan Subdistrict Municipality Office 33. Kled Kaew Subdistrict Municipality Office 34. Phlu Ta Luang Subdistrict Administrative Organization 35. Sattahip Municipality Office 36. Khet Udomsak Subdistrict Municipality Office 37. Samaesarn Subdistrict Administrative Organization 38. Ban Chang Hospital 39. Queen Sirikit Naval Hospital 40. Sattahip Hospital (KM.10) 41. Village Public Health Volunteers, Huai Yai Subdistrict Municipality 42. Village Public Health Volunteers, Na Jomtien Subdistrict Municipality 43. Village Public Health Volunteers, Bang Sare Subdistrict Municipality 44. Village Public Health Volunteers, Phlu Ta Luang Subdistrict Administrative Organization 45. Village Public Health Volunteers, Sattahip Municipality 46. Village Public Health Volunteers, Samaesarn Subdistrict Administrative Organization 47. Village Public Health Volunteers, Sam Nak Thon Subdistrict Administrative Organization 48. Village Public Health Volunteers, Map Ta Phut Municipality 49. Village Public Health Volunteers, Ban Chang Subdistrict Municipality 50. Village Public Health Volunteers, Phala Subdistrict Municipality 51. Rayong Defense Energy and Petroleum Training Center
	4.4 State enterprises	1. Provincial Electricity Authority, Rayong Province 2. Provincial Waterworks Authority, Rayong Branch 3. Provincial Waterworks Authority, Ban Chang Branch 4. Provincial Electricity Authority Region 2, Central Region, Chonburi Province 5. Provincial Waterworks Authority, Chonburi Branch 6. Airports of Thailand Public Company Limited 7. U-Tapao International Airport Company Limited
5. Environmental NGOs, educational institutions, and	5.1 Environmental NGOs and NGOs	1. Rayong Chamber of Commerce 2. The Federation of Thai Industries, Rayong Province 3. Chonburi Chamber of Commerce 4. The Federation of Thai Industries, Chonburi Province

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
independent scholars.		5. Association of Thai Travel Agents, Rayong Province 6. Tourism and Environment Promotion Association, Map Ta Phut - Ban Chang 7. Foundation for the Protection of Natural Resources and the World Environment 8. Association of Aviation Operators (AOC) 9. International Air Transport Association 10. Association of Thai Travel Agents (ATTA)

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
		<ul style="list-style-type: none"> 11. Association of Domestic Travel Businesses (ADT) 12. Association of Thai Travel Agents, Rayong Province 13. Association of Chonburi Attractions 14. Rayong Fisheries Association 15. Chonburi Fisheries Association 16. Samaesarn Fisheries Association 17. Samaesarn Marine Conservation Club
	5.2 Educational Institutions	<ul style="list-style-type: none"> 1. Map Ta Phut Technical College 2. King Mongkut's University of Technology North Bangkok, Rayong Campus 3. Rayong Polytechnic College 4. Burapha University 5. Kasetsart University, Sriracha Campus 6. Rajamangala University of Technology Tawan-ok 7. Sattahip Technical College 8. Pattanavech College 9. Jomtien College of Business Administration Technology 10. Thammasat University, Pattaya Center
6. Mass media	Mass media	<ul style="list-style-type: none"> 1. Cable Chonburi Network 2. Fleet Network Co., Ltd. 3. Banampuer Jomtien Cable Tv Express Limited Partnership 4. Radio Thailand 5. Voice of Navy, S.RTN 5 Sattahip 6. MCOT Radio Station, Chonburi Province (Pattaya) 7. MCOT Radio Station, Rayong Province, FM 96.75 Mhz 8. Radio Thailand (SWT Rayong) 9. MCOT Radio Station, Rayong 10. Local newspaper, Sieng Mueang Chon 11. Rayong Newspaper 12. Rayong Post Newspaper 13. Siam Nation Newspaper 14. Thai Rath Newspaper, Ban Mueang 15. Daily News Newspaper 16. Matichon Kom Chadluek ASTV Online Manager 17. Thai Post Newspaper 18. Khao Sod Newspaper 19. Thai News Agency Newspaper 20. Rayong Journalists Association 21. Rayong Newspaper and Media Association 22. Central Journalists Association 23. Regional Radio, Television and Newspapers Journalists Clubs, Rayong Province 24. Rayong News Family Association

Table 4.5-2 Stakeholder groups in the public consultation process

Stakeholder Groups	Focus groups	Focus group details
7. General Public	The public showing interest in the project	People in nearby areas and interested persons

4.6 Public Participation Implementation Model

The model and implementation is in compliance with the Guidelines for Public Participation in the Procedure of Providing an Environmental Impact Assessment Report of the Office of Natural Resources and Environmental Policy and Planning (ONEP) (2019), which includes a public participation and public consultation process as follows:

1) The person responsible for preparing the report must enter the project area prior to the holding the public consultation (preparation process), with the following objectives:

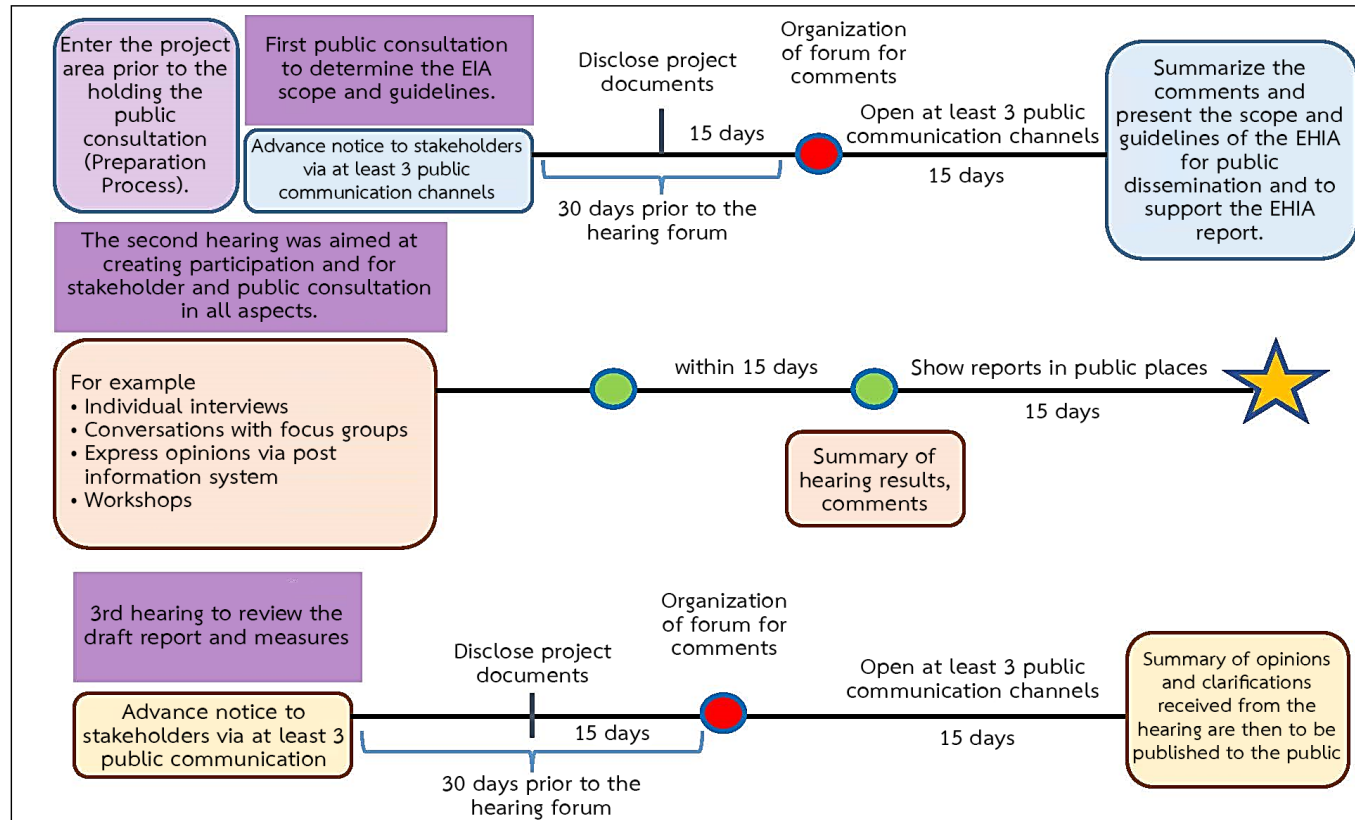
- 1.1) To prepare the community by providing public information on the project details and rules for the project consultation, focusing on communicating in ways that are easy for the public to understand, such as infographics, short video clips, brochures, public relations signs, etc. in order to provide complete and sufficient information for sharing comments.
- 1.2) To analyze stakeholders (stakeholder analysis) in order to determine a format of public participation that is appropriate for each group of stakeholders (stakeholder engagement).
- 1.3) To discuss dates, times, places and formats of public consultations that are appropriate to the context of the area.

2) Persons responsible for preparing the report must proceed to organize at least 3 public consultations, with the following details:

- 2.1) First public consultation: A forum held to identify the EIA scope and guidelines, including project details, and to assess project alternatives so that the public, stakeholders, and relevant agencies have a chance to participate in presenting their concerns and guidelines for the EIA. The purpose of this is to provide information to the public and relevant agencies regarding upcoming project details and possible direct and indirect impacts that may occur, the scope of the study, and assessment of project alternatives. In addition, the comments and suggestions from the public consultation will be applied for use in the study to achieve a comprehensive result. The first public consultation must be held in compliance with the rules set by ONEP.
- 2.2) Second public consultation: A hearing for comments in the assessment and reporting stage for the purpose of public participation, to hear comments and concerns from the main target groups in all aspects. The second public consultation must be held in compliance with the rules set by ONEP, in which information must be compiled using the following methods:
 - In-depth interviews with representatives of relevant parties or stakeholders
 - Group discussion meetings
 - Focus group discussions
 - Opinion surveys by questionnaires

2.3) Third public consultation: A hearing to review the draft EIA report, environmental impact prevention and resolution measures, and environmental impact monitoring measures for the purpose of providing stakeholders and relevant agencies with the opportunity to examine the accuracy and completeness of the drafted report, as well as to present information, facts and additional comments for the report, with the objective of ensuring public confidence in the draft report and measures. Opinions and recommendations from the public consultation must be integrated as an update to the draft report and measures, and must be attached as part of the report. For large and complicated projects, a broad range of public consultations may be required. Other appropriate participation techniques may also be considered. The third public consultation must be held in compliance with the rules set by ONEP.

A summary of the public consultation process for projects requiring environmental impact assessment reports for projects, businesses, or operations that may severely impact natural resources, environment quality, health, sanitation, and quality of life in communities is shown in **Figure 4.6-1** and **Table 4.6-1**



Source: Guidelines for Public Participation in the Procedure of Providing an Environmental Impact Assessment Report of the Office of Natural Resources and Environmental Policy and Planning (ONEP), 2019

Figure 4.6-1 Diagram of public consultation process for projects requiring an Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources, Environmental Quality, Health, Sanitation, and Quality of Life of People in the Community (EIA).

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
Preparing the community by providing information to the public.			
1) Prepare the community by providing public information on the project details and rules for the project consultation, focusing on communicating in ways that are easy for the public to understand, such as infographics, short video clips, brochures, public relations signs, etc. in order to provide complete and sufficient information for sharing comments.	From 30 May - 11 June 2019	This is the initial implementation step of the study. It is important to publicize information about the project to the target group of senior executives at provincial and local levels as well as relevant local administrative organizations involved with the project for their information and understanding of the study data to hold discussions on public consultation models. This includes asking for ideas and suggestions for the project in the form of meetings to provide preliminary information and consultation in order to for project implementation to be planned in accordance with study area administration plans before proceeding to further discuss project details. In addition, further action is taken to prepare the community by informing the public about project details and project rules for public consultations, using communication formats and methods that are easily understood by the public, such as public relations brochures, etc.	Consistent As the community was prepared by public information provided via public relations brochures.
First public consultation to determine the EIA scope and guidelines.			
1) Stakeholders must be notified not less than 30 days prior to the consultation date, with at least 3 communication channels provided for interested stakeholders to be thoroughly prepared for participation.	From 4 June 2019 and effective until 3 July 2019	The Office of Natural Resources and Environmental Policy and Planning and stakeholders was notified not less than 30 days prior to the date of the consultation via at least 3 communication channels, as follows: - Notified the Office of Natural Resources and Environmental Policy and Planning and stakeholders by providing information on the schedule for the first public consultation not less than 30 days in advance, via 7 channels: 1) invitations, 2) signs, 3) posters, 4) websites, 5) local radio stations, 6) local newspapers, and 7) public broadcasting vehicles.	Consistent As - Notification for the meeting was provided 30 days in advance - Notification was sent via 7 public communication channels.

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
2) Project documents must be disclosed not less than 15 days in advance of the consultation, stating the background, necessity, process, and guidelines for the implementation of the project, including presentation of preliminary information regarding factors that may impact the environment, and proposal of the EIA scope and guidelines for consideration by stakeholders and the public through not less than 3 communication channels. This should be the same communication channels used to inform stakeholders of the public consultation schedule.	From 19 June 2019 to 3 July 2019	Disclosed the project documents to stakeholders and the public not less than 15 days before holding the consultation via various channels, including 3 channels as follows: <ul style="list-style-type: none"> - Letter submitting study documents to ONEP and stakeholder groups. - Posted announcements or placed project documents in relevant government agencies, hospitals, local administrative organizations. and community leaders in project study areas, comprising a total of 47 places. - Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website. 	Consistent As <ul style="list-style-type: none"> - Project documents were disclosed 15 days in advance. - Via 3 public communication channels.
3) Provide a registration system for the public, stakeholders, and related agencies wishing to submit their comments in determining the EIA scope and guidelines for convenient pre-registration.	From 5 June to 1 July 2019	Provided a pre-registration system for the public, stakeholders, and related agencies wishing to participate in the consultation in advance via the following channels: 1) phone/fax, 2) e-mail, and 3) response form by post.	Consistent As a pre-registration system is provided.
4) Stakeholder and public consultations must be held over a suitable amount of time to allow stakeholders and the public to present their concerns, related information, and EIA guidelines within an appropriate time. Those responsible for preparing the EIA report must accept all comments in full.	Thursday, 4 July 2019, at 08.30 a.m.-12.35 p.m. (per actual event)	The first public consultation to determine the EIA scope and guidelines was held on Thursday, 4 July 2019, at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong, to present the project background, the EHIA scope and guidelines, and to assess project alternatives. In addition, there was a hearing for comments and suggestions from stakeholders and the public until all questions were exhausted. There was a total of 333 attendees at the meeting, with a total of 236 respondents out of 309 participants (not including project owners and advisory groups).	Consistent The stakeholder and public consultation was held for an appropriate amount of time that allowed stakeholders and the public to raise their concerns about the EIA scope and guidelines until all questions were exhausted.

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
5) After holding the public consultation, there must be open channels to continuously receive comments for at least 15 days. At least 3 communication channels must be provided, which should be the same channels as previously used to inform stakeholders of the public consultation schedule.	From 5-19 July 2019	Received comments about the project after holding the public consultation continuously for at least 15 days, from 5 to 19 July 2019, via 5 various channels, comprising: 1) post, 2) telephone, 3) fax, and 4) e-mail.	Consistent As comments were accepted after holding the consultation continuously for 15 days through 4 channels.
6) The parties responsible for report preparation are to summarize the stakeholder and public opinions, with explanations, and present the EIA scope and guidelines for public dissemination, as well as including them in the EIA report.	From 1-2 August 2019	Summarized the stakeholder and public consultation report in the EHIA scope and guidelines by specifying the concerns and comments on the EIA scope and guidelines, with explanations, for dissemination through various channels, including 3 channels as follows: <ul style="list-style-type: none"> - Letter submitting study documents to ONEP and stakeholder groups. - Posted announcements or placed project documents in relevant government agencies, hospitals, local administrative organizations. and community leaders in project study areas, comprising a total of 47 places. - Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website. 	Consistent As the report was prepared with a summary of stakeholder and public opinions, with explanations, and disseminated to the public. It was also included in the preparation of the EIA report.

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
Second public consultation during the assessment and report preparation process.			
<ul style="list-style-type: none"> ● The parties responsible for report preparation are to disclose facts relating to the project or implementation activities when preparing the report, which must contain the following information: <ul style="list-style-type: none"> - Information about the type, size, production capacity, and size of the project or business area, information about pollution in various aspects arising from the implementation of the project or the business, and other key information, including information about potential impact factors. - Estimated time that the project or business will start. - Name of project owner or agency authorized by law to grant approval or permission, and telephone numbers and contact locations for further inquiries. - Date, time, and place for the stakeholder and public consultation. - Signs showing the information detailed above must be set up at locations that are easily accessed by the public and stakeholders and must be in a size that 	<p>From 20 November 2019 to the end of the second public consultation.</p>	<p>Disclosed facts relating to the project as follows:</p> <ul style="list-style-type: none"> - Sent official notification. - Put up 3x5 meter PR signs (cutouts) at 10 locations. - Put up PR posters at 47 locations. - Website: www.ehia-utprw2.com 	<p>Consistent</p> <p>As facts about the project are disclosed as required.</p>

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
can be easily read.			

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
<ul style="list-style-type: none"> In the stakeholder and public consultation, the party responsible for report preparation must state the title of the project or business, objectives, goals, and issues to be surveyed or consulted on with the public and stakeholders. Each survey issue must be consistent with the details of such project or business. 	-	Details such as the project name, objectives, goals and issues that are being surveyed or publicly discussed are displayed on the public relations signs. The second set of flip charts and project publications include an introduction to the project from the start of the meeting.	Consistent As project details have been shown to supplement the surveys and hearings.
<ul style="list-style-type: none"> In the stakeholder and public consultations, attention should be given to compiling data and studying and understanding the lifestyle and surrounding environment of communities in the area that may be affected by environmental impacts from such project operations or activities. 	<u>From August to October 2020.</u>	In surveys and public consultations, parties responsible for report preparation used the following methods: <ul style="list-style-type: none"> - Collected basic information on the community, both on community lifestyles and environmental conditions in the study area, in order to prepare a survey plan before collecting field data. - Collected information and studied real lifestyles and community environments. 	Consistent As information was collected and studied as required.
<ul style="list-style-type: none"> In the stakeholder and public consultations, the parties responsible for report preparation may use the following methods: <ul style="list-style-type: none"> - Individual interviews - Comments sent by post, fax, IT systems, or any other appropriate means - Provide opportunities for the public and stakeholders to receive information and send comments to government agencies responsible for the project - Conversations with focus groups 	<ul style="list-style-type: none"> - Period 1: From 26 November 2021 to 15 March 2020 - Period 2*: 6-13 June 2020 * Due to changes in the project noise study results, conducted a comprehensive 	Survey and consultations were conducted through various methods: <ul style="list-style-type: none"> - In-depth interviews Conducted in-depth interviews with government agencies, local government organizations, and private entities involved or that may be affected by the project. Interviews were conducted individually or in groups, with a total of 82 agencies. - Group meetings/group discussions Held group meetings with community leaders and people in NEF ≥ 40 areas, NEF 30-40 areas, and NEF 30 areas up to the study area perimeter, VHV groups, CDV groups, and fisheries groups by means of group meetings/group discussions, totaling 26 groups. 	Consistent As surveys and consultations were conducted via various methods according to the guidelines for public consultations for the EIA report preparation process, 2019

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
<ul style="list-style-type: none"> - Workshops - Meetings with representatives of relevant parties or stakeholders 	<p>study and consultation.</p>	<ul style="list-style-type: none"> - Opinion surveys by questionnaires <p>Conducted a public opinion survey on the project by means of individual interviews in 5 groups, comprising a total of 908 cases, as follows:</p> <ol style="list-style-type: none"> 1) 86 households in the NEF ≥ 40 area 2) 354 households in the NEF 30-40 area 3) 428 households in the NEF 30 area up to the study area perimeter 4) 14 sensitive areas (religious sites, education institutions, and medical institutions) 5) 26 community leaders in noise impact areas 	
<ul style="list-style-type: none"> ● Once the party responsible for report preparation has conducted the opinion survey with the public and stakeholders, the results of the public opinions must be summarized with both positive and negative comments within 15 days from the date that surveying is complete. A summary of the comments must be displayed in a public place, such as the Provincial Office of Natural Resources and Environment, District Office, local administrative organization office, subdistrict head’s office, village head’s office, provincial public health offices, district public health offices, and public health facilities in areas where the project or 	<p>Disclosed the summary report between 18 June - 2 July 2020, at least.</p>	<p>Prepared stakeholder opinion summary reports within 15 days from the date the opinion survey was completed, and sent the summary report to stakeholder groups such as ONEP. Disseminated the summary report through various channels, including 3 channels as follows:</p> <ul style="list-style-type: none"> - Letter submitting study documents to ONEP and stakeholder groups. - Posted announcements or placed project documents in relevant government agencies, hospitals, local administrative organizations. and community leaders in project study areas, comprising a total of 47 places. - Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website. 	<p>Consistent</p> <p>As the survey result and opinion summary report was prepared within 15 days after the completion of the opinion survey and disclosed at specified locations for not less than 15 days.</p>

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
business is located or places easily accessed and seen by the public or stakeholders. In this regard, a summarized report on the comments must be presented in the aforementioned places for a period of not less than 15 days.			

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
Third public consultation to review the draft report, prevention and resolution measures, and environmental impact monitoring measures.			
1) Stakeholders must be notified not less than 30 days prior to the consultation date, with at least 3 communication channels provided for interested stakeholders to be thoroughly prepared for participation.	From 3 July 2020 and effective until 4 August 2020	The Office of Natural Resources and Environmental Policy and Planning and stakeholders was notified not less than 30 days prior to the date of the consultation via at least 3 communication channels, as follows: <ul style="list-style-type: none"> - Notified the Office of Natural Resources and Environmental Policy and Planning and stakeholders by providing information on the schedule for the third public consultation not less than 30 days in advance, via 7 channels: 1) invitations, 2) signs, 3) posters, 4) websites, 5) local radio stations, 6) local newspapers, and 7) public broadcasting vehicles. 	Consistent As <ul style="list-style-type: none"> - Notification for the meeting was provided 30 days in advance - Notification was sent via 7 public communication channels.
2) The completed draft report and measures must be disclosed for not less than 15 days in advance of the consultation date for relevant stakeholders and the public to review via no less than 3 communication channels, which should be the same communication channels as used to notify stakeholders of the public consultation.	From 3 July 2020 and effective until 4 August 2020	Disclosed the draft report to stakeholders and the public to consider for not less than 15 days prior to holding forum via various channels, including 3 channels as follows: <ul style="list-style-type: none"> - Letter of submission to ONEP and stakeholder groups. - Placed draft reports in relevant government agencies, hospitals, local administrative organizations. and community leaders in project study areas, comprising a total of 47 places. - Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose the draft report are also shown on the aforementioned website. 	Consistent As <ul style="list-style-type: none"> - Disclosed the draft report 15 days in advance - Via 3 public communication channels.

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
3) Draft report review forums must be organized with an appropriate amount of time for stakeholders and the public to present additional information, facts, and comments for the draft report, with a suitable amount of time for all comments to be heard.	Date: 5 August 2020 5.00 p.m. - 8.20 p.m. Date: 6 August 2020 at 8.30 a.m. - 12.30 p.m. (according to actual situation)	Held the third public hearing forum to review the draft report, prevention and resolution measures, and environmental impact monitoring measures on Wednesday, 5 August 2020, at the Multipurpose Building of the Center for the Development of Quality of Life for the Elderly, Sam Nak Thon Subdistrict Administrative Organization. There was a total of 429 attendees, with a total of 157 respondents out of 401 participants (excluding project owners and advisory groups). Also held on Thursday, 6 August 2020, at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang, Rayong, with a total of 362 attendees, with 258 respondents out of 336 participants (excluding project owners and advisory groups), to present the project background and details, study results and EHIA results, draft measures on environmental and health impacts from the project, and to hear comments and suggestions from stakeholders and the public.	Consistent Stakeholder and public consultations were held at an appropriate time for relevant persons and the general public to present their comments and suggestions on the study results and EHIA results and draft environmental and health measures until all questions were exhausted.
4) After holding the public consultation, there must be open channels to continuously receive comments for at least 15 days. At least 3 communication channels must be provided, which should be the same channels as previously used to inform stakeholders of the public consultation schedule.	From 7-21 August 2020	Accepted comments on the project after holding the public consultation continuously for at least 15 days from 7-21 August 2020 via 5 various channels, comprising: 1) post, 2) telephone, 3) fax, and 4) e-mail.	Consistent As, after holding the forum, comments were accepted continuously for 15 days through 4 channels.

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
5) The parties responsible for report preparation are to summarize the stakeholder and public opinions with comments and explanations from the consultation for public dissemination.	From 29-31 August 2020	Summarized the stakeholder and public consultation report in the review of the draft report on prevention and resolution measures and environmental impact monitoring measures by stating the comments and suggestions on the draft report, prevention and resolution measures and environmental impact monitoring measures with explanations. Disseminated through various channels, including 3 channels as follows: <ul style="list-style-type: none"> - Sent the summary report to ONEP and stakeholder groups. - Put up signs or placed the summary report in relevant government agencies, hospitals, local administrative organizations. and community leaders in project study areas, comprising a total of 47 places. - Website. The report summary can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website. 	Consistent As the summary report was prepared and sent to ONEP for acknowledgement and public dissemination, with dissemination and public relations to stakeholder groups involved in the project.
Explanations (additional) to provide information on updates in project study results in the event of different NEF contours from those previously presented at the third public consultation.			
<ul style="list-style-type: none"> • Submit request for permission to arrange a meeting to the Provincial Communicable Disease Committee, Rayong. 	Date: 2-3 August 2021	Submitted a letter requesting permission to arrange a meeting for additional explanations during the COVID-19 epidemic. A meeting was held with the Provincial Communicable Disease Committee, Rayong, No. 29/2564, at the Phakdi Si Songkhram Meeting Room, Rayong Provincial Government Center. The meeting resolved to only allow the meetings to be conducted online in order to not increase the spread of COVID-19.	Consistent Due to the high COVID-19 infection rate,
<ul style="list-style-type: none"> • The party responsible for report preparation is to disclose facts relating to the project or activities for public relations and (additional) 	From 9 August 2021	Proceeded with public relations for involved parties and the public to conduct reviews in advance through various channels, including 5 channels as follows: 1) sending documents by post, 2) placement of documents, 3)	Consistent As there were public relations to disclose facts

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
explanations.		public relations signs, 4) public relations posters, and 5) websites.	about the project in advance.
<ul style="list-style-type: none"> ● In the stakeholder and public consultations, the parties responsible for report preparation may use the following methods: <ul style="list-style-type: none"> - Individual interviews - Comments sent by post, fax, IT systems, or any other appropriate means - Provide opportunities for the public and stakeholders to receive information and send comments to government agencies responsible for the project - Conversations with focus groups - Workshops - Meetings with representatives of relevant parties or stakeholders 	From 7-14 August 2021	<ol style="list-style-type: none"> 1) Meetings were held with representatives of impacted community leaders and public representatives via video conference to notify them of updated information resulting in potential impacts being different from those previously presented in the third public consultation held in August 2020. It was therefore necessary for the project to explain the information to community leaders and public representatives in both NEF ≥ 40 areas and NEF 30 - 40 areas for their information and understanding of such issues. This was done once. There was a total of 47 attendees. 2) Explanation of (additional) information to groups affected by noise from U-Tapao International Airport developments was conducted by video conference to notify them of updated information that results in the arising impacts being different from those previously presented in the third public consultation held in August 2020. It was therefore necessary for the project to explain the information to the public in both NEF ≥ 40 areas and NEF 30 - 40 areas for their information and understanding of such issues, which was done once with a total of 144 attendees. 3) Additional opinion surveys using questionnaires/individual interviews. This was due to the changes in scenario flight forecast data for aircraft noise assessments resulting in the reviewed NEF contour maps from July 2021 being different from the contour maps presented in the third public consultation held in August 2020, resulting in changes in the number of households that may be affected by aircraft noise, both for the NEF ≥ 40 area and NEF 30 - 40 	<p style="text-align: center;">Consistent</p> <p>As surveys and consultations were conducted via various methods according to the guidelines for public consultations for the EIA report preparation process, 2019</p>

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
		area. The project has inspected the number of households located in the differing noise contour areas, totaling 57 households.	

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EHIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
<ul style="list-style-type: none"> Once the party responsible for report preparation has surveyed the opinions from the public and stakeholders, the results of the public opinions must be summarized for both positive and negative comments within 15 days from the date that surveying is complete, a summary of the comments must be displayed in a public place, such as the Provincial Office of Natural Resources and Environment, District Office, local administrative organization office, subdistrict head’s office, village head’s office, provincial public health offices, district public health offices, and public health facilities in areas where the project or business is located or places easily accessed and seen by the public or stakeholders. 	<ul style="list-style-type: none"> Disclosed the summary report on 20 August 2021 	<p>Prepared stakeholder opinion summary reports within 15 days from the date the opinion survey was completed, and sent the summary report to stakeholder groups such as ONEP. Disseminated the summary report through various channels, including 3 channels as follows:</p> <ul style="list-style-type: none"> Letter submitting study documents to ONEP and stakeholder groups. Posted announcements or placed project documents in relevant government agencies, hospitals, local administrative organizations and community leaders in project study areas, comprising a total of 47 places. Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website. 	<p>Consistent</p> <p>As the summary report of the survey results and comments was prepared within 15 days after the completing the survey.</p>

Note: Public relations locations and project documents were placed for public dissemination at 47 locations as follows:

- 17 various agencies, comprising: Rayong City Hall; Rayong Provincial Office of Natural Resources and Environment; Rayong Provincial Public Health Office; Rayong Provincial Public Relations Office; Mueang Rayong District Office; Mueang Rayong District Public Health Office; Ban Chang District Office; Ban Chang District Public Health Office; Chonburi City Hall; Regional Environment Office 13; Chonburi Provincial Office of Natural Resources and Environment; Chonburi Provincial Public Health Office; Chonburi Provincial Public Relations Office; Bang Lamung District Office; Bang Lamung District Public Health Office; Sattahip District Office; and Sattahip District Public Health Office.
- 16 medical institutions near the study area, comprising: Ban Chang Hospital; Sam Nak Thon Subdistrict Health Promotion Hospital; Ban Khao Khrok Subdistrict Health Promotion Hospital; Ban Khlong Bang Phai Subdistrict Health Promotion Hospital; Ban Chak Mak Subdistrict Health Promotion Hospital; Ban Sa Kaeo Subdistrict Health Promotion Hospital; Ban Yai Ra Subdistrict Health Promotion Hospital; Phala Subdistrict Health Promotion Hospital; Phayun Subdistrict Health Promotion Hospital; Eastern-Nong Muang Community Health Service Center; Queen Sirikit Naval Hospital; Sattahip Hospital (KM.10); Wat Yan Nasangwararam Hospital; Ban Khong Wanphen Subdistrict Health Promotion Hospital; Ban Chong Samaesarn Subdistrict Community Health Promotion Hospital; and Somdej Phra Sangkharat Yanasangwon Hospital for the Elderly, Chonburi.
- 14 local administrative organization offices and community leaders in the study area, comprising: Phala Subdistrict Municipality Office, Sam Nak Thon Subdistrict Municipality Office, Sam Nak Thon Subdistrict Administrative Organization, Ban Chang Subdistrict Municipality Office, Ban Chang Municipality Office, Map Ta Phut Municipality Office, Sam Nak Thon Subdistrict Head’s Office, Huai Yai

Table 4.6-1 Summary of the stakeholder and public consultation process in the project EIA procedure in accordance with the announcement of the Ministry of Natural Resources and Environment.

Principles and guidelines	Duration	Implementation details	Consistency with announcement
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Subdistrict Municipality Office, Kled Kaew Subdistrict Municipality Office, Phlu Ta Luang Subdistrict Administrative Organization, Sattahip Municipality Office, Samaesarn Subdistrict Administrative Organization, Khet Udomsak Subdistrict Municipality Office, Khao Chi Chan Subdistrict Municipality Office.

4.6.1 Preparing the community by informing the general public.

This step is conducted in the project area to prepare the community and is the initial implementation step for the study. It is important to publicize information about the project to the target group of senior executives at provincial and local level, in addition to relevant local administrative organizations involved with the project for their information and to understand the study data. This includes asking for ideas and suggestions for the project in the form of meetings to provide preliminary information and consultation in order to for project implementation to be planned in accordance with study area administration plans before proceeding to further discuss project details.

In addition, further action is taken to prepare the community by disclosure of public information on project details and rules for public consultations for the project through communication formats and methods that are easily understood by the public, such as public relations brochures, etc.

1) Objectives

- To introduce the project details, study framework, and public participation plans.
- To conduct stakeholder analysis and to determine a suitable stakeholder engagement model for each group of stakeholders.
- To discuss dates, times, places and formats of public consultations that are appropriate to the context of the area.
- To hear comments and suggestions on project study guidelines and EHIA study scope, including guidelines for conducting public participation activities and for consultation with the public in the study area.

2) Target group

Provincial and local government agencies including local government organizations involved in the project, such as provincial governors, district chiefs, and administrators of local government organizations in the study area, etc.

3) Procedures

- Use meeting methods to have individual or group discussions.
- Determine a suitable date and time for the discussion meeting.
- Prepare documents and information for the discussion.
- Schedule appointments in advance and confirm the appointments.
- Meet and have informal discussions with the target group.
- Conclude the discussions.

4) Media and documents used

- Project Fact Sheet
- Public relations brochures

- Slide presentations

5) Duration

The participation activities are conducted as the first step, prior to the consultation (first). The duration of implementation will be from 30 May - 11 June 2019

6) Results

The meeting for preliminary information and discussions with provincial, district, and local administrations was held between 30 May - 11 June 2019, in which various comments and suggestions that were useful to the project were obtained. The comments and suggestions can be summarized as shown in **Table 4.6-2**, with an image from the meeting for preliminary information and discussions shown in **Figure 4.6-2**

Table 4.6-2 Summary of the results from the meeting for preliminary information and discussions

Date	Time	Target group	Location	Opinions and suggestions
30 May 2019	11.00 a.m. - 12.00 p.m.	Ban Chang Subdistrict Mayor, comprising 1 person	Ban Chang Subdistrict Municipality Office	<ul style="list-style-type: none"> - Public relations for project information, including invitations to attend meetings, should cover the entire study area and especially those directly affected by the project. - Do project developments impact Khao Khrok Tabak?
	1.30 - 3.30 p.m.	Ban Chang Mayor and Board of Executives, comprising 6 persons	Ban Chang Municipality Office	<ul style="list-style-type: none"> - In which area of Runway 1 and Runway 2 will the new terminal be designed? Also, will an underpass be built to connect to the old terminal and the parking building? - Are the details of the project in accordance with the master plan? - I am concerned about the use of public utilities by the latent population moving into the area. Suggest that the project allocate income in the form of taxes to the locality to improve/resolve public utility issues to support project developments.
5 June 2019	1.30 - 3.00 p.m.	Deputy Governor of Rayong Province, Deputy District Chief of Ban Chang and related agencies, comprising 5 persons	Rayong City Hall	<ul style="list-style-type: none"> - I am happy with project developments as it will help the country prosper. - Suggest more entrances-exits on Sukhumvit Road to facilitate airport users. - How long will the study and construction take? - Suggest showing maps, diagrams, and various details for the project area more clearly. - The entire group of stakeholders should be invited from the first public consultation onwards. - When choosing a meeting place, it is key to consider whether it is convenient for attendees to travel. - Do project developments impact Khao Khrok Tabak?
10 June 2019	11.00 a.m. - 12.00 p.m.	Chief Executive of Phlu Ta Luang Subdistrict Administrative Organization and Board of Executives, comprising 27 persons.	Phlu Ta Luang Subdistrict Administrative Organization	<ul style="list-style-type: none"> - For people affected by noise impacts from the project, what measures are in place for providing care and compensation? - Where will the soil for land reclamation come from, as previous projects have used soil from Phlu Ta Luang Subdistrict? Suggest assessing soil resources that will be used for land reclamation in order to not affect the people in the area.

Table 4.6-2 Summary of the results from the meeting for preliminary information and discussions(continued)

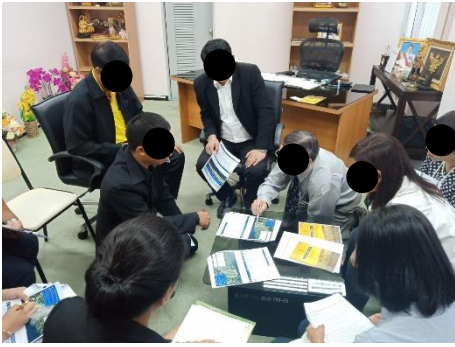
Date	Time	Target group	Location	Opinions and suggestions
10 June 2019 (continued)	1.30 - 2.30 p.m.	District Chief of Sattahip and Deputy District Chief of Sattahip, comprising 2 persons.	Sattahip District Office	<ul style="list-style-type: none"> - I am happy with future project developments as it will help the country and area prosper. - For people affected by noise impacts from the project, what measures are in place for providing care and compensation? - How is water managed for consumption and utilization in the project? Also, what is the management process for wastewater arising from the project? - For how long will there be noise impacts from project operations, and in which areas? - In the case of resistance or complaints, what project measures are in place and how will it be resolved? - What routes will be taken to transport project construction materials? During what times? Impacts should be assessed and appropriate measures should be established. - Public relations should be conducted regularly to inform the public and should cover the entire study area, focusing mainly on those who are directly affected. Both the positive and negative impacts should be clearly stated to prevent unwanted complaints from arising later. - Suggest more entrances-exits on Sukhumvit Road to facilitate airport users.
	4.30 - 5.30 p.m.	Sam Nak Thon Subdistrict Mayor and Board of Executives, comprising 5 persons	Sam Nak Thon Subdistrict Municipality Office	<ul style="list-style-type: none"> - For project developments, will land outside of the airport be purchased/expropriated? - How many years will project construction take? - Suggest more entrances-exits on Sukhumvit Road to facilitate airport users. - Do the 5 designated air and noise monitoring points provide sufficient coverage? Suggest additional monitoring at Wat Sa Kaeo School as it is in line with the runway and the flight path. - How loud does the noise level need to be to affect people in the area? What measures are in place for care and compensation? - Suggest also conducting a study and assessments on waste and refuse management.

Table 4.6-2 Summary of the results from the meeting for preliminary information and discussions(continued)

Date	Time	Target group	Location	Opinions and suggestions
11 June 2019	9.00 - 10.30 a.m.	Director of the Chonburi Provincial Office of Natural Resources and Environment and Chonburi Public Works and Town & Country Planning, comprising 5 persons.	Chonburi City Hall	<ul style="list-style-type: none"> - For project developments, will land outside of the airport be purchased/expropriated? - For people affected by noise impacts from the project, what measures are in place for providing care and compensation? - Does the project monitor marine water quality? How? - Is there a height limit for the buildings around the airport? For consistency with the Land Use and Building Control Act.
	1.30 - 2.30 p.m.	Phala Subdistrict Chief, comprising 1 person	Phala Subdistrict Municipality	<ul style="list-style-type: none"> - For people affected by noise impacts from the project, what measures are in place for providing care and compensation? - I'm concerned about the use of public utilities by the latent population moving into the area. I'd like to propose that the project allocate income in the form of taxes to the locality to improve/resolve public utility issues to support project developments. - Suggest considering Queen Sirikit Naval Hospital as an environmental impact monitoring point.
	3.30 - 5.00 p.m.	Chief Executive of Sam Nak Thon Subdistrict Administrative Organization and the Chief of Sam Nak Thon Subdistrict Administrative Organization, comprising 3 people	Sam Nak Thon Subdistrict Administrative Organization	<ul style="list-style-type: none"> - Suggest reconsidering noise level monitoring points, to conduct monitoring directly in affected areas. - Suggest bringing the publics' issues of concern from previous consultations of other Royal Thai Navy projects to attention for consideration in matters related to this project to find a means of correction. - Suggest public relations for the project/hold meetings in directly affected communities. - For people affected by noise impacts from the project, what measures are in place for providing care and compensation? - What routes will be taken to transport project construction materials? During what times? Impacts should be assessed and appropriate measures should be established. - Suggest more entrances-exits on Sukhumvit Road to facilitate airport users.

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*Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources,
Environmental Quality, Health, Sanitation, and the Quality of Life of People in the Community
Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong*



Deputy Governor of Rayong Province and related agencies



Chonburi Provincial Government



Sattahip District Chief



Ban Chang Subdistrict Mayor



Chief Executive of Sam Nak Thon Subdistrict Administrative Organization



Phala Subdistrict Chief



Ban Chang Mayor



Chief Executive of Phlu Ta Luang Subdistrict Administrative Organization

Figure 4.6-2 The atmosphere in some parts of the meeting for preliminary information and discussions.

4.6.2 Implementation of Public Consultation Process

4.6.2.1 First Public Consultation

The consultation forum is held in order to identify the scope and guidelines for the EIA, including project details, and assessment of project alternatives so that the public, stakeholders, and relevant agencies have a chance to participate in presenting their concerns and guidelines for the environmental impact assessment. The purpose of this is to provide information to general public and relevant agencies regarding upcoming project details and possible direct and indirect impacts that may occur, the scope of the study, and assessment of project alternatives. In addition, the comments and recommendations from the public consultation will be applied for use in the study and to provide a comprehensive result to study potential, suitability, and capacity of air traffic volume. The scope of the study methodology is comprehensive and in accordance with the guidelines for transportation project EIAs (Guidelines for Environmental Impact Assessments for Airport Projects) of the Office of Natural Resources and Environmental Policy and Planning (ONEP) and EHIAs guidelines to ensure that the EHIA is complete per **Addendum 4-1**.

1) Objectives

- To present the EHIA draft scope, including assessments for project alternatives.
- To listen to comments and suggestions from stakeholders of the drafted scope of the project EHIA, which will be considered when adjusting the scope of the study to be more complete and comprehensive.

2) Target group

The target group is comprised of the 7 main stakeholder groups in compliance with the Guidelines for Public Participation in the Procedure of Providing an Environmental Impact Assessment Report of the Office of Natural Resources and Environmental Policy and Planning (ONEP) 2019

3) Operating Procedures, Methods, and Techniques

The first public consultation used seminar techniques and the “Nice Welcome Characteristics Smiling Face” method to create a sense of friendliness and a good impression when the speakers presented information. Documents and information related to the project were prepared, especially on the background and necessity of the project, project/study objectives, the duration of the study, and the study area and scope, to provide clear details. There were moderators that had techniques for welcoming and presenting various content in a format that is suitable for the target group. An open forum was provided for brainstorming and suggestions from participants, encouraging them to ask questions and share their comments in a cooperative atmosphere in the meeting room. Various suggestions could also be submitted through channels, as well as comments from the meeting and answers to questions from the questionnaire. The procedure can be summarized as shown in **Figure 4.6-3** and **Table 4.6-3**.

- Preparing for the Meeting
 - Determined what content will be presented to the target audience.
 - Prepared project documentation for disclosure to stakeholders and the public, and presentation materials, meeting documents, and brochures for proposal to the Royal Thai Navy and Eastern Economic Corridor Office of Thailand for approval before proceeding, at least 1 week before the meeting.
 - Determined appropriate dates, times, and places for the consultation.
 - Prepared invitations for the meeting and invite stakeholders from all 7 target groups to attend the meeting 30 days in advance via at least 3 channels.
 - Disclosed project documents to stakeholders and the public for consideration 15 days in advance before holding the forum via at least 3 channels.
 - Set up a registration system so those interested in attending the meeting can pre-register.
 - Prepared the working group in terms of content, techniques, and methods used for meetings and rehearse presentations with the Royal Thai Navy and Eastern Economic Corridor Office of Thailand.
 - Prepared the meeting venue so that it is ready in terms of stage, audio equipment, table settings, exhibition location, registration desks, and other facilities.
- Conducting meetings
 - Had a welcoming team in front of the meeting room for registrations and to distribute meeting documents.
 - Set up an exhibition board in front of the meeting room so that participants can study the information and have staff to provide explanations.
Opening Ceremony : Opening speech by a representative of the Navy or the Eastern Economic Corridor Office of Thailand and an opening speech by the Governor of Rayong Province or a representative.
 - Lecture : Presentation of project details and the EHIA scope.
 - Provided a Q&A forum for additional information and a hearing to obtain comments and suggestions from attendees over reasonable period of time.
 - Took notes, recorded audio, and recorded photos during the meeting and collect questionnaires.
- Post-meeting operations
 - Provided at least 3 channels for receiving comments, such as telephone, fax, and email or the project website, for 15 days after the meeting.
 - Summarized issues of concern, comments, and suggestions from the meeting and evaluation form to be compiled to update the study scope.
 - Prepared a summary report of comments from the meeting for proposal to the Royal Thai Navy and Eastern Economic Corridor Office of Thailand, and

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Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources,

Environmental Quality, Health, Sanitation, and the Quality of Life of People in the Community

Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong

for dissemination by sending it to the Office of Natural Resources and Environmental Policy and Planning and the public.

4) Materials and documents used (Figure 4.6-4)

- Advance notice and disclosure of project documents
 - Materials used for public relations, such as meeting invitations, public relations signs, posters, and public broadcasting vehicles, websites, newspapers, and local radios, etc.
 - Documents to support the consultation platform
- Set up a forum for comments
 - Handouts for attendees, such as agendas, supporting documents for the consultation platform, evaluation forms, and channels for additional comments, etc.
 - Slide presentations
 - Exhibition boards
 - Project public relations brochures
- Disclosure of consultation summary reports
 - Consultation summary reports

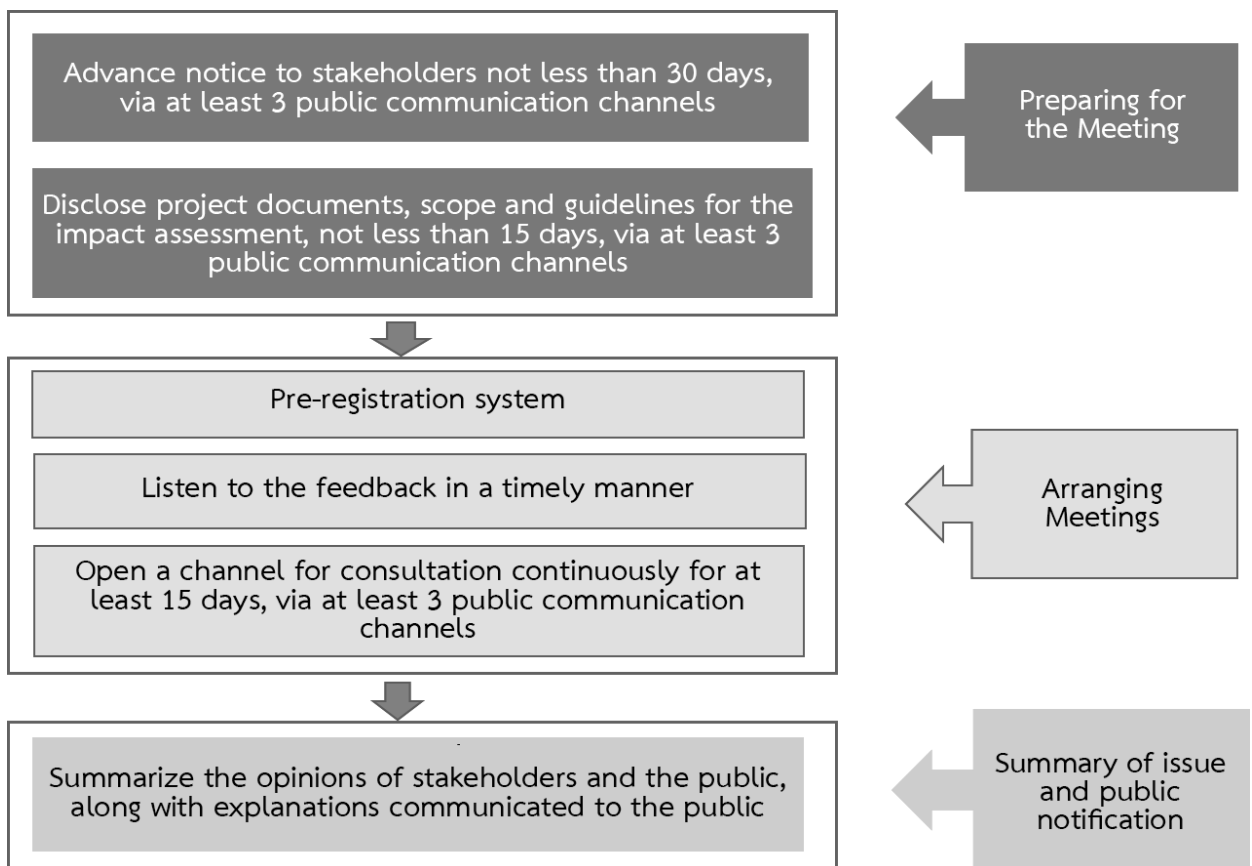


Figure 4.6-3 Summary diagram of the first public consultation process

Table 4.6-3 Implementation of the first public consultation process

Implementation	Duration	Description
1. Advance notice (not less than 30 days, via at least 3 public communication channels)	From 4 June 2019	Notified ONEP and the public about the project and consultation platform not less than 30 days in advance via various channels, including 7 channels: 1) invitations, 2) 10 public relations signs, 3) 47 public relations posters, 4) website (www.ehia-utprw2.com), 5) Local radio stations (Green Voice Radio 105 MHz), 6) Local newspapers (Rayong Post newspaper), and 7) 2 public broadcasting vehicles for 4 days.
2. Document disclosure (not less than 15 days, via at least 3 public communication channels)	From 19 June 2019	Disclosed project documents to stakeholders and the public not less than 15 days before holding the forum via 3 channels as follows: 1) sending documents by post, 2) document placement, and 3) websites.
3. Pre-registration	From 5 June to 1 July 2019	Opened pre-registration to the public, stakeholders, and relevant agencies to request to attend the meeting in advance by sending a response form directly by post, fax, email, or telephone.
4. First Public consultation	Thursday, 4 July 2019, at 08:30 a.m. - 12:35 p.m. (per actual event)	The public consultation was held to present the project background, EHIA scope and guidelines, and to assess project alternatives. There was also a hearing for comments and suggestions from stakeholders and the public.
5. Accepted comments after holding the consultation forum (continuously for not less than 15 days via at least 3 channels).	From 5-19 July 2019	Accepted additional comments after holding the consultation continuously for at least 15 days via 4 channels, including: 1) post, 2) telephone, 3) fax, and 4) email.
6. Preparation and disclosure of the first public consultation summary report	From 1-2 August 2019	Prepared a summary report on stakeholder and public opinions with explanations, and send the report to ONEP for their information. Also send it to project stakeholders and disseminate it to the public via: 1) letters submitting the summary report, 2) summary report announcements at 47 locations, and 3) website (www.ehia-utprw2.com).



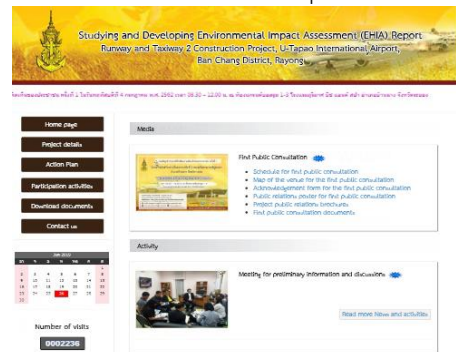
PR posters



Public relations brochure placements



Cut out signs



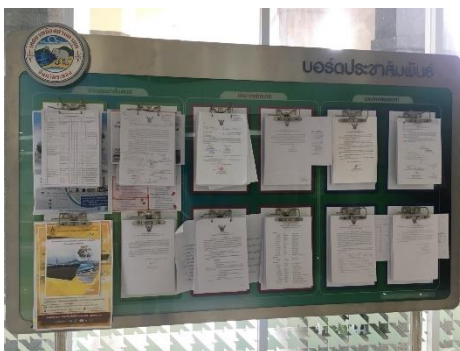
Website: www.ehia-utprw2.com



Public broadcasting vehicles



Rayong Post Newspaper



Disclosure of consultation supplementary documents



Placement of consultation supplementary documents

Figure 4.6-4 Public relations for first public consultation

Meeting agenda for consultation on Thursday, 4 July 2019, 08.30 a.m. - 12.00 p.m. at Grand Ballroom
1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong

- 8.30 - 9.00 a.m. Registration and receipt of consultation supplementary documents
*** Snacks ***
- 9.00 - 9.05 a.m. Welcome participants to the consultation and state consultation agenda
- 9.05 - 9.20 a.m. Opening Ceremony
- State background and objectives of the consultation
By [REDACTED] Chair of the Project Employment Audit Committee
 - Public consultation opening statement
By [REDACTED] Deputy Governor of Rayong Province
- 9.20 - 10.00 a.m. Present the project, with the sequence of presentations as follows:
- Background, rationale, project details, and evaluation of project alternatives.
By [REDACTED] Project Consulting Engineer
 - Scope and guidelines of project EIA and operation plans
By [REDACTED] Environmental Specialist
 - Public participation and public relations procedures
by [REDACTED] Public Participation Expert
- 10.00 - 11.45 a.m. Hearing of comments and suggestions from meeting attendees and answering of questions
- 11.45 a.m. - 12.00 p.m. Consultation summary and closing of consultation
By [REDACTED] Environmental Specialist
- 12.00 p.m. onwards Lunch

5) Results of First Public Consultation

The first public consultation was held with the objective of presenting the EHIA scope and guidelines, project details, assessments of project alternatives, and project implementation plans. There was also a hearing for stakeholder comments and suggestions on the project's draft EHIA scope and guidelines, which will be taken into consideration for updating the study scope to be complete and comprehensive and applied in the environmental impact study to ensure maximum suitability. The meeting was conducted successfully, with details as follows.

The project held the first public consultation on Thursday, 4 July 2019, from 8.30 a.m. - 12.35 p.m. at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong.

██████████ Chair of the Parcel Inspection Committee, was the moderator of the consultation. It was also an honor to have ██████████ Deputy Governor of Rayong Province, give the opening statement for the consultation, in which there was a total of 333 attendees.

Summary of number of attendees and summary of meeting results, with issues from various questions and comments as shown in **Table 4.6-4** and **Table 4.6-5**, respectively, and an image of the meeting atmosphere as shown in **figure 4.6-5**.

Table 4.6-4 Details of number of attendees in the first public consultation, classified by stakeholder group

Sequence No.	Stakeholder Groups	Number invited (people)		Number of attendees (people)	
		Rayong	Chonburi	Rayong	Chonburi
1.	Impacted parties				
	1.1 Community leaders**	38	39	45	-
	1.2 Disadvantaged parties***	60	13	104	10
	1.3 Advantaged parties	8	2	15	12
2.	Parties responsible for EIA report preparation				
	2.1 Project owners		2		1
	2.2 Parties legally authorized to prepare EIA reports		18		23
3.	Parties responsible for reviewing EIA report		3		2
4.	Government agencies at various levels	82	57	76	27
5.	Environmental protection NGOs, developmental NGOs, educational institutions, and independent scholars	15	12	6	2
6.	Mass media	14	10	7	2
7.	General Public	-	-	10	3
Total		386		333*	

Note: * The total number of attendees, if not including agencies responsible for preparing reports and agencies reviewing the EIA report, project owners, and advising companies, totaled 309 attendees.

** The number of community leaders attending the public consultation is lower than the number invited as the project is located in Rayong, and most of the study area is in Rayong. Community leaders from Chonburi saw that the impacts were relatively small as it is quite far from the project site.

*** The number of disadvantaged parties attending the public consultation is higher than the invited number, in which there were 73 invitations and 114 attendees.

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
Engineering		
1	<p>Advisor to the Chief Executive of Rayong PAO</p> <ul style="list-style-type: none"> The project is requested to consider the connection and alignments of various transportation systems, such as mass transit systems for both land transportation and rail systems. 	<p>Meeting clarifications Acknowledged suggestion.</p> <p>Additional post-meeting clarifications The development plans for construction of transportation routes related to U-Tapao International Airport development plans comprise Highway Number 7 and the high-speed railway linking 3 airports, which are connected to support the mass transit system as a supporting service for Suvarnabhumi Airport, Don Mueang Airport, and U-Tapao International Airport.</p>
	<ul style="list-style-type: none"> Suggestion to use the Green Aerotropolis concept for U-Tapao International Airport developments. 	<p>Meeting clarifications Acknowledged suggestion.</p> <p>Additional post-meeting clarifications According to the U-Tapao International Airport aerotropolis development plan, a variety of data from different types of land use areas has been reviewed and assessed with a vision of sustainable design in 6 aspects, which coincides with the Green Aerotropolis concept as follows:</p> <ul style="list-style-type: none"> - Internationalization to reach foreign users (world class destination) - Provides public spaces and supports development of the local community (supporting local community) - Provide a unique user experience to obtain a real sense of the location (unique user experience) - Shows prominent features and local identity (capitalizing on local assets) - Being an aerotropolis that is sustainable and respectful to nature
	<ul style="list-style-type: none"> Suggestion to apply learning experiences from the developments of Suvarnabhumi Airport and Don Mueang Airport to jointly benefit the U-Tapao International Airport project. 	<p>Meeting clarifications In the U-Tapao International Airport project study, advisors applied the learning experiences from Suvarnabhumi Airport and Don Mueang Airport for joint consideration to prevent problems, provide a comprehensive study on environmental and health impacts, and to establish comprehensive measures.</p>
2	<p>Registered Nurse, Ban Chang Hospital</p> <ul style="list-style-type: none"> Suggestion to apply learning experiences from Suvarnabhumi Airport for consideration in the study. 	

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
3	<p>Representing Queen Sirikit Naval Hospital</p> <ul style="list-style-type: none"> How will the communities surrounding the project area benefit from airport developments? 	<p>Additional post-meeting clarifications</p> <p>The Royal Thai Navy (RTN) aims to develop U-Tapao International Airport (UIA) to drive the growth of the area in the Eastern Economic Corridor to become the Eastern Aerotropolis promotion zone in accordance with the announcement of the Eastern Economic Corridor Development Policy Committee, Re: Determination of Promotion Zones: Eastern Aerotropolis dated 23 February 2018, to benefit the country and community in 6 main aspects as follows:</p> <ol style="list-style-type: none"> Enhancing opportunities for employment and businesses within the airport Enhancing opportunities for businesses outside the airport Building community potential
		<ol style="list-style-type: none"> Public relations for tourist attractions, products and services in the communities Enhancing good relations with the surrounding communities Rehabilitation and development of environmental quality
4	<p>Secretary-General of the Rayong Chamber of Commerce</p> <ul style="list-style-type: none"> Suggestion for traffic management presentations, both within and outside of the airport, to have a clear connection. 	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p> <p>Additional post-meeting clarifications</p> <p>The development plans for construction of transportation routes related to U-Tapao International Airport development plans comprise Highway Number 7 and the high-speed railway linking 3 airports, which are connected to support the mass transit system as a supporting service for Suvarnabhumi Airport, Don Mueang Airport, and U-Tapao International Airport.</p>
5	<p>President of Phayun Community 1, Ban Chang Subdistrict Municipality</p> <ul style="list-style-type: none"> Suggestion to set up traffic management and transportation systems in the area and to connect “Ban Chang Smart City” with U-Tapao International Airport for joint development. 	
6	<p>President of Ban Thanarak Housing Project</p> <ul style="list-style-type: none"> Suggestion to lay foundations for long-term development of U-Tapao International Airport. 	<p>Additional post-meeting clarifications</p> <p>The master plan includes long-term development plans for the project (30 years), which is classified according to annual passenger traffic forecasts and cargo volume, divided into 3 phases as follows:</p> <ul style="list-style-type: none"> Phase 1 (2028), accommodating 12 million passengers per year. Phase 2 (2038), accommodating 31 million passengers per year. Phase 3 (2048), accommodating 54 million passengers per year.
Environmental factors		

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
1	<p>Advisor to the Chief Executive of Rayong PAO</p> <ul style="list-style-type: none"> Suggestion to review passenger traffic forecasts for 2048, which is expected to exceed 54 million passengers. 	<p>Additional post-meeting clarifications</p> <p>In forecasting airport demand for the 30-year period in accordance with the master plan, which assesses demand data (top-down analysis), relevant macro-level factors in Asia and Thailand have been taken into account to assess demand for U-Tapao International Airport and airports in Bangkok as a whole. Factors relating to U-Tapao International Airport service capacity (bottom-up analysis) have also been assessed.</p>
	<p>Suggestion to use Zero Waste concepts in environmental studies and waste, refuse and wastewater management.</p>	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p> <p>Additional post-meeting clarifications</p> <p>The project has established a waste management system that has a segregating station, in which the segregating system will separate recyclable waste from landfill waste and will consider recirculating treated wastewater to be utilized in the area, such as for watering plants, for efficient use of resources and to minimize the amount of water discharged to the environment or natural water sources.</p>
	<p>Suggestion to study the abundance of marine animals, such as corals, fish, and turtles, and to study marine waste problems.</p>	<p>Meeting clarifications</p> <p>The project has accepted the suggestion and will integrate abundance studies on marine animals such as corals, fish, and turtles in the study of marine ecology, as well as marine waste/dirt problems.</p>
2	<p>Registered Nurse, Ban Chang Hospital</p> <ul style="list-style-type: none"> Suggestion to add noise issues and to compile baseline health status data for both the general population and risk groups, and to study forecasts for the future, after airport development. Will there be changes to health impacts? 	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p> <p>Additional post-meeting clarifications</p> <p>The study scope specifies that there are studies on noise impacts, both in the construction and operation phase, and that baseline public health data has been compiled, including on the health status of the population, the number of service centers, and the number of medical and public health personnel to provide information for health impact assessments for both the construction phase and opening of U-Tapao International Airport.</p>

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
3	<p>Chair of Public Health Volunteers in Huai Yai Subdistrict</p> <ul style="list-style-type: none"> Suggestion for presentations on impacts to show how project development will affect and population, and suggest considering environmental issues relating to refuse management and to have clear refuse management measures. 	<p>Meeting clarifications Acknowledged suggestion.</p> <p>Additional post-meeting clarifications The ERIA will present quantitative and qualitative impacts on the environment and health for the population, for both positive and negative aspects. The refuse management study scope is included in the topic on waste management, in which the advisor will assess the impacts and establish clear preventative measures in accordance with academic principles and practical for application.</p>
	<ul style="list-style-type: none"> Suggestion to consider whether water sources in the area and public transport developments are sufficient. 	<p>Meeting clarifications Acknowledged suggestion.</p> <p>Additional post-meeting clarifications Adequacy of water sources in the area Currently, U-Tapao International Airport has a water filter plant that uses raw water from Khlong Bang Phai Reservoir, Phoot Anan Reservoir, and Khlong Ban Khut Reservoir, which is capable for the amount of use. However, after the development of U-Tapao International Airport, in accordance with the Eastern Aerotropolis development plan, the water supply will include raw water from Eastern Water Resources Development and Management (East Water), the tap water filtration plant, and water supply pipes to service points in the area which will be developed per the master plan, which has been based on the water demand of 18,613 cubic meters per day.</p>
	<ul style="list-style-type: none"> Public transport development 	<p>For the development of transportation infrastructure systems around U-Tapao International Airport, the project has plans with the departments of the Ministry of Transport to discuss and design a road that connects to the entrance-exit of the airport. Details of the airport entrance-exit design and connections to the external transport system are included in the study scope of the master plan for developing U-Tapao International Airport and surrounding areas of Rayong.</p>
4	<p>Deputy Chief of Map Ta Phut Municipality</p> <ul style="list-style-type: none"> Is the scope of the environmental study complete and comprehensive? 	<p>Additional post-meeting clarifications In the determination of the study scope, advisors comprising environmental experts and experienced experts have jointly determined the study scope based on various activities from both the construction phase and operation phase, depending on whether such activities will cause any impacts on the environment and in which areas. The designated study scope will be presented for public consultation again for further consideration and addition based on the comments from the platform.</p>

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
	<ul style="list-style-type: none"> Which agency will inspect whether the scope of the study is complete? 	<p>Additional post-meeting clarifications</p> <p>The process for defining the study scope starts with brainstorming by advisors, comprising experts and specialists, considering project activities from both the construction phase and operation phase as to which will impact the environment and in what ways. After the study issues have been obtained, an important step when considering the completion of the study scope is the first public consultation (to receive comments on the designated scope and guidelines for the EHIA). Then, the advisors integrate the issues/suggestions from the consultation for consideration/study and prepare an EHIA report for further submission to ONEP, the expert committee (EC), and National Environment Board (NEB).</p>
5	<p>President of the Pan Din Tai Community</p> <ul style="list-style-type: none"> Dugongs and marine life in the area may be affected by rubber powder/airplane wheels. How will the project manage this? Suggestion to have a large water treatment pond installed in the area before discharging wastewater into the sea. 	<p>Additional post-meeting clarifications</p> <p>The project has considered designing a central wastewater treatment system to accommodate expected wastewater quantities arising from project operations within the airport for both general wastewater and contaminated wastewater, which will be treated according to standard specifications before being discharged to external water sources. It is also required that certain activities within the airport that significantly contaminate wastewater, such as in central aircraft maintenance areas, which will require preliminary wastewater treatment to improve wastewater quality to meet standard requirements before being discharged into the central wastewater treatment system. In addition, circulation of treated wastewater has also been considered for utilization for maximum benefit within the area, such as for watering plants, in order to use resources efficiently and to minimize the amount of water needing to be discharged to the environment or natural water sources.</p>
	<ul style="list-style-type: none"> Impacts on people in the KM.16 and police kiosk 431 area which are gated communities and golf courses: If these communities are affected, what management measures are in place? 	<p>Additional post-meeting clarifications</p> <p>In the EHIA, advisors have set a preliminary study area border that covers 10 km to the north and south and 6 kilometers to the east and west, which already includes the air navigation safety zone (1995) and areas that may be impacted by noise. If the impact assessment reveals that people in the KM.16 and police kiosk 431 area are affected in any way, the project will establish measures that are consistent with such impacts.</p>

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
	<ul style="list-style-type: none"> Suggestion to consider alternative models to avoid destroying mountains and natural resources. 	<p>Meeting clarifications</p> <p>The project has considered alternative model 1, which has a 1,140 meter distance between Runway 1 and Runway 2. Aircraft takeoffs-landings will remain safe according to ICAO standards and do not require cutting through Khao Khrok Tabak.</p>
	<ul style="list-style-type: none"> During the construction phase, there will be many construction workers in the area, which will become a latent population. Suggestion for the project to avoid using foreign workers. 	<p>Additional post-meeting clarifications</p> <p>Excessive latent population issues may cause infrastructure management to become insufficient and inconsistent with the actual population. The project will assess the impacts from this issue and establish measures that are consistent with the impact and practical for application.</p>
	<ul style="list-style-type: none"> Suggestion to use tourist taxes/fees to develop public utilities/facilities in areas such as hospitals and educational institutions, especially in Sam Nak Thon Subdistrict and Phala Subdistrict. 	<p>Meeting clarifications</p> <p>Suggestion acknowledged. Advisors will consider establishing further project measures in accordance with Corporate Social Responsibility (CSR) policies of the Royal Thai Navy.</p>
6	<p>Representing Queen Sirikit Naval Hospital</p> <ul style="list-style-type: none"> For increased waste problems, what guidelines are in place for management? 	<p>Additional post-meeting clarifications</p> <p>Construction Phase: There will be an increased amount of waste from construction workers and from construction debris. The project has required that waste must be segregated before disposal, then collected and transported for disposal by correct methods.</p> <p>Operation Phase: There will be an increased amount of waste from airport visitors and airport staff. According to the master plan, the project requires that there is a waste management system with a segregating station capable of handling approximately 100 tons of solid waste per day. The segregating system will separate recyclable waste from landfill waste, as well as segregating waste that is not suitable for general landfill disposal, such as hazardous waste or tire materials, batteries or contaminated waste, for disposal by suitable methods.</p>
	<ul style="list-style-type: none"> For flight hazard issues, suggestion that the project propose measures to support impacts and establish emergency response plans to cover hospitals, public health agencies, and local disaster agencies. 	<p>Additional post-meeting clarifications</p> <p>The National Civil Aviation Security Plan (NCASP) aims to set the framework for regulations to protect security and provide consistent and effective security standards for civil aviation in Thailand by preventing unlawful interference for the following:</p> <ol style="list-style-type: none"> 1) Flights of air operators providing air services 2) Air navigation services 3) Airport security facilities for aircraft flight operations

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
		<p>4) Facilities and infrastructure of security and safety for aircraft flight operations by determining measures to support impacts and establishing emergency response plans that will also cover hospitals, public health agencies, and disaster agencies in the area.</p>
7	<p>Residents of Village No. 6, Sattahip Subdistrict</p> <ul style="list-style-type: none"> What control measures are in place for long-term environmental management of the project for consistency? 	<p>Additional post-meeting clarifications</p> <p>To control the implementation of environmental impact prevention and resolution measures, including environmental impact monitoring measures, both in the construction phase and operation phase (throughout the duration of the project), the project owner will hire a third party to monitor the implementation of the measures set forth in the EHIA report. If operations do not comply, legal measures will be taken.</p>
	<ul style="list-style-type: none"> Suggestion to study the migration of Asian Openbills in the cold season. 	<p>Meeting clarifications</p> <p>The suggestion has been acknowledged. The project requires that specialists conduct a survey on birds in the airport area and in surrounding areas in 2 seasons, comprising:</p> <ol style="list-style-type: none"> 1) Rainy season, in July 2019 2) Migration season, in November 2019
8	<p>President of Ban Thanarak Housing Project</p> <ul style="list-style-type: none"> Suggestion for the project to consider the topography of airport developments, including the issues of impacts from pollution and waste, and environmental management based on existing data. 	<p>Meeting clarifications</p> <p>Suggestion acknowledged. The project study scope has also included studies on environmental impacts, such as topography, air quality, noise, water, and waste management. In the study, advisors will compile existing data from the present conditions to supplement the impact assessment and establish suitable support measures.</p>
	<ul style="list-style-type: none"> Please provide guidelines for managing basic public utility problems in the area (electricity/water supply). 	<p>Meeting clarifications</p> <p>Suggestion acknowledged. In this regard, in accordance with the project study scope, this has been specified in the section on public facilities and public utilities. In the study, advisors will compile existing data on basic public utilities and assess the impact of project activities in both the construction and operation phase in order to determine suitable management measures.</p>

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
	<ul style="list-style-type: none"> Suggestion to have wastewater-effluent management guidelines. 	<p>Meeting clarifications Acknowledged suggestion.</p> <p>Additional post-meeting clarifications The project has considered designing a central wastewater treatment system to accommodate expected wastewater quantities arising from project operations within the airport for both general wastewater and contaminated wastewater, which will be treated according to standard specifications before being discharged to external water sources. It is also required that certain activities within the airport that significantly contaminate wastewater, such as in central aircraft maintenance areas, which will require preliminary wastewater treatment to improve wastewater quality to meet standard requirements before being discharged into the central wastewater treatment system. In addition, circulation of treated wastewater has also been considered for utilization for maximum benefit within the area, such as for watering plants, in order to use resources efficiently and to minimize the amount of water needing to be discharged to the environment or natural water sources.</p>
9	<p>President of Phayun Community 1, Ban Chang Subdistrict Municipality</p> <ul style="list-style-type: none"> How will the problems from construction activities be controlled to prevent impacts that will affect the community? 	<p>Meeting clarifications</p> <ul style="list-style-type: none"> The main impacts of the project are classified by the construction phase and operation phase, with key impacts comprising noise, vibration, air, wastewater, solid waste, drainage, transportation, and socio-economic impacts. The impact assessments for each issue will be compared against baseline data and various related standards. Impact assessments will be conducted in both the construction phase and operation phase, with the impact level being based on the level of change for each environmental issue. This will then be integrated to establish prevention and resolution measures and environmental impact monitoring measures that are practical for application in accordance with academic principles. The limitations of each area will also be considered.
	<ul style="list-style-type: none"> Suggestion for the project to promote the development of physical and mental health by providing a standardized exercise facility and promoting local athletes. 	<p>Meeting clarifications Suggestion acknowledged. Advisors will consider establishing further project measures in accordance with Corporate Social Responsibility (CSR) policies of the Royal Thai Navy.</p>

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
10	<p>Manager of the Administrative and Aircraft Maintenance Support Division Acting Executive Director, Thai Airways Co., Ltd.</p> <ul style="list-style-type: none"> As there will be a new Maintenance, Repair, and Overhaul Center (MRO) at U-Tapao International Airport in the EEC area, suggest that the meeting acknowledges, is aware of, and supports such project by preparing an EIA report to survey contaminants. Suggest compliance with ASTM E-1527-13 standards for the pre-construction phase. 	<p>Meeting clarifications</p> <p>Suggestion acknowledged. The project will study the details as suggested.</p>
11	<p>Residents of Village No. 2, Samaesarn Subdistrict</p> <ul style="list-style-type: none"> There are concerns about the impact of noise from airport developments, as well as impacts on the environment. Suggest compensation for affected groups for fair treatment. 	<p>Meeting clarifications</p> <p>Concern acknowledged. In this regard, the study requires that environmental impacts from airport developments. This includes environmental impacts in various fields. If the study finds that there are any impacts in any field, the advisor must establish measures to prevent and correct the impacts as suitable and practical for application.</p>
12	<p>President of the Ban Phala Fisheries Group</p> <ul style="list-style-type: none"> There are concerns about water quality and the impact on water ecology in Khlong Bang Phai and Khlong Phala, which are near the project site. There are concerns about noise impacts that may disturb dugongs near the project site. 	<p>Meeting clarifications</p> <p>Concerns and suggestions acknowledged. The project also requires that studies are conducted on water quality and ecology in surface water and marine water sources in the project area.</p>

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
	<ul style="list-style-type: none"> If there are project developments, suggest that wastewater is properly treated and managed before being discharged into the sea. 	<p>Additional post-meeting clarifications</p> <p>The project has considered designing a central wastewater treatment system to accommodate expected wastewater quantities arising from project operations within the airport for both general wastewater and contaminated wastewater, which will be treated according to standard specifications before being discharged to external water sources. It is also required that certain activities within the airport that significantly contaminate wastewater, such as in central aircraft maintenance areas, which will require preliminary wastewater treatment to improve wastewater quality to meet standard requirements before being discharged into the central wastewater treatment system. In addition, circulation of treated wastewater has also been considered for utilization for maximum benefit within the area, such as for watering plants, in order to use resources efficiently and to minimize the amount of water needing to be discharged to the environment or natural water sources.</p>
13	<p>Residents of Village No. 2, Phala Subdistrict</p> <ul style="list-style-type: none"> For the arising dust issues, what preventative measures are in place? Which agency will be responsible? 	<p>Additional post-meeting clarifications</p> <p>The advisor will study the impact of project activities during both the construction phase and the operation phase in regard to whether there will be dust from any cause, how much, and what areas will be affected. They will then establish prevention and resolution measures and impact monitoring measures and designate agencies responsible for further action. Details of the various measures will be specified in the project EHA report.</p>
14	<p>Village Head, Village No. 8, Ban Cherng Khao, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> Suggest that the project considers preventing and correcting impacts arising from the use of transportation routes during the construction phase after construction is complete to restore the road surface to its original condition. 	<p>Meeting clarifications</p> <p>Suggestion acknowledged. In this regard, the project requires that studies are conducted on traffic impacts both in the construction and operation phase, and has established prevention and resolution measures that are suitable, consistent, and practical for application.</p>

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
15	<p>Local residents (unspecified subdistrict)</p> <ul style="list-style-type: none"> Will the project expropriate community land? 	<p>Additional post-meeting clarifications</p> <p>U-Tapao International Airport (project) developments will be carried out in an area of 6,500 rai, within the Royal Thai Army land area. No external land will be used, and therefore will not affect expropriation of land in the surrounding areas.</p> <p>In this regard, the Royal Thai Navy has authorized the use of the 6,500 rai of land as the “Eastern Aerotropolis” Eastern Economic Corridor Promotion Zone, which covers the area from the current runway to the east, with the territory reaching to the north, adjacent to Sukhumvit Road. For the south side, a buffer zone will be blocked out for approximately 1 kilometer from the coast for airport safety and security purposes.</p>
	<ul style="list-style-type: none"> Suggestion to set up a fund to compensate parties affected by impacts from U-Tapao International Airport. 	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p>
<p>Public Participation and Public Relations</p>		
1	<p>Advisor to the Chief Executive of Rayong PAO</p> <ul style="list-style-type: none"> Suggestion for public relations and to inform investors in the EEC and S Curve entrepreneurs, which can be coordinated via the Provincial Federation of Thai Industries and Provincial Chamber of Commerce. 	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p>
2	<p>Chair of Public Health Volunteers in Huai Yai Subdistrict</p> <ul style="list-style-type: none"> How are jobs created for the community? 	<p>Additional post-meeting clarifications</p> <ul style="list-style-type: none"> When considering those who will conduct business in the project area, those who are competent and already in the area should be considered and given highest priority in order to support the local economy and society and to spread prosperity in the local area. In this regard, the project has a vision to create a plan for improving the quality of life for communities surrounding the
3	<p>Residents of Village No. 6, Sattahip Subdistrict</p> <ul style="list-style-type: none"> Provide space for the trade of local people. 	

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
4	<p>Residents of Village No. 2, Phala Subdistrict</p> <ul style="list-style-type: none"> ● Consider allocating trade areas for the community. 	<p>project area. It will operate under the concept of using current local physical and cultural identities and existing resources according to the potential/unique characteristics of each area, such as:</p> <ol style="list-style-type: none"> (1) Phala Subdistrict : Most of the area is adjacent to the southern area of U-Tapao International Airport, adjacent to the Gulf of Thailand. There is a beautiful beach, namely Phala Beach. (2) Ban Chang Subdistrict : Most of the area is a residential community and has various facilities such as markets and language schools. It is a comprehensive commercial hub for industry and tourism, education and health. The southern area is also on the seafront with important beaches, including Nam Rin Beach and Phayun Beach. (3) Sam Nak Thon Subdistrict : Most of the area is agricultural land. It is a learning center for organic agriculture. There is also Khlong Bang Phai Reservoir, which is a water source for farming and water activities. (4) Phlu Ta Luang Subdistrict : Most of the area is comprised of agricultural and residential areas. It is near the military area, and is an educational and recreational center with a railway line connecting the area with Bangkok.
	<ul style="list-style-type: none"> ● Suggest that project public relations for the next instance is more thorough. 	<p>Meeting clarifications Suggestion acknowledged. Past project operations have focused on providing information to the public via various channels, including:</p> <ul style="list-style-type: none"> - Sending invitations with project documents - Putting up PR posters - Local newspapers : Rayong Post newspaper - Local radio stations: Green voice 105 MHz Radio Station - Project website : www.ehia-utprw2.com - 10 public relations signs, sized 3x5 meters - Public broadcasting vehicles in the study area and nearby areas
5	<p>President of the Rayong News Family Association</p> <ul style="list-style-type: none"> ● Project public relations can be promoted through community radio, cable TV, and newspapers. Suggest for the project to prioritize public relations. 	
6	<p>President of Phayun Community 1, Ban Chang Subdistrict Municipality</p> <ul style="list-style-type: none"> ● Suggest appointment of a tripartite committee with representatives from the community and local area joining the committee to monitor potential impacts of the project from the construction phase. 	<p>Meeting clarifications Acknowledged suggestion.</p>

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
	<ul style="list-style-type: none"> Suggest prioritizing the employment of operators and people in the local area. 	Meeting clarifications Acknowledged suggestion.
Other		
1	Advisor to the Chief Executive of Rayong PAO <ul style="list-style-type: none"> Suggest that project developments are connected to Sunthorn Phu 	Meeting clarifications Acknowledged suggestion.
2	Secretary-General of the Rayong Chamber of Commerce <ul style="list-style-type: none"> Suggest that the advisors propose guidelines for managing the water supply system problems in Ban Chang District, Sattahip. Also suggest considering a reservoir development project to help alleviate flood problems and to provide a source of raw water for producing tap water. 	Meeting clarifications Acknowledged suggestion.
3	President of the Pan Din Tai Community <ul style="list-style-type: none"> Suggest being transparent about project developments. 	Meeting clarifications Acknowledged suggestion.
4	President of Phayun Community 1, Ban Chang Subdistrict Municipality <ul style="list-style-type: none"> Suggest developments for Ban Chang Hospital, to become a large hospital with standards to support and adequately serve international patients. 	Meeting clarifications Acknowledged suggestion.
	<ul style="list-style-type: none"> Suggest building refugee shelters in case of disasters. 	Meeting clarifications Acknowledged suggestion.
	<ul style="list-style-type: none"> Suggest organizing the U-Tapao International Airport tax system for equality with the Ban Chang Subdistrict, Phlu Ta Luang and Sattahip localities. 	Additional post-meeting clarifications Regarding budget allocations to local agencies operating in the airport area, responsibility must be taken to pay various taxes to the locality as required by law.
	<ul style="list-style-type: none"> Suggest setting up a committee to restore and develop tourism and to act as representative for discussions with the EEC on the establishment of the aerotropolis. 	Additional post-meeting clarifications The development of the aerotropolis is one of the development plans within the EEC project. The Department of Public Works and Town & Country Planning has conducted studies on the project to develop a master plan to develop specific areas in the community surrounding U-Tapao International Airport, which includes development guidelines for turning the areas surrounding U-Tapao International Airport into an aerotropolis.

Table 4.6-5 Summary of issues from questions, comments and suggestions on the first public consultation

No.	Questions	Clarifications
	<ul style="list-style-type: none"> Suggest establishing an aerotropolis that covers the entire study area in order to be able to manage tax matters. 	<p>Additional post-meeting clarifications</p> <p>Development projects for the areas surrounding U-Tapao International Airport upgrades infrastructure developments in the Ban Chang District area and surrounding areas to become modern cities that are convenient for traveling and can support the needs of the people, tourists, and investors in the EEC. The development is divided into 3 phases, namely the urgent phase, medium phase, and long term phase. In the urgent phase, the project will focus on developing integrated transportation and infrastructure systems under the Smart City concept, with developments to become an international tourism and water sports hub and to become a transportation or logistics hub. The medium and long term phase of the project will focus on road construction projects to make traveling easier and to shorten travel time to be consistent with the changing city.</p>
5	<p>Local residents (unspecified subdistrict)</p> <ul style="list-style-type: none"> Suggest improving English skills for communication for school children. 	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p>



Registration atmosphere



Exhibition board atmosphere



Meeting minutes stated by [redacted]
Chair of the Parcel Inspection Committee



Meeting opened by [redacted]
Deputy Governor of Rayong Province



Meeting atmosphere and presentation
by advisors



Questions and suggestions from meeting participants



Answering questions by representatives of project
owners
and advisors



Summary of comments and suggestions
by the advisors

figure 4.6-5 Atmosphere of the first public consultation at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong Province, Thursday 4 July 2019.

6) Comments from first public consultation evaluation form

After the consultation, participants were asked to respond to the first public consultation evaluation form. There was a total of 236 respondents out of 309 participants (excluding representatives of project owners and advisors), accounting for 76.4% of participants. Results of the data analysis can be summarized as follows:

- Section 1 Personal Information

At the first public consultation, the respondents were: Representatives from government agencies/ state enterprises/ district offices/ local administrative organizations, comprising 92 respondents (39.0 percent); followed by people residing in the study area, comprising 56 respondents (23.7 percent); representatives from community and village leaders, comprising 45 respondents (19.1%); leaders of various organizations in the study area, comprising 14 respondents (5.9 percent); the general public, comprising 13 respondents (5.5 percent); and environmental protection NGOs, developmental NGOs, educational institutions, independent scholars and media outlets, comprising 8 respondents (3.4 percent). Details are as shown in **Table 4.6-6** and **Figure 4.6-6** in which respondents were comprised of leaders from communities, villages, or various agencies in the study area, most of which held positions as community president/community chair/village administrator/village president/legal entity chair/village chair, comprising 39 respondents (66.1%); followed by subdistrict heads/assistant subdistrict heads/village heads/assistant village heads, comprising 11 respondents (18.6%); and heads of groups/organizations/clubs/associations/institutions, comprising 9 respondents (15.3%).

Table 4.6-6 Percentage of respondents classified by type for the first public consultation

Sequence No.	Stakeholder Groups	Evaluation Respondents	
		Number	Percentage
1.	Impacted parties		
	1.1 Community and village leaders in the project study area	45	19.1
	1.2 Heads of various organizational groups in the project study area	14	5.9
	1.3 People residing in the project study area	56	23.7
	1.4 Sensitive areas (religious sites/medical institutions/educational institutions) in the study area	-	-
2.	Parties responsible for EIA report preparation		
	2.1 Project owners	-	-
	2.2 Parties legally authorized to prepare EIA reports	-	-
3.	Parties responsible for reviewing EIA report	-	-
4.	Government agencies at various levels	92	39.0
5.	Environmental protection NGOs, developmental NGOs, educational institutions, and independent scholars.	8	3.4
6.	Mass media	8	3.4
7.	General public (residing outside of the study area)	13	5.5
Total		236	100.0

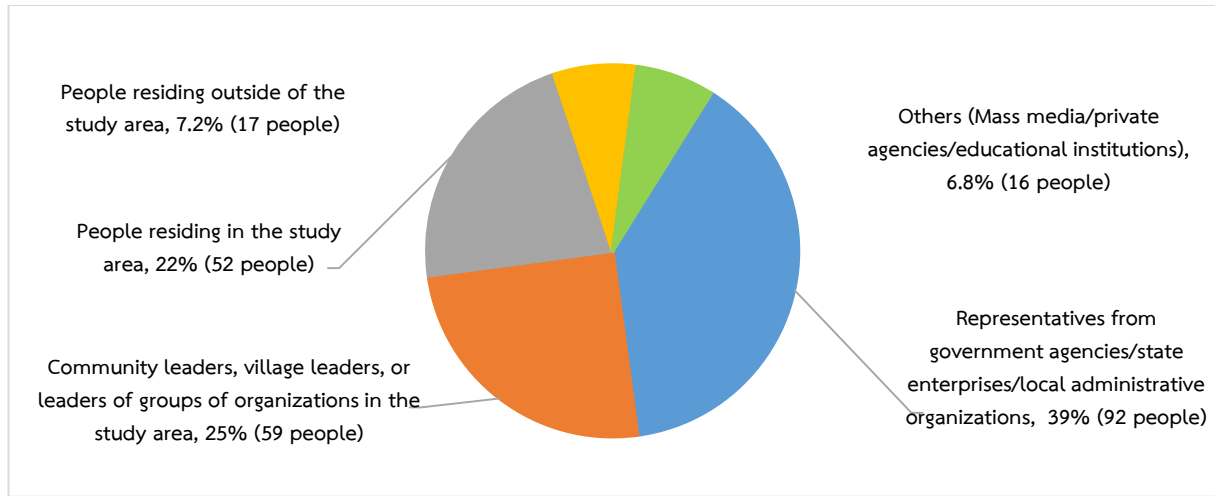


Figure 4.6-6 Number of respondents classified by participant type for the first public consultation

- Part 2: Comments on the draft study scope and guidelines for project EIA

For the comments on the study scope and guidelines for the project EIA, 137 respondents (58.1%) deemed that coverage was sufficient, while 99 (41.9%) respondents deemed that coverage was insufficient. Details are as shown in Table 4.6-7 and Figure 4.6-7.

Table 4.6-7 Receipt of project information prior to the first public consultation

Environmental studies	Sufficient coverage		Insufficient coverage	
	Number	Percentage	Number	Percentage
1. Physical Environmental Resources (10 factors)				
1.1 Topography	165	69.9	71	30.1
1.2 Meteorology and air quality	154	65.3	82	34.7
1.3 Noise	129	54.7	107	45.3
1.4 Vibration	138	58.5	98	41.5
1.5 Geology and earthquakes	151	64.0	85	36.0
1.6 Soil Resources	161	68.2	74	31.4
1.7 Surface water hydrology	151	64.0	85	36.0
1.8 Surface water quality	151	64.0	85	36.0
1.9 Groundwater quality	150	63.6	86	36.4
1.10 Marine water quality	151	64.0	85	36.0
2. Biological environmental resources (2 factors)				
2.1 Terrain ecology	157	66.5	79	33.5
2.2 Aquatic ecology	154	65.3	82	34.7
3. Human use value (5 Factors)				
3.1 Waste management	129	54.7	107	45.3
3.2 Land use	149	63.1	87	36.9
3.3 Transportation	126	53.4	110	46.6
3.4 Public utilities and facilities	151	64.0	85	36.0
3.5 Drainage and flood prevention	130	55.1	106	44.9

Table 4.6-7 Receipt of project information prior to the first public consultation

Environmental studies	Sufficient coverage		Insufficient coverage	
	Number	Percentage	Number	Percentage
4. Quality of life value (6 factors)				
4.1 Socio-economics	138	58.5	98	41.5
4.2 Property relocation and replacement	143	60.6	93	39.4
4.3 Public health	131	55.5	105	44.5
4.4 Occupational health and safety	131	55.5	105	44.5
4.5 Attractions and sightseeing	147	62.3	89	37.7
4.6 Archaeological and historical sites	137	58.1	99	41.9

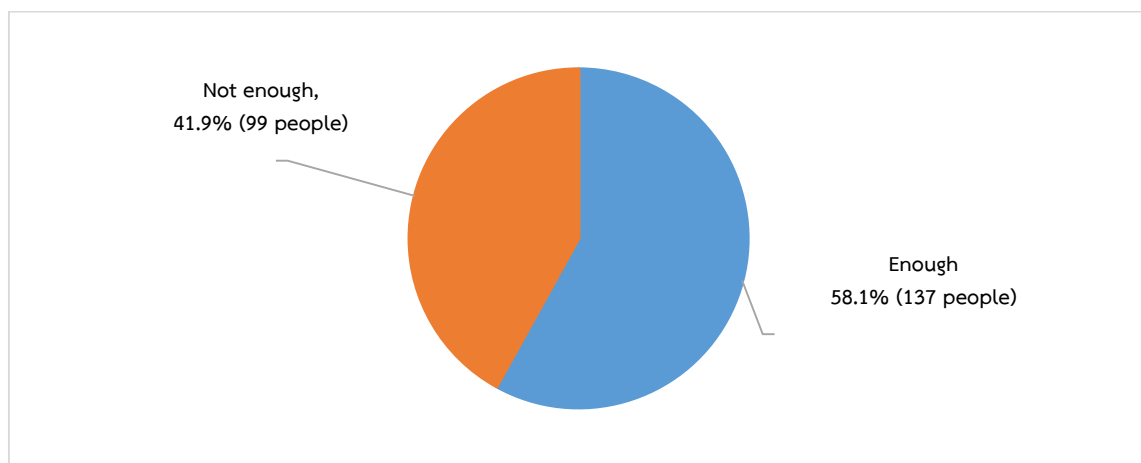


Figure 4.6-7 Number of comments on the draft study scope and guidelines for project EIA

- Part 3: Satisfaction with project comments

The satisfaction of evaluation form respondents in various matters were at a high to moderate level. It was found that matters in which the respondents had a high level of satisfaction were: The abilities of speakers, various explanations to participants, and understanding of the project overview, comprising 145 respondents (61.4%); followed by appropriateness of materials and supplementary documents and platform organization, comprising 119 respondents (50.4%); and appropriateness of presentation content, format, and methods, comprising 118 respondents (50.0%). Details are as shown in Table 4.6-8.

Table 4.6-8 Satisfaction with the first public consultation platform and meeting

Items	Satisfaction Level					
	High		Moderate		Low	
	Number	Percentage	Number	Percentage	Number	Percentage
(1) The speaker's ability to provide explanations to forum participants and overall understanding of the project	145	61.4	86	36.4	4	1.7
(2) Appropriateness of the content, format, and method of presentation	118	50.0	114	48.3	4	1.7

Table 4.6-8 Satisfaction with the first public consultation platform and meeting

Items	Satisfaction Level					
	High		Moderate		Low	
	Number	Percentage	Number	Percentage	Number	Percentage
(3) Appropriateness of the amount of time spent on the presentation of project details and study results.	108	45.8	116	49.2	12	5.1
(4) Appropriateness of the venue and convenience in traveling to participate in the forum.	116	49.2	112	47.5	8	3.4
(5) Appropriateness of forum materials and supplementary documents	119	50.4	110	46.6	7	3.0
(6) Appropriateness of opportunities and time for commenting	105	44.5	120	50.8	11	4.7
(7) Understanding of the project after participating in the forum	115	48.7	114	48.3	7	3.0
(8) Overview of today's forum	117	49.6	116	49.6	3	1.3

A summary of participants' comments and suggestions from evaluations after the meeting

- The designated time for proposing comments, suggestions, and concerns should be increased to allow the people to share their comments fully and thoroughly.
- The information presented in the public consultation was comprehensive and to the point.
- Language used in the presentation materials should be easier to understand and not too technical as participants may not understand.
- The public consultation is considered vital to the implementation of large projects. Therefore, consultations should be held regularly and should disseminate project information to the public regularly to keep them informed.

- Part 4: Provision of information and public relations on the project, receipt of information relating to the project study prior to the meeting

178 respondents (75.4%) answered the evaluation form, in which 62 respondents (17.6%) were informed about the project prior to the public consultation through notifications from community leaders, such as subdistrict heads, assistant subdistrict heads, village heads, assistant village heads, community presidents, community chairs, village presidents, village chairs, and legal entities; followed by 61 respondents (17.3%) informed by notifications from government agencies/district offices/local administrative organizations; and 45 respondents (12.8%) informed by public relations posters. There were 58 attendees (24.6%) who were not previously informed about the project. Details are as shown in **Table 4.6-9** and **Figure 4.6-8**

Table 4.6-9 Receipt of project information prior to the first public consultation

Receipt of information	Number	Percentage
Never informed about the project prior to the meeting	58	24.6
Previously informed about the project prior to the meeting	178	75.4
Total	236	100.0
Channels for receiving information (can select more than 1 answer)		
1) Notification from community leaders such as subdistrict heads, assistant subdistrict heads, village heads, assistant village heads, community presidents, community chairs, village presidents, village chairs, and legal entities	62	17.6
2) Notification from government agencies/local administrative organizations	61	17.3
3) Project personnel	28	8.0
4) Local public relations signs	45	12.8
5) PR posters at government agencies/local administrative organizations in the area	17	4.8
6) Letter of invitation to attend meeting by post	37	10.5
7) Public broadcasting vehicles	29	8.2
8) Local radio: Green Voice Radio 150 MHz	13	3.7
9) Project website: www.ehia-utprw2.com	19	5.4
10) Neighbors/acquaintances	30	8.5
11) Other (specify)	11	3.1
Total	352	100.0

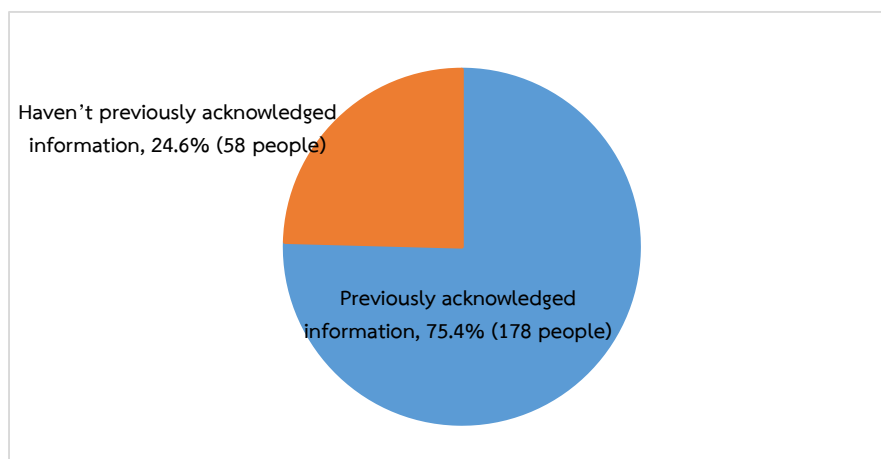


Figure 4.6-8 Number of people informed about the project prior to the first public consultation

Most convenient channel/method for receiving information about the project

The respondents shared their comments on which was the most convenient channel/method for receiving information, in which 60 respondents (25.4%) preferred to have focus group meetings for notification in their locality; followed by 49 respondents (20.8%) preferring the

internet/websites, and 45 respondents (19.1%) preferring documents to be sent to their homes. Details are as shown in **Table 4.6-10**.

Table 4.6-10 Appropriate channels or methods for publicizing and disseminating project information and study results for the first public consultation

Channels for receiving information	Number	Percentage
1) Focus group notification meetings in localities	60	25.4
2) Delivery of documents to the home	45	19.1
3) Internet/websites	49	20.8
4) Project personnel entering areas and giving notification	14	5.9
5) Notification via community leaders/community presidents/subdistrict chiefs/village heads	32	13.6
6) Brochures/posters/publicity signs	5	2.1
7) Broadcasts on local radio/television/cable	11	4.7
8) Publications/newspapers/journals	3	1.3
9) Public broadcasting vehicles	10	4.2
10) Other (specify)	7	3.0
Total	236	100.0

- Part 5: Opinion, Comment and Feedback on the Project

Comments and suggestions on the study and development of Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong are as shown in **Table 4.6-11**.

Table 4.6-11 Summary of comments and suggestions on the project from the first public consultation

Issue	Project suggestion
1) Project development details	● Agree with the development of the project as it will benefit the country and people.
	● Development should consider services for tourists and travelers.
	● Case studies from Don Mueang Airport and Suvarnabhumi Airport should be used a model for the project study to be able to resolve problems more effectively.
2) Environmental impact studies	● Environmental impact studies should cover all issues, especially noise, marine water, odors, noise, air quality, and waste management etc.
	● There should be more research studies and sources should be stated.
	● There should be studies on impacts on personnel whose workplaces and residences are relocated.
	● The EIA should cover all issues in which people could potentially be impacted and should cover all study areas.
	● There should be measures for the safety of the people in the area during the construction phase in regard to foreign workers and assistance for medical devices in health care facilities to support various incidents that may arise from the project.
	● The environmental impact study should study both positive and negative effects to compare trends and project measures.

Table 4.6-11 Summary of comments and suggestions on the project from the first public consultation

Issue	Project suggestion
	<ul style="list-style-type: none"> • The development has resulted in changes in the lifestyles of people in areas surrounding the airport. Therefore, the project should have measures to support such changes, such as career promotion (people from the communities selling products in the airport and providing pick up-drop off services for passengers, using local contractors). • Pollution control and management must be systemic and sustainable to ensure good quality of life for people in the area.
3) Public participation	<ul style="list-style-type: none"> • More people from the study area should be invited to attend the first public consultation. • Negative effects on people in the study area should be explained, as should privileges relating to employment or compensation for those affected. • Public consultations should be held regularly to update people in the study area of news and project progress, as well as to provide comments and suggestions that may be beneficial to the project. • Public relations should cover all areas so that more people can become informed about the project, such as community radio, public relations in the communities, focus group meetings in the community etc.
4) Other	<ul style="list-style-type: none"> • Should go into the area and provide care for people residing in areas surrounding the airport, such as welfare and measures to prevent health risks from every phase of project construction.

7) Preparation of the summary report for the results of the first public consultation

After the first public consultation forum on 4 July 2019 and the accepting of additional comments continuously for 15 days via 4 channels, namely: 1) post, 2) telephone, 3) fax, and 4) email, from 15-19 July 2019, the project has compiled the questions, concerns, and suggestions, with explanations, into a summary report of comments from stakeholders and the public, which includes the ERIA scope and guidelines for implementation in the ERIA, for submission to the Office of Natural Resources and Environmental Policy and Planning for acknowledgement. It has also been sent to the Office of the National Health Commission for public dissemination, which includes public relations to stakeholder groups involved in the project. The summary report is also shown at the Provincial Office of Natural Resources and Environment, Provincial Public Health Office, Town Hall, District Office, District Public Health Office, and the offices of the local government organizations, subdistrict head, village head, as well as public health facilities in the area where the project is located and other related agencies, at a total of 47 locations as follows:

- 17 various agencies, comprising: Rayong City Hall; Rayong Provincial Office of Natural Resources and Environment; Rayong Provincial Public Health Office; Rayong Provincial Public Relations Office; Mueang Rayong District Office; Mueang Rayong District Public Health Office; Ban Chang District Office; Ban Chang District Public Health Office; Chonburi City Hall; Regional Environment Office 13; Chonburi Provincial Office of Natural Resources and Environment; Chonburi Provincial Public Health Office; Chonburi Provincial Public Relations Office; Bang Lamung District Office; Bang Lamung District Public Health Office; Sattahip District Office; and Sattahip District Public Health Office.
- 16 medical institutions near the study area, comprising: Ban Chang Hospital; Sam Nak Thon Subdistrict Health Promotion Hospital; Ban Khao Khrok Subdistrict Health Promotion Hospital; Ban Khlong Bang Phai Subdistrict Health Promotion Hospital; Ban Chak Mak Subdistrict Health Promotion Hospital; Ban Sa Kaeo Subdistrict Health Promotion Hospital; Ban Yai Ra Subdistrict Health Promotion Hospital; Phala Subdistrict Health Promotion Hospital; Phayun Subdistrict Health Promotion Hospital; Eastern-Nong Muang Community Health Service Center; Queen Sirikit Naval Hospital; Sattahip Hospital (KM.10); Wat Yan Nasangwararam Hospital; Ban Khong Wanphen Subdistrict Health Promotion Hospital; Ban Chong Samaesarn Subdistrict Community Health Promotion Hospital; and Somdej Phra Sangkharat Yanasangwon Hospital for the Elderly, Chonburi.
- 14 local administrative organization offices and community leaders in the study area, comprising: Phala Subdistrict Municipality Office, Sam Nak Thon Subdistrict Municipality Office, Sam Nak Thon Subdistrict Administrative Organization, Ban Chang Subdistrict Municipality Office, Ban Chang Municipality Office, Map Ta Phut Municipality Office, Sam Nak Thon Subdistrict Head's Office, Huai Yai Subdistrict Municipality Office, Kled Kaew Subdistrict Municipality Office, Phlu Ta Luang Subdistrict Administrative Organization, Sattahip Municipality Office, Samaesarn

Subdistrict Administrative Organization, Khet Udomsak Subdistrict Municipality Office, Khao Chi Chan Subdistrict Municipality Office.

Also published on the project website, <http://www.ehia-utprw2.com>. This was done between 1-2 August 2019. Images showing the dissemination of the summary report of results from the first public consultation are as shown in **Figure 4.6-9** Images of dissemination of summary report of results from the first public consultation



Rayong City Hall



Sam Nak Thon Subdistrict Administrative Organization



Ban Sa Kaeo Subdistrict Health Promotion Hospital



Website: www.ehia-utprw2.com



Rayong Provincial Public Health Office



Rayong Provincial Office of Natural Resources and Environment

Figure 4.6-9 Images of dissemination of summary report of results from the first public consultation

4.6.2.2 Second Public Consultation

The second public consultation is held for feedback on the assessments and report preparation, as stated in the Guidelines for Public Participation in the Procedure of Providing an Environmental Impact Assessment Report, 2019, for the purpose of public participation, as well as to receive comments and listen to concerns from target groups in all aspects. It is conducted by in-depth interviews, group meetings/discussions, and surveying of information and comments using questionnaires, as shown in **Addendum 4-2**. In this respect, procedures for the second public consultation must reveal all facts about the project via public relations signs set up in easily accessible

locations and must be of a size that is conveniently read by stakeholders. The summary of the procedure is as shown in Figure 4.6-10 and Table 4.6-12

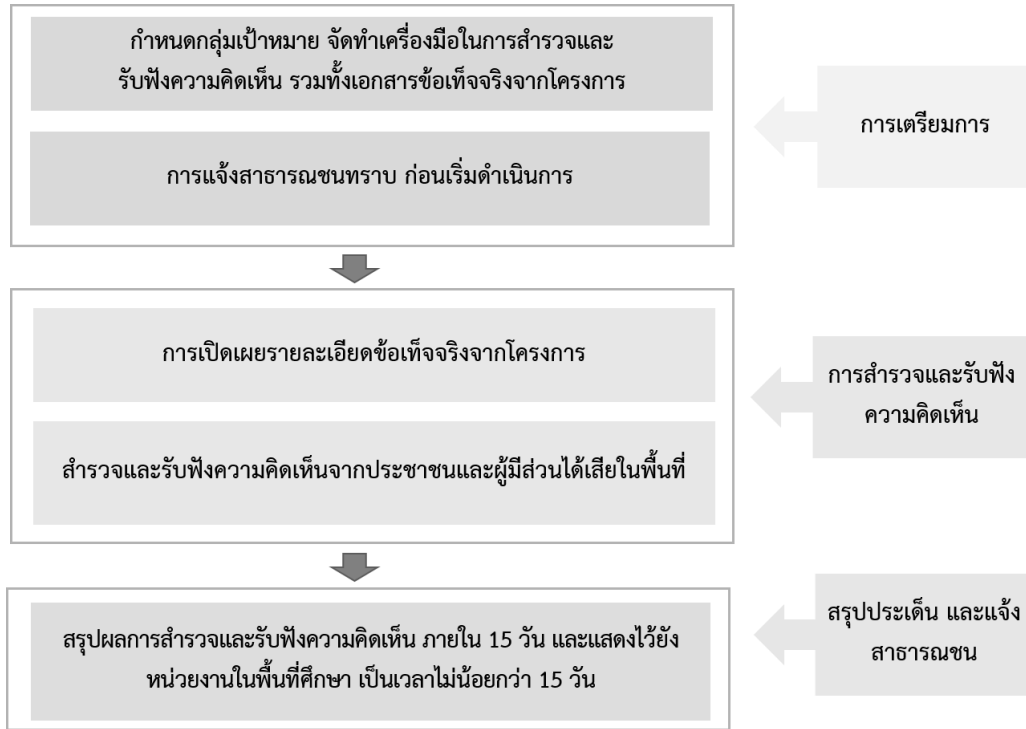


Figure 4.6-10 Summary diagram of the second public consultation process

Table 4.6-12 Procedure for surveying and second public consultation

Implementation	Duration	Description
1. Disclosure of facts about the project	20 November 2019 onwards	<ul style="list-style-type: none"> • Sent official notification. • Put up 3x5 meter PR signs (cutouts) at 10 locations. • Put up PR posters at 47 locations. • Website (www.ehia-utprw2.com)
2. In-depth interviews	26 November to 27 December 2019 and 7-30 January 2020	Conducted in-depth interviews with government agencies, local government organizations, and private entities involved or that may be affected by the project, totaling 82 agencies.
3. Group meetings/group discussions	4-24 December 2019 and 17-19 and 30 January 2020	Conduct group meetings with community leaders and the people, VHV groups, CDV groups, fisheries groups, tourism groups, and other groups, totaling 26 groups
	11 June 2020	Conduct group meetings with community leaders in NEF 30-40 and NEF ≥ 40 zones

Table 4.6-12 Procedure for surveying and second public consultation

Implementation	Duration	Description
4. Opinion surveys by questionnaires	16 December 2019 to 15 March 2020 6-13 June 2020 and 8-13 August 2021	Opinion surveys on the project were conducted among 5 groups of people, totaling 809 cases: 1) Households in the NEF \geq 40 zone (86 cases); 2) Households in the NEF 30-40 zone (354 cases); 3) Households in NEF 30 zones up to the study area perimeter (428 cases); 4) sensitive areas (religious sites, educational institutions and medical institutions) (14 cases); and 5) community leaders in NEF contour impact zones (26 cases).
5. Preparation and disclosure of the second public consultation summary report.	Disclosure of the summary report from 18 June - 2 July 2020 2020	Prepared the summary report on stakeholder comments within 15 days from the date of completion of the survey. The report was shown at the Provincial Office of Natural Resources and Environment, Provincial Public Health Office, District Office, District Public Health Office, the Department of Local Administration, and offices of the subdistrict head and village head, as well as state healthcare facilities in project area locations for not less than 15 days.

Project facts have been disclosed from 20 November 2019 onwards through printed media for public relations. Project facts have also been disclosed through via various channels, namely sending of official documents and installation of 3x5 meter public relations signs (cutouts) at 10 locations: 1) KM.10; 2) Noen Kraprok intersection; 3) Sa Kaeo Market intersection; 4) Ban Chang PWA intersection; 5) Phala Sai Buraphapat intersection; 6) Rayong Provincial Government Center intersection; 7) U-Tapao Airport intersection; 8) Ban Chang inbound expressway exit; 9) in front of Ban Chang District Office; and 10) in front of Sirikit Hospital. Public relations posters have been set up as 47 locations as follows:

- 17 various agencies, comprising: Rayong City Hall; Rayong Provincial Office of Natural Resources and Environment; Rayong Provincial Public Health Office; Rayong Provincial Public Relations Office; Mueang Rayong District Office; Mueang Rayong District Public Health Office; Ban Chang District Office; Ban Chang District Public Health Office; Chonburi City Hall; Regional Environment Office 13; Chonburi Provincial Office of Natural Resources and Environment; Chonburi Provincial Public Health Office; Chonburi Provincial Public Relations Office; Bang Lamung District Office; Bang Lamung District Public Health Office; Sattahip District Office; and Sattahip District Public Health Office.
- 16 medical institutions near the study area, comprising: Ban Chang Hospital; Sam Nak Thon Subdistrict Health Promotion Hospital; Ban Khao Khrok Subdistrict Health Promotion Hospital; Ban Khlong Bang Phai Subdistrict Health Promotion Hospital; Ban Chak Mak Subdistrict Health Promotion Hospital; Ban Sa Kaeo Subdistrict Health Promotion Hospital; Ban Yai Ra Subdistrict Health Promotion Hospital; Phala Subdistrict Health Promotion

Hospital; Phayun Subdistrict Health Promotion Hospital; Eastern-Nong Muang Community Health Service Center; Queen Sirikit Naval Hospital; Sattahip Hospital (KM.10); Wat Yan Nasangwararam Hospital; Ban Khong Wanphen Subdistrict Health Promotion Hospital; Ban Chong Samaesarn Subdistrict Community Health Promotion Hospital; and Somdej Phra Sangkharat Yanasangwon Hospital for the Elderly, Chonburi.

- 14 local administrative organization offices and community leaders in the study area, comprising: Phala Subdistrict Municipality Office, Sam Nak Thon Subdistrict Municipality Office, Sam Nak Thon Subdistrict Administrative Organization, Ban Chang Subdistrict Municipality Office, Ban Chang Municipality Office, Map Ta Phut Municipality Office, Sam Nak Thon Subdistrict Head's Office, Huai Yai Subdistrict Municipality Office, Kled Kaew Subdistrict Municipality Office, Phlu Ta Luang Subdistrict Administrative Organization, Sattahip Municipality Office, Samaesarn Subdistrict Administrative Organization, Khet Udomsak Subdistrict Municipality Office, Khao Chi Chan Subdistrict Municipality Office.

It is also on the website (www.ehia-utprw2.com), as shown in **Figure 4.6- 11** Printed media used to supplement the disclosure of project facts and **Figure 4.6-12**

Containing the following information:

- Information on project type, size, capacity, and project area size.
- Information about pollution in various aspects that may arise from project implementation, including information about factors that may impact health.
- Guidelines for EHIA and health and environmental impact prevention and resolution measures
- Estimated project initiation time
- Name of project owner or agency authorized by law to grant approval or permission, and telephone numbers and contact locations for further inquiries.
- Date, time, and place for the stakeholder and public consultation.

The second public consultation is held for feedback on the assessments and report preparation, as stated in the Guidelines for Public Participation in the Procedure of Providing an Environmental Impact Assessment Report, 2019, for the purpose of public participation, as well as to listen to comments and concerns from target groups in all aspects. It is conducted by 3 platforms, comprising in-depth interviews, group meetings/discussions, and surveying of information and comments using questionnaires. The hearing covers all project target groups, in which:

- In-depth interviews are conducted individually/in groups, with government agencies, local administrative organizations and private entities involved or possibly affected by the project, [sic:] in which the interviews are conducted individually or in groups. The interviews provide key information based on discussion topics or as prepared and

consistent with the authority and mission of that agency.

- Group meetings/discussions are held with various target groups that are interested or affected by similar or related impacts, such as community leaders and people in NEF \geq 40 zones, NEF 30-40 zones, and NEF 30 zones up to the study area perimeter; local small boat fishing groups; village public health volunteers; and civil defense volunteers in the study area or that may be affected by the project.
- Opinion surveys using questionnaires are conducted by individual interviews to ask about people's comments on the project, from sensitive area groups, community leader groups, and household groups in NEF noise contour zones impacted by project.

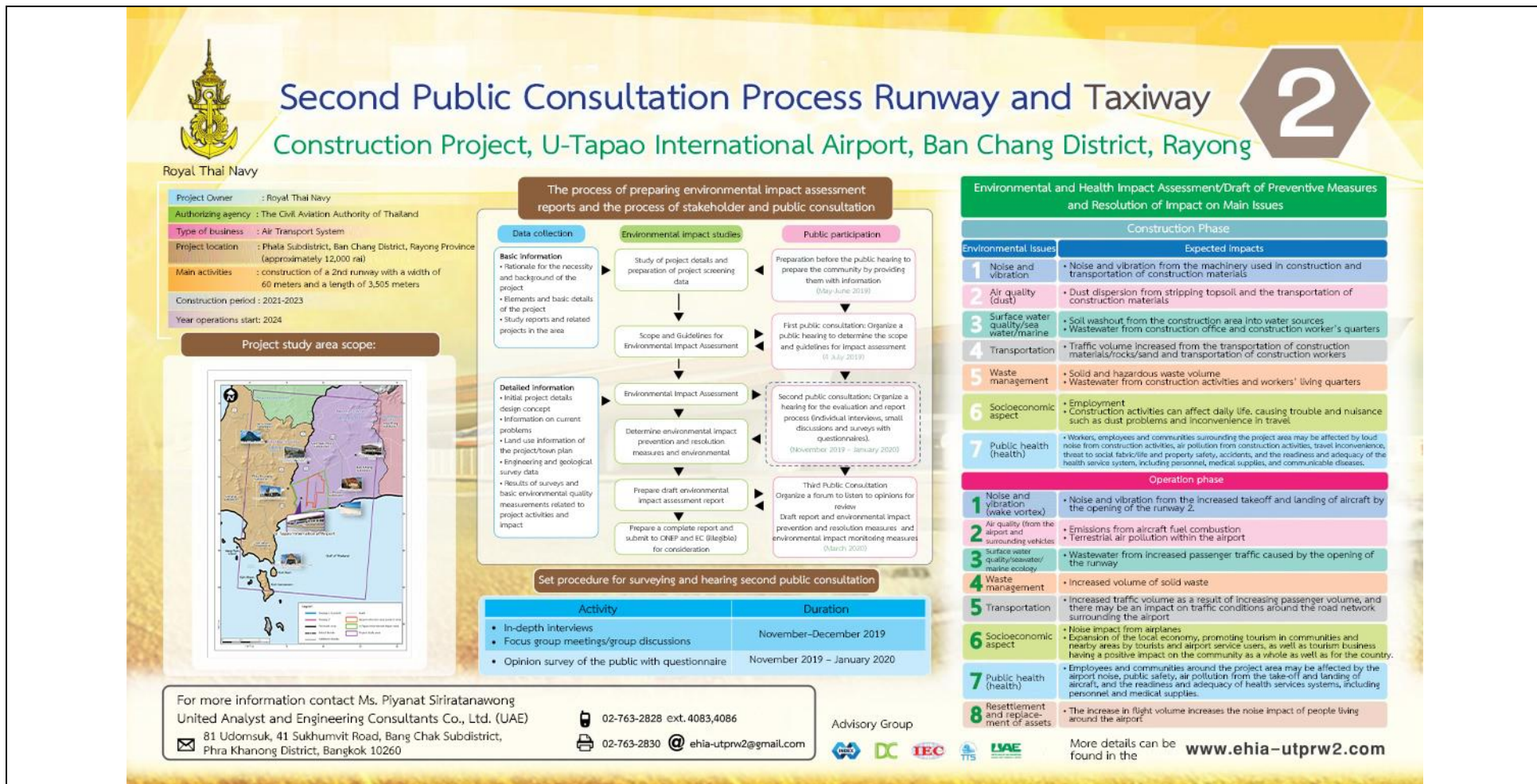


Figure 4.6- 11 Printed media used to supplement the disclosure of project facts

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Environmental Quality, Health, Sanitation, and the Quality of Life of People in the Community

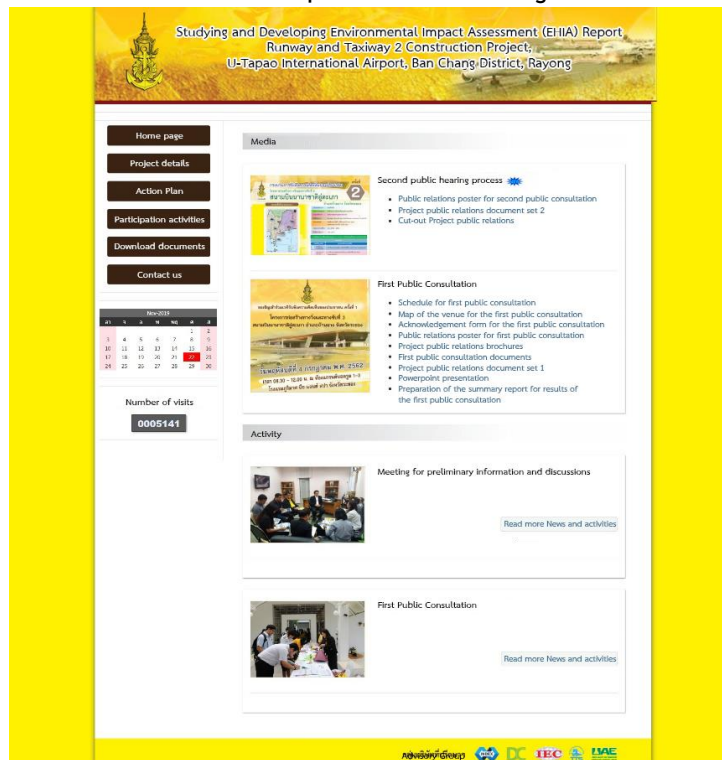
Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong



Project PR posters



3x5 meter public relations signs



Project website (www.ehia-utprw2.com)

Figure 4.6-12 Public relations for second public consultation

1) In-depth interviews

1.1) Objectives

- 1) To collect information on the environment, environmental health problems, and socio-economic conditions from relevant government agencies and local administrative organizations.
- 2) To present the results of the EHIA and health and environmental impact prevention and resolution measures.
- 3) To obtain relevant specific information as follows:
 - Technical information related to project details.
 - Information on the nature of the area, environment, public health and community context.
- 4) To discuss, question, and exchange ideas with key informants such as community leaders, environmental agencies, local administrations, and scholars about the draft EHIA, as well as the draft prevention and resolution measures and health and environmental impact monitoring measures for the project.
- 5) To listen to comments and suggestions on the health and environmental impact prevention and resolution measures for the project.

1.2) Methods

- 1) Prepared an in-depth interview activity plan.
- 2) Determined appropriate dates, times, and locations for in-depth interviews.
- 3) Coordinated and prepared letters requesting permission to conduct the in-depth interviews to set up appointments with key informants.
- 4) Prepared staff with knowledge and understanding of the project in terms of project details, the environment, and socio-economic aspects from project owners and advisors so that they can conduct the interviews in full.
- 5) Prepared documents, discussion points, and information to support the in-depth interviews.
- 6) Conducted in-depth interview activities with key informants.
- 7) Summary of results of in-depth interviews

1.3) Materials and documents used

- 1) Project public relations document set 2
- 2) Slide presentations

1.4) In-depth interviews

The in-depth interviews implement presentations in the form of a flip chart containing information on the project details, EIA report preparation, public participation models, significant impacts, draft prevention and resolution measures, and draft environmental impact monitoring measures. The key informants are interviewed based on the previously prepared discussion

points according to the authority and mission of their agency. In-depth interviews were held with 82 agencies, comprising 76 interviews. This was because it was sometimes more convenient for some agency executives to be interviewed together, in which such agencies had related roles and missions. Details of the interviews and images of the atmosphere are as shown in **Table 4.6-13** In - d e p t h interview results and **Figure 4.6-13**. Details of interviewees are as shown in **Addendum 4-2**.

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
1	26 November 2019 08.00 - 08.40 a.m.	Deputy Director of Rayong Highway District, assigned by the Director of Rayong Highway District	Rayong Highway District Office	1
2	26 November 2019 09.00 - 10.00 a.m.	1. Rayong Fisheries representative, assigned by Rayong Fisheries 2. Representative of the Rayong Fisheries Association, assigned by the President of the Rayong Fisheries Association	1. Rayong Provincial Fisheries Office 2. Rayong Fisheries Association	2 3
3	26 November 2019 10.10 - 11.10 a.m.	Rayong Public Works and Town & Country Planning	Rayong Office of Public Works and Town & Country Planning	1
4	26 November 2019 3.00 - 4.00 p.m.	President of Association of Thai Travel Agents, Rayong Province	Association of Thai Travel Agents, Rayong Province	1
5	27 November 2019 09.30 - 10.30 a.m.	Director of the Rayong Rural Road Office and relevant officials	Rayong Rural Road Office	4
6	27 November 2019 11.00 a.m. – 12.00 p.m.	Map Ta Phut Deputy Mayor and Advisor to Map Ta Phut Mayor, assigned by the Map Ta Phut Mayor	Map Ta Phut Municipality Office	2
7	27 November 2019 3.00 - 4.00 p.m.	Environmental Scholar assigned by the Director of Rayong Natural Resources and Environment	Rayong Provincial Office of Natural Resources and Environment	1
8	28 November 2019 8.00 - 9.00 a.m.	Director of the Office of Marine and Coastal Resources 1	Office of Marine and Coastal Resources 1	1
9	28 November 2019 10.30 - 11.30 a.m.	Deputy Governor of Rayong and Head of the Provincial Office, assigned by the Governor of Rayong Province	Rayong	2
10	28 November 2019 1.00 - 2.00 p.m.	Head of the Rayong Provincial Disaster Prevention and Mitigation Office	Rayong Provincial Disaster Prevention and Mitigation Office	1
11	28 November 2019 3.00 - 4.00 p.m.	Ban Chang District Chief and related officials	Ban Chang District	2
12	2 December 2019 09.00 - 10.00 a.m.	Official from Public Health Service Center 1, Ban Chang Municipality and related officials assigned by	Public Health Service Center 1, Ban Chang Municipality	4

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
		the Director of Public Health Service Center 1		
13	2 December 2019 11.00 a.m. - 12.00 p.m.	Mueang Rayong District Public Health Officials	Mueang Rayong District Public Health Office	1
14	2 December 2019 1.00 - 1.30 p.m.	Mueang Rayong Deputy District Chief	Mueang Rayong District	1
15	2 December 2019 1.30 - 2.30 p.m.	Ban Chang District Public Health official	Ban Chang District Public Health Office	1

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
16	2 December 2019 3.00 - 4.00 p.m.	1. Ban Chang Hospital staff assigned by the Director of Ban Chang Hospital	1. Ban Chang Hospital	1
		2. Official from Phudon-Huai Mahat Community Health Service Unit, assigned by the Director of Phudon-Huai Mahat Community Health Service Unit	2. Phudon-Huai Mahat Community Health Service Unit	1
17	4 December 2019 8.30 - 9.30 a.m.	Sam Nak Thon Subdistrict Mayor	Sam Nak Thon Subdistrict Municipality	1
18	4 December 2019 1.00 - 2.00 p.m.	Chief Executive of Sam Nak Thon Subdistrict Administrative Organization and relevant officials	Sam Nak Thon Subdistrict Administrative Organization	2
19	11 December 2019 9.30 - 10.30 a.m.	Head of the Occupation Health and Public Health Division, assigned by the Rayong Provincial Public Health Practitioner	Rayong Provincial Public Health Office	1
20	11 December 2019 1.00 - 2.00 p.m.	Ban Chang Subdistrict Mayor and Community Leaders	Ban Chang Subdistrict Municipality	3
21	12 December 2019 08.00 - 09.00 a.m.	Ban Chang Mayor	Ban Chang Municipality	1
22	12 December 2019 1.00 - 2.00 p.m.	Phala Subdistrict Deputy Mayor, Secretary to Phala Subdistrict Mayor, assigned by the Phala Subdistrict Mayor	Phala Subdistrict Municipality	2
23	16 December 2019 6.00 - 7.00 p.m.	President and Members of the Rayong Provincial Volunteer Network for Protecting Natural Resources and Village Environments	Rayong Provincial Volunteer Network for Protecting Natural Resources and Village Environments	4
24	20 December 2019 1.00 - 2.00 p.m.	Representatives of the Rayong Provincial Occupational Health and Environment Academic Development Center and related officials assigned by the Director of the Development Center	Rayong Provincial Occupational Health and Environment Academic Development Center	4
25	7 January 2020 10.00 - 10.40 a.m.	Ban Chang District Chief	Ban Chang District	1
26	7 January 2020 2.00 - 4.00 p.m.	1. Sam Nak Thon Subdistrict Head	Subdistrict Head's office, Sam Nak Thon Subdistrict	3
		2. Village Head of Village No. 3, Sam Nak Thon Subdistrict		

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
		3. Retired Government Teacher		
27	8 January 2020 10.00 a.m. - 12.00 p.m.	1. Director of the Rayong Defense Energy and Petroleum Training Center and related officials	1. Rayong Defense Energy and Petroleum Training Center	4
		2. Serene Phla Hotel Manager	2. Serene Phla Hotel	1
28	17 January 2020 11:00 a.m. - 12:00 p.m.	Director of the Wat Sa Kaeo Subdistrict Health Promotion Hospital and related officials	Wat Sa Kaeo Subdistrict Health Promotion Hospital	3
29	17 January 2020 1.00 - 2.00 p.m.	Wat Sa Kaeo School Director and Teacher	Wat Sa Kaeo School	2

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
30	18 January 2020 1.00 - 2.00 p.m.	Wat Sa Kaeo Abbot	Wat Sa Kaeo	1
31	20 January 2020 1.00 - 2.00 p.m.	1. Director of Pattanavechsuksa School 2. Director of Pattanavech College and related officials	1. Pattanavechsuksa School 2. Pattanavech College	3
32	20 January 2020 3.00 - 4.00 p.m.	Director of Saeng Song La Child Development Center 3	Saeng Song La Child Development Center 3	1
33	21 January 2020 8.30 - 9.30 a.m.	Rayong Provincial Social Development and Human Security	Rayong Provincial Social Development and Human Security Office	1
34	21 January 2020 1.00 - 2.00 p.m.	Manager of the Provincial Waterworks Authority, Ban Chang Branch	Provincial Waterworks Authority Office, Ban Chang Branch	1
35	23 January 2020 1.30 - 2.30 p.m.	Director of Rayong Forest Center	Rayong Forest Center	1
36	23 January 2020 8.30 - 9.30 a.m.	Rayong Provincial Treasury	Rayong Provincial Treasury Office	1
37	28 January 2020 3.00 - 5.00 p.m.	Vintage Home Village representative	Vintage Home Village	3
38	26 November 2019 9.30 - 10.00 a.m.	Deputy Governor of Chonburi, assigned by the Governor of Chonburi	Chonburi Province	1
39	26 November 2019 11:00 a.m. - 12:00 p.m.	Director of the Office Office of Marine and Coastal Resources 2 and related officials	Office of Marine and Coastal Resources 2	2
40	27 November 2019 9.00 - 10.00 a.m.	1. Chonburi Fisheries 2. President of the Chonburi Provincial Fisheries Association	1. Chonburi Provincial Fisheries Office 2. Chonburi Provincial Fisheries Association	1 1
41	27 November 2019 10.00 - 11.00 a.m.	Acting on behalf of Chonburi Provincial Natural Resources and Environment	Chonburi Provincial Office of Natural Resources and Environment	1
42	27 November 2019 2.00 - 3.00 p.m.	1. Sattahip District Chief 2. Sattahip Deputy District Chief	Sattahip District	2
43	28 November 2019 8.00 - 8.30 a.m.	1. Bang Lamung Senior District Chief 2. Bang Lamung Deputy District Chief assigned by Bang Lamung District Chief	Bang Lamung District	2
44	28 November 2019	Sattahip Mayor	Sattahip Municipality	1

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
	9.00 - 10.00 a.m.			
45	28 November 2019 11:00 a.m. - 12:00 p.m.	1. Deputy Director of Agricultural Vocational Training and Development Center, Wat Yan Nasangwararam Woramahawiharn, under the royal initiative, assigned by the Director of the Agricultural Vocational Training and Development Center, Wat Yan Nasangwararam Woramahawiharn, under the royal initiative,	Agricultural Vocational Training and Development Center, Wat Yan Nasangwararam Woramahawiharn, under the royal initiative,	1

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
46	28 November 2019 2.00 - 3.00 p.m.	1. Director of Regional Environment Office 13, Chonburi	1. Regional Environment Office 13, Chonburi	1
		2. Chair of the Chonburi Provincial Volunteer Network for Protecting Natural Resources and Village Environments	2. Chonburi Provincial Volunteer Network for Protecting Natural Resources and Village Environments	1
47	2 December 2019 9.30 - 10.30 a.m.	Chonburi Provincial Public Health representative assigned by the Chonburi Public Health Practitioner	Chonburi Provincial Public Health Office	1
48	2 December 2019 11:00 a.m. - 12:00 p.m.	Chonburi Office of Public Works and Town & Country Planning and relevant officials	Chonburi Office of Public Works and Town & Country Planning	4
49	2 December 2019 1.00 - 2.00 p.m.	Director of Wat Yan Nasangwararam Hospital	Wat Yan Nasangwararam Hospital	1
50	2 December 2019 2.00 - 3.00 p.m.	Representative of Somdej Phra Sangkharat Yanasangwon Hospital for the Elderly, Chonburi, and related officials assigned by the Hospital Director	Somdej Phra Sangkharat Yanasangwon Hospital for the Elderly, Chonburi	3
51	3 December 2019 11:00 a.m. - 12:00 p.m.	Head of the Chonburi Provincial Disaster Prevention and Mitigation Office	Chonburi Provincial Disaster Prevention and Mitigation Office	1
52	3 December 2019 1.00 - 2.00 p.m.	Deputy Director of Queen Sirikit Naval Hospital and related officials assigned by the Director	Queen Sirikit Naval Hospital	2
53	3 December 2019 3.00 - 4.00 p.m.	Director of Sattahip Hospital (KM.10) and related staff	Sattahip Hospital (KM.10)	2
54	11 December 2019 8.30 - 9.30 a.m.	Kled Kaew Subdistrict Chief, assigned by Kled Kaew Mayor	Kled Kaew Subdistrict Municipality	1
55	13 December 2019 8.30 - 9.30 a.m.	Huai Yai Subdistrict Mayor	Huai Yai Subdistrict Municipality	1
56	16 December 2019 8.30 - 9.30 a.m.	Chief Executive of Phlu Ta Luang Subdistrict Administrative Organization	Phlu Ta Luang Subdistrict Administrative Organization	1
57	16 December 2019 3.00 - 4.00 p.m.	Director of Khong Wanphen Subdistrict Health Promotion Hospital	Khong Wanphen Subdistrict Health Promotion Hospital	1
58	18 December 2019 8.30 - 9.30 a.m.	Secretary to the Chief Executive of Samaesarn Subdistrict Administrative Organization, assigned by the Chief Executive of	Samaesarn Subdistrict Administrative Organization	1

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
		Samaesarn Subdistrict Administrative Organization		
59	18 December 2019 1.00 - 2.00 p.m.	Khao Chi Chan Subdistrict Mayor	Khao Chi Chan Subdistrict Municipality	1
60	20 December 2019 9.00 - 10.00 a.m.	Bang Lamung District Public Health	Bang Lamung District Public Health Office	1
61	20 December 2019 11:00 a.m. - 12:00 p.m.	Sattahip District Public Health Official (Acting Director of Samaesarn Subdistrict Health Promotion Hospital)	1. Sattahip District Public Health Office 2. Samaesarn Subdistrict Health Promotion Hospital	1
62	23 December 2019 9.00 - 10.00 a.m.	Khet Udomsak Subdistrict Deputy Mayor, assigned by the Khet Udomsak Mayor	Khet Udomsak Subdistrict Municipality	1
63	10 January 2020 9.00 - 10.00 a.m.	Chief Executive of Samaesarn Subdistrict Administrative Organization (President of Samaesarn Marine Conservation Club)	Samaesarn Subdistrict Administrative Organization	1
64	20 January 2020 9.00 - 10.00 a.m.	President and members of the Samaesarn Fisheries Association	Samaesarn Fisheries Association	6
65	20 January 2020 11:00 a.m. - 12:00 p.m.	Vice President of Samaesarn Marine Conservation Club Members of the Samaesarn Marine Conservation Club, assigned by the President of the Samaesarn Marine Conservation Club	Samaesarn Marine Conservation Club	2
66	21 January 2020 3.00 - 4.00 p.m.	President of the Association of Chonburi Attractions	Association of Chonburi Attractions	1
67	22 January 2020 11:00 a.m. - 12:00 p.m.	Relevant staff of Thammasat University, Pattaya Center, assigned by the Vice President	Thammasat University, Pattaya Center	3
68	22 January 2020 1.30 - 2.30 p.m.	Chonburi Provincial Social Development and Human Security	Chonburi Provincial Social Development and Human Security Office	1
69	22 January 2020 3.00 - 4.00 p.m.	Deputy Director of Chonburi Highway District 2, assigned by the Director of Chonburi Rural Road Office 2	Chonburi Provincial Highway District Office 2	1
70	22 January 2020 11:00 a.m. - 12:00 p.m.	1. Representative of the Chonburi Forest Center, assigned by the Director of Chonburi Forest Center	1. Chonburi Forest Center 2. Forest Resource Management Office 9	2

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
		2. Representative of Forest Resource Management Office 9, assigned by the Director of Forest Resource Management Office 9		
71	23 January 2020 11:00 a.m. - 12:00 p.m.	Chonburi Provincial Treasury	Chonburi Provincial Treasury Office	1
72	23 January 2020 3.30 - 4:30 p.m.	Academic Group Director, Chonburi Rural Road Office	Chonburi Provincial Rural Road Office	1
73	24 January 2020 10.00 - 11.00 a.m.	Relevant staff at Community Organization Development Institute, assigned by the Director of the Community Organization Development Institute	Community Organization Development Institute (Public Organization)	4

Table 4.6-13 In-depth interview results

No.	Schedule (Date/Time)	Interviewer		Number (people)
		Position	Agency	
74	Tuesday, February 16 2021 10.00 - 11.30 a.m.	- Acting Vice President for EEC Affairs and the Dean of the Faculty of Engineering - Dean of the Faculty of Geoinformatics - Vice Dean for Organization Development and Administration - Head of the Department of Civil Engineering - 3 lecturers from the Department of Civil Engineering 3 assigned by the President of	Burapha University	7
75	Thursday, 25 February 2021 1.30 - 3.00 p.m.	Vice President of Sriracha Campus Dean of the Faculty of Science, Sriracha Campus assigned by the President of	Kasetsart University, Sriracha Campus	2
76	Tuesday 10 August 2021 10.30 - 11.30 a.m.	Mrs. Nattaya Chomchoke, Head of the Early Childhood Daycare, RTN.6, Royal Thai Naval Air Division	Early Childhood Daycare, RTN 6, Royal Thai Naval Air Division	1
76 times	82 agencies			144 interviewees

Note : The number of participants in the in-depth interview does not include the project owner and the advisor.

The target group undergoing the in-depth interviews can be classified into large groups as follows:

- **Local government departments**, comprising: Rayong Province, Ban Chang District, Mueang Rayong District, Sam Nak Thon Subdistrict Municipality, Sam Mak Thon Subdistrict Administrative Organization Ban Chang Subdistrict Municipality, Ban Chang Municipality, Phala Subdistrict Municipality, Sam Nak Thon Subdistrict, Chonburi Province, Sattahip District, Bang Lamung District, Khet Udomsak Subdistrict Municipality, Kled Kaew Subdistrict Municipality, Huai Yai Subdistrict Municipality, Phlu Ta Luang Subdistrict Administrative Organization, Samaesarn Subdistrict Administrative Organization, Khao Chi Chan Subdistrict Municipality, and Sattahip Subdistrict Municipality.
- **Environmental, marine resource and forestry agencies**, namely: Rayong Provincial Office of Natural Resources and Environment; Rayong Provincial Volunteer Network for Protecting Natural Resources and Village Environments; Office of Marine and Coastal Resources 1; Rayong Forest Center; Provincial Waterworks Authority Office, Ban Chang Branch; Regional Environment Office 13, Chonburi; Chonburi Provincial Office of Natural

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Resources and Environment; Chonburi Provincial Volunteer Network for Protecting Natural Resources and Village Environments; Office of Marine and Coastal Resources 2; and Chonburi Forest Center.

- **Health and social development agencies**, namely: Rayong Provincial Social Development and Human Security Office; Rayong Provincial Treasury Office; Rayong Defense Energy and Petroleum Training Center; Rayong Provincial Public Health Office; Mueang Rayong District Public Health Office; Ban Chang District Public Health Office; Ban Chang Hospital; Phudon-Huai Mahat Community Health Service Unit; Rayong Provincial Occupational Health and Environment Academic Development Center; Public Health Service Center 1, Ban Chang Municipality; Ban Sa Kaeo Subdistrict Health Promotion Hospital; Chonburi Provincial Social Development and Human Security Office; Chonburi Provincial Treasury Office; Agricultural Vocational Training and Development Center, Wat Yan Nasangwararam Woramahawiharn, under the royal initiative; Chonburi Provincial Public Health Office; Bang Lamung District Public Health Office; Sattahip District Public Health Office; Wat Yan Nasangwararam Hospital; Somdej Phra Sangkharat Yanasangwon Hospital for the Elderly, Chonburi; Queen Sirikit Naval Hospital; Sattahip Hospital (KM.10); and Community Organization Development Institute (public organization).
- **Security and communications agencies**, namely: Rayong Provincial Disaster Prevention and Mitigation Office; Rayong Office of Public Works and Town & Country Planning; Rayong Provincial Highway District Office; Chonburi Provincial Rural Road Office; Chonburi Provincial Disaster Prevention and Mitigation Office; Department of Public Works and Town & Country Planning Chonburi Province; Chonburi Provincial Rural Road Office; and Chonburi Provincial Highway District Office 2.
- **Fisheries agencies**, namely: Rayong Provincial Fisheries Office; Rayong Fisheries Association; Chonburi Provincial Fisheries Office; Chonburi Fisheries Association; and Samaesarn Fisheries Association.
- **Tourism agencies**, namely: Association of Thai Travel Agents, Rayong; Chonburi Tourism Association; and Samaesarn Marine Conservation Club (diving club).
- **Educational and religious agencies**, namely: Thammasat University, Pattaya Center; Burapha University; Kasetsart University, Sriracha Campus, [sic:] Pattaya Center; Pattanavechsuksa School; Pattanavech College; Wat Sa Kaeo School; Saeng Song La Child Development Center 3, Wat Sa Kaeo; and Early Childhood Daycare, RTN 6, Royal Thai Naval Air Division.
- **Legal entities**, namely: Vintage Home Village.

Opinions can be summarized and classified into important issues according to each target group as shown in **Table 4.6-55** (the symbol ● indicates that the stakeholder group has asked questions, shared comments or given suggestions on that issue).

The in-depth interviews present detailed information on the project and results from the preliminary EHIA, including draft environmental and health measures for the project. Interviewees will have a chance to ask questions, share comments, and propose suggestions for the project. In such in-depth interviews, advisors will provide explanations and information on the topics from the questions,

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with details as shown in **Table 4.6-58**. Topics from comments and suggestions were taken into consideration for implementation in the study and a draft report has been prepared for the EHIA.



Deputy Governor of Rayong Province



Deputy Governor of Chonburi Province



Ban Chang District Chief



Sattahip District Chief



Deputy Director of Queen Sirikit Naval Hospital



Acting Director of the Chonburi Provincial Office of Natural Resources and Environment



Sam Nak Thon Subdistrict Mayor



Kled Kaew Subdistrict Chief

Figure 4.6-13 Part of the atmosphere from in-depth interviews

2) Group meetings/group discussions

2.1) Objectives

- 1). To collect information on the environment, environmental health problems, and socio-economic conditions from relevant government agencies and local administrative organizations.
- 2). To present the results of the EHIA and health and environmental impact prevention and resolution measures.
- 3). To obtain relevant specific information as follows:
 - Technical information related to project details.
 - Information on the nature of the area, environment, public health and community context.
- 4). To discuss, question, and exchange ideas with key informants such as community leaders, environmental agencies, local administrations, and scholars about the draft EHIA, as well as the draft health and environmental impact prevention and resolution measures for the project.
- 5). To listen to comments and suggestions on environmental impact prevention and resolution measures for the project.

2.2) Method

- 1). Determined appropriate dates, times, and locations.
- 2). Prepared project documentation.
- 3). Scheduled appointments in advance and confirmed the appointments.
- 4). Interviewed, talked, discussed, debated and exchanged ideas with key informants.
- 5). Summary of Results

2.3) Media and documents used

- 1). Framework and question guidelines for group meetings/discussions.
- 2). Slide presentations
- 3). Documentation for group meetings/discussions
- 4). Questionnaire for group meetings/discussions

2.4) Number of participants in the group meeting/discussion

The project has organized group meetings/discussions with various target groups such as communities, rural small boat fishing groups, village public health volunteers, and civil defense volunteers in the study area or that may be impacted by the project, held from 4 December 2019 to 30 January and 11 June 2020. A summary of the schedule and target groups for the group meetings/discussions and images of the atmosphere are as shown in **Table 4.6- 14** and **Figure 4.6-14**, with a summary of the topics of comments and suggestions, with explanations, shown in **Table 4.6-58**.

Table 4.6- 14 Number of participants in group meetings/discussions

No.	Appointment			Target group	Number of attendees (persons)
	Date	Time	Location		
1	4 December 2019	9.00 a.m. - 12.00 p.m.	Sam Nak Thon Subdistrict Municipality Meeting Room	1) Sam Nak Thon Community 1 2) Sam Nak Thon Community 2 3) Sam Nak Thon Community 3 4) Yai Ra Community 1 5) Yai Ra Community 2 6) Yai Ra Community 3 7) Sa Kaeo Community 1 8) Sa Kaeo Community 2 9) Khao Khlok Community 1 10) Khao Khlok Community 2	127
2	4 December 2019	1.30 p.m. - 4.30 p.m.	Sam Nak Thon Subdistrict Administrative Organization Meeting Room	1) Village No. 1 Ban Sam Nak Thon 2) Village No. 2, Ban Chak Mak 3) Village No. 3, Ban Sa Kaeo 4) Village No. 4, Ban Khlong Bang Phai 5) Village No. 5, Ban Yai Ra 6) Village No. 6, Ban Khao Khlok 7) Village No. 7, Ban Nong Takhian 8) Village No. 8, Ban Cherng Khao	39
3	6 December 2019	1.00 p.m. - 3.00 p.m.	Ban Chang District Public Health Meeting Room	Representatives of Ban Chang Subdistrict Health Promotion Hospital	13
4	11 December 2019	9.00 a.m. - 12.00 p.m.	Kled Kaew Subdistrict Municipality Meeting Room*	1) Village No. 3, Noen Samakkhi 2) Village No. 5, Kled Kaew 3) Village No. 6, Khao Krating 4) Village No. 7, Nong Hin 5) Village No. 8, Bang Sare Community 6) Village No. 9, San Pho Kae 7) Village No. 10, Huai Luek 8) Village No. 11, Khong Wanphen	33
5	11 December 2019	1.30 p.m. - 4.30 p.m.	Ban Chang Subdistrict Municipality Meeting Room	1) Village No. 1, Ban Noen Kraprok Bon 2) Pan Din Tai Community 3) Village No. 2, Ban Prachummit 4) Prachummit Community	46

Table 4.6- 14 Number of participants in group meetings/discussions

No.	Appointment			Target group	Number of attendees (persons)
	Date	Time	Location		
				5) Lor Kwien Community 6) Si Kak Community 7) Village No. 3, Ban Noen Samre 8) Noen Samre Community 1 9) Noen Samre Community 2 10) Village No. 4, Ban Phayun 11) Phayun Community 1 12) Phayun Community 2 13) Phayun Community 3 14) Phayun Community 4 15) Village No. 6, Ban Noen Kraprok Lang 16) Noen Kraprok Community 1 17) Noen Kraprok Community 2 18) Village No. 7, Ban Phudon Huai Mahat 19) Phudon Community 20) Huai Mahat Community	
6	11 December 2019	1.00 p.m. - 3.00 p.m.	Ban Chak Ngaeo Subdistrict Health Promotion Hospital (VHV) Meeting Room	Village Public Health Volunteers of Huai Yai Subdistrict, Bang Lamung District	5
7	12 December 2019	9.00 a.m. - 12.00 p.m.	Ban Chang Municipality Meeting Room	1) Ban Noen Kraprok Community 2) Ban Chang-Phala Community 3) Wat Khiri Pawanaram Community 4) East Noen Kraprok Community, Prachummit 5) Wat Ban Chang Community 6) Eastern - Nong Muang Community 7) Ming Mongkol Community 8) Jor Koo Community 9) Wirat Phatthana Department Store Community 10) Thep Chinda Community 11) Dong Dang Community 12) Ruam Mitr Community 13) Health Park Community	61

Table 4.6- 14 Number of participants in group meetings/discussions

No.	Appointment			Target group	Number of attendees (persons)
	Date	Time	Location		
				14) Ban Chang - Noen Kraprok Community 15) Nong Yai Community 16) To Rung Community 17) Taiwa Community 18) Ruam Sompong Community 19) Dao Pitak Community 20) Fa Si Thong Community 21) Sapsomboon Community 22) Ruam Chom View Noen Kraprok Community 23) Pokpong Sataban Community 24) Thep Mongkol Community 25) Mathurot Community 26) Samakkhi Nam Chai Community 27) Soi Khiri Community 28) Chak Luk Ya Community 29) Chak Luk Ya Community – East side	
8	12 December 2019	1.30 p.m. - 4.30 p.m.	Phala Subdistrict Municipality Meeting Room	1) Village No. 1 Ban Khao Khrok Tabak 2) Sakulthong Ruamjai Community (Village No. 1) 3) Village No. 2, Ban KM.16 4) Thung Sanam Kwai Phatthana Community (Village No. 2) 5) Village No. 4, Ban Khlong Sai 6) Tung Prong Mai Community (Village No. 4) 7) Village No. 5, Ban Phala 8) Phala Samakkhi Community (Village No. 5) 9) Eua Athon Phatthana Community (Village No. 5) 10) Village No. 6, Ban Takat 11) Takat Ruamjai Community (Village No. 6) 12) Village No. 7, Ban Khlong Sai Mai	69

Table 4.6- 14 Number of participants in group meetings/discussions

No.	Appointment			Target group	Number of attendees (persons)
	Date	Time	Location		
				13) Ban Khlong Sai Subdistrict (Village No. 7) 14) Sriprapat Market 15) The Palm Village 16) Rinsiri Village 1 17) Rinsiri Village 3 18) Samakphi Village 19) Paradisville Village 20) Muean Kaew Village 21) Vintage Home Village 1, 2, 3 22) Hamlet Country Home Village 1, 2 23) Phalarom Village 24) Phalaruay Garden Home Village 25) Velana Village 26) Sukthavorn Village 3 27) Baan Eua Athon Rayong Project Village (Ban Chang 3) 28) Living Sense Village 29) Srisuk Village 3	
9	13 December 2019	9.00 a.m. - 12.00 p.m.	Huai Yai Subdistrict Municipality Meeting Room	1) Village No. 7, Ban Huai Khwang 2) Village No. 10, Ban Nong Chak Ngaeo 3) Village No. 11, Ban Map Fakthong 4) Village No. 13, Ban Nong Phakkut	35
10	13 December 2019	1.30 p.m. - 4.30 p.m.	Phala Subdistrict Municipality Meeting Room (CDV, Ban Chang District and Mueang Rayong District)	Civil Defense Volunteers of Ban Chang District and Mueang Rayong District	34
11	16 December 2019	9.00 a.m. - 12.00 p.m.	Ban Phlu Ta Luang Subdistrict Administrative Organization Meeting Room	1) Village No. 1, Phlu Ta Luang 2) Village No. 2, Khalot 3) Village No. 3, Khlong Phai 4) Village No. 4, Khlong Phlu Ta Luang 5) Village No. 5, Khao Bai Si 6) Village No. 6, Khao Tabaek 7) Village No. 7, Nong Ya Noi 8) Village No. 8, Nong Ya	30

Table 4.6- 14 Number of participants in group meetings/discussions

No.	Appointment			Target group	Number of attendees (persons)
	Date	Time	Location		
				9) Khao Mon Community (Village No. 7, Phlu Ta Luang Subdistrict)	
12	16 December 2019	1.30 p.m. - 4.30 p.m.	Ban Phlu Ta Luang Subdistrict Administrative Organization Meeting Room (CDV, Bang Lamung District and Sattahip District)	Civil Defense Volunteers, Bang Lamung District and Sattahip District	24
13	17 December 2019	9.00 a.m. - 12.00 p.m.	Khet Udomsak Subdistrict Municipality Meeting Room*	1) Village No. 1, Ban Talat Sattahip 2) Village No. 2, Ban Talat Sattahip 3) Village No. 3, Ban Yang Ngam 4) Village No. 4, Ban Tao Than 5) Village No. 5, Ban Pa Yup 6) Village No. 6, Ban Nong Rakam 7) Village No. 7, Ban Romrudee 8) Village No. 8, Ban Khlong Kanda 9) Juk Samet Community, Village No. 2 10) Dongtan Community, Village No. 2	31
14	18 December 2019	9.00 a.m. - 12.00 p.m.	Samaesarn Subdistrict Administrative Organization Meeting Room	1) Village No. 1, Ban Chong Samaesarn 2) Village No. 2, Ban Nong Nam Khem 3) Village No. 3, Ban Hua Laem 4) Village No. 4, Ban Nong Krachong	45
15	18 December 2019	1.30 p.m. - 4.30 p.m.	Khao Chi Chan Subdistrict Municipality Meeting Room*	1) Village No. 1, Na Jomtien 2) Village No. 2, Nam Mao 3) Village No. 3, Hinwong 4) Village No. 5, Nong Chap Tao 5) Village No. 6, Rongsi 6) Village No. 7, Khao Chi Chan 7) Village No. 8, Wat Khao Bamphen Bun	30

Table 4.6- 14 Number of participants in group meetings/discussions

No.	Appointment			Target group	Number of attendees (persons)
	Date	Time	Location		
16	23 December 2019	12.00 - 1.00 p.m.	Sattahip District Public Health Meeting Room	Village public health volunteers of Sattahip Subdistrict, Sattahip District (VHV)	47
17	24 December 2019	9.00 a.m. - 12.00 p.m.	Public Health Meeting Room, Ban Chang District and Mueang Rayong District)	Village public health volunteers of Ban Chang District and Mueang Rayong District (VHV)	44
18	7 January 2020	6.00 p.m. - 9.00 p.m.	Vintage Home Village 1 Juristic Board Office	1) Vintage Home Village 1 2) Vintage Home Village 2 3) Vintage Home Village 3 4) Hamlet Country Home Village	24
19	8 January 2020	2.00 p.m. - 5.00 p.m.	Multipurpose Hall, Aquatic Breeding Center, U-Tapao Samakkhi, (Ban Phala Fisheries Group)	1) Phala Small Boat Fisheries, U-Tapao Samakkhi 2) Small Boat Fisheries, U-Tapao Samakkhi 3) Ban Phala Small Boat Fisheries 4) Ban Phala Rak Samakkhi Small Boat Fisheries	94
20	17 January 2020	8.30 a.m. - 11.30 a.m.	School for the Elderly, Sam Nak Thon Subdistrict	1) Community Leaders in Sam Nak Thon Subdistrict 2) Government agencies in Sam Nak Thon Subdistrict	36
21	18 January 2020	9.00 a.m. - 12.00 p.m.	Village Head's Office, Village No. 8	Residents living in Village No. 8 who may be affected by NEF 30-40 and NEF \geq 40 noise contours	72
22	18 January 2020	4.30 p.m. - 7.30 p.m.	Multipurpose Hall, Sam Nak Thon Subdistrict, Village No. 3	Residents living in Village No. 3 who may be affected by NEF 30-40 and NEF \geq 40 noise contours	375
23	19 January 2020	8.00 a.m. - 11.00 a.m.	Chaisrikorn Multipurpose Hall, Village No. 6	Residents living in Village No. 6 who may be affected by NEF 30-40 noise contours	96
24	19 January 2020	5.00 p.m. - 8.00 p.m.	Multipurpose Hall, Village No. 4	Residents living in Village No. 4 who may be affected by NEF 30-40 and NEF \geq 40 noise contours	60
25	30 January 2020	6.00 p.m. - 9.00 p.m.	Vintage Home Village 1 Juristic Board Office	1) Vintage Home Village 1 2) Vintage Home Village 2 3) Vintage Home Village 3 4) Hamlett in Country Home Village	26

Table 4.6- 14 Number of participants in group meetings/discussions

No.	Appointment			Target group	Number of attendees (persons)
	Date	Time	Location		
26	11 June 2020	1.30 p.m. - 4.30 p.m.	Sam Nak Thon Subdistrict Administrative Organization Meeting Room	Community leaders and residents who may be affected by NEF 30-40 and NEF ≥ 40 noise contours	40
Total					1,536**

Note: * Kled Kaew Subdistrict Municipality, Khet Udomsak Subdistrict Municipality, and Khao Chi Chan Subdistrict Municipality are the project target groups for the focus group meetings/discussions and public participation. Some municipality administrative boundaries are within the project study area perimeter.

** The number of participants for the group meeting is referenced from the project registration sheet, excluding project owners and advisors, 2020.

*** The group meeting/discussion registration sheet is as shown in Addendum 4-2.

Schedule for morning meetings

9.00 - 9.30 a.m. Registration, receipt of supplementary documents and snacks

9.30 - 9.45 a.m. Chair opens the meeting.

9.45 - 10.30 a.m. Presentation of project details, study results, draft environmental impact prevention and resolution measures by United Analysts and Engineering Consultants Co., Ltd.

10.30 a.m. - 11.45 a.m. Hearing of comments and suggestions and answering of questions

11.45 a.m. - 12.00 p.m. Meeting conclusion and closing

12.00 p.m. Lunch

Schedule for afternoon meetings

1.30 - 2.00 p.m. Registration, receipt of supplementary documents and snacks

2.00 - 2.15 p.m. Chair opens the meeting.

2.15 - 3.00 p.m. Presentation of project details, study results, draft environmental impact prevention and resolution measures by United Analysts and Engineering Consultants Co., Ltd.

3.00 - 4.15 p.m. Hearing of comments and suggestions and answering of questions

4.15 - 4.30 p.m. Meeting conclusion and closing

Schedule for evening meetings

4.30 - 5.00 p.m. Registration, receipt of supplementary documents and snacks

5.00 - 5.15 p.m. Chair opens the meeting.

- | | |
|------------------|--|
| 5.15 - 6.00 p.m. | Presentation of project details, study results, draft environmental impact prevention and resolution measures by United Analysts and Engineering Consultants Co., Ltd. |
| 6.00 - 7.15 p.m. | Hearing of comments and suggestions and answering of questions |
| 7.15 - 7.30 p.m. | Meeting conclusion and closing |

Target groups from organized meetings can be classified into large groups as follows:

- **Community leaders and the public**, namely: Sam Nak Thon Subdistrict Municipality, Sam Nak Thon Subdistrict Administrative Organization; Ban Chang Subdistrict Municipality; Ban Chang Municipality; Map Ta Phut Municipality; Phala Subdistrict Municipality; Kled Kaew Subdistrict Municipality; Huai Yai Subdistrict Municipality; Phlu Ta Luang Subdistrict Administrative Organization; Sattahip Municipality; Khet Udomsak Subdistrict Municipality; Samaesarn Subdistrict Administrative Organization; Khao Chi Chan Subdistrict Municipality; and community leaders in the Sam Nak Thon Subdistrict locality.
- **Rural small boat fishing groups**, namely: the Phala Small Boat Fisheries, U-Tapao Samakkhi group; Small Boat Fisheries, U-Tapao Samakkhi group; Ban Phala Small Boat Fisheries group; and Ban Phala Rak Samakkhi Small Boat Fisheries group.
- **Village public health volunteer groups (VHV)**, namely: Director of Ban Chang Subdistrict Health Promotion Hospital; Huai Pong Subdistrict VHV; Ban Chang Subdistrict VHV; Sam Nak Thon Subdistrict VHV; Phala Subdistrict VHV; Huai Yai Subdistrict VHV; Samaesarn Subdistrict VHV; Phlu Ta Luang Subdistrict VHV; Na Jomtien Subdistrict VHV; Bang Sare Subdistrict VHV; and Sattahip Subdistrict VHV.
- **Civil Defense Volunteer groups (CDV)**, namely: Huai Pong Subdistrict CDV; Ban Chang Subdistrict CDV; Sam Nak Thon Subdistrict CDV; Phala Subdistrict CDV; Huai Yai Subdistrict CDV; Samaesarn Subdistrict CDV; Phlu Ta Luang Subdistrict CDV; Na Jomtien Subdistrict CDV; Bang Sare Subdistrict CDV; and Sattahip Subdistrict CDV.
- **Affected groups in the NEF 30-40 zone**, namely: Village No. 3, Village No. 4, Village No. 6, and Village No. 8, Sam Nak Thon Subdistrict; Vintage Home Village 1, 2, and 3; and Hamlet in Country Home Village.
- **Affected groups in the NEF >40 zone**, namely: Village No. 3, Village No. 4, and Village No. 8 of Sam Nak Thon Subdistrict.



4 December 2019, 9.00 a.m. - 12.00 p.m. at the Sam Nak Thon Subdistrict Municipality Meeting Room



4 December 2019, 1.30 - 4.30 p.m. at the Sam Nak Thon Subdistrict Administrative Organization Meeting Room



6 December 2019, 1.30 - 4.30 p.m. at the Ban Chang District Public Health Meeting Room (Subdistrict Health Promotion Hospital)



12 December 2019, 1.30 - 4.30 p.m. at the Phala Subdistrict Municipality Meeting Room

Figure 4.6-14 Some images of the atmosphere in group meetings/discussions



24 December 2019, 9.00 a.m. - 12.00 p.m. at the Ban Chang District Public Health Meeting Room (VHV)



7 January 2020, 6.00 - 9.00 p.m. at the Vintage Home Village 1 Juristic Board Office



8 January 2020, 2.00 - 5.00 p.m. at the Multipurpose Hall, Aquatic Breeding Center, U-Tapao Samakkhhi



18 January 2020, 4.30 - 7.30 p.m. at the Multipurpose Hall, Sam Nak Thon Subdistrict, Village No. 3

Figure 4.6-14 Some images of the atmosphere in group meetings/discussions (continued)

2.5) Comments from second public consultation post-meeting evaluation form

After the consultation, participants were asked to respond to the second public consultation evaluation form. There was a total of 1,133 respondents out of 1,536 participants (excluding representatives of project owners and advisors), accounting for 73.8% of participants. Results of the data analysis can be summarized as follows:

Rayong

▪ Section 1 Personal Information

At the second public consultation, the respondents were: representatives of the public residing in study areas, comprising 509 respondents (57.1%); followed by heads of various government agencies/local administrative organizations (PAO)/municipalities/SAO, comprising 149 respondents (16.7%); community and village leaders, comprising 92 respondents (10.3%) or various organizations in the study area, comprising 79 respondents (8.9%); the general public, comprising 54 respondents (6.1%); and sensitive areas, comprising 8 respondents (0.9%). Details are as shown in **Table 4.6-15** and **Figure 4.6-15**. Most of the respondents in the community and village leader group or various organization group in the study area were appointed leaders/group members/organizations/clubs, comprising 79 respondents (46.2%); followed by Presidents or Chairs of communities/managers or Chairs of legal entities/President or Chairs of villages or communities/villages, comprising 57 respondents (33.3%); and subdistrict heads/assistant subdistrict heads/village heads/assistant village heads, comprising 35 respondents (20.5%).

Table 4.6-15 Number and percentage of respondents classified by type for the second public consultation (Rayong)

Sequence No.	Stakeholder Groups	Evaluation Respondents	
		Number	Percentage
1.	Impacted parties		
	1.1 Community and village leaders in the project study area	92	10.3
	1.2 Heads of various organizational groups in the project study area	79	8.9
	1.3 People residing in the project study area	509	57.1
	1.4 Sensitive areas (religious sites/medical institutions/educational institutions) in the study area	8	0.9
2.	Parties responsible for EIA report preparation		
	2.1 Project owners	-	-
	2.2 Parties legally authorized to prepare EIA reports	-	-
3.	Parties responsible for reviewing EIA report	-	-
4.	Government agencies at various levels	149	16.7
5.	Environmental protection NGOs, developmental NGOs, educational institutions, and independent scholars.	-	-
6.	Mass media	-	-
7.	General public (residing outside of the study area)	54	6.1
Total		891	100.0

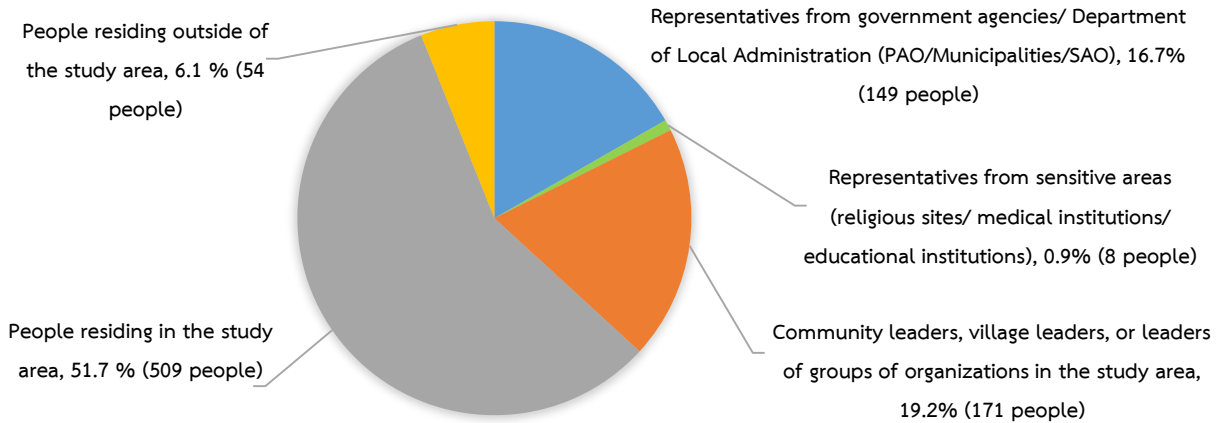


Figure 4.6-15 Number of respondents classified by participant type for the second public consultation (Rayong)

▪ Part 2: Comments on draft health and environmental impact prevention and resolution measures for the project

For comments on the project health and environmental impact prevention and resolution measures, 755 respondents (83.1%) expressed that the overview of the draft measures were suitable, while 107 respondents (12.2%) expressed that they were unsuitable. 29 respondents (4.7%) did not comment. Details are as shown in Table 4.6-16 and Figure 4.6-16.

Table 4.6-16 Opinions on the draft health and environmental impact prevention and resolution measures for the project after the second public consultation (Rayong)

Draft health and environmental impact prevention and resolution measures	No comments		Appropriate		Inappropriate	
	Number	Percentage	Number	Percentage	Number	Percentage
Overview of the Draft Measures	29	4.7	755	83.1	107	12.2
Construction Phase						
1. Noise and vibration	9	1.7	778	86.2	104	12.1
2. Air quality (dust)	9	1.7	783	86.4	99	11.9
3. Surface water quality/marine water/water ecology	11	1.9	800	89.3	80	8.8
4. Transportation	7	0.8	806	90.7	78	8.5
5. Waste management	7	0.9	799	90.2	85	8.9
6. Socioeconomic	8	1.0	808	90.1	75	8.9
7. Public Health (Health)	10	1.3	805	88.9	76	9.8
Operation Phase						
1. Noise and vibration (sonic boom)	16	2.0	772	85.6	103	12.4
2. Air quality (from aircrafts and airside vehicles)	18	2.2	790	80.0	83	9.8
3. Surface water quality/marine water/water ecology	19	2.5	805	89.9	67	7.6

Table 4.6-16 Opinions on the draft health and environmental impact prevention and resolution measures for the project after the second public consultation (Rayong)

Draft health and environmental impact prevention and resolution measures	No comments		Appropriate		Inappropriate	
	Number	Percentage	Number	Percentage	Number	Percentage
4. Transportation	14	1.5	805	90.4	72	8.1
5. Waste management	14	1.5	808	90.9	69	7.6
6. Socioeconomic	16	1.6	803	89.8	72	8.6
7. Public Health (Health)	14	1.5	795	87.9	82	10.6
8. Property relocation and replacement	16	1.9	782	87.1	93	11.0

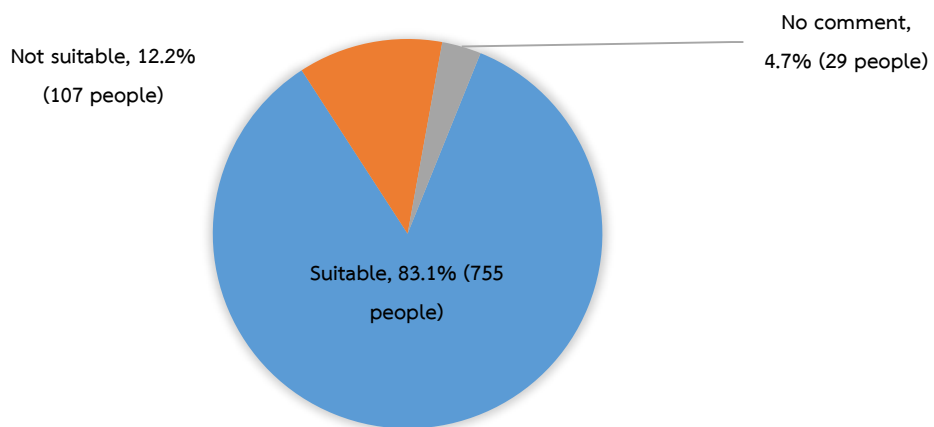


Figure 4.6-16 Number of comments on the overview of the draft health and environmental impact prevention and resolution measures for the project (Rayong)

▪ **Part 3: Satisfaction with the meeting**

Evaluation form respondents were satisfied with various matters at a high to moderate level. It was found that the matters in which respondents had a high level of satisfaction were: location and convenience of travel to meeting locations, comprising 519 respondents (62.3%); followed by the speaker’s ability to explain to meeting attendees to understand the overview of the project, comprising 499 respondents (57.5%); and appropriateness of materials and supplementary documents, comprising 473 respondents (56.0%), with details as shown in **Table 4.6-17**.

Table 4.6-17 Satisfaction with the second public consultation (Rayong)

Items	Satisfaction Level							
	No comments		High		Moderate		Low	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
(1) The speaker’s ability to provide explanations to meeting participants and	19	2.6	499	57.5	347	36.9	26	3.0

Table 4.6-17 Satisfaction with the second public consultation (Rayong)

Items	Satisfaction Level							
	No comments		High		Moderate		Low	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
overall understanding of the project								
(2) Appropriateness of the content, format, and method of presentation	42	4.7	433	49.5	393	43.6	23	2.2
(3) Appropriateness of the amount of time spent on the presentation of project details and study results.	31	3.5	429	51.1	403	42.1	28	3.3
(4) Appropriateness of the venue and convenience in traveling to participate in the meeting.	26	3.2	519	62.3	325	32.7	21	1.8
(5) Appropriateness of meeting materials and supplementary documents	25	3.2	473	56.0	367	38.0	26	2.8
(6) Appropriateness of opportunities and time for commenting	30	3.9	438	51.5	405	42.9	18	1.7
(7) Understanding of the project after attending the meeting	31	4.0	407	48.7	429	45.1	24	2.2
(8) Overview of today's meeting	27	3.3	444	51.7	404	43.4	16	1.6

A summary of participants' comments and suggestions from evaluations after the meeting

- The second contour map presented in the public consultation should be clear and use language that is easy to understand. However, the draft measures are already comprehensive and complete.
- Public consultations should be held in the morning and meetings should also be held at community level to thoroughly disseminate project information to the public.

▪ Part 4: Disseminating project information, news and public relations

733 respondents (83.5%) answered the evaluation form, in which 493 respondents (37.6%) were informed about the project prior to the public consultation through notifications from community leaders, such as subdistrict heads, assistant subdistrict heads, village heads, assistant village heads, community presidents, community chairs, village presidents, village chairs, and legal entities; followed by 247 respondents (18.9%) informed by notifications from government agencies/local administrative organizations; and 161 respondents (12.3%) informed by neighbors/acquaintances. There were 133 attendees (13.9%) who were not previously informed about the project. Details are as shown in Table 4.6-18 and Figure 4.6-17.

Table 4.6-18 Receipt of project information prior to the second public consultation (Rayong)

Receipt of information	Number	Percentage
Never informed about the project prior to the meeting	133	13.9
Previously informed about the project prior to the meeting	733	83.5
No comments	25	2.6
Total	891	100.0
Channels for receiving information (can select more than 1 answer)	Number	Percentage
1) Notification from community leaders such as subdistrict heads, assistant subdistrict heads, village heads, assistant village heads, community presidents, community chairs, village presidents, village chairs, and legal entities	493	37.6
2) Notification from government agencies/local administrative organizations	247	18.9
3) Project personnel	108	8.2
4) Local public relations signs	85	6.5
5) Publicity posters at government agencies/local government agencies	77	5.9
6) Letter of invitation to attend meeting by post	78	6.0
7) Project website: www.ehia-utprw2.com	46	3.5
8) Neighbors/acquaintances	161	12.3
9) Other (specify)	15	1.1
Total	1,310	100.0

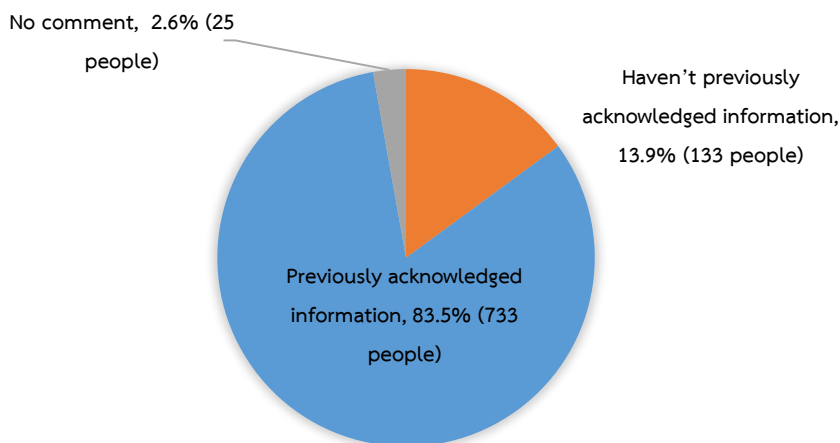


Figure 4.6-17 Number of people who received information about the project before the 2nd public hearing meeting (Rayong)

Most convenient channel/method for receiving project information

The respondents gave comments on the most convenient channels/methods for receiving information. 325 (36.5 percent) said sub-division meetings, followed by 171 (19.2%) said internet/website, and 133 (14.9%) said leaflets/posters/publicity signs, as detailed in **Table 4.6-19**

Table 4.6-19 Appropriate forms or methods for publicizing and disseminating information and study results of the project at the 2nd public hearing meeting (Rayong Province)

Channels for receiving information	Quantity	Percentage
1) Focus group notification meetings in localities	325	36.5
2) Delivery of documents to the home	94	10.5
3) Internet/websites	171	19.2
4) Project personnel entering areas and giving notification	28	3.1
5) Notification via community leaders/community presidents/subdistrict heads/village heads	42	4.7
6) Brochures/posters/publicity signs	133	14.9
7) Radio/TV/local cable TV	63	7.1
8) Publications/newspapers/journals	7	0.8
9) Public broadcasting vehicles	8	0.9
10) Other (specify)	2	0.2
11) No comments	18	2.0
Total	891	100.0

▪ **Section 5 Opinion, Comment and Feedback on the Project**

Opinions and feedback on the study and development of Runway and Taxiway 2, U-Tapao International Airport, Ban Chang District, Rayong Province. Details as shown in **Table 4.6-20**

Table 4.6-20 Summary of opinions and feedback on the project at the 2nd public hearing meeting (Rayong Province)

Issue	Feedback to the project
Project Development Details	<ul style="list-style-type: none"> ● I agree with the development of the project to bring prosperity to the country.
	<ul style="list-style-type: none"> ● Development should take into account preservation of local people’s way of life.
	<ul style="list-style-type: none"> ● The noise contour area should be presented truthfully and the areas that are eligible for compensation should be clearly marked.
Environmental impact studies	<ul style="list-style-type: none"> ● Environmental impact should be studied to cover all issues, especially the noise aspect (with regular noise measurements), transportation aspect (no damage to the roads during construction phase and good traffic management during the operation phase), health aspect (cooperation with the subdistrict-level public health facility), safety and waste management, etc.
Resettlement and replacement of assets	<ul style="list-style-type: none"> ● Offer should be made to compensate/to purchase land for people who want to move out of the affected area. ● There should be measures to help communities likely to be impacted by the project manage their transition.

Table 4.6-20 Summary of opinions and feedback on the project at the 2nd public hearing meeting (Rayong Province)

Issue	Feedback to the project
Socioeconomic aspect	<ul style="list-style-type: none"> • There should be measures to provide occupational training for people in the communities so they can extra income and to create jobs as well as to give priority for residents who are qualified to find employment at the airport. • There should be measures to take care of traditional fishermen affected by the project to earn their livelihood. • Priority should be given to the ensure peace and public safety to make sure no outbreak of crimes, such as thefts, robberies, when large number of workers from outside arrived at the area during the construction phase and the operation phase. • There should be activities aimed at promoting good relationship between the airport and the communities. • Communities should get organized into community committees to participate in monitoring activities of the project under the tripartite arrangement. • Funds should be set up to remedy for loss and damage incurred to people who are directly or indirectly impacted by the project.
Public participation	<ul style="list-style-type: none"> • Information should be publicized and distributed through traditional media as well as online channels that are easily accessible and readily understood by the people. • Local people should be kept up to date regarding the project's progress status and results of implementation of project activities at community meetings or at a monthly briefing session open to local residents. • More channels of communication should be established so that people can give opinions or make suggestions or file complaints.

Chonburi Province

▪ Section 1 Personal Data

At the 2nd public hearing meeting, respondents comprised 96 leaders of communities, villages, or non-governmental organizations in the study area (39.8%), 64 residents (26.4%) in the study area and 55 representatives (22.7%) from government agencies/local administrative organizations (PAO/municipality/SAO), as detailed in **Table 4.6-21** and **Figure 4.6-18**. The respondents in the assessment questionnaire were mostly leaders of villages or non-governmental organizations in the study area, holding positions, such as kamnan/assistant kamnan, village head/assistant village head totaling 42 persons (43.8 percent) and leaders or members of non-governmental organizations/groups/clubs totaling 39 persons (40.6%) and leaders or members of local community committees/manager or members of housing estate juristic persons, totaling 15 persons (15.6%).

Table 4.6-21 Number and percentage of respondents in the evaluation form, classified by type at the 2nd public hearing meeting (Chonburi Province)

Sequence No.	Stakeholder groups	Assessment respondents	
		Quantity	Percentage
1.	Not affected		
	1.1 Community leaders, villages in project study areas	57	23.6
	1.2 Heads of various organizational groups in the project study area	39	16.2
	1.3 People residing in the project study area	64	26.4
	1.4 Sensitive areas (places of worship/healthcare facilities/schools) in the study area	1	0.4
2.	Person responsible for preparing environmental impact assessment report		
	2.1 Name of Project Owner	-	-
	2.2 The person licensed to prepare the environmental impact assessment reports under the law	-	-
3.	Person reviewing environmental impact assessment report	-	-
4.	Government agencies at various levels	55	22.7
5.	Non-governmental organizations active in environmental protection, community development, schools and independent academics	-	-
6.	Mass media	-	-
7.	General public (residing outside of the study area)	26	10.8
Total		242	100.0

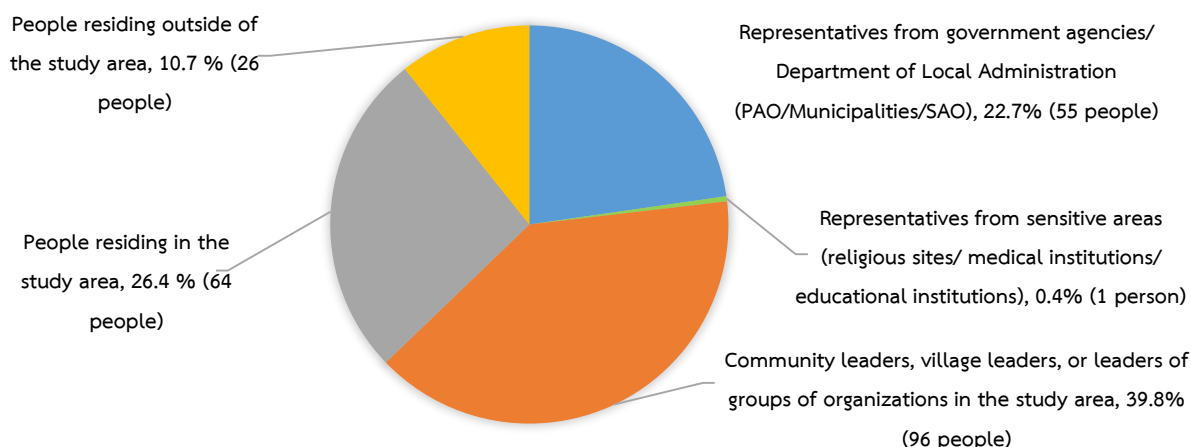


Figure 4.6-18 Number of respondents: The evaluation respondents classified by type of participants at the 2nd public hearing meeting (Chonburi province).

- Section 2 Opinion on draft environmental and health impact prevention and resolution measures of the project

The opinions on the draft environmental and health impact prevention and resolution measures of the project: 234 (96.8%) of respondents indicated that the overall draft was

appropriate, 5 (2.0%) said it was not good enough and 3 (1.2%) offered no comment, as detailed in Table 4.6-22 and Figure 4.6-19

Table 4.6-22 Opinions on draft environmental and health impact prevention and resolution measures of the project after the 2nd public hearing meeting (Chonburi Province)

Draft environmental and health impact prevention and resolution measures	No comments		Appropriate		Inappropriate	
	Quantity	Percentage	Quantity	Percentage	Quantity	Percentage
Overview of the draft measures	3	1.2	234	96.8	5	2.0
Construction phase						
1. Noise and vibration	0	0.0	236	97.9	6	2.1
2. Air quality (dust)	1	0.3	236	98.0	5	1.7
3. Surface water quality/marine water/water ecology	1	0.3	238	98.7	3	1.0
4. Transportation	0	0.0	236	97.6	6	2.4
5. Waste management	1	0.3	234	97.3	7	2.4
6. Socioeconomic	1	0.3	235	97.4	6	2.3
7. Public Health (Health)	2	0.7	233	96.8	7	2.5
Operation Phase						
1. Noise and vibration (wake vortex)	2	0.7	234	97.3	6	2.0
2. Air quality (from aircraft and vehicle emissions in the airside area)	2	0.7	237	98.0	3	1.3
3. Surface water quality/marine water/water ecology	2	0.7	237	98.3	3	1.0
4. Transportation	3	1.2	233	96.5	6	2.3
5. Waste management	3	1.2	236	97.6	3	1.2
6. Socioeconomic	3	1.2	236	97.6	3	1.2
7. Public Health (Health)	3	1.2	237	98.1	2	0.7
8. Property relocation and replacement	3	1.2	236	97.8	3	1.0

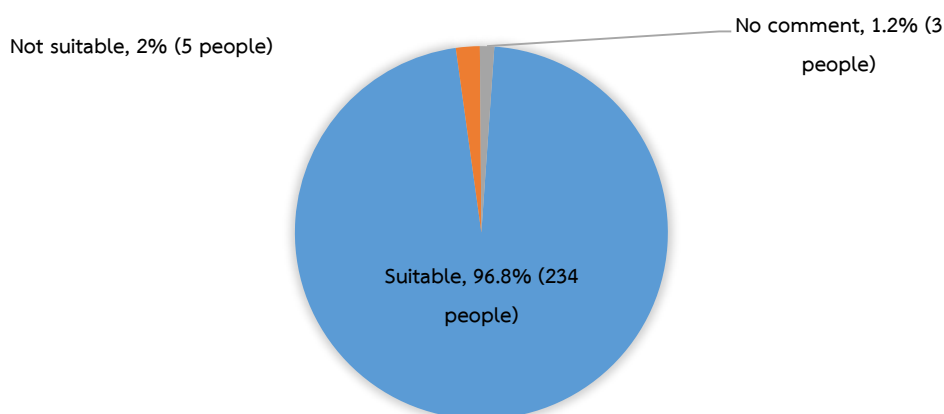


Figure 4.6- Opinions on the draft environmental and health impact prevention and resolution measures of the project (Chonburi province)

▪ Section 3 Satisfaction with meeting arrangements

The respondents had a high to moderate level of satisfaction regarding the meeting arrangements. The participants answering the questionnaire expressed high level of satisfaction with, i.e., 172 participants (71.1%) approved of the meeting venue they found suitable and accessible, 156 (64.5 percent) were very satisfied with subject matters, format and presentation, 156 (64.5 percent) were happy with appropriate media and documentation, as detailed in **Table 4.6-23**

Table 4.6-23 Satisfaction with the 2nd public hearing meeting of the project (Chonburi province)

Item	Satisfaction Level							
	No comments		High		Moderate		Low	
	Quantity	Percentage	Quantity	Percentage	Quantity	Percentage	Quantity	Percentage
(1) The speaker's ability to help participants understand the overview of the project.	5	2.1	164	67.8	71	29.3	2	0.8
(2) Appropriateness of the content, format, and method of presentation.	9	3.7	156	64.5	73	30.2	4	1.7
(3) Appropriateness of the amount of time spent on the presentation of project details and study results.	9	3.7	135	55.8	92	38.0	6	2.5
(4) Appropriateness of the venue and travel convenience to get to the meeting.	8	3.3	172	71.1	59	24.4	3	1.2
(5) Appropriateness of the materials and documentation for the meeting.	6	2.5	156	64.5	73	30.2	7	2.9
(6) Appropriateness of the opportunity and time slot provided for comments.	11	4.5	143	59.2	85	35.1	3	1.2
(7) Understanding of the project after meeting.	7	2.9	142	58.7	89	36.7	4	1.7
(8) Overview of Today's Meeting	6	2.5	145	59.9	87	35.9	4	1.7

Summary of comments and suggestions from the post-meeting evaluation form for the participants are as follows:

- The information presented at the public hearing meeting is comprehensive and appropriate, allowing participants and community leaders to use the information and share with their neighbors and other residents in the community.
- Public hearings should have a clearer representation of technical information, benefits, and impacts of the project, so that the people can understand the situations during the construction phase and operation phase.

▪ **Section 4: Dissemination of project information and communication**

A total of 182 respondents (74.5%) were familiar with the project information prior to attending the public hearing meeting. Of this, those who have been informed by local community leaders, such as kamnan, assistant kamnan, village head, assistant village head, chairperson of community committee, committee members and housing estate juristic persons, totaled 108 persons (32.8%), those who received information from government agency/local administrative organization, totaled 81 (24.5%), while 36 (10.9%) were informed by project staff, and 51 (19.9%) have not received any project information, as detailed in **Table 4.6-24** and **Table 4.6-20**.

Table 4.6-24 Prior knowledge of project information prior to attending the 2nd public hearing meeting (Chonburi Province)

Information received	Quantity	Percentage
Never informed about the project prior to the meeting	51	19.9
Previously informed about the project prior to the meeting	182	74.5
No comments	9	5.6
Total	242	100.0
Channels of information (check all that apply)	Quantity	Percentage
1) Informed by local community leaders, such as kamnan, assistant kamnan, village head, assistant village head, chairperson of community committee, committee members and housing estate juristic persons.	108	32.8
2) Informed by government agency/local administrative organization	81	24.5
3) Project personnel	36	10.9
4) Local public relations signs	22	6.6
5) PR posters at government agencies/local administrative organizations in the area	20	6.0
6) Letter of invitation to attend meeting by post	23	6.9
7) Project website: www.ehia-utprw2.com	11	3.3
8) Neighbors/acquaintances	20	6.0
9) Other (specify)	10	3.0
Total	331	100.0

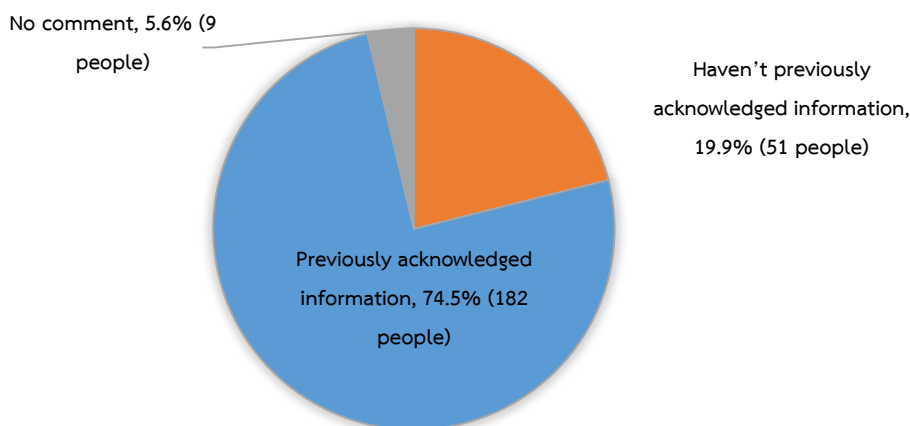


Table 4.6-20 Those who have knowledge of project information prior to attending the 2nd public hearing meeting (Chonburi Province)**Most convenient channel/method for receiving project information**

The respondents gave comments on the most convenient channels/methods for receiving information. 74 (30.5%), followed by sub-division meetings 65 (26.9%), and project information documents delivered to the home 35 (14.5%), details as shown in **Table 4.6-25**

Table 4.6-25 Appropriate forms or methods for publicizing and disseminating information and study results of the project at the 2nd public hearing meeting (Chonburi Province)

Channels for receiving information	Quantity	Percentage
1) Focus group notification meetings in localities	65	26.9
2) Delivery of documents to the home	35	14.5
3) Internet/websites	74	30.5
4) Project personnel entering areas and giving notification	7	2.9
5) Notification via community leaders/community presidents/subdistrict heads/village heads	14	5.8
6) Brochures/posters/publicity signs	19	7.9
7) Broadcasts on local radio/television/cable	14	5.8
8) Publications/newspapers/journals	4	1.7
9) Public broadcasting vehicles	3	1.2
10) Other (specify)	2	0.8
11) No comments	5	2.1
Total	242	100.0

- **Section 5 Opinion, Comment and Feedback on the Project**

Opinions and feedback on the study and development of Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong Province. Details as shown in **Table 4.6-26**

Table 4.6-26 Summary of opinions and feedback on the project at the 2nd public hearing meeting (Chonburi Province)

Issue	Feedback to the project
Project Development Details	<ul style="list-style-type: none"> • Agree with the development of projects that will benefit the country and the people.
	<ul style="list-style-type: none"> • Development of the project will lead to the prosperity of the community. There will be more opportunities to earn income, increase employment rate, and have better and more convenient transportation, leading to economic growth.
	<ul style="list-style-type: none"> • Runway 2 should be developed to meet standards so that it can be effectively utilized as intended.

Table 4.6-26 Summary of opinions and feedback on the project at the 2nd public hearing meeting (Chonburi Province)

Issue	Feedback to the project
Environmental impact studies	<ul style="list-style-type: none"> Environmental impact studies should cover all issues, especially with regards to impacts from noise, transportation, traffic (entry-exit point at the airport), and environmental protection in nearby communities, in accordance with the draft measures aimed at protect people from disturbances, etc.
Resettlement and replacement of assets	<ul style="list-style-type: none"> There should be measures specifically for people directly affected by the project.
Socioeconomic aspect	<ul style="list-style-type: none"> Funds should be set up to take care of people likely to be impacted by the project in both construction phase and operation phase. There should be committees with representatives of the people to monitor compliance with the draft measures of the project.
Public participation	<ul style="list-style-type: none"> There should be a periodic communication and reporting of the implementation of the project to the local public to keep breast of progress status of the project. Community leaders should be kept up to date of project information periodically.

3) Opinion Survey with Questionnaire

3.1 Objectives

- 1). To present study results, draft environmental impact prevention and resolution measures, and environmental impact monitoring measures.
- 2). To gather information on knowledge and opinions of people in the areas likely to be directly or indirectly impacted by the development of the project.
- 3). To provide stakeholders the opportunity to express opinions, concerns and give feedback on the potential environmental impacts from the development of the project, the draft environmental impact prevention and resolution measures and environmental impact monitoring measures.

3.2 Conducting opinion survey

The opinion survey is conducted in conjunction with the socioeconomic status survey using a questionnaire. Details of study area, sample size and sampling method and study tools as shown in Chapter 3 (3.8.1 Socioeconomic). Details as shown in **Appendix 3-9**.

3.3 Opinion survey results

The opinion survey using questionnaire was conducted between 16 December 2019 and 15 March 2020, and during 6-13 June 2020. Respondents were people likely to be impacted by the project. Selection of targeted respondents, determination of sample size and sampling methods are shown in **Table 4.6-27** Number and the photos of opinion survey activities using questionnaire as shown in **Figure 4.6-21**

Table 4.6-27 Number of surveys returned categorized by target group, study area, study period and method of survey using questionnaire.

Group	Target group	Study area	Study period	Method	Number of samples planned	Number of responses
1	Sensitive area (Place of worship/school/healthcare facilities)	Noise contour area	16 December 2019 – 15 March 2020 6 – 13 June 2020	- Purposive sampling	14	14
2	Community leader group	Noise contour area	16 December 2019 – 15 March 2020 6 – 13 June 2020	- Purposive sampling	26	26
3	Household group	NEF > 40 area	6 January – 15 March 2020 and 6 – 13 June 2020 8 – 10 August 2021	- Census	93	86
		NEF 30 - 40 area	6 January – 15 March 2020 and 6 – 13 June 2020 8 – 10 August 2021	- The number of samples can be calculated using the Taro Yamane formula to arrive at sample size of not less than 344 samples, which when distributed by area, the result obtained is a sample size of 354. - The selection of samples using area sampling by creating a map of sampling locations based on affected areas and then calculate sampling distribution in proportion to such areas.	354	354
		NEF < 30 area extending to the study area perimeter	6 January – 15 March 2020 and 6 – 13 June 2020	- The number of samples can be calculated using the Taro Yamane formula to arrive at sample size of not less than 394 samples, which when distributed by area, the result obtained is a sample size of 428. - The selection of samples using area sampling by creating a map of sampling locations based on affected areas and then calculate sampling distribution in proportion to such areas.	428	428
Total					915	908

Note: * According to the a field survey, data of the household group in the NEF ≥ 40 area obtained from 86 respondents while data of 7 others could not be obtained, as detailed in Table 3.8-51.

Draft Version

Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources,

Environmental Quality, Health, Sanitation, and the Quality of Life of People in the Community

Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong



Figure 4.6-21 Photo of survey activity using questionnaire between 16 December 2019 – 15 March 2020 on 6-13 June 2020 and 8 – 13 August 2021

(1) Household group in NEF ≥ 40 area

According to the field survey on socioeconomic data, households located in NEF ≥ 40 area totaled 93, but data was obtained from 86 households in NEF ≥ 40 area. Data could not be obtained from 7 households in the area. Details as shown in Table 4.6-28

Table 4.6-28 Details of households where socioeconomic data could not be obtained


Sequence No.	Illustration	Notes: *
1		Socioeconomic survey of households in the area (house number 15/11). Follow-ups were made through various methods as follows 1st visit: field survey on 24 January 2020 at 11.00, found no one at the address., 2nd visit: field survey on 26 January 2020 at 17.00, no one was home., 3rd visit: field survey on 27 June 2020 at 12.30, no one was home., 4th visit: field survey on 30 August 2020 at 18.00,

Table 4.6-28 Details of households where socioeconomic data could not be obtained




Sequence No.	Illustration	Notes: *
		<p>no one was home, according to next-door neighbor, the homeowner had gone to live with children, 5th follow-up on 6 October 2020, a letter with questionnaire attached was sent by registered mail, requesting the homeowner to fill questionnaire and return it.</p> <p>Having checked the registered post status at Thailand Post website: (https://track.thailandpost.co.th/), it was found that the recipient had received the questionnaire but did not return it to the project.</p>
2		<p>Socioeconomic survey of households in the area (no house number). Follow-ups were made through various methods as follows</p> <p>1st visit: field survey on 25 January 2020 at 12.30, found no one at the address.,</p> <p>2nd visit: field survey on 26 June 2020 at 07.00, no one was home.,</p> <p>3rd visit: field survey on 26 June 2020 at 16.00, no one was home.,</p> <p>4th visit: field survey on 30 August 2020 at 14.00, met the homeowner who declined to give interview, reasoning that he/she had already attended the 2nd public participation where he/she had already filled a questionnaire and returned it during the meeting (assessment form the project requested participants to fill).</p>
3		<p>Socioeconomic survey of households in the area (house number 3/3) Follow-ups were made through various methods as follows</p> <p>1st visit: field survey on 25 January 2020 at 14.00, found no one at the address.,</p> <p>2nd visit: field survey on 26 June 2020 at 08.00, no one was home.,</p> <p>3rd visit: field survey on 26 June 2020 at 17.00, no one was home.,</p> <p>4th visit: field survey on 30 August 2020 at 14.00, met the homeowner, the same person as in case 2, who declined to give interview, reasoning that he/she had already attended the 2nd public participation where he/she had already filled a questionnaire and returned it during the meeting (assessment form the project requested participants to fill).</p>

Table 4.6-28 Details of households where socioeconomic data could not be obtained






Sequence No.	Illustration	Notes: *
4		<p>Socioeconomic survey of households in the area. Follow-ups were made through various methods as follows</p> <p>1st visit: field survey on 24 January 2020 at 13.00, found no one at the address.,</p> <p>2nd visit: field survey on 26 January 2020 at 16.00, no one was home.,</p> <p>3rd visit: field survey on 27 June 2020 at 17.00, no one was home.,</p> <p>4th visit: field survey on 30 August 2020 at 19.30, met the homeowner who declined to give interview, reasoning that he/she had already attended the 2nd public participation meeting and insisted that he/she would like the project to only negotiate to purchase his/her property.</p>
5		<p>Socioeconomic survey of households in the area. Follow-ups were made through various methods as follows</p> <p>1st visit: field survey on 26 January 2020 at 09.00, found no one at the address.,</p> <p>2nd visit: field survey on 26 January 2020 at 15.00, no one was home.,</p> <p>3rd visit: field survey on 27 June 2020 at 18.00, no one was home.,</p> <p>4th visit: field survey on 30 August 2020 at 20.30, no one was home. Having checked official records, it was found that the property was owned by the Sam Nak Thon Subdistrict Administrative Organization for use as temporary shelter for the elderly as part of the “Thongthin Thai” project in honor of HM the late King Rama 9’s 80th birth anniversary. The person who was granted possession of the property has no ownership in the property, which is owned by Sam Nak Thon Subdistrict Administrative Organization. Therefore, the property is non-transferable.</p>
6		<p>Socioeconomic survey of households in the area (house number 40/10).</p> <p>Follow-ups were made through various methods as follows:</p> <p>1st visit: Field survey on 8 August 2021 at 13:30, nobody was found at the address,</p> <p>2nd visit: on 9 August 2021 at 10.00, nobody was home,</p> <p>3rd visit: on 10 August 2021 at 15.00, no one was home,</p> <p>4th visit: on 11 August 2021 at 18:00, no one was home. A telephone number was obtained. But the homeowner could not be reached.</p>

Table 4.6-28 Details of households where socioeconomic data could not be obtained

Sequence No.	Illustration	Notes: *
		<p>5th follow-up: on 13 December 2021, a letter with questionnaire attached was sent by registered mail requesting the homeowner to fill and return the questionnaire. Having checked the registered post status at Thailand Post website: (https://track.thailandpost.co.th/), it was found that the mail could not be delivered (house locked up and inaccessible).</p>
7		<p>No house or building on this property. It was believed that any pre-existing structure there was demolished sometime in 2021. That structure could be observed in aerial photos.</p>

For socioeconomic survey on 86 households in the NEF \geq 40 area, the surveyed household locations are shown in **Figure 4.6-22** However, in NEF \geq 40 areas, some household locations are not shown because they are the locations of government agencies, unutilized areas, farmland, swampy areas, unbuilt areas or certain plots of land owned by government agencies, especially those along both sides of Sukhumvit Road designated as navy buffer zone, the Air Defense Regiment 1, Air Defense Artillery Battalion. Summary details of socioeconomic survey using a questionnaire on households in NEF \geq 40 area as shown in **Appendix 3-10**.

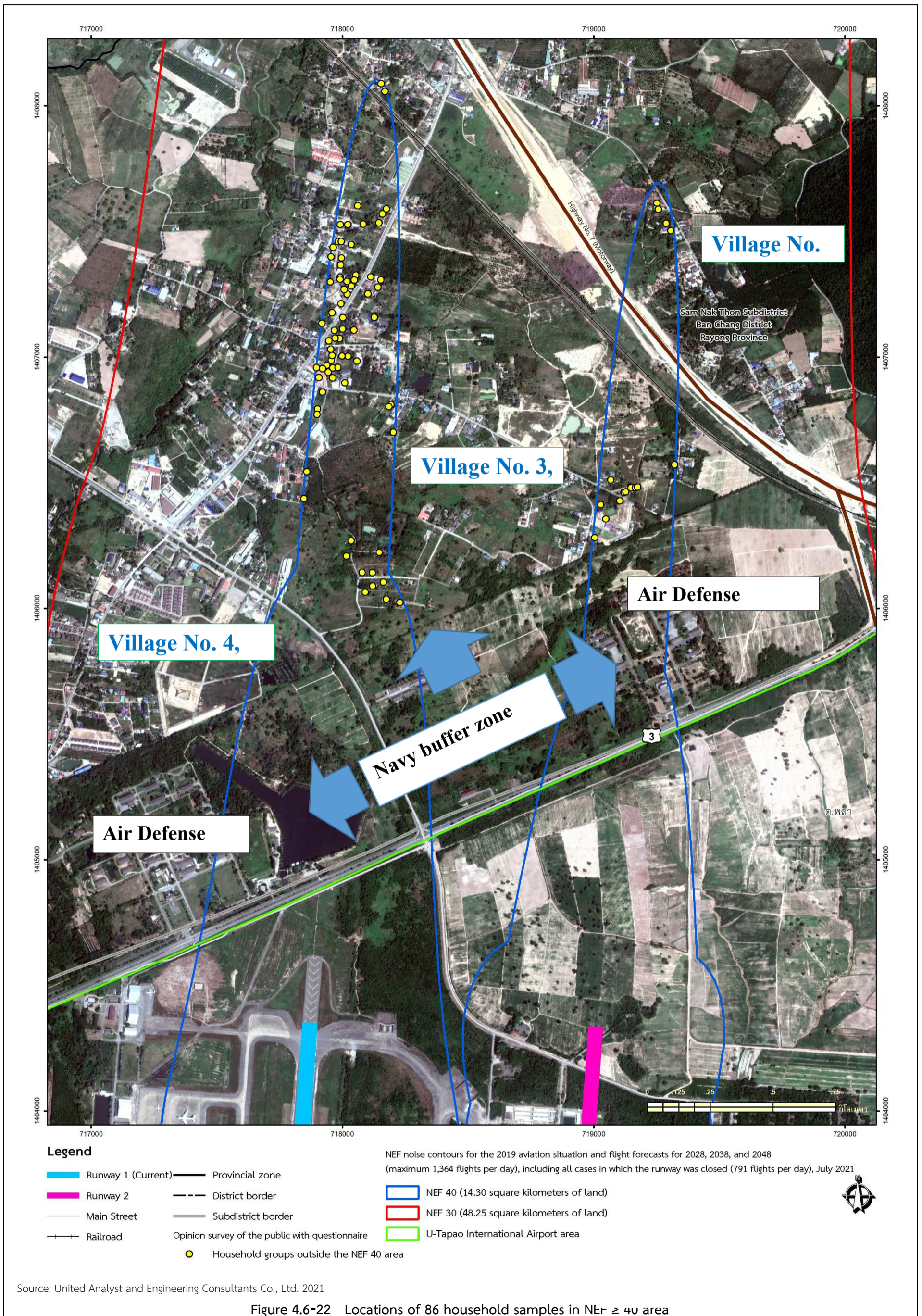


Figure 4.6-22 Locations of 86 household samples in NEF ≥ 40 area

Section 1 General data of respondents

Gender: 45 female respondents (52.3%) and 41 male respondents (47.7%). Age bracket: over 60 years old, 25 (29.1%), followed by 51-60 years of age, 24 (27.9%), aged 41-50, 19 (22.1%), aged 31-40, 12 (14.0%), aged 21-30, 4 (4.7%), aged 18-20, 2 (2.2%). Religion: Buddhism, totaling 86 respondents (100%).

Status in household: 56 (65.0%) respondents were head of household, 19 (22.1%) were spouse of head of household, 5 (5.8%) children of head of household, 4 (4.7%) identified as relative/dependent, 1 (1.2%) identified as parent, and 1 (1.2%) identified as employee. Respondents who were not head of household had been assigned by to provide information.

Highest education attainment: 26 (30.2%) completed elementary school, followed by 20 (23.3%) secondary school, 19 (22.1%) bachelor's degree, 14 (16.3%) high school/vocational certificate, 5 (5.8%) associate degree/high vocational certificate, and 2 (2.3%) postgraduate.

Principal occupation: 23 (26.7%) general labor, followed by 20 (23.3%) civil servant/state enterprise employee, 18 (20.9%) unpaid worker/housewife, 11 (12.8%) trader, 8 (9.3%) private company employee, 4 (4.7%) private business, and 2 (2.3%) farmer.

Original domicile: 54 (62.8%) were native of this subdistrict, 32 (37.2%) moved from elsewhere. Of the respondents who moved into this area, 18 (59.4%) had lived in this area for more than 20 years, 6 (18.8%) had lived in this area for 5-10 years, 4 (12.5%) had lived in this area for less than 5 years, 2 (6.3%) for 16-20 years, 1 (3.1%) for 11-15 years. As for reason for moving here to live or work: (respondents were asked to check all that apply): 15 (46.9%) cited change of occupation or job, 11 (34.4%) followed family/spouse, 3 (9.4%) cited travel convenience, 2 (6.3%) access to public utilities, and 1 (3.1%) cited choice of affordable properties.

When asked about likelihood of resettling elsewhere, 57 (66.3%) said they had no intention of moving anywhere, reasoning they were attached to their native place, having family and jobs in the area, etc., 19 (22.1%) said they were undecided, saying they would wait how serious the impacts would be, 6 (7.0%) said would move out, saying they were worried by impacts, especially loud noise, and would like to move closer to work, etc., while 4 (4.7%) declined to give an answer.

Section 2: Property data

Majority of respondents 66 (76.7%) had ownership of the property they lived on, 7 (8.1%) rented, 7 (8.1%) said the property belonged to their parent/relative, 3 (3.5%) said the property belonged to the SAO, 2 (2.3%) said the property belonged to employer, and 1 (1.2%) declined to give information. Regarding property ownership and possession documents, 79 (91.9%) had land deed titles, 4 (4.7%) had other land use right documents, such as PBT5, NS3K, rental agreements, etc., 3 (3.5%) declined to disclose any document.

The majority of respondents 63 (73.3%) lived on the property as owner, 16 (18.6%) lived as dependent, 4 (4.7%) would not provide their status information, 3 (3.5%) were being

supported by the SAO. On property type, the majority of properties 79 (91.9%) were identified as detached house, 4 (4.7%) detached house and 3 (3.5%) shophouse.

Age of property: 34 (39.5%) were over 20 years old, 14 (16.3%) were less than 5 years, 14 (16.3%), 11 (12.8%) were 5-10 years old, 11 (12.8%) were 11-15 years old and 11 (12.8%) were 16-20 years old, 5 persons (5.8%) would not say how old their properties were. As for property characteristics: 60 (69.8%) were 1-storey, 20 (23.3%) 2-storey, 2 (2.3%) more than 2-storey, 2 (2.3%) one-storey on stilts, 2 (2.3%) declined to give information.

Property utilization: the majority of buildings 82 (95.3%) were used primarily for residential, while 4 (4.7%) were used as both residential and place of business.

Property by building materials: 74 (86.0%) were made of concrete or bricks and mortar, 6 (7.0%) made of cement and timber and 6 (7.0%) made of wood. As for roofing materials, 69 (80.2%) were made of glazed concrete, 13 (15.1%) made of cement fiber, 2 (2.3%) made of metal sheets and 2 (2.3%) zinc roof.

Section 3: Household economic data

The number of persons who actually lived in the households surveyed, averaged 4 persons per household. Of this 3 on average were income-earners. The average number of children under the age of 15 was 2 children (number of total children 46 or 17.9%), The average number of working age persons per household was 3 (total of 173 or 67.3%) and the average number of elderly (over the age of 60) per household was 2 (total of 38 or 14.8%).

Principal occupations contributing to main sources of household income: 32 (37.2%) were general labor, 16 (18.6%) private company employee, 12 (14.0%) trader, 10 (11.6%) civil servant/state enterprise employee, 9 (10.5%) private business, 4 (4.7%) government pensioner/recipient of old age allowances, 2 (2.3%) farming, 1 (1.2%) declined to provide answer.

Secondary occupation: the majority 75 (87.2%) did not have secondary occupation, 9 (10.5%) who said they had secondary source of income said they earned extra money doing general labor and or rent out room in the house, while 2 (2.3%) declined to answer question.

Most of the respondents 75 (27.2%) said had no problem with making ends meet in their occupation, 10 (11.6%) said they were struggling somewhat, while 1 (1.2%) reported not making enough money.

The total household income averaged 22,859 baht per month and total household expenditure averaged 16,521 baht per month. On income adequacy, 31 (36.0%) said they were satisfied and had some savings, 29 (33.7%) said they had enough to live on but no savings, 18 (20.9%) said they did not make enough but had no debts, 7 (8.1%) said they did not earn enough and had to borrow some money to get by, and 1 (1.2%) declined to give information. On household debt, 45 (52.3%) reported having debt, and 34 (39.5%) reported not having debt and 7 (8.1%) declined to answer. On factors contributing to household debt, 18 (38.3%) said the needed to borrow to cover household expenses, 13 (27.6%) said they borrowed for work, 11 (23.4%) said they borrowed for home renovation, 3 (6.4%) borrowed for education, and 2 (4.3%) cited auto repair.

Section 4 Current Social and Environmental Data

Social issues: The 86 correspondents named top 3 social issues they believed would caused significant impact to their community: Arrival of people from outside the community was identified by 53.3% as having the most impact on their community. Of these, respondents who expected moderate accounted for (13.3%), low impact (13.3%), least impact (10.7%), high impact (9.3%), highest impact (6.7%). The second most serious issue, possible unemployment/job loss was named by 48.0% of respondents. On unemployment/job loss, respondents who expected least impact (17.3%), low impact (12.0%), moderate impact (10.7%), high impact (8.0). Issue of competition for electricity was identified by 30.7% of respondent as source of impact to community, with those who expected least impact (14.7%), low impact (10.7%), moderate impact (4.0%), and highest impact (1.3%). Details as shown in **Table 4.6-29** Current Social Impact

Table 4.6-29 Current Social Impact Data in the NEF \geq 40 area where the correspondents lived

Social issues	Not affected (percent age)	Affected (percent age)	Level of impact (percentage)				
			Least	Low	Moderate	High	Highest
Public utility services							
- Electricity	69.3	30.7	14.7	10.7	4.0	0.0	1.3
- Tap water	70.7	29.3	16.0	1.3	9.3	0.0	2.7
Life and property safety							
- Illicit drugs	73.3	26.7	10.7	10.7	4.0	1.3	0.0
- Theft, such as burglary	76.0	24.0	9.4	13.3	0.0	1.3	0.0
- Physical violence, such as quarrel	80.1	19.9	9.3	9.3	0.0	1.3	0.0
Crowdedness/satisfaction with community	82.6	17.4	2.7	10.7	4.0	0.0	0.0
Social fabric/social harmony	73.3	26.7	6.7	10.7	8.0	0.0	1.3
Unemployment/job loss	52.0	48.0	17.3	12.0	10.7	8.0	0.0
Influx of people from outside the community	46.7	53.3	10.7	13.3	13.3	9.3	6.7

On Social harmony, 62 correspondents (72.1%) rated as moderate when asked how likely people in their community would help and support one another, 9 (10.5%) rated low likelihood, 8 (9.3%) said high, and 7 (8.1%) said they expected none. On level of their participation in community's cultural, charitable activities, 40 (46.5%) said once in a while, 24 (27.9%) said occasionally, 14 (16.3%) said never, 8 (9.3%) said regularly (once a month).

Environmental issues: The top three current environmental problems they had already suffered from that they found most annoying were: noise impact (80.0%), followed by dust, soot and smoke (62.7%) and the impact from vibration (47.4%) as detailed in **Table 4.6-30** Current Environmental Impact as follows:

- On noise impact, 60 respondents (80.0%) reported being impacted. Of this, those who reported moderately impacted totaled 27 (36.0%), 7 (22.7%) reported high impact, 8 (10.7%) reported low impact, 4 (5.3%) reported highest impact and 4 (5.3%) reported lowest impact.

On the sources of noise, 35 (58.3%) identified aircraft, followed by 23 (38.3%) who blamed traffic/vehicle noise, 1 (1.7%) said construction and 1 (1.7%) declined to answer question.

- On dust/soot and smoke, 47 respondents (62.7%) reported being impacted. Of this, those who reported moderate impact totaled 15 (20.0%), 13 (17.3%) reported low impact, 11 (14.7%) reported high impact, and 8 (10.7%) reported least impact. As for sources of dust/soot and smoke, 28 (39.4%) blamed automobile emissions, followed by 15 (21.1%) who blamed businesses/industrial plants, 11 (15.5%) blamed open burning, 9 (12.7%) blamed construction, and 8 (11.3%) blamed traffic/vehicles.

- On Solid waste/waste, 13 (17.3%) reported being impacted. Of this, correspondents who reported least impact totaled 7 (9.3%), those who reported low impact 3 (4.0%), moderate impact 3 (4.0%). On sources of solid waste/waste problem, those who blamed waste accumulation/missed collection totaled 6 (46.1%), waste from other areas was blamed by 5 (38.5%) and those who declined to give answer totaled 2 (15.4%).

- On sewage problem, 13 correspondents (17.3%) reported being affected. Of this, those who reported low impact totaled 8 (10.7%), least impact 3 (4.0%), moderate impact 2 (2.7%). As for sources of sewage problem, those who blamed household discharge totaled 10 (76.9%), followed by those who blamed restaurant/entertainment venues 3 (23.1%).

- On drainage/floodwater problem, 13 respondents (17.3%) reported being affected. Of this, 9 (12.0%) reported low impact, 3 (4.0%) reported least impact, and 1 (1.3%) reported moderate impact. As for the sources of drainage/floodwater problem, 8 (61.5%) blamed heavy rain, 4 (30.8%) blamed drainage failure, 1 (7.7%) declined to answer question.

- On traffic problem, 16 respondents (21.3%) reported being impacted. Of this, those who reported low impact totaled 10 (13.3%), those who reported least impact 2 (2.7%), moderate impact 2 (2.7%), and high impact 2 (2.7%). As for the sources of traffic problems, 7 (31.3%) blamed excessive number of vehicles, 5 (31.3%) blamed poor road conditions, 2 (12.5%) blamed traffic violations, and 2 (12.5%) declined to give answer.

- On odor problem, 11 respondents (14.7%) reported being affected. Of this, 5 (6.7%) reported low impact, 3 (4.0%) reported moderate impact, 2 (2.7%) reported least impact, 1 (1.3%) reported high impact. As for sources of odor, 6 (54.5%) blamed solid waste, 3 (27.3%) blamed sewage pipes, 2 (18.2%) blamed vehicle exhaust fumes.

- On drinking water-tap water shortage, 12 respondents (16.0%) reported being impacted. Of this, those who reported moderate impact totaled 5 (6.6%), those who reported low impact 3 (4.0%), those who reported least impact 2 (2.7%) and high impact 2 (2.7%). As for sources of the drinking water-tap water shortage, 8 (66.6%) blamed low rainfall, those who blamed other cause 2 (16.7%), and those who declined to answer 2 (16.7%).

- On vibration problem, 35 respondents (47.4%) reported being affected. Of this, 13 (17.1%) reported moderate impact, 10 (13.2%) reported high impact, 7 (9.2%) reported reported low impact, 4 (5.3%) least impact, and 2 (2.6%) highest impact. As for sources of vibration, 22

(61.1%) blamed road traffic, 14 (38.9%) blamed aircraft. Details as shown in **Table 4.6-30**

Current Environmental Impact

Table 4.6-30 Current Environmental Impact Data in the NEF > 40 area where the respondents lived

Environmental Issues	Not affected (percentage)	Affected (percentage)	Level of impact (percentage)				
			Least	Low	Moderate	High	Highest
1. Noise	20.0	80.0	5.3	10.7	36.0	22.7	5.3
2. Dust/soot and smoke	37.3	62.7	10.7	17.3	20.0	14.7	0.0
3. Solid waste/waste	82.7	17.3	9.3	4.0	4.0	0.0	0.0
4. Foul smelling water source	82.6	17.4	4.0	10.7	2.7	0.0	0.0
5. Drainage/floodwater	82.7	17.3	4.0	12.0	1.3	0.0	0.0
6. Traffic conditions	78.7	21.3	2.7	13.3	2.7	2.7	0.0
7. Odor	85.3	14.7	2.7	6.7	4.0	1.3	0.0
8. Drinking water-tap water shortage	84.0	16.0	2.7	4.0	6.6	2.7	0.0
9. Vibration	52.6	47.4	5.3	9.2	17.1	13.2	2.6

The number of household vehicles reported by the respondents totaled 107 motorcycles (56.3%), 83 4-wheeled automobiles (43.7%). The highways regularly used include Sukhumvit Road (passing in front of U-Tapao International Airport), used by 48 respondents (33.1%). Highway 332, Sattahip-Sam Nak Thon, used by 36 respondents (24.8%). Highway 331 Sattahip-Khao Hin Son, used by 33 respondents (22.8%). Highway 3126 linking entry point to U-Tapao International Airport and Chuk Samet Port, used by 18 respondents (12.4%). Phala Road used by 9 respondents (6.2%). 1 respondent declined to give information (0.7%). Top 3 reasons for commuting were for work reported by 44 respondents (48.3%), for business 21 (23.1%) and tourism 11 (12.1%).

When asked about impact on travel on road networks around U-Tapao International Airport, 59 respondents (68.6%) reported no impact, 9 (10.5%) report low impact, 4 (4.7%) reported high impact, and 3 (3.5%) reported moderate impact. Top 3 issues of such impact were traffic congestion reported by 8 respondents (50.0%), travel inconvenience cited by 5 (31.3%) and rise in number of accidents by 2 (12.5%). When asked about how often they used U-Tapao International Airport, 57 respondents (66.3%) said they never used the airport, while 29 (33.7%) reported having used the airport.

On how convenience was to travel to U-Tapao International Airport without using personal car, 57 respondents (66.3%) declined to answer, 11 (12.8%) reported moderate convenience, 8 (9.3%) report little convenience, 7 (8.1%) reported inconvenience, while 3 (3.5%) reported most convenient.

When asked about what they would like to see and suggestions they want to make about transportation and service level they expect for traveling to and from U-Tapao International Airport, the respondents said they would like to improvements to reduce traffic congestion, followed by expansion of traffic lanes to improve traffic flow, shuttle bus services to and from the airport, expansion of the main gate for entry-exit at the airport, more traffic signs directing

traffic into the airport, more public transportation modes to and from the airport, allow motorists to pass through the airbase without having to apply to obtain security passes, and providing security to ensure public safety for residents living around the airport. Details as shown in **Appendix 3-10**.

Section 5 Public Health Data

Public health data as provided by respondents: 44 respondents (51.2%) indicated that at least one member of their household had been sick while 42 (48.8) reported that no member of their household had been sick. Top 3 common illnesses reported by respondents were cold or respiratory infection reported by 19 respondents (44.2%), hypertension, lung complications or diabetes reported by 14 (32.5%), and complications relating to blood circulation reported by 3 (7.0%).

On available healthcare services in the area as reported by respondents, when someone in the household was sick (respondents were asked to check all that apply), 64 (80.0%) said they went to public health facilities, 9 (11.3%) purchase over-the-counter medicines, 6 (7.5%) went to private hospital, and 1 (1.2%) preferred self-healing.

In the past year to date, most respondents 84 (97.7%) reported that none of the members of their household had had any health problem, 2 respondents (2.3%) reported someone in their household had mental problem (respondents were asked to check all that apply) mental stress was reported 2 times (66.7%) and anxiety was reported 1 time (33.3%). The respondents, when asked about possible causes of mental issues, said they did not know how such mental problems came about. For the respondent who thought he/she knew how such mental issue developed, he/she cited the airport expansion project, which made the family worried about land expropriation, work-related stress, stress caused by noise from nearby factory. In case of mental problem, respondents said they expect the mental problem to self-heal.

Regarding hearing health, 80 (93.0%) respondents reported that no one in their household had any hearing problem, 6 (7.0%) reported at least one member of household had hearing problem. As for the likely causes of hearing problems, the hearing issue was attributed to health issues 1 time (50.0%) and to work-related hearing problem 1 time (50.0%).

Most respondents 79 (91.9%) reported no problem using healthcare services, 7 (8.1%), reported some problem. As for causes of problem (respondents asked to check all that apply), large number of patients seeking health services was cited 6 times (60.0%) and insufficient number of health personnel was cited 2 times (20.0%), health facility was too far away was cited 1 time (10.0%) and high medical cost was cited 1 time (10.0%).

On disease control and health promotion activities in the community, 70 respondents (81.4%) reported not being aware of any such activities, 16 (18.6%) said there were disease control and health promotion activities, such as prevention of dengue fever, anti-drug campaign, anti-rabies campaign, screening tests for cervical cancer, physical fitness promotion in the community, etc. When asked about their participation in those activities, 70 respondents (81.4%) reported not having participated in those activities while 16 (18.6%) said they had participated. Details as shown in **Appendix 3-10**.

Section 6 Accident, Public Disaster, and Public Safety Data

When asked if respondents had been in an accident before, 70 (93.3%) reported not having been an accident or a public disaster, 4 (5.3%) reported having been in either an accident or a public disaster. Asked what the respondents would do if they encountered an accident or a public disaster, (respondents asked to check all that apply), 45 (48.9%) said they would do nothing, 42 (45.7%) said they would call emergency services, hotlines 1669, Police 191, notify community leader, etc., 5 (5.4%) said they would offer to help victims.

On participation in joint emergency management drills with local agencies, 73 respondents (98.7%) reported not having participated in any, 73 (97.3%) said they would not know how to notify authorities in case of an aviation accident, while 2 (2.7%) said they knew that they should call U-Tapao International Airport on the telephone. When asked if what they would do if their health were affected in an aviation accident, 74 respondents (98.7%) said they would seek medical treatment at a hospital, while 1 (1.3%) said he/she would seek help from the community leader. Details as shown in **Appendix 3–10**.

Section 7 Environmental Health Data

On sources of their drinking water, 75 respondents (87.2%) said they purchased bottled drinking water, 6 (7.0%) reported they used tap water, 2 (2.3%) said they drank filtered tap water, and 2 (2.3%) said they purchased from filtered drinking water vending machine. On quantity and quality of drinking water, 82 respondents (95.3%) reported not having any problem while 4 (4.7%) reported problem of cloudy water.

On sources of water for general cleaning, 78 respondents (90.7%) reported using tap water, 6 (7.0%) said they used shallow well water, 2 (2.3%) said they used artesian well water. On quantity and quality of water, 74 (86.0%) reported no problem, 12 (14.0%) reported problems, cloudy water, sediment and chlorine smell.

On air quality, 73 respondents (84.9%) reported no problem and only 13 (15.1%) reported problems, air pollution and dust (particulate matter).

On management of general-cleaning wastewater from households, 49 respondents (57.0%) said wastewater from their household was discharged into drainage ditch or public drainage pipe, 36 (41.9%) discharged into the ground, and 1 (1.2%) discharged into a canal.

On management of wastewater from toilet in their household, 47 respondents (54.7%) reported using septic tank which was occasionally pumped out and disposed of, 34 (39.5%) used mound septic system, and 5 (5.8%) installed ready-made septic tank.

On solid waste from households, 83 respondents (96.5%) put solid waste into container to be collected for disposal by the SAO or municipality, 3 (3.5%) burned their solid waste in the household.

On how satisfied with their living environment, 63 respondents (73.3%) expressed moderate satisfaction, 14 (16.3%) said they were very satisfied, 6 (7.0%) reported they were not at all satisfied, 3 (3.5%) was less satisfied. Details as shown in **Appendix 3-10**.

Section 8 Awareness of Information and Public Relations

Awareness of project information: 73 respondents (84.9%) said they had received project information from the top 3 sources: neighbor or acquaintance 24 (27.0%), 1st public hearing on 4 July 2019 at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong 20 (22.5%), and from chairperson/committee member/community leader 16 (18.0%). 12 respondents (16.0%) said they only became aware of the project information from this interview. 66 respondents (76.7%) were of the opinion that additional information dissemination and public relations efforts were needed, 20 (23.3%) said there was no need for information dissemination.

Additional information that respondents needed: Respondents were asked to check all that apply on this matter: 71 respondents (82.6%) said they would like to learn more about progress status of the project’s studies, 15 (17.4%) wanted to know more about public participation activities.

On appropriate format or method for publicizing project information: (respondents were asked to check all that apply) 48 respondents (53.9%) preferred attending meetings, 29 (32.6%) wanted project information document sent to their home, 6 (6.7%) want information channeled through community leaders, and 6 (6.7%) wanted information disseminated through the internet/website.

Respondents’ opinion on the development of the project: Of the 86 households in NEF ≥ 40 area surveyed using questionnaire, it was found that 74 households as represented by respondents (86.0%) agreed with the project overall, 7 (8.1%) had no comment on this matter because having listened to project staff they still could not understand the project, saying as long as the construction had not started, they would hold off giving opinion, while 5 (5.8%) disagreed because they were worried about impacts that could change the environment for the worse causing hardship to people who had been living here before the project was created. Details as shown in **Figure 4.6-23**

Development

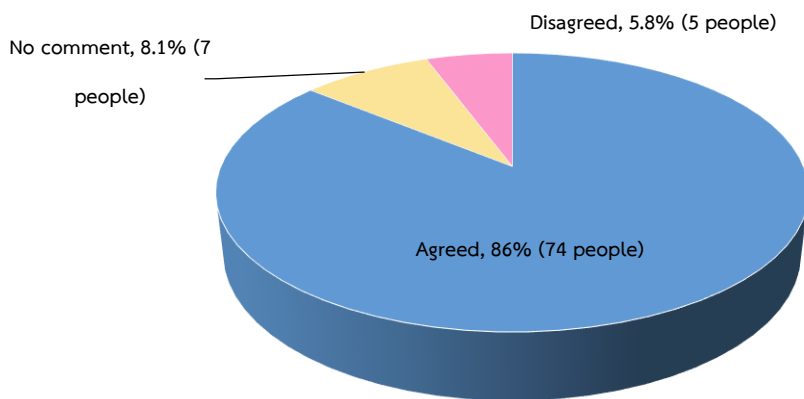


Figure 4.6-23 Development Opinions about the development of the project as told by respondents representing households in NEF > 40 area

Section 9 Opinions and Feedback to the Project

Construction phase

According to survey of opinions on impacts of the construction phase of the project, 36 respondents (48.0%) said they were unlikely to be impacted, 24 (32.0%) said they expected both positive and negative impacts, 10 (13.3%) said they were not sure about impacts, 3 (4.0%) believed they would be adversely affected, and 2 (2.7%) said they expected positive impacts.

On likely impacts of the construction phase of the project (respondents who expected positive impacts were asked to check all that apply), economic impacts were selected by 26 respondents (40.6%), social impacts by 16 (25.0%) and environmental by 10 (15.6%). As for likely negative impacts, social impact was selected by 16 (25.8%), social impact by 16 (25.8%), environment impact by 14 (22.6%) and economic by 4 (6.5%). Details as shown in **Table 4.6-31**

Operation Phase

According to survey of opinions on impacts in the operation phase of the project, 36 respondents (48.0%) expected both positive and negative impacts, 24 (32.0%) expected no impact, 5 (6.7%) was not sure, 5 (6.7%) expected negative impacts, 5 (6.7%) expected positive impacts.

On likely impacts of the operation phase of the project (respondents who expected impacts were asked to check all that apply), for positive impacts , economic impact was selected by 41 respondents (46.1%), social by 18 (20.2%), environmental by 14 (15.7%), and health by 10 (11.2%). As for negative impacts, environmental impact was selected by 30 respondents (30.6), health by 26 (26.5), social by 16 (16.3%), economic by 11 (11.2%). Details as shown in **Table 4.6-31**

Table 4.6-31 Opinions on the Project in Construction Phase and Operation Phase of Respondents Representing Households in NEF ≥ 40 Area

Impact issues	Construction phase				Operation Phase			
	Positive		Negative		Positive		Negative	
	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage
1.Economic (Positive: employment, income distribution, growth, trade, tourism promotion, investment, air transportation, career, income growth, businesses in community, trade in construction materials, local tax revenue. Negative: travel inconvenience, waste of fuel from traffic congestion).	26	40.6	4	6.5	41	46.1	11	11.2
2.Social (Positive: working in the local area, more time to spend with family, social change, less travel time, travel safety. Negative: lifestyle change, unable to use existing roads, arrival of workers from outside could bring crime problems).	16	25.0	16	25.8	18	20.2	16	16.3

Table 4.6-31 Opinions on the Project in Construction Phase and Operation Phase of Respondents Representing Households in NEF ≥ 40 Area

Impact issues	Construction phase				Operation Phase			
	Positive		Negative		Positive		Negative	
	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage
3. Environmental (Positive: utilization of previously neglected areas, improve land use, traffic, transportation, energy saving. Negative: wastewater, flooding, traffic congestion, dust, road damage, hauling of construction materials, more accidents from increased transportation and higher traffic volumes, impacts from noise, fumes from emissions, consumption of water, electricity, generation of waste, impact on nature view).	10	15.6	14	22.6	14	15.7	30	30.6
4. Health (Positive: new medical facilities offering wide choice of healthcare services as community grows. Negative: loss of hearing, stress, anxiety, sleeplessness, headache, allergies).	0	0.0	16	25.8	10	11.2	26	26.5
5. No comments	12	18.8	12	19.4	6	6.7	15	15.3
Total	64	100.0	62	100.0	89	100.0	90	100.0

Opinions on the draft environmental and health impact prevention and resolution measures in the construction phase and operation phase are as follows:

Construction phase

The opinions on the adequacy of the draft environmental impact prevention and resolution measures in addressing main impacts of the project in the construction phase as detailed in Table 4.6-32

- Noise and vibration

The majority of respondents, 73 (84.9%), indicated that the draft measures had adequate coverage, while 11 (12.8%) had no comment, citing they had not had enough information or seen how the project work, and 2 (2.3%) said they were inadequate, suggesting that since the construction area was close to the community, a wall or a barrier should be built to absorb the noise during construction.

- Air quality (dust)

The majority of respondents, 74 (86.0%), indicated that the draft measures had adequate coverage, while 8 (9.3%) had no comment, citing they had not had enough information or seen how the project and the overall transportation networks work, and 4 (4.7%) said they were

inadequate, believing that the increasing number of aircraft taking off and landing at the airport would mean more fuel being consumed leading to more pollution.

- Surface water quality/marine water/water ecology

The majority of respondents, 79 (91.9%), indicated that the draft measures had adequate coverage, while 4 (4.7%) had no comment, citing they had not had enough information or seen how the project work, and 3 (3.5%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

- Terrain Ecology

The majority of respondents, 80 (93.0%), indicated that the draft measures had adequate coverage, while 4 (4.7%) had no comment, citing they had not had enough information or seen how the project work, and 2 (2.3%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

- Waste management

The majority of respondents, 80 (93.0%), indicated that the draft measures had adequate coverage, while 4 (4.7%) had no comment, citing they had not had enough information or seen how the project work, and 2 (2.3%) said they were inadequate, saying garbage collecting trucks do not operate in certain areas, and no waste bins were provided.

- Transportation

The majority of respondents, 81 (94.2%), indicated that the draft measures had adequate coverage, while 3 (3.5%) had no comment, citing they had not had enough information or seen how the project work, and 2 (2.3%) said they were inadequate, saying traffic congestion was getting worse.

- Economic and social

The majority of respondents, 80 (93.0%), indicated that the draft measures had adequate coverage, while 5 (5.8%) had no comment, citing they had not had enough information or seen how the project work, and 1 (1.2%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

- Public Health (Health)

The majority of respondents, 80 (93.0%), indicated that the draft measures had adequate coverage, while 3 (3.5%) had no comment, citing they had not had enough information or seen how the project work, and 3 (3.5%) said they were inadequate, citing dust and smoke that were adversely affecting the health of people in the community.

Table 4.6-32 Opinions on Draft Environmental Impact Prevention and Resolution Measures in the Construction Phase of Respondents Representing Households in NEF \geq 40 Area

Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
1. Noise and vibration	73	84.9	2	2.3	11	12.8	86	100
2. Air quality (dust)	74	86.0	4	4.7	8	9.3	86	100
3. Surface water quality/marine water/water ecology	79	91.9	3	3.5	4	4.7	86	100
4. Terrain Ecology	80	93.0	2	2.3	4	4.7	86	100
5. Waste management	80	93.0	2	2.3	4	4.7	86	100
6. Transportation	81	94.2	2	2.3	3	3.5	86	100
7. Economic and social	80	93.0	5	5.8	1	1.2	86	100
8. Public Health (Health)	80	93.0	3	3.5	3	3.5	86	100

Operation Phase

Opinions on the adequacy of the draft environmental impact prevention and resolution measures in addressing the main impacts of the project in the operation phase, as detailed in Table 4.6-33

- Noise and vibration

The majority of respondents, 74 (86.1%), indicated that the draft measures had adequate coverage, while 10 (11.6%) had no comment, and 2 (2.3%) said they were inadequate, reasoning that they lived near the construction area and that they had been impacted by aircraft noise, but did not make any suggestion on what additional measures should be created.

- Air quality (emissions and volatile organic substances)

The majority of respondents, 75 (87.2%), indicated that the draft measures had adequate coverage, while 8 (9.3%) had no comment, but did not make any suggestion on what additional measures should be created, and 3 (3.5%) said they were inadequate, reasoning that they lived close to the airport.

- Surface water quality/marine water/water ecology

The majority of respondents, 78 (90.7%), indicated that the draft measures had adequate coverage, while 6 (7.0%) had no comment, and 2 (2.3%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

- Terrain Ecology

The majority of respondents, 81 (94.2%), indicated that the draft measures had adequate coverage, while 4 (4.7%) had no comment, and 1 (1.2%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

- Waste management

The majority of respondents, 82 (95.3%), indicated that the draft measures had adequate coverage, while 3 (3.5%) had no comment, and 1 (1.2%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

- Transportation

The majority of respondents, 82 (95.3%), indicated that the draft measures had adequate coverage, while 2 (2.3%) had no comment, and 2 (2.3%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

- Economic and social

The majority of respondents, 80 (93.0%), indicated that the draft measures had adequate coverage, while 5 (5.8%) had no comment, and 1 (1.2%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

- Resettlement and replacement of assets

The majority of respondents, 81 (94.2%), indicated that the draft measures had adequate coverage, while 4 (4.7%) had no comment, and 1 (1.2%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

- Public Health (Health)

The majority of respondents, 81 (94.2%), indicated that the draft measures had adequate coverage, while 2 (2.3%) had no comment, and 3 (3.5%) said they were inadequate, but did not make any suggestion on what additional measures should be created.

Table 4.6-33 Opinions on Draft Environmental Impact Prevention and Resolution Measures in the Operation Phase of Respondents Representing Households in NEF ≥ 40 Area

Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
1. Noise and vibration	74	86.0	2	2.3	10	11.6	86	100.0
2. Air quality (emissions and volatile organic substances)	75	87.2	3	3.5	8	9.3	86	100.0
3. Surface water quality/marine water/water ecology	78	90.7	2	2.3	6	7.0	86	100.0
4. Terrain Ecology	81	94.2	1	1.2	4	4.7	86	100.0
5. Waste management	82	95.3	1	1.2	3	3.5	86	100.0
6. Transportation	82	95.3	2	2.3	2	2.3	86	100.0
7. Economic and social	80	93.0	1	1.2	5	5.8	86	100.0

8. Property relocation and replacement	81	94.2	1	1.2	4	4.7	86	100.0
9. Public Health (Health)	81	94.2	3	3.5	3	3.5	86	100.0

When asked about respondents’ concerns about the project, it was found that 32 (37.2%) had moderate concerns, 20 (23.3%) had no worries, 18 (20.9%) had slight concerns, and 16 (18.6%) said they were very worried.

Opinions on the overall draft measures: Household group in the NEF ≥ 40 area: 75 respondents (87.2%) indicated that the draft measures had adequate coverage, 11 (12.8%) said they were inadequate. Details are shown in Table 4.6-34 and Figure 4.6-24

Table 4.6-34 Opinions on the Overall Draft Environmental and Health Impact Prevention and Resolution Measures in the Construction Phase and Operation Phase of Respondents Representing Households in NEF > 40 Area

Opinion	Respondent	Percentage
Adequate	75	87.2
Inadequate	11	12.8
Total	75	100.0

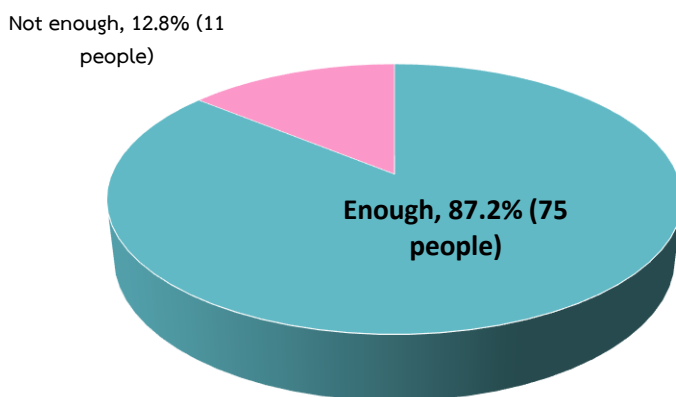


Figure 4.6-24 Opinions on the overall draft environmental and health impact prevention and resolution measures during the construction phase and operation phase of respondents of household group NEF > 40 area

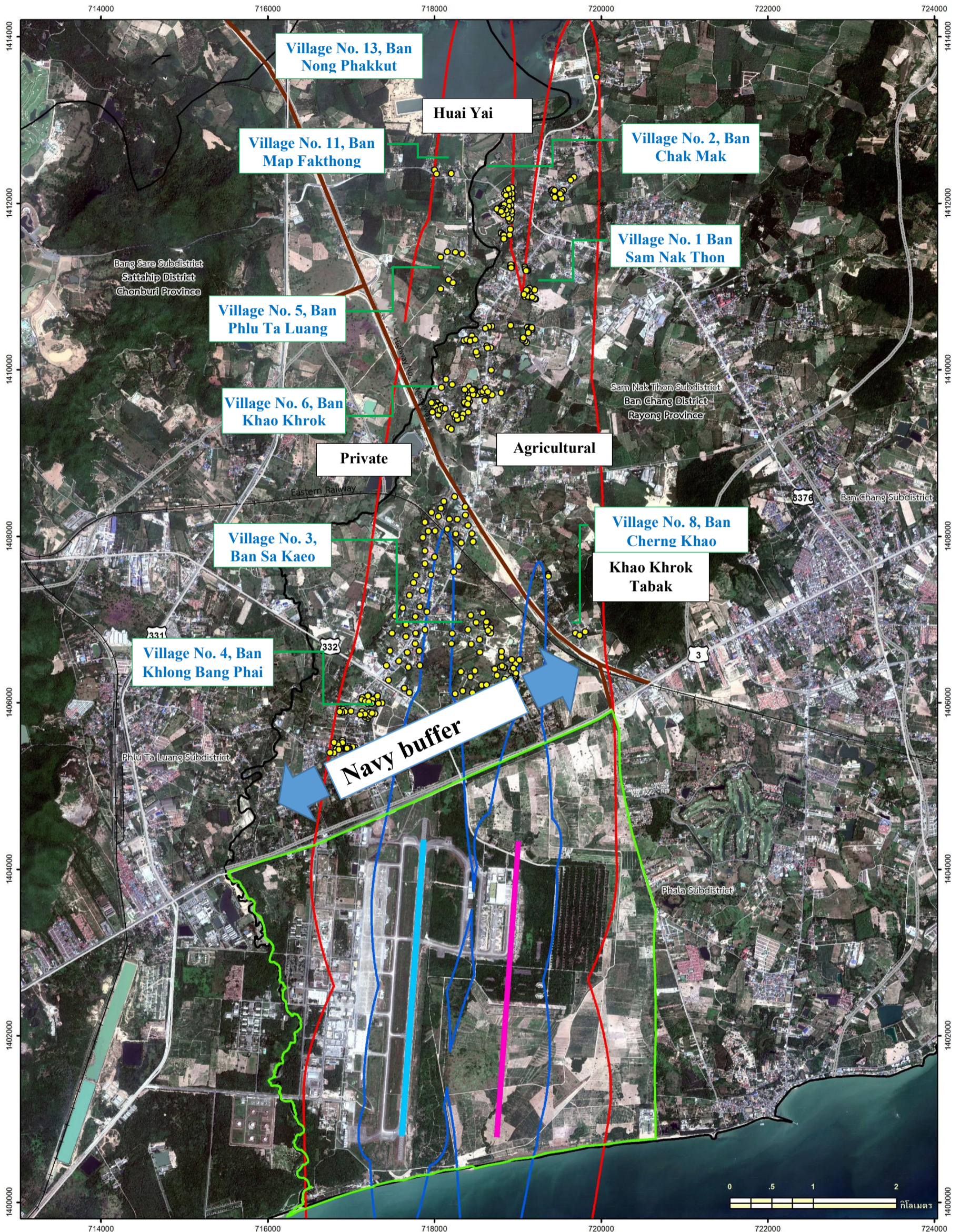
Opinions and feedback: Respondents offered opinions and suggestions on the implementation of the construction of the Runway and Taxiway 2 project, U-Tapao International Airport, as follows:

- Take care of road traffic/traffic disruptions, implement noise prevention and management throughout the project’s operation phase.

- Solve the dust problem in the long term, help people who do not have ownership of the land along the canals and land belonging to Buddhist temples they had lived on.
- Publicity of information should be implemented through a variety of channels, including delivery of documents by post to people's homes as local organizations, such as the SAO, municipalities had been too slow disseminating information that did not reach everyone.
- Details of the project should be provided in more detail, especially regarding the impact of noise on the community, compensation, timeline for filing compensation claims should be spelled out clearly that can be readily understood (use lay-person's language).
- Public safety must be guaranteed throughout the operation phase.
- Implement any project that does not make people suffer.
- Apart from installing sound-absorbing material, the project should help people who were impacted by the construction of runways at airport, and members of the communities that have not relocated should be given priority to be employed and work at U-Tapao International Airport over people from outside the area.
- Provide scholarship to children in the area, and build outdoor exercise areas.
- Provide additional information, such as alternative housing or benefits that local people are entitled to.

(2) Household group in NEF 30-40 area

Socioeconomic survey of household group in the NEF 30 – 40 zone comprising 354 households, covers the survey locations as shown in **Figure 4.6-25** Summary table detailing the results of the socioeconomic survey using a questionnaire of local households in the NEF 30 – 40 area are shown in **Appendix 3-10**.



Legend

- █ Runway 1 (Current)
- █ Runway 2
- Main Street
- Railroad
- Provincial zone
- - - District border
- Subdistrict border
- Opinion survey of the public with questionnaire
- Household groups outside the NEF 40 area

NEF noise contours for the 2019 aviation situation and flight forecasts for 2028, 2038, and 2048 (maximum 1,364 flights per day), including all cases in which the runway was closed (791 flights per day), July 2021

- NEF 40 (14.30 square kilometers of land)
- NEF 30 (48.25 square kilometers of land)
- U-Tapao International Airport area



Source: United Analyst and Engineering Consultants Co., Ltd. 2021

Figure 4.6-25 Locations of household survey samples in NEF 30-40 area, totaling 354 samples

Section 1 General data of respondents

Gender: 205 female respondents (57.9%) and 149 male respondents (42.1%). Age bracket: aged 41-50 years, 114 (32.2%), 51-60 years of age, 78 (22.0%), over 60 years 76 (21.5%), 31-40 years 70 (19.8%), 21-30 years 13 (3.7%), 18-20 years 3 (0.8%). Religion: Buddhism, totaling 353 (99.7%) and Christianity 1 (0.3%).

Status in household: 216 (61.0%) of respondents were head of household, 94 (26.6%) were spouse of head of household, 20 (5.6%) identified as parent, 13 (3.7%) as children of head of household, 5 (1.4%) identified as relative/dependent, 4 (1.1%) identified as in-laws, 2 (0.6%) identified as employee. Respondents who were not head of household had been assigned by head of household to provide information.

Highest education attainment: 129 (36.4%) completed elementary school, followed by 74 (20.9%) secondary school, 53 (15.0%) associate degree/high vocational certificate, 46 (13.0%) high school/vocational certificate, 38 (10.7%) bachelor's degree or equivalent, 10 (2.8%) postgraduate, 3 (0.9%) no formal education, and student 1 (0.3%).

Principal occupation: 93 (26.3%) engaged in general labor, followed by 90 (25.4%) government pensioner/unpaid worker/housewife, 73 (20.6%) private company employee, 44 (12.4%) trader, 24 (6.8%) private business, 20 (5.6%) civil servant/state enterprise worker, 6 (1.7%) unspecified occupation, and 4 (1.1%) farmer.

Original domicile: 198 (55.9%) were native of this subdistrict, 155 (43.8%) moved from elsewhere, 1 (0.3%) declined to answer. Of the respondents who moved into this area, those who had lived in this area for more than 20 years 41 (26.5%), for 5-10 years 35 (22.6%), for less than 5 years 31 (20.0%), for 16-20 years 24 (15.5%), for 11-15 years 23 (14.8%), and declined to provide information 1 (0.6%). As for reason for moving here to live or work: (respondents were asked to check all that apply): 67 (41.4%) cited change of occupation or job, 59 (36.4%) followed family/spouse, 17 (10.5%) access to public utilities, 7 (4.3%) choice of affordable properties, 5 (3.1%) choice of different property types, 5 (3.1%) relocated for government jobs, and 2 (1.2%) travel convenience.

When asked about likelihood of resettling elsewhere, 303 (85.6%) said they had no intention of moving anywhere, reasoning they were attached to their native place, having family and jobs in the area, etc., 42 (11.9%) said they were undecided, saying such decision depended on economic situation, 9 (2.5%) said they would move out, saying they would move back to their hometown.

Section 2: Property data

Majority of respondents 302 (85.3%) had ownership of the property they lived on, 25 (7.1%) said the property belonged to their parent/relative, 24 (6.8%) said they lived on leased land, rental property/rented room, 2 (0.6%) lived on property belonging to employer, 1 (0.3%) declined to give information. Regarding type of property ownership and possession documents, 329 (93.0%) had land deed titles, 21 (5.9%) did not specify, 4 (1.1%) had other types of documents.

On status of residents, the majority of respondents had the status of owner 306 (86.4%), lived as dependent 43 (12.1%), as caretaker/employee 3 (0.9%), would not provide their status information, 2 (0.6%). On property type, the majority of properties 331 (93.5%) were identified as detached house, 14 (4.0%) as shophouse or townhouse, 5 (1.4%) as resort-type house, 3 (0.8%) as semi-attached house, and 1 (0.3%) unspecified.

Age of property: Respondents did not provide information 108 (30.5%), 5-10 years 93 (26.3%), less than 5 years 57 (16.1%), 11-15 years 46 (13.0%), 16-20 years 27 (7.6%), and over 20 years 23 (6.5%). As for property characteristics: 1-storey 328 (92.7%), 2-storey 23 (6.5%) and more than 2-storey 3 (0.8%).

Property utilization: the majority of buildings were used primarily for residential 328 (92.7%), used as both residential and place of business 26 (7.3%).

Property by building materials (top 3 materials): 339 (95.7%) were made of concrete or bricks and mortar, 13 (3.7%) made of cement and timber and 1 (0.3%) made of gypsum boards, and 1 (0.3%) made of wood. As for roofing materials, 278 (78.5%) were made of glazed concrete, 64 (18.1%) made of cement fiber, 11 (3.1%) made of metal sheets, and 1 (0.3%) zinc roof.

Section 3: Household economic data

The number of persons who actually lived in the households surveyed, averaged 6 persons per household. Of this 3 on average were income-earners. The average number of children under the age of 15 was 1 child (number of total children 98 or 4.6%). The average number of working age persons per household was 6 (total of 1,916 or 90.8%) and the average number of elderly (over the age of 60) per household was 1 (total of 96 or 4.6%).

Principal occupation: 93 (26.3%) engaged in general labor, followed by 90 (25.4%) unpaid worker/housewife, 73 (20.6%) private company employee, 44 (12.4%) trader, 24 (6.8%) private business, 20 (5.7%) civil servant/state enterprise worker, 6 (1.7%) unspecified occupation, and 4 (1.1%) farmer.

Secondary occupation: the majority 330 (93.2%) did not have secondary occupation, 24 (6.8%) who said they had secondary source of income were engaged in general labor, online retailing and sewing, etc.

Most of the information providers said they had no problems in their occupation, totaling 288 persons (81.4%) and 66 (18.6%) reported having occupational problem. The problems cited were decreased income, economic slowdown, labor shortage, rising labor cost.

The total household income averaged 42,663 baht per month and total household expenditure averaged 33,423 baht per month. On income adequacy, those who said they were satisfied and had some savings totaled 182 respondents (51.4%), not earning enough and had to borrow some money to get by 59 (16.7%), had enough to live on but no savings 51 (14.4%), not making enough but had no debts 50 (14.1%), and declined to provide information 12 (3.4%). On household debts, 295 households (83.3%) had no debts, 59 households (16.7%) reported having debts. On factors contributing to household debts, 37 (62.7%) said they needed money for work, 15

(25.4%) said the needed to borrow to cover household expenses, 4 (6.8%) for education, 2 (3.4%) for home renovation, and 1 (1.7%) for medical expense.

Section 4 Social Conditions and current environment

Social issues: The 316 respondents named top 3 social issues they believed would cause significant impact to their community: Possible unemployment/job loss was named by 11.6% of respondents. On unemployment/job loss, respondents who expected moderate impact (4.8%), least impact (3.1%), low impact (2.8%), high impact (0.9%). Arrival of people from outside the community was identified by 11.0% of respondents. Of these, respondents who expected moderate accounted for (5.1%), high impact (3.6%), low impact (2.0%), least impact (0.3%). Impact to electricity access was identified by 10.7% of respondents, with those who expected low impact (5.1%), least impact (4.8%), moderate impact (0.8%). Table 4.6-35

Table 4.6-35 Information on the impact on current social conditions in the community of respondents representing household group in NEF 30 - 40 area

Social issues	Not affected (percent age)	Affected (percent age)	Level of impact (percentage)				
			Least	Low	Moderate	High	Highest
Public utility services							
- Electricity	89.3	10.7	4.8	5.1	0.8	0.0	0.0
- Tap water	93.8	6.2	4.2	2.0	0.0	0.0	0.0
Life and property safety							
- Illicit drugs	90.7	9.3	4.0	4.2	1.1	0.0	0.0
- Theft, such as burglary	94.9	5.1	2.8	2.3	0.0	0.0	0.0
- Physical violence, such as quarrel	99.2	0.8	0.8	0.0	0.0	0.0	0.0
Crowdedness/satisfaction with community	98.9	1.1	0.3	0.8	0.0	0.0	0.0
Social fabric/social harmony	90.4	9.6	0.3	3.7	4.8	0.8	0.0
Unemployment/job loss	88.4	11.6	3.1	2.8	4.8	0.9	0.0
Influx of people from outside the community	89.0	11.0	0.3	2.0	5.1	3.6	0.0

On Social harmony, 241 respondents (68.1%) rated as moderate when asked how likely people in their community would help and support one another, 72 (20.4%) rated high likelihood, 32 (9.0%) said low likelihood, 5 (1.4%) not likely, and 5 (1.4%) declined to say. On level of their participation in community's cultural, charitable activities, 309 (87.3%) said they took part regularly, 24 (6.8%) said occasionally, 16 (4.5%) said once in a while, 5 (1.4%) refused to provide information. Details as shown in **Appendix 3-10**.

Environmental issues: Respondents identified top 3 environmental problems that currently caused hardship and disturbance: Traffic conditions identified by (21.8%), followed by dust/soot and smoke (20.6%) and noise (13.0%). Details of each of the problems are shown in **Table 4.6-36** as follows:

- On noise problem, 46 respondents (13.0%) reported being affected. Of this, low impact was reported by 27 (7.6%), moderate impact by 14 (4.0%), high impact by 4 (1.1%), and least impact by 1 (0.3%). As for sources of noise, those who identified traffic/vehicles totaled 41 (89.1%), declined to say 3 (6.5%) and construction activity 2 (4.3%).

- On dust/soot and smoke, 73 respondents (20.6%) reported being impacted. Of this, those who reported moderate impact totaled 31 (8.8%), low impact 25 (7.1%), high impact 13 (3.7%), least impact 2 (0.5%), and highest impact 2 (0.5%). As for sources of dust/soot and smoke, 64 (87.7%) blamed traffic/vehicles, followed by 7 (9.6%) who blamed vehicle emissions, and 2 (2.7%) declined to give information.

- On Solid waste/waste, 18 (5.1%) reported being impacted. Of this, correspondents who reported low impact totaled 12 (3.4%), those who reported moderate impact 5 (1.4%), least impact 1 (0.3%). On sources of solid waste/waste problems, those who blamed waste accumulation/missed collection totaled 18 (100.0%).

- On the problem of foul smelling water source, none of the 354 respondents (100.0%) reported having any problem.

- On drainage/floodwater problem, 10 respondents (2.8%) reported being affected. Of this, 5 (1.4%) reported least impact, 5 (1.4%) reported low impact. As for the sources of drainage/floodwater problem, 7 (70.0%) blamed drainage failure, and 3 (30.0%) blamed heavy rain.

- On traffic problem, 77 respondents (21.8%) reported being impacted. Of this, those who reported moderate impact totaled 42 (11.9%), those who reported high impact 17 (4.8%), low impact 12 (3.4%), least impact 5 (1.4%), and highest impact 1 (0.3%). As for the sources of traffic problems, 49 (63.6%) blamed excessive number of vehicles, 17 (22.1%) blamed poor road conditions, 8 (10.4%) blamed traffic violations, and 3 (3.9%) declined to give answer.

- On the problem of foul smelling water source, none of the 354 respondents (100.0%) reported having any problem.

- Drinking water shortage - All 354 respondents (100.0%) reported having no problem.

- On vibration problem, 3 respondents (0.9%) reported being affected. Of this, 2 (0.6%) reported low impact, 1 (0.3%) reported moderate impact. As for sources of vibration, 2 (66.7%) blamed construction activity while 1 (33.3%) blamed road traffic/vehicles. Details as shown in **Table 4.6-36**

Table 4.6-36 Information on hardship/disturbance based on current environmental conditions reported by respondents representing household group in NEF 30 - 40 area

Environmental Issues	Not affected (percent age)	Affected (percent age)	Affected (percentage)				
			Least	Low	Moderate	High	Highest
1) Noise	87.0	13.0	0.3	7.6	4.0	1.1	0.0
2) Dust/soot and smoke	79.4	20.6	0.5	7.1	8.8	3.7	0.5
3) Solid waste/waste	94.9	5.1	0.3	3.4	1.4	0.0	0.0
4) Foul smelling water source	100.0	0.0	0.0	0.0	0.0	0.0	0.0

Table 4.6-36 Information on hardship/disturbance based on current environmental conditions reported by respondents representing household group in NEF 30 - 40 area

Environmental Issues	Not affected (percent age)	Affected (percent age)	Affected (percentage)				
			Least	Low	Moderate	High	Highest
5) Drainage/floodwater	97.2	2.8	1.4	1.4	0.0	0.0	0.0
6) Traffic conditions	78.2	21.8	1.4	3.4	11.9	4.8	0.3
7) Odor	100.0	0.0	0.0	0.0	0.0	0.0	0.0
8) Drinking water-tap water shortage	100.0	0.0	0.0	0.0	0.0	0.0	0.0
9) Vibration	99.1	0.9	0.0	0.6	0.3	0.0	0.0

The number of household vehicles reported by the respondents totaled 492 motorcycles (57.0%), 371 4-wheeled automobiles (43.0%). The highways regularly used by respondents included Sukhumvit Road (passing in front of U-Tapao International Airport), used by 151 respondents (31.3%), while 110 (22.8%) declined to answer which one they used. Highway 331 Sattahip-Khao Hin Son used by 85 respondents (17.6%). Highway 332, Sattahip-Sam Nak Thon used by 77 respondents (16.0%). Highway 3126 linking entry point to U-Tapao International Airport and Chuk Samet Port, used by 34 respondents (7.1%). Phala Road used by 25 respondents (5.2%). Top 3 reasons for commuting were for work reported by 200 respondents (53.1%), for business 109 (28.9%) and trading 49 (13.0%).

When asked about impact on travel on road networks around U-Tapao International Airport, 340 respondents (96.0%) reported no impact, 8 (2.3%) report low impact, 6 (1.7%) reported moderate impact. Top 3 issues of such impact were travel inconvenience reported by 5 respondents (35.7%), heavy traffic congestion cited by 4 (28.6%) and difficulty to access the airport by 3 (21.4%). When asked about how often they used U-Tapao International Airport, 289 respondents (81.6%) said they never used the airport, while 65 (18.4%) reported having used the airport. Details as shown in **Appendix 3-10**.

Section 5 Public Health Data

Local public health data as provided by respondents: 246 respondents (69.5%) indicated that no member of their household had been sick, 108 (30.5%) reported at least one member of their household had been sick. Top 3 common illnesses reported by respondents were cold or respiratory infection reported by 104 respondents (61.9%), heart condition, kidney disease, hypertension, cholesterol, diabetes, gout, etc. reported by 36 (21.4%) and digestive disease by 11 (6.5%).

On healthcare services in the area as reported by respondents, when someone in the household was sick (respondents were asked to check all that apply), 283 (72.4%) said they went to public health facilities, 56 (14.3%) went to private hospital, 46 (11.8%) purchased over-the-counter medicines, and 6 (1.5%) preferred self-healing.

In the past year to date, 340 respondents (100.0%) reported no mental health problems in their households.

On hearing problem, respondents who reported no hearing problem in their households totaled 347 (98.0%) and hearing problem was reported by 7 (2.0%). Top 3 causes reported were: age-related reported by 4 (57.1%), health-related by 2 (28.6%) and unknown cause by 1 (14.3%).

Most respondents 310 (87.6%) reported no problem using local healthcare services, 44 (12.4%) reported some problems. As for causes of problem (respondents asked to check all that apply), respondents who cited under-staffing totaled 27 (60.0%), too many patients by 16 (35.6%), health facility was too far away was cited by 1 (2.2%) and high medical cost by 1 (2.2%).

On disease control and health promotion activities in the community, 336 respondents (94.9%) reported being aware of activities, such as anti-dengue fever campaign, health check up, aerobic dance, etc. Only 18 (5.1%) said they never heard of such activity. When asked about their participation in those activities, 217 respondents (61.3%) reported having participated, and 137 (38.7%) said they never took part. Details as shown in **Appendix 3-10**.

Section 6 Accident, Public Disaster, and Public Safety Data

On accident and public disaster, all respondents 354 (100.0%) reported never have been in an accident or public disaster. All 354 (100.0%) also reported never have participated in emergency management drills organized by local agencies. All 354 (100.0%) also reported not knowing how to report a public disaster in case of an aviation accident. Details are shown in **Appendix 3-10**

Section 7 Environmental Health Data

On sources of their drinking water, 292 respondents (82.5%) said they purchased bottled drinking water, 46 (13.0%) reported they drank filtered tap water, 16 (4.5%) said they purchased from filtered drinking water vending machine. On quantity and quality of drinking water, all 354 respondents (100.0%) reported not having any problem.

All 354 respondents (100.0%) reported using tap water for general cleaning in the household, with 316 (89.3%) reported having no problem with quantity and quality of water, while 38 (10.7) reported some problems. Problems mentioned were low flowing or cloudy tap water.

On air quality, all 354 respondents (100.0%) reported having no problem.

On household wastewater management, all 354 respondents (100.0%) reported wastewater was discharged into drainage ditches or public drainage pipe.

On the management of wastewater from household toilet, all 354 respondents (100.0%) reported they had had installed septic tanks, septic mound systems.

On solid waste from households, all 354 respondents (100.0%) reported placing solid waste in provided containers to be collected by SAO or municipality or district office.

On how satisfied they were with their living environment, 247 respondents (69.8%) expressed high level of satisfaction, 103 (29.1%) said they were moderately satisfied and 4 (1.1%) said they had low level of satisfaction. Details as shown in **Appendix 3-10**.

Section 8 Awareness of Information and Public Relations

Awareness of project information: 297 respondents (83.9%) said they had received project information from the top 3 sources: neighbor or acquaintance as cited by 275 (75.8%), from chairperson/committee member/community leader 45 (12.4%), and from internet/project’s website 17 (4.7%), and respondents who reported first hearing of the project from this interview 57 (16.1%). All 354 respondents (100.0%) said additional publicity/public relations were needed.

Additional information that respondents needed: Respondents were asked to check all that apply on this matter: 272 respondents (76.8%) said they would like to find out more about progress status of studies of the project, and 82 (23.2%) wanted to know about public participation activities.

On appropriate format or method for publicizing project information: (respondents were asked to check all that apply). The top 3 methods named by respondents: 252 (71.2%) wanted project information document delivered to their home, 88 (24.9%) preferred attending meetings, 14 (3.9%) wanted project information channeled through community leaders.

The opinions of the respondents on the development of the project: The household group in the NEF 30-40 area who agreed with the overall project totaled 289 (81.6%), and those who had no comment totaled at 65 (18.4%) who said project details received from research staff who interviewed them were not clear on some issues, so they could not give opinions. Initially, they thought the proposed measures were adequate but they were still unsure whether such measures could be implemented in full. Details as shown in **Figure 4.6-26**

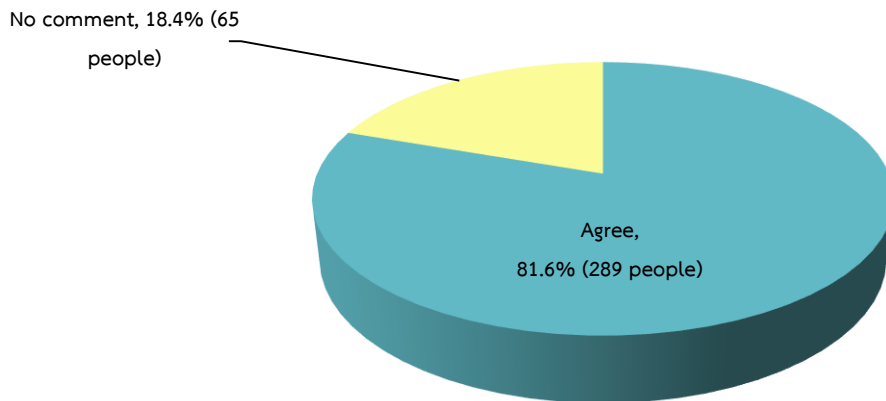


Figure 4.6-26 Opinions about the development of the project as told by respondents representing households in NEF 30 – 40 area

Section 9 Opinions and Feedback to the Project

Construction phase

According to survey of opinions on impacts of the construction phase of the project, 312 respondents (88.1%) said they were unlikely to be impacted, 19 (5.4%) said they expected negative impacts, 14 (4.0) were not sure, 6 (1.7%) offered no comment, 3 (0.8%) said they expected both positive and negative impacts.

Respondents who said they expected impacts from the construction phase of the project (respondents were asked to check all that apply), offered no comment on positive impacts. On negative impacts: health impact was mentioned by 11 respondents (52.4%), environment impact by 10 (47.6%). Details as shown in **Table 4.6-37**

Operation Phase

According to survey of opinions on impacts of the operation phase of the project, 217 respondents (61.3%) said they expected positive impacts, 83 (23.4%) said they were unlikely to be impacted, 31 (8.8%) said they expected both positive and negative impacts, 14 (4.0) said they expected negative impacts, and 9 (2.5%) said they were unsure.

Respondents who expected impacts from the operation phase of the project (were asked to check all that apply). On positive impacts, economic was mentioned by 233 (94.0%), social by 11 (4.4%) and environmental by 4 (1.6%). On negative impacts, environmental was mentioned by 44 respondents (93.6%) and health by 3 (6.4%). Details as shown in **Table 4.6-37**

Table 4.6-37 Opinions on the Project in Construction Phase and Operation Phase of Respondents Representing Households in NEF 30 - 40 Area

Impact issues	Construction phase				Operation Phase			
	Positive		Negative		Positive		Negative	
	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage
1.Economic (Positive: employment, income distribution, growth, trade, tourism promotion, investment, air transportation, career, income growth, businesses in community, trade in construction materials, local tax revenue. Negative: travel inconvenience, waste of fuel from traffic congestion).	0	0.0	0	0.0	233	94.0	0	0.0
2.Social (Positive: working in the local area, more time to spend with family, social change, less travel time, travel safety. Negative: lifestyle change, unable to use existing roads, arrival of workers	0	0.0	0	0.0	11	4.4	0	0.0

Table 4.6-37 Opinions on the Project in Construction Phase and Operation Phase of Respondents Representing Households in NEF 30 - 40 Area

Impact issues	Construction phase				Operation Phase			
	Positive		Negative		Positive		Negative	
	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage
from outside could bring crime problems).								
3. Environmental (Positive: utilization of previously neglected areas, improve land use, traffic, transportation, energy saving. Negative: wastewater, flooding, traffic congestion, dust, road damage, hauling of construction materials, more accidents from increased transportation and higher traffic volumes, impacts from noise, fumes from emissions, consumption of water, electricity, generation of waste, impact on nature view).	0	0.0	10	47.6	4	1.6	44	93.6
4. Health (Positive: new medical facilities offering wide choice of healthcare services as community grows. Negative: loss of hearing, stress, anxiety, sleeplessness, headache, allergies).	0	0.0	11	52.4	0	0.0	3	6.4
Total	0	0.0	21	100.0	248	100.0	47	100.0

Opinions on the draft environmental and health impact prevention and resolution measures in the construction phase and operation phase are as follows:

Construction phase

The opinions on the adequacy of the draft environmental impact prevention and resolution measures in addressing main impacts of the project in the construction phase as detailed in **Table 4.6-38**

All 354 respondents (100%) stated that the draft measures had adequate coverage for noise, vibration, air quality (dust), surface water/seawater/marine ecology, terrain ecology, waste management, transportation, economic, social, and public health (health).

Table 4.6-38 Opinions on Draft Environmental Impact Prevention and Resolution Measures in the Construction Phase of Respondents Representing Households in NEF 30 - 40 Area

Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
1. Noise and vibration	354	100.0	0	0.0	0	0.0	354	100.0

Table 4.6-38 Opinions on Draft Environmental Impact Prevention and Resolution Measures in the Construction Phase of Respondents Representing Households in NEF 30 - 40 Area

Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
2. Air quality (dust)	354	100.0	0	0.0	0	0.0	354	100.0
3. Surface water quality/marine water/water ecology	354	100.0	0	0.0	0	0.0	354	100.0
4. Terrain Ecology	354	100.0	0	0.0	0	0.0	354	100.0
5. Waste management	354	100.0	0	0.0	0	0.0	354	100.0
6. Transportation	354	100.0	0	0.0	0	0.0	354	100.0
7. Economic and social	354	100.0	0	0.0	0	0.0	354	100.0
8. Public Health (Health)	354	100.0	0	0.0	0	0.0	354	100.0

Operation Phase

Opinions on the adequacy of the draft environmental impact prevention and resolution measures in addressing the main impacts of the project in the operation phase, as detailed in **Table 4.6-39** summarized as follows:

All 354 respondents (100%) stated that the draft measures had adequate coverage for noise, vibration, air quality (dust), surface water/seawater/marine ecology, terrain ecology, waste management, transportation, economic, social, and public health (health).

Table 4.6-39 Opinions on Draft Environmental Impact Prevention and Resolution Measures in the Operation Phase of Respondents Representing Households in NEF 30 - 40 Area

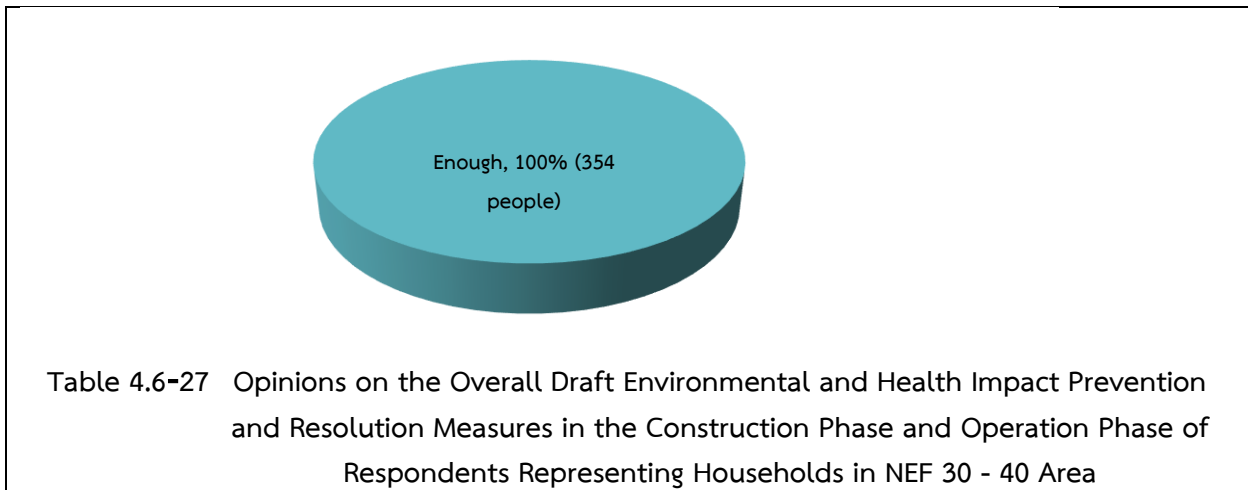
Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
1. Noise and vibration	354	100.0	0	0.0	0	0.0	354	100.0
2. Air quality (emissions and volatile organic substances)	354	100.0	0	0.0	0	0.0	354	100.0
3. Surface water quality/marine water/water ecology	354	100.0	0	0.0	0	0.0	354	100.0
4. Terrain Ecology	354	100.0	0	0.0	0	0.0	354	100.0
5. Waste management	354	100.0	0	0.0	0	0.0	354	100.0
6. Transportation	354	100.0	0	0.0	0	0.0	354	100.0
7. Economic and social	354	100.0	0	0.0	0	0.0	354	100.0
8. Property relocation and replacement	354	100.0	0	0.0	0	0.0	354	100.0
9. Public Health (Health)	354	100.0	0	0.0	0	0.0	354	100.0

When asked about respondents’ concerns about the project, it was found that 303 (85.6%) had no worries, 30 (8.5%) expressed moderate concerns, 21 (5.9%) had slight concerns.

Opinions on the overall draft measures: All 354 respondents (100%) were of the opinion that overall the draft environmental and health impact prevention and resolution measures during the construction phase and operation phase, had adequate coverage. Details as shown in **Table 4.6-40** and **Table 4.6-27**

Table 4.6-40 Opinions on the Overall Draft Environmental and Health Impact Prevention and Resolution Measures in the Construction Phase and Operation Phase of Respondents Representing Households in NEF 30 - 40 Area

Opinion	Respondent	Percentage
Adequate	354	100.0
Inadequate	0	0.0
Total	354	100.0



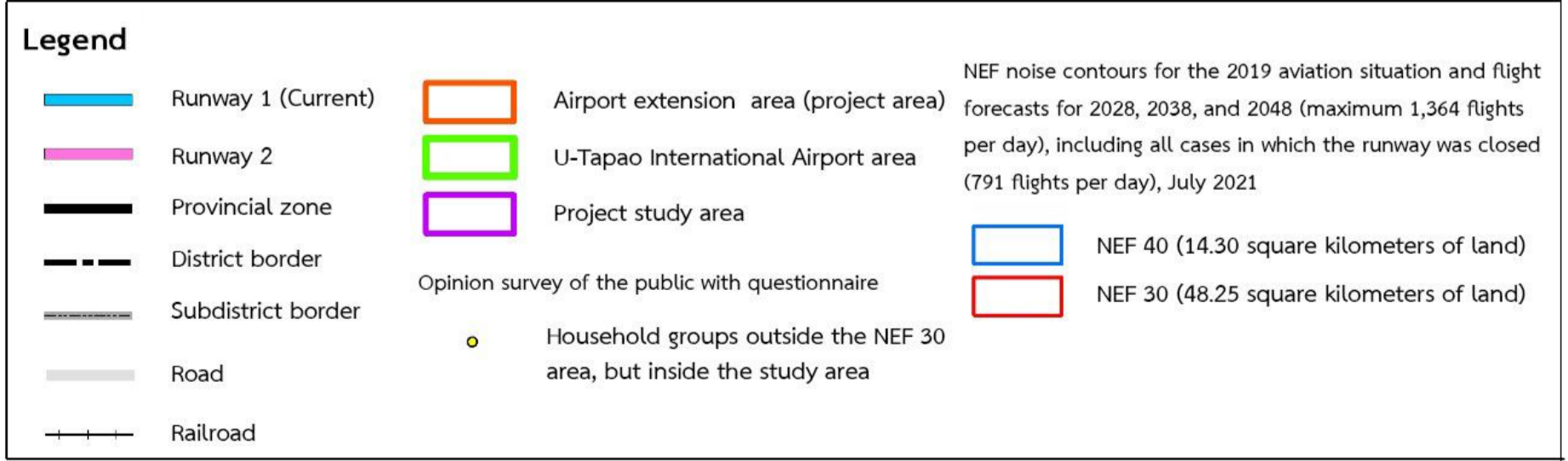
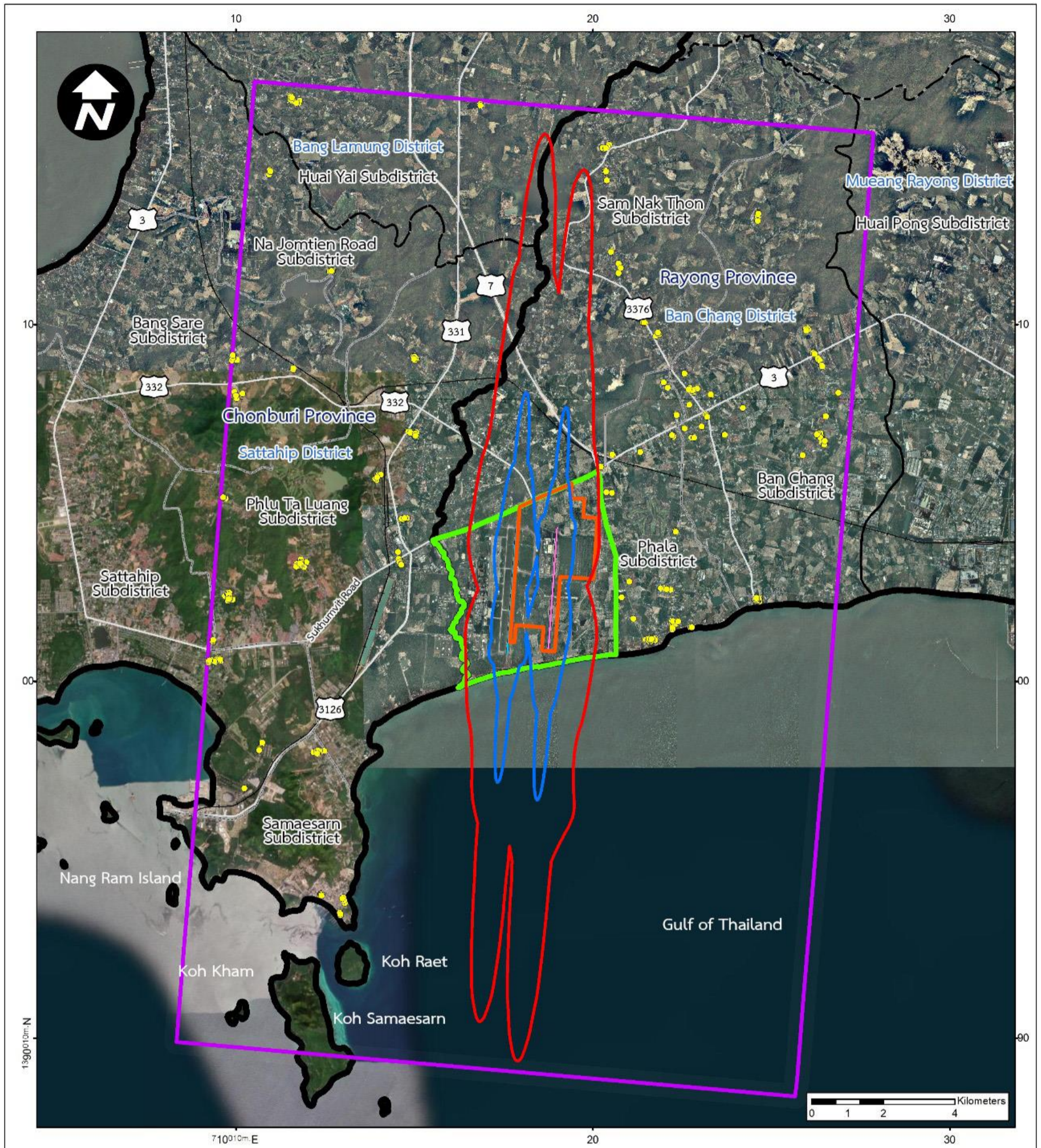
Feedback and suggestions: Respondents offered opinions and feedback on the implementation of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, as follows:

- Implement both construction phase and operation phase of the project with utmost care to prevent problems and ensure minimal impact.
- Keep the public informed on the progress status of the project.
- Put in place good management to ensure economic benefits, growth on trade, income growth, better quality of life.
- The construction phase needs to be well managed to prevent problems.
- Take care of people affected by noise impact from aircraft.
- Organize regular meetings to discuss issues with the community.
- Implement works in accordance with good management standards, both for machinery and personnel.

- Keep in mind the importance of benefits that the community should have from the construction of the airport.
- Put in place special management in areas affected by airport construction.
- Give priority to environmental issues to prevent and mitigate impacts.

(3) Households in NEF < 30 area extending to the study area perimeter

Socioeconomic survey of households in the NEF < 30 extending to the study area perimeter, comprising 428 households covering the survey locations as shown in **Figure 4.6-28** Summary table detailing the results of the socioeconomic survey using a questionnaire of households in the NEF < 30 area extending to the study area perimeter, as shown in Appendix 3-10.



Source: United Analyst and Engineering Consultants Co., Ltd. 2021

Figure 4.6-28 Locations of survey samples in NEF < 30 area extending to the study area perimeter, totaling 428 samples

Section 1 General data of respondents

Gender: 275 female respondents (64.3%) and 153 male respondents (35.7%). Age bracket: aged over 60 years 117 (27.3%), 51-60 years 113 (26.4%), 41-50 years 91 (21.3%), 31-40 years 74 (17.3%), 21-30 years 30 (7.0%), 18-20 years 3 (0.7%). Religion: Buddhism, totaling 427 (99.8%) and Islam 1 (0.2%).

Status in household: 188 (43.9%) of respondents were head of household, 163 (38.1%) were spouse of head of household, 38 (8.9%) as children of head of household, 25 (5.8%) identified as parent, 10 (2.3%) identified as relative/dependent, and 4 (1.0%) identified as in-laws. Respondents who were not head of household had been assigned by head of household to provide information.

Highest education attainment: 180 (42.1%) completed elementary school, followed by 71 (16.6%) secondary school, 68 (15.9%) high school/vocational certificate, 49 (11.4%) bachelor's degree or equivalent, 36 (8.9%) associate degree/high vocational certificate, 21 (4.9%) no formal education, 1 (0.2%) postgraduate.

Principal occupation: 133 (31.1%) engaged in trading, 100 (23.4%) unpaid worker/housewife, 87 (20.3%) general labor, 59 (13.8%) private company employee, 31 (7.2%) civil servant/state enterprise employee, 14 (3.3%) private business, agriculture and 2 (0.5%) aquaculture, and 5 (0.5%) declined to provide information.

Original domicile: 231 (54.0%) were native of this subdistrict, those who moved from elsewhere totaled 197 (46.0%). For those who moved from elsewhere, Respondents who had lived in this area for more than 20 years totaled 77 (38.9%), those who had lived in this area for 5-10 years totaled 38 (19.2%), 16-20 years 37 (18.7%), 11-15 years 32 (16.1%), less than 5 years 14 (7.1%). As for reason for moving here to live or work: (respondents were asked to check all that apply): change of occupation or job was cited by 144 (73.1%), followed family/spouse here was cited by 50 (25.4%), choice of property type cited by 1 (0.5%), choice of affordable properties cited by 1 (0.5%), and setting a new home in the area 1 (0.5%).

When asked about likelihood of resettling elsewhere, 391 (91.4%) said they had no intention of moving anywhere, reasoning they were attached to the area and enjoyed company of good neighbors, etc., 28 (6.5%) said they were undecided, saying such decision depended on the family, while 9 (2.1%) said they would move out, saying they intended to move back to their hometown.

Section 2: Property data

Majority of respondents 304 (71.0%) had ownership of the property they lived on, 56 (13.1%) said they lived on rented property (leased land, rental house/rented room), 41 (9.6%) said the house belonged to children, spouse or provided as welfare benefit, 24 (5.6%) said the property belonged to their parent/relative, 2 (0.5%) lived on property belonging to employer, 1 (0.2%) declined to give information. Regarding types of property ownership and possession documents, 386 (90.2%) had land deed titles, 42 (9.8%) had other type of documents, such as PBT5 or NS3K, rental agreement, etc.

Most respondents 351 (82.0%) lived on the property as owner, 77 (18.0%) lived as dependent. On property type, the majority of properties 376 (87.9%) were identified as detached house, 45 (10.5%) as shophouse or townhouse, 6 (1.4%) as semi-detached house, and 1 (0.2%) 2-storey cement house.

Age of property: Over 20 years 208 (48.6%), 5-10 years 80 (18.7%), 16-20 years 68 (15.9%), 11-15 years 56 (13.1%), less than 5 years 12 (2.8%), unspecified age 4 (0.9%). As for property characteristics: 1-storey 339 (79.2%), 2-storey 82 (19.2%), one-storey on stilts 4 (0.9%), and more than 2-storey 3 (0.7%).

Property utilization: the majority of buildings were used primarily for residential 416 (97.2%), used as both residential and place of business 10 (2.3%), and used solely as place of business 2 (0.5%).

Property by building materials: 360 (84.1%) were made of concrete or bricks and mortar, 56 (13.1%) made of cement and timber, and 11 (2.6%) made wood. As for roofing materials, 315 (73.6%) were made of cement fiber, 98 (22.9%) made of glazed concrete, 9 (2.1%) metal sheets.

Section 3: Household economic data

The number of persons who actually lived in the households surveyed, averaged 4 persons per household. Of this 3 on average were income-earners. The average number of children under the age of 15 was 1 child (number of total children 396 or 21.1%, the average number of working age persons per household was 3 (total of 1,127 or 59.9%) and the average number of elderly (over the age of 60) per household was 1 (total of 358 or 19.0%).

Principal occupation which is the main source of household income: 148 respondents (34.6%) identified themselves as private company employee, 103 (24.1%) as trader, 79 (18.5%) as general labor, 64 (14.9%) as civil servant/state enterprise employee, 28 (6.5%) had private business, 3 (0.7%) as unpaid worker/housewife, 2 (0.5%) as farmer, and 1 (0.2) engaged in aquaculture.

Secondary occupation: the majority 358 (83.6%) did not have secondary occupation, and 70 (16.4%) who said they had secondary source of income, were engaged in general labor, trading and agriculture.

Most of the respondents said they had no problems in their occupation, totaling 425 persons (99.3%) and 3 (0.7%) reported having occupational problem. The problems cited were economic slowdown.

The total household income averaged 34,769 baht per month and total household expenditure averaged 24,621 baht per month. On income adequacy, those who said they were satisfied and had some savings totaled 315 respondents (73.6%), had enough to live on but no savings 85 (19.9%), not earning enough and had to borrow some money to get by 19 (4.4%), not making enough but had no debts 9 (2.1%). On household debts, 392 households (91.6%) had no debts, 36 households (8.4%) reported having debts. On factors contributing to household debts, (respondents were asked to check all that apply) borrow to cover household expenses was cited by 29 (56.9%), money needed for work by 17 (33.3%), for education by 3 (5.9%) and for home renovation 2 (3.9%).

Section 4 Social Conditions and current environment

Social issues: The 428 respondents named top 3 social issues they thought would cause significant impact to their community: Illicit drug problem (48.8%), having moderate impact (22.0%), low impact (13.5%), least impact (11.7%), and high impact (1.6%). Problems relating to arrival of people from outside the community (39.7%), having moderate impact (19.2%), high impact (11.2%), low impact (4.4%), highest impact (2.8%) and least impact (2.1%). Problem relating to access to tap water service (33.4%), having moderate impact (16.4%), high impact (9.3%), highest impact (5.4%), low impact (1.6%) and least impact (0.7%). Details as shown in **Table 4.6-41**

Table 4.6-41 Current social conditions in the community as told by respondents representing households in NEF < 30 area extending to the study area perimeter

Social issues	Not affected (percent age)	Affected (percent age)	Level of impact (percentage)				
			Least	Low	Moderate	High	Highest
Public utility services							
- Electricity	79.4	20.6	2.6	4.7	7.0	5.4	0.9
- Tap water	66.6	33.4	0.7	1.6	16.4	9.3	5.4
Life and property safety							
- Illicit drugs	51.2	48.8	11.7	13.5	22.0	1.6	0.0
- Theft, such as burglary	79.9	20.1	6.6	9.3	4.0	0.2	0.0
- Physical violence, such as quarrel	96.8	3.2	2.6	0.2	0.2	0.2	0.0
Crowdedness/satisfaction with community	99.3	0.7	0.0	0.5	0.2	0.0	0.0
Social fabric/social harmony	85.7	14.3	0.2	1.9	7.0	4.7	0.5
Unemployment/job loss	93.8	6.2	4.9	0.2	0.9	0.2	0.0
Influx of people from outside the community	60.3	39.7	2.1	4.4	19.2	11.2	2.8

On Social harmony, 266 respondents (62.2%) rated as moderate when asked how likely people in their community would help and support one another, 138 (32.2%) rated high likelihood, 14 (3.3%) said unlikely, 10 (2.3%) said low likelihood. On level of their participation in community’s cultural, charitable activities, 138 (32.2%) said they never participated, 128 (29.9%) reported they took part occasionally, 103 (13.8%) participated once in a while, and 59 (13.8%) took part regularly.

Environmental issues: Respondents identified top 3 environmental problems that currently caused hardship and disturbance: Dust/soot and smoke (47.7%), Noise (46.1%), and traffic conditions (4.0%). Details of each of the problems are shown in **Table 4.6-42** as follows:

- On noise problem, 196 respondents (46.1%) reported being affected. Of this, moderate impact was reported by 99 (22.4%), high impact by 47 (11.0%), low impact by 24 (6.1%), least impact by 13 (3.3%) and highest impact by 13 (3.3%). As for sources of noise, those who identified traffic/vehicles totaled 187 (95.4%), construction activity 7 (3.6%), and those who declined to say 2 (1.0%).

- On dust/soot and smoke, 204 respondents (47.7%) reported being impacted. Of this, those who reported moderate impact totaled 99 (23.1%), high impact 55 (12.9%), low impact 23 (5.4%), highest impact 15 (3.5%), and least impact 12 (2.8%). As for sources of dust/soot and smoke, 186 (91.2%) blamed traffic/vehicles, 14 (6.8%) cited vehicle exhaust fumes, 2 (1.0%), 1 (0.5%) blamed factory and 1 (0.5%) blamed grass burning.

- On Solid waste/waste problem, 5 respondents (1.1%) reported being impacted. Of this, respondents who reported moderate impact totaled 3 (0.7%), those who reported low impact 1 (0.2%) and high impact 1 (0.2%). On sources of solid waste/waste problem, those who blamed waste from else where being dumped in the area totaled 2 (40.0%) and those who cited accumulation/missed collection totaled 2 (40.0%), while 1 (20.0%) blamed local factory.

- On the problem of foul smelling water source, 3 respondents (0.6%) reported being affected, with moderate impact reported by 1 (0.2%), high impact 1 (0.2%) and highest impact 1 (0.2%). As for the sources of foul smelling water, household sewage discharge was cited by 2 (66.7%) and sewage discharge from factory by 1 (33.3%).

- On drainage/floodwater problem, 12 respondents (2.8%) reported being affected. Of this, 4 (0.9%) reported moderate impact, 4 (0.9%) reported highest impact, 2 (0.5%) reported least impact and 2 (0.5%) reported reported low impact. As for the sources of drainage/floodwater problem, 6 (50.0%) blamed heavy rain, 5 (41.7%) blamed drainage failure, 1 (8.3%) cited other cause.

- On traffic problem, 17 respondents (4.0%) reported being impacted. Of this, those who reported high impact totaled 7 (1.6%), those who reported low impact 4 (1.0%), moderate impact 3 (0.7%), least impact 2 (0.5%), and highest impact 1 (0.2%). As for the sources of traffic problems, 14 (82.3%) blamed excessive number of vehicles, 2 (11.8%) blamed traffic violations, and 1 (5.9%) blamed poor road conditions.

- On odor problem, 4 respondents (0.9%) reported being affected. Of this, 3 (0.7%) reported moderate impact, 1 (0.2%) reported low impact. As for sources of odor, 2 (50.0%) blamed causes they did not specify, 1 (25.0%) blamed uncollected solid waste, and 1 (25.0%) blamed vehicle exhaust fumes.

- Drinking water - tap water shortage - 1 respondent (0.2%) reported being affected. 1 (0.2%) reported being moderately impacted by shortage of drinking water.

- Tap water shortage was blamed on lack of rainfall by 1 respondents (100.0%)
- On the problem of vibration, 4 respondents (0.9%) reported being affected, with highest impact reported by 2 (0.5%), moderate impact by 1 (0.2%) high impact 1 (0.2%). As for the sources of vibration problem, 4 respondents (100.0%) blamed traffic/vehicles.

Table 4.6-42 Information on hardship/disturbance based on current environmental conditions as reported by respondents representing households in NEF < 30 area extending to the study area perimeter

Hardship/disturbance from current environmental conditions	Not affected Percentage	Not affected Percentage	Affected (percentage)				
			Least	Low	Moderate	High	Highest
1) Noise	53.9	46.1	3.3	6.1	22.4	11.0	3.3
2) Dust/soot and smoke	52.3	47.7	2.8	5.4	23.1	12.9	3.5
3) Solid waste/waste	98.9	1.1	0.0	0.2	0.7	0.2	0.0
4) Foul smelling water source	99.4	0.6	0.0	0.0	0.2	0.2	0.2
5) Drainage/floodwater	97.2	2.8	0.5	0.5	0.9	0.0	0.9
6) Traffic conditions	96.0	4.0	0.5	1.0	0.7	1.6	0.2
7) Odor	99.1	0.9	0.0	0.2	0.7	0.0	0.0
8) Drinking water-tap water shortage	99.8	0.2	0.0	0.0	0.2	0.0	0.0
9) Vibration	99.1	0.9	0.0	0.0	0.2	0.2	0.5

The number of household vehicles reported by the respondents totaled 667 motorcycles (61.6%), 399 4-wheeled automobiles (36.9%), and others, such as bicycles, tractors, 16 (1.5%). The highways regularly used by respondents included Sukhumvit Road (passing in front of U-Tapao International Airport), used by 337 respondents (49.7%), while Highway 331 Sattahip-Khao Hin Son used by 138 respondents (20.4%). Highway 332, Sattahip-Sam Nak Thon used by 64 respondents (9.4%). Phala Road used by 59 respondents (8.7%). Others, such as Highways 36, 3376 (Sukhumvit-Ban Chang) used by 42 (6.2%), Highway 3126 linking entry point to U-Tapao International Airport and Chuk Samet Port by 38 (5.6%). Top 3 reasons for commuting were for business reported by 263 respondents (31.3%), for work 244 (29.0%) and tourism 149 (17.7%).

When asked about impact on travel on road networks around U-Tapao International Airport, 400 respondents (93.5%) reported no impact, 21 (4.9%) reported moderate impact, 4 (0.9%) reported high impact, 3 (0.7%) reported low impact. Top 3 issues of such impact were traffic congestion reported by 22 (81.5%), increase number of accidents by 3 (11.1%), travel inconvenience reported by 1 (3.7%) and 1 respondent (3.7%) declined to provide information. When asked about how often they used U-Tapao International Airport, 361 respondents (84.3%) said they never used the airport, while 67 (15.7%) reported having used the airport.

On how convenience it was for respondents to travel to U-Tapao International Airport without using personal car, 423 respondents (98.8%) declined to answer, 3 (0.7%) reported moderate convenience, 2 (0.5%) report inconvenience. Details as shown in **Appendix 3–10**.

Section 5 Public Health Data

Local public health data as provided by respondents: 304 (71.0%) reported at least one member of their household had had health problems, 124 (29.0%) indicated that no member of their household had been sick. Top 3 common illnesses reported by respondents were cold or respiratory infection reported by 277 respondents (50.9%), followed by skin disease and allergies by 123 (22.5%) and others, such as heart condition, diabetes, hypertension, kidney, thyroid diseases, etc., by 63 (11.6%).

On healthcare services in the area as reported by respondents, when someone in the household was sick (respondents were asked to check all that apply), 331 (65.2%) said they went to public health facilities, 156 (30.7%) purchased over-the-counter medicines, 17 (3.3%) preferred self-healing, and 4 (0.8%) went to private hospital.

In the past year to date, most respondents 425 (99.3%) reported that none of the members of their household had had any mental health problem, 3 respondents (0.7%) reported someone in their household had mental problem. All of the mental problems were attributed to mental stress. All 3 respondents (100.0%) who reported mental problem in the household said they did not know how such mental problem came about. But one respondent (33.3%) said attributed the mental problem to neuroticism. In case of mental problem, 2 respondents (66.7%) said they expect the mental problem to self-heal, while 1 (33.3%) said he/she would see psychiatrist or therapist.

Regarding hearing health, 426 (99.5%) respondents reported that no one in their household had any hearing problem, 2 (0.5%) reported at least one member of household had hearing problem. As for the likely causes of hearing problems, the hearing issue was attributed to accident by 1 respondent (50.0%) and to age-related hearing problem by 1 respondent (50.0%).

Most respondents 397 (99.3%) reported no problem using local healthcare services, 3 (0.7%) reported some problems. As for causes of problem, all 3 respondents (100.0%) said the health facility was too far away from where they lived.

On disease control and health promotion activities in the community, 363 respondents (84.8%) reported not being aware of any such activities, 65 (15.2%) said there were disease control and health promotion activities, such as prevention of dengue fever, anti-drug campaign, anti-rabies campaign, screening tests for cervical cancer, physical fitness promotion in the community, etc. When asked about their participation in those activities, 363 respondents (84.8%) reported not having participated in those activities while 65 (15.2%) said they had participated. Details as shown in **Appendix 3–10**.

Section 6 Accident, Public Disaster, and Public Safety Data

On most common accidents in the community, 41 respondents (9.6%) named road accident, attributed to speeding, recklessness and drowsy driving by 24 (58.5%), and unknown causes 17 (41.5%). All 428 respondents (100.0%) reported not having been in an accident.

On participation in joint emergency management drills with local agencies, all 428 respondents (100.0%) reported not having participated at all. They also said they did not know how to report emergency in case of aviation accident. Details as shown in **Appendix 3-10**.

Section 7 Environmental Health Data

On sources of their drinking water, 423 respondents (98.8%) said they purchased bottled drinking water, 4 (1.0%) reported they drank tap water, 1 (0.2%) drank rainwater. On quantity and quality of drinking water, 427 respondents (99.8%) reported not having any problem, 1 (0.2%) reported having problem but did not say what problem.

On sources of water for general cleaning, 409 (95.6%) reported using tap water, 12 (2.8%) used shallow well, 7 (1.6%) used water from artesian well. On quantity and quality of water, 303 (70.8%) reported no problem, 125 (29.2%) reported problems, such as cloudy water, sediment, yellowish, blackish, reddish and metallic-smelling water.

On air quality all 428 respondents (100.0%) reported no problem at all.

On management of general-cleaning wastewater from household, 362 respondents (84.6%) said wastewater from their household was discharged into drainage ditch or public drainage pipe, 59 (13.8%) discharged into the ground, 4 (0.9%) installed grease trap, and 3 (0.7%) reported discharged into a wastewater treatment system.

On management of wastewater from household toilet, 282 respondents (65.9%) said wastewater from their household toilet was discharged into septic tanks which was occasionally pumped out for disposal, 100 (23.4%) said they installed mound septic system, and 46 (10.7%) installed ready-made septic tank.

On solid waste disposal, 426 respondents (99.5%) said they placed solid waste into provided containers for collection by SAO, municipality or district office, while 2 (0.5%) said they disposed of solid waste by open burning in their backyard.

On how satisfied they were with their living environment, 257 respondents (60.0%) expressed moderate level of satisfaction, 152 (35.5%) said they were very satisfied, 11 (2.5%) said low level of satisfaction, while 9 (2.0%) expressed dissatisfaction. Details as shown in **Appendix 3-10**.

Section 8 Awareness of Information and Public Relations

Awareness of project information: 122 respondents (28.5%) said they had received project information from the top 3 sources: neighbor or acquaintance as cited by 285 (68.2%), from project staff or the RTN personnel by 61 (14.6%) and from internet/project website by 33 (7.9%). Respondents who reported first hearing of the project from this interview totaled 306 (71.5%). A total

of 254 respondents (59.3%) said additional publicity/public relations were needed while 174 (40.7%) said there was no need for further publicity or information dissemination.

Additional information that respondents needed: Respondents were asked to check all that apply on this matter: 336 respondents (78.4%) said they would like to find out more about progress status of studies of the project, and 87 (20.3%) wanted to know about public participation activities, 5 (1.3%) declined to provide information.

On appropriate format or method for publicizing project information: (respondents were asked to check all that apply). The methods named by respondents: 183 (42.8%) wanted project information document delivered to their home, 105 (24.5%) preferred leaflets, publicity posters or signboards, and 56 (13.1%) wanted to attend briefing meetings.

Opinions of respondents on the development of the project: In the survey of households in NEF < 30 area extending to the study area perimeter, using questionnaire in which 428 respondents were interviewed, it was found that 422 (98.6%) agreed with overall project, 5 (1.2%) offered no comment, citing they had not had enough information or saw no connection with or did not think they would ever use U-Tapao International Airport, while 1 (0.2%) disagreed with the development of the project, reasoning he/she did not live near or saw any use of the airport, as shown in **Figure 4.6-29**

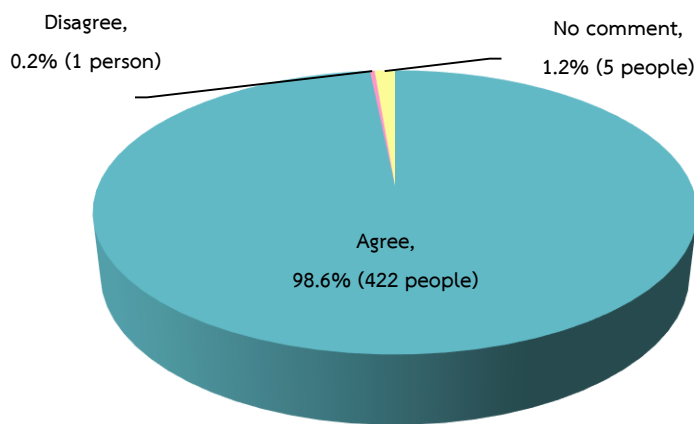


Figure 4.6-29 Opinions about the development of the project as told by respondents representing households in NEF < 30 area extending to the study area perimeter

Section 9 Opinions and Feedback to the Project

Construction phase

According to survey of opinions on impacts of the construction phase of the project, 340 respondents (79.4%) said they were unlikely to be impacted, 70 (16.4%) said they expected positive impacts, 14 (3.3%) expected negative impacts, and 4 (0.9%) said they expected both positive and negative impacts.

On likely impacts of the construction phase of the project (respondents who expected positive impacts were asked to check all that apply), economic impacts were selected by 70 respondents (70.7%), social impacts by 18 (18.2%) and environmental by 10 (10.1%). As for likely negative

impacts, environmental impact was selected by 16 (76.0%), economic impact by 1 (4.8%), social impact by 1 (4.8%), and health impact by 1 (4.8%). Details as shown in **Table 4.6-43**

Operation Phase

According to survey of opinions on impacts of the operation phase of the project, 246 respondents (57.5%) said they were unlikely to be impacted, 167 (39.0%) said they expected positive impact, 14 (3.3%) expected both positive and negative impacts, and 1 (0.2%) expected negative impacts.

Respondents who expected impacts from the operation phase of the project (were asked to check all that apply). On positive impacts, economic was mentioned by 91 (43.3%), social by 76 (36.2%), environmental by 34 (16.2%), and health by 6 (2.9%). On negative impacts, social impact was mentioned by 12 (48.0%), economic by 2 (8.0%) and environmental by 2 (8.0%). Details as shown in **Table 4.6-43**

Table 4.6-43 Opinions on the Project in Construction Phase and Operation Phase of Respondents Representing Households in NEF < 30 Area

Impact issues	Construction phase				Operation Phase			
	Positive		Negative		Positive		Negative	
	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage
1. Economic (Positive: employment, income distribution, growth, trade, tourism promotion, investment, air transportation, career, income growth, businesses in community, trade in construction materials, local tax revenue. Negative: travel inconvenience, waste of fuel from traffic congestion).	70	70.7	1	4.8	91	43.3	2	8.0
2. Social (Positive: working in the local area, more time to spend with family, social change, less travel time, travel safety. Negative: lifestyle change, unable to use existing roads, arrival of workers from outside could bring crime problems).	18	18.2	1	4.8	76	36.2	12	48.0
3. Environmental (Positive: utilization of previously neglected areas, improve land use, traffic, transportation, energy saving. Negative: wastewater, flooding, traffic congestion, dust, road damage, hauling of construction materials, more accidents from increased transportation and higher traffic volumes, impacts from noise, fumes from emissions, consumption of water, electricity, generation of waste, impact on nature view).	10	10.1	16	76.0	34	16.2	2	8.0

Table 4.6-43 Opinions on the Project in Construction Phase and Operation Phase of Respondents Representing Households in NEF < 30 Area

Impact issues	Construction phase				Operation Phase			
	Positive		Negative		Positive		Negative	
	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage
4. Health (Positive: new medical facilities offering wide choice of healthcare services as community grows. Negative: loss of hearing, stress, anxiety, sleeplessness, headache, allergies).	0	0.0	1	4.8	6	2.9	0	0.0
5. No comments	1	1.0	2	9.6	3	1.4	9	36.0
Total	99	100.0	21	100.0	210	100.0	25	100.0

Opinions on the draft environmental and health impact prevention and resolution measures in the construction phase and operation phase are as follows:

Construction phase

The opinions on the adequacy of the draft environmental impact prevention and resolution measures in addressing main impacts of the project in the construction phase as detailed in Table 4.6-44 are summarized as follows:

All 428 respondents (100.0%) stated that the draft measures had adequate coverage for noise, vibration, air quality (dust), surface water/sea water/marine ecology, terrain ecology, waste management, transportation, economic, social, and public health (health).

Table 4.6-44 Opinions on Draft Environmental Impact Prevention and Resolution Measures in the Operation Phase of Respondents Representing Households in NEF < 30 Area extending to the study area perimeter

Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
1. Noise and vibration	428	100.0	0	0.0	0	0.0	428	100.0
2. Air quality (dust)	428	100.0	0	0.0	0	0.0	428	100.0
3. Surface water quality/marine water/water ecology	428	100.0	0	0.0	0	0.0	428	100.0
4. Terrain Ecology	428	100.0	0	0.0	0	0.0	428	100.0
5. Waste management	428	100.0	0	0.0	0	0.0	428	100.0
6. Transportation	428	100.0	0	0.0	0	0.0	428	100.0

Table 4.6-44 Opinions on Draft Environmental Impact Prevention and Resolution Measures in the Operation Phase of Respondents Representing Households in NEF < 30 Area extending to the study area perimeter

Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
7. Economic and social	428	100.0	0	0.0	0	0.0	428	100.0
8. Public Health (Health)	428	100.0	0	0.0	0	0.0	428	100.0

Opinions on the adequacy of the draft environmental impact prevention and resolution measures in addressing the main impacts of the project in the operation phase, as detailed in **Table 4.6-45** are summarized as follows:

All 428 respondents (100.0%) stated that the draft measures had adequate coverage for noise, vibration, air quality (dust), surface water/sea water/marine ecology, terrain ecology, waste management, transportation, economic, social, and public health (health).

Table 4.6-45 Opinions on Draft Environmental Impact Prevention and Resolution Measures in the Operation Phase of Respondents Representing Households in NEF < 30 Area extending to the study area perimeter

Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
1. Noise and vibration	428	100.0	0	0.0	0	0.0	428	100.0
2. Air quality (emissions and volatile organic substances)	428	100.0	0	0.0	0	0.0	428	100.0
3. Surface water quality/marine water/water ecology	428	100.0	0	0.0	0	0.0	428	100.0
4. Terrain Ecology	428	100.0	0	0.0	0	0.0	428	100.0
5. Waste management	428	100.0	0	0.0	0	0.0	428	100.0
6. Transportation	428	100.0	0	0.0	0	0.0	428	100.0
7. Economic and social	428	100.0	0	0.0	0	0.0	428	100.0
8. Property relocation and replacement	428	100.0	0	0.0	0	0.0	428	100.0
9. Public Health (Health)	428	100.0	0	0.0	0	0.0	428	100.0

When asked about respondents' concerns about the project, it was found that 422 (98.6%) had no worries, 4 (0.9%) expressed high level of concerns, 2 (0.9%) had moderate concerns.

Opinions on the overall draft measures: All 428 respondents (100.0%) were of the opinion that overall the draft environmental and health impact prevention and resolution measures

during the construction phase and operation phase, had adequate coverage. Details as shown in **Table 4.6-46** and **Figure 4.6-30**

Table 4.6-46 Opinions on the overall of the draft prevention measures and the resolution of environmental and health impacts during the construction phase, and operation phase of households in the NEF < 30 area extending to the study area perimeter

Opinion	Respondent	Percentage
Adequate	428	100.0
Inadequate	0	0.0
Total	428	100.0

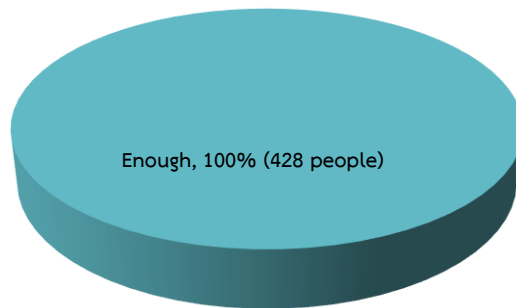


Figure 4.6-30 Opinions on the Overall Draft Environmental and Health Impact Prevention and Resolution Measures in the Construction Phase and Operation Phase of Respondents Representing Households in NEF < 30 Area extending to the study area perimeter

Opinions and feedback: Respondents offered opinions and feedback on the implementation of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, as follows:

- Request that meetings be organized to clarify the project details and the public participation.
- Request regular meetings between the project owner and members of communities.
- Public awareness of the project remains low among members of the communities. More publicity activities, such as handing out leaflets about the project, should be implemented.
- Strict environmental protection should be implemented.
- We have confidence in the project’s measures to control and mitigate impacts but would like reassurance that they will be consistently implemented.
- We would like the project to reach out to the communities even more.

Draft Version

Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources,

Environmental Quality, Health, Sanitation, and the Quality of Life of People in the Community

Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang, Rayong Province

(4) Sensitive area group

According to the field survey of the affected environmentally sensitive areas, the NEF ≥ 40 and NEF 30 – 40 areas, totaling 14 areas. Details are shown in **Table 4.6-47** and **Figure 4.6-31**

Table 4.6-47 Results of survey of sensitive areas affected in the noise contour areas

Sequence No.	Agency	Position in agency	Sensitive area type	Distance from project area (km)
NEF > 40 area				
1	Wat Sa Kaeo, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Abbot	Religious Site	1.77
2	Wat Sa Kaeo, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Director,	Educational Institution	2.73
3	Saeng Song La Child Development Center 3, Sam Nak Thon Subdistrict, Ban Chang, Rayong Province	Head of the Center	Educational Institution	2.62
4	Ban Sa Kaeo Subdistrict Health Promotion Hospital, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Public Health Official, Specialist Level	Medical Institution	2.62
NEF 30 \geq 40 area				
1	Wat Sombun Naram, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Abbot	Religious Site	5.10
2	Wat Sam Nak Ka Thon, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Assistant Abbot *	Religious Site	7.15
3	Wat Sombun Naram, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Director,	Educational Institution	6.26
4	Municipal Child Development Center, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Head of the Center	Educational Institution	6.26
5	Wat Sam Nak Ka Thon School, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Director,	Educational Institution	1.87
6	Ban Sam Nak Thon Child Development Center, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Head of the Center	Educational Institution	1.75
7	Pattanavech College of Technology, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Teacher *	Educational Institution	8.56
8	Pattanavechsuksa School, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Director,	Educational Institution	8.58
9	Ban Khlong Bang Phai Subdistrict Health Promotion Hospital, Ban Chang District, Rayong Province	Medical Officer, Specialist Level *	Medical Institution	5.21
10	Ban Khao Khrok Subdistrict Health Promotion Hospital, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Registered Nurse *	Medical Institution	1.48

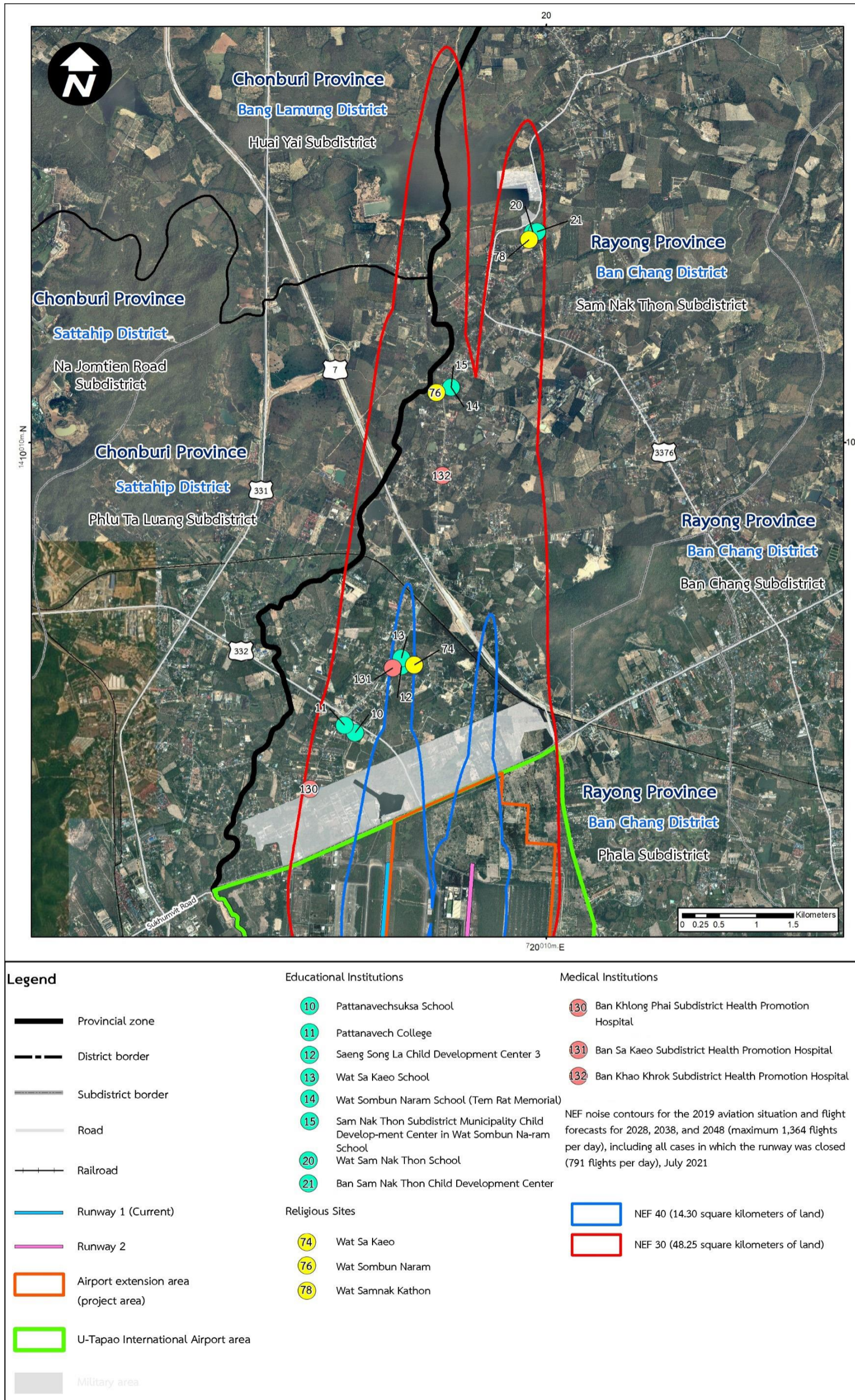
Note : * Assigned by the supervisor/director or authorized person in the agency

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Source: United Analyst and Engineering Consultants Co., Ltd. 2021

Figure 4.6-31 Location of sensitive areas impacted in the noise contour areas

Religious Site

Socioeconomic survey of environmentally sensitive areas affected in the area of the noise contour area, in the case of 3 religious sites, with details of the study as follows:

Wat Sa Kaeo

The respondent was the 55-year-old abbot of Wat Sa Kaeo and monastic dean of Sam Nak Thon Subdistrict. The respondent has held the position for 3 years after having spent 20 years at the Buddhist temple. The abbot's original domicile was unknown but he had been in the area for 16-20 years. According to the interview, the Wat Sa Kaeo, established about 50 years ago, consisted of 8 monks. The temple was visited by about 80-100 people daily for religious ceremonies.

At present, social conditions of the community where this temple is located has been moderately impacted by drug problems, according to the respondent. The problem of unemployment/job losses among people was described as low impact. The problem related to arrival of people from outside the community has moderate impact on the community. People in the community have a moderate sense of solidary helping one another, participating in cultural and charitable activities once in a while (once every 1-6 months/up to 5 times/a year). People are contented with their community (respondent was asked to check all that apply) in terms of transportation and life and property safety. (respondent was asked to check all that apply) But they were not happy with traffic congestion during rush hours. Noise impact attributed to traffic/vehicles was moderate, problem of dust, soot/smoke caused by vehicle exhaust fumes have moderate impact. Generally speaking traffic situation has low impact. The respondent, however, mentioned that he had not traveled around U-Tapao International Airport that often.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to get medical treatment when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There was no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was very satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said he had known about the project through publicity documents/leaflets/posters and internet and project website. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, organizing meetings to provide project information would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said he expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said he expected positive impacts. (respondent was asked to check all that apply) Positive economic impacts (such as growth in income, career opportunities, prosperity, thriving trade, tourism and investment) and positive social impacts (travel convenience and safety). The respondent

expressed concerns that the project may cause negative impacts to the environment, health and society. Impact to air quality is expected to be moderate. Other positive impacts include job creation, growth in income, and public engagement/CSR activities that could bring benefits, are rated moderate.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Wat Sombun Naram

The respondent was the 85-year-old abbot of Wat Sombun Naram whose highest education attainment was high school/vocational certificate level. The abbot, who has held his current position for 8 years, moved here from Nakhon Sawan Province and has resided in this area for 16-20 years. Wat Sombun Naram, established more than 50 years ago, consists of 9 monks. About 20 people visited the temple per day for religious ceremonies.

At present, social conditions of the community where this temple is located had low impact on tap water supply. The respondent said the arrival of large number of workers from outside the community had high impact. The local community had a high sense of solidarity. People participated in major cultural activities and engaged in charitable activities on a regular basis (once a month). People were generally contented with the surrounding environment of the community: (respondents were asked to check all that apply) good living environment, life and property safety. Impact relating to traffic problem was moderate as the result of heavy traffic. The respondent had experience traveling on the roads around U-Tapao International Airport but did not find his travel convenience was impacted in any way. The respondent also had traveled to U-Tapao International Airport in personal vehicle.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There is no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was moderately satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said he had known about the project through publicity documents/leaflets/posters and internet and project website. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, organizing meetings to provide project information would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said he expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said he expected neither positive nor negative impacts. The respondent expressed concerns that the project may cause negative impacts on the environment, health and social conditions. The respondent did not expect negative impacts. But that the community may benefit from CSR activities of the project, which he rated as a moderately positive impact.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Wat Samnak Kathon

The respondent was the 76-year-old assistant abbot at Wat Samnak Kathon, with highest education attainment at primary school level, who has held the position for 12 years, about as long as when he first arrived at the temple. The assistant abbot moved here from Chachoengsao Province about 11-15 years ago. Based on interview, Wat Samnak Kathon, founded about 30 years ago, consisted of 10 monks. About 10-50 people visited the temple per day for religious ceremonies. There were six buildings in the temple, namely 1-storey chanting hall, 3 2-storey monks' living quarters, 1 1-storey general-purpose building, crematorium. The buildings are cement with glazed concrete roofing.

At present, social conditions of the community where this temple is located had high impact on electricity supply and slight impact on tap water supply. The community had a high sense of solidarity, helping one another and participated in cultural and charitable activities regularly (once a month). The respondent was contented with the community: (respondent was asked to check all that apply on this issue) saying the living environment was good, transportation was convenient and there was life and property safety, the local economy was thriving. But the respondent said he had no experience traveling on the roads around U-Tapao International Airport.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to get medical treatment when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There was no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was very satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said he had known about the project through chairpersons/members of local committee/community leaders. The respondent said publicity and dissemination of project

information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, dissemination of information through community leader would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said he expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said he expected neither positive nor negative impacts. The respondent expressed no worries but said the project may cause impacts on the environment, health and social conditions. The respondent did not expect negative impacts. But that the community may benefit from growth in income, which he rated as a moderately positive impact.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Educational Institution

Results of socioeconomic survey of the affected environmental sensitive areas in the noise contour area in the case 8 educational institutions as detailed below:

Wat Sa Kaeo School

The respondent was the 46-year-old Buddhist female director of Wat Sa Kaeo School, with highest education attainment at postgraduate level. She has held the position in the past 10 years, but been working at the school for 20 years. She was transferred from Trang Province and has lived and work in this area for 5-10 years. Based on the interview, the school founded 52 years ago, offers classes from preschool year 2 to Matthayom 3 levels, with a teaching staff of 25 and 477 students. The school consists of 7 buildings: 4 2-to-3-storey buildings, 1 1-storey cafeteria, 1 1-storey multipurpose building, 1 1-storey office building. The buildings were made from reinforced concrete and concrete roofing.

At present, social conditions of the community where this school is located were affected by unemployment/job losses described as moderate impact by the respondent. The arrival of large number of people from outside the community had low impact. The community had high sense of solidarity and people were helping one another and attended major cultural and charitable activities on a regular basis (once a month). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing good transportation, life and property safety, thriving businesses and economic growth at the community level. At present, the community was moderately impacted by noise from traffic/vehicles. The respondent mentioned that she had not traveled on roads around U-Tapao International Airport often enough to give an opinion on traffic situations.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to get medical treatment when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There was no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was very satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said she had known about the project through project staff/RTN personnel and publicity documents/leaflets/posters. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, organizing meetings to provide project information would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said she expected neither positive nor negative impacts. The respondent expressed no worries but said the project may cause impacts on the environment, health and social conditions. The respondent did not expect either positive or negative impacts.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Saeng Song La 3 Child Development Center

The respondent was 41-year-old Buddhist female head of Saeng Song La 3 Child Development Center, with highest education attainment with a bachelor's degree or equivalent. The respondent has held the position in the past 3 years, but been working at the school for 18 years. She was a native of the community. Based on the interview, the center established 30 years ago, offers preschool education, with a teaching staff of 3 and 1 administrative personnel and 47 schoolchildren. The center has 2 1-storey buildings made of reinforced concrete and concrete roofing.

At present, social conditions of the community where this school is located were affected by arrival of large number of people from outside the community, which the respondent described as a moderate impact. The community had high sense of solidarity and people were helping one another and attended major cultural and charitable activities occasionally (once every 1-6 months, not more than 5 times/year). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing good transportation, thriving businesses. (respondent was asked to check all that apply) But there were also certain aspects of the committee the respondent was not satisfied with: traffic jam during rush hours and the low level impact on solid waste management mostly due to accumulated garbage/missed collection. The respondent traveled on the roads around U-Tapao International Airport but was not affected in terms of travel convenience, and have gone to U-Tapao International Airport by personal car.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to receive medical treatment at public hospital when people got ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There is no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (subdistrict administrative organization) collect garbage for disposal. The respondent said she was moderately satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said she had known about the project through project staff/RTN personnel and internet/project website. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, delivering project documents to the home would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she had not been affected by positive or negative impacts. As for the operation phase of the project, the respondent said she had been affected by positive impacts: (respondent was asked to check all that apply) in economic aspect (growth in income, career opportunities, economic growth, thriving businesses). Negative impacts felt by the respondent in environmental aspect (noise impact, fumes, soot and dust, heavy traffic, road accidents, access to water supply, electricity supply, wastewater and solid waste). In health aspect (hearing impairment, mental stress, anxiety, sleeplessness, headache, allergies).

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Wat Sombun Naram School

The respondent was 56-year-old Buddhist female director of Wat Sombun Naram School, with highest education attainment at postgraduate level. She has held the position in the past 3 years, but been working at the school for 25 years since she moved to the area from Sukhothai Province. Based on the interview, the school founded 80 years ago, offers classes from preschool year 1 to Prathom 6 level, with a teaching staff of 14 and 200 students. The school consists of 3 buildings: 2 2-storey buildings and 1 1-storey multipurpose building. The buildings were made from reinforced concrete and concrete roofing.

At present, social conditions of the community where this school is located were affected by electricity supply and illicit drugs which were described as low impact, while problem with increasing cases of theft, such as burglary, were described as moderate impact along with crowdedness in the community. Cases of physical violence, such as brawls, and unemployment/job losses and arrival of large number of people from outside the community, were rated as low impacts. The respondent said the community had high sense of solidarity and people were helping one another and attended major cultural and charitable activities regularly (once a month). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing life and property safety and good living environment. The respondent said the community was affected by noise described as highest impact attributed to traffic/vehicles, while problem with dust, smoke, soot was described as moderate impact attributed to heavy traffic. Solid waste and sewage problem caused by accumulated garbage/missed collection was described as a low impact while drainage/floodwater was rated as moderate impact attributed to clogged drainage pipes. Traffic situation was affected by growing number of vehicles was described as a high impact. The respondent said she had no experience traveling on roads around U-Tapao International Airport.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to receive medical treatment at public hospital when people got ill. (respondent was asked to check all that apply on this issue) The main

drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There is no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was moderately satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said she had known about the project through project staff/RTN personnel and neighbors/acquaintances. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project and public participation. According to the respondent, organizing meetings to provide project information would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she expected negative impacts: In environmental aspect (sewage, flooding, traffic, road damage, transportation accidents, solid waste, nature view, etc.) In health aspect (dust from hauling of construction materials, mental stress, anxiety, sleeplessness, headache, allergies). As for the operation phase of the project, the respondent said she expected both positive and negative impacts. Positive economic impacts (such as growth in income, career opportunities, prosperity, thriving trade, tourism and investment) and positive social impacts (travel convenience and safety). Negative impacts: In social aspect (such as lifestyle change, arrival of workers from outside the community, crimes). In environmental aspect (noise impact, emission fumes, soot, dust, traffic, accidents, water and electricity supplies, sewage and waste). Health aspect (hearing impairment, mental stress, anxiety, sleeplessness, headache, allergies). The respondent expressed concerns about noise and was worried the project may cause environmental, health and social impacts. But the respondent did not expect to be affected either negative or positive impacts.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Municipal Child Development Center, Sam Nak Thon Subdistrict

The respondent was 53-year-old Buddhist female head of Municipal Child Development Center, Sam Nak Thon Subdistrict, with highest education attainment of a bachelor's degree or equivalent. The respondent, a native of this community, has held the position in the past 6 years, since she started working at the center. Based on the interview, the center established 12 years ago, offers preschool education, with a teaching staff of 3 and 55 schoolchildren. The center has 1 1-storey buildings made of reinforced concrete and concrete roofing.

At present, social conditions of the community where this school is located were affected by unemployment/job losses described as moderate impact by the respondent. The arrival of large number of people from outside the community had low impact. The community had high sense of solidarity and people were helping one another and attended major cultural and

charitable activities on a regular basis (once a month). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing good transportation, life and property safety, thriving businesses and economic growth at the community level. At present, the community was moderately impacted by noise from traffic/vehicles. The respondent mentioned that she had not traveled on roads around U-Tapao International Airport often enough to give an opinion on traffic situations.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to get medical treatment when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There was no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was very satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said she had known about the project through project staff/RTN personnel and publicity documents/leaflets/posters. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, organizing meetings to provide project information would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she had been affected by negative impacts: In health aspect (such as dust from hauling of construction materials, mental stress, anxiety, sleeplessness, headache, allergies). As for the operation phase of the project, the respondent said she had been affected by negative impacts: In environmental aspect (noise impact, emission fumes, soot, dust, traffic, accidents, water and electricity supplies, sewage and waste). Health aspect (hearing impairment, mental stress, anxiety, sleeplessness, headache, allergies). The respondent expressed concerns about relocation and noise as the result of the development of the project. She said she was worried the project may cause environmental, health and social impacts. But the respondent did not expect to be affected either negative or positive impacts.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Wat Samnak Kathon School

The respondent was 47-year-old Buddhist female director of Wat Samnak Kathon School, with highest education attainment at postgraduate level. A native of this community, she has held the position in the past 1 year and 3 months since she started working at the school. Based on the

interview, the school founded 44 years ago, offers classes from preschool year 2 to Prathom 6 level, with a teaching staff of 14 and 160 students. The school consists of 6 buildings: 1 1-storey auditorium, 2 1-storey buildings, 1 1-storey library, 2 2-storey teachers' living quarters. The buildings were made from reinforced concrete and concrete roofing.

At present, social conditions of the community where this school is located were affected by problem with electricity supply, described as a high impact while unemployment/job losses are rated as moderate impact and arrival of large number of people from outside the community was considered low impact. The community had high sense of solidarity and people were helping one another and attended major cultural and charitable activities on a regular basis (once a month). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing life and property safety, thriving businesses and economic growth at the community level. At present, the community was moderately impacted by noise from traffic/vehicles. The respondent mentioned that she had not traveled on roads around U-Tapao International Airport often enough to give an opinion on traffic situations.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to get medical treatment when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There was no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was very satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said she had known about the project through project staff/RTN personnel and publicity documents/leaflets/posters. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, organizing meetings to provide project information would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said she expected neither positive nor negative impacts. The respondent expressed no worries but said the project may cause impacts on the environment, health and social conditions. The respondent did not expect either positive or negative impacts.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Ban Sam Nak Thon Child Development Center

The respondent was 45-year-old Buddhist female director of Ban Sam Nak Thon Child Development Center, with highest education attainment at bachelor's degree level or equivalent. A native of this community, she has held the position in the past 24 years since she started working at the center. Based on the interview, the school founded 24 years ago, offers classes from preschool education, with a teaching staff of 3 and 40 students. The school consists of 2 buildings: 1 1-storey cafeteria, 1 1-storey building. The buildings were made from reinforced concrete and glazed concrete roofing.

At present, social conditions of the community where this school is located were affected by problem with unemployment/job losses described by the respondent as moderate impact. The community had high sense of solidarity and people were helping one another and attended major cultural and charitable activities on a regular basis (once a month). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing life and property safety, thriving businesses and economic growth at the community level. At present, the community was moderately impacted by noise from traffic/vehicles. The respondent mentioned that she had not traveled on roads around U-Tapao International Airport often enough to give an opinion on traffic situations.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to get medical treatment when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There was no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was very satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said he had known about the project through neighbors/acquaintances. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, organizing meetings to provide project information would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said she expected positive impacts. (respondent was asked to check all that apply) Positive economic impacts (such as growth in income, career opportunities, prosperity, thriving trade, tourism and investment) and positive social impacts (travel convenience and safety). The respondent expressed no concerns about the project, and offer opinion that the project may cause environmental, health and social impacts. But the respondent said she did not expect either negative or positive impacts.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the

operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Pattanavech College of Technology

The respondent was 50-year-old Buddhist male director of Pattanavech College of Technology, with highest education attainment at bachelor's degree level or equivalent. A native of this community, he has held the position in the past 19 years since he started working at the college. Based on the interview, the school founded 19 years ago, offers education at vocational certificate and high vocational certificate levels, with a teaching staff of 20 and 8 administrative staff, and 400 students. The college consists of 4 buildings: 1 1-storey building, 1 1-storey cafeteria, 1 2-storey building and 1 3-storey building. The buildings were made from reinforced concrete and concrete roofing.

At present, social conditions of the community where this school is located were affected by problem with unemployment/job losses described by the respondent as low impact, and arrival of large number of people from outside the community rated as moderate impact. The community had moderate level of solidarity and people were helping one another and attended major cultural and charitable activities on a regular basis (once a month). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing good transportation. But the respondent was not satisfied with higher cost of living. At present, the community's living environment was not affected by any impact. The respondent mentioned that she had not traveled on roads around U-Tapao International Airport often enough to give an opinion on traffic situations.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There is no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said he was moderately satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said he had known about the project through publicity documents/leaflets/posters and internet and project website. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, delivery of project information documents to the home would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said he had not been affected either by positive or negative impacts. As for the operation phase of

the project, the respondent said he expected positive impacts. (respondent was asked to check all that apply) Positive economic impacts (such as growth in income, career opportunities, prosperity, thriving trade, tourism and investment). The respondent expressed no concerns about the project, and offered opinion that the project may cause environmental, health and social impacts. But the respondent said he did not expect either negative or positive impacts.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Pattanavechsuksa School

The respondent was the 41-year-old Buddhist female director of Pattanavechsuksa School, with highest education attainment at postgraduate level. She has held the position in the past 3 years, but been working at the school for 17 years. She was transferred from Chonburi Province and has lived and work in this area for between 16-20 years. Based on the interview, the school founded 30 years ago, offers classes from preschool year 1 to Matthayom 6 level, with a teaching staff of 50, 10 administrative personnel and 739 students. The school consists of 4 buildings: 2 2-storey buildings, 2 1-storey cafeterias. The buildings were made from reinforced concrete and concrete roofing.

At present, social conditions of the community where this school is located were affected by problem of illicit drugs and unemployment/job losses and arrival of large number of people from outside the community, which were described as low impacts. The community had high sense of solidarity and people were helping one another and attended major cultural and charitable activities on a regular basis (once a month). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing good living environment, good transportation, life and property safety and economic growth at the community level. At present, the community was slightly impacted by noise from traffic/vehicles. The respondent mentioned that she had not traveled on roads around U-Tapao International Airport often enough to give an opinion on traffic situations.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There is no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was moderately satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said she had known about the project through project staff/RTN personnel and publicity documents/leaflets/posters. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, organizing meetings to provide project information would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said she expected positive impacts. (respondent was asked to check all that apply) Positive economic impacts (such as growth in income, career opportunities, prosperity, thriving trade, tourism and investment) and positive social impacts (travel convenience and safety). The respondent expressed no concerns about the project, and offer opinion that the project may cause environmental, health and social impacts. But the respondent said she did not expect negative but had benefited in terms of income growth described as moderate positive impact.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Medical Institution

Socioeconomic survey of environmentally sensitive areas affected in the area of the noise contour area, in the case of 3 medical institutions, with details of the study as follows:

Ban Sa Kaeo Subdistrict Health Promotion Hospital

The respondent was 41-year-old Buddhist female Public Health Official Specialist Level of Ban Sa Kaeo Subdistrict Health Promotion Hospital, with highest education attainment at postgraduate level. A native of this community, she has held the position in the past 20 years, but been working at this organization for 1 year. Based on the interview with Ban Chang District Public Health Office, which was responsible for this health promotion hospital, the health promotion hospital was staffed with 3 permanent staff, 2 nurses and 2 other personnel, which made up adequate staff. About 10 patients, all of whom outpatients, received healthcare services each day. The hospital consists of four buildings: 1 2-storey health facility building, 1 1-storey staff living quarters, 1 2-storey staff living quarters. and 1 1-storey storage building. The buildings were made of reinforced concrete and glazed concrete roofing.

At present, social conditions of the community where this hospital is located were affected by problem with the arrival of large number of people from outside the community, described by the respondent as moderate impact. The community had moderate level of solidarity and people were helping one another and attended major cultural and charitable activities

occasionally (once every 1-6 months, not more than 5 times/year). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing good living environment. At present, the community's living environment has not been affected by any impact. The respondent mentioned that she had not traveled on roads around U-Tapao International Airport often enough to give an opinion on traffic situations.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to get medical treatment when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There was no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was very satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said she had known about the project through publicity documents/leaflets/posters. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, delivering project information to the home would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said she expected neither positive nor negative impacts. The respondent expressed no worries but said the project may cause impacts on the environment, health and social conditions. The respondent did not expect negative impacts. But that the community may benefit from high positive impact in terms of job opportunities and rise in income at moderate level.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Ban Khlong Bang Phai Subdistrict Health Promotion Hospital

The respondent was 42-year-old Buddhist female Public Health Official Specialist Level of Ban Khlong Bang Phai Subdistrict Health Promotion Hospital, with highest education attainment at bachelor's degree or equivalent. Having been transferred from Ubon Ratchathani Province and been living in the community for 5-10 years, she has held the position in the past 3 years, since she joined this health facility. Based on the interview with Ban Chang District Public Health Office, which was responsible for this health promotion hospital, the health promotion hospital, founded 9 years ago, was staffed with 2 permanent staff, 1 nurse, which made up adequate staff. 25 patients, all of whom outpatients, received healthcare services each day. The hospital consists of 3

buildings: 1 2-storey health facility building, 1 1-storey old building and 1 2-storey staff living quarters. The buildings were made of reinforced concrete and glazed concrete roofing.

At present, social conditions of the community where this hospital is located were affected by problem with the arrival of large number of people from outside the community, described by the respondent as moderate impact. The community had moderate level of solidarity and people were helping one another and attended major cultural and charitable activities occasionally (once every 1-6 months, not more than 5 times/year). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing good living environment. At present, the community's living environment has not been affected by any impact. The respondent mentioned that she had not traveled on roads around U-Tapao International Airport often enough to give an opinion on traffic situations.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services to get medical treatment when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There was no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was very satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said she had known about the project through publicity documents/leaflets/posters. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, delivering project information to the home would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said she expected neither positive nor negative impacts. The respondent expressed no worries but said the project may cause impacts on the environment, health and social conditions. The respondent did not expect negative impacts. But that the community may benefit from high positive impact in terms of job opportunities and rise in income at moderate level.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

Ban Khao Khrok Subdistrict Health Promotion Hospital

The respondent was 46-year-old Buddhist female licensed nurse practitioner of Ban Khao Khrok Subdistrict Health Promotion Hospital, with highest education attainment at bachelor's degree or equivalent. Having lived and worked in the community for 16-20 years, the respondent has held the position for the last 20 years since starting working at this health facility. The respondent declined to reveal her original domicile. Based on the interview with Ban Chang District Public Health Office, which was responsible for this health promotion hospital, the health promotion hospital, founded 37 years ago, was staffed with 3 permanent staff, consisting of 2 nurses and 1 massage therapist. An average of 20 patients, all of whom outpatients, received treatment each day. The health facility consists of 2 buildings: 1 2-storey Ban Khao Khrok Subdistrict Health Promotion Hospital building and 1 1-storey staff living quarters. The buildings have roofing materials made of glazed concrete.

At present, social conditions of the community where this hospital is located were affected by problem with the arrival of large number of people from outside the community, described by the respondent as moderate impact. The community had high level of solidarity and people were helping one another and attended major cultural and charitable activities regularly (once a month). The respondent was contented with the community, (the respondent was asked to check all that apply on this issue) citing good living environment. But was not satisfied with general conditions (the respondent was asked to check all that apply on this issue) citing rising cost of living. At present, the community's living environment has been affected by heavy traffic, which was described as moderate impact. The respondent had traveled on roads around U-Tapao International Airport but was not affected by any impact on travel convenience. The respondent also reported having traveled to U-Tapao International Airport with personal car.

The respondent described the public health services in the community as adequate, no problem with access to healthcare services when people get ill. (respondent was asked to check all that apply on this issue) The main drinking water source is widely available bottled water and main source of water used for general cleaning in the household is tap water. There is no problem with the quality and quantity of drinking water and tap water. For waste disposal, the local agencies (SAO) collect garbage for disposal. The respondent said she was moderately satisfied with the surrounding environment.

On awareness of project information (respondent was asked to check all that apply), the respondent said she had known about the project through project staff/RTN personnel and publicity documents/leaflets/posters. The respondent said publicity and dissemination of project information was needed as people would like to find out more and want to be kept up to date on the latest progress status of the studies of the project. According to the respondent, delivery of project documents to the home would be the most suitable method.

Asked to comment on the construction phase of the project, the respondent said she expected neither positive nor negative impacts. As for the operation phase of the project, the respondent said she expected neither positive nor negative impacts. The respondent expressed no worries but said the project may cause impacts on the environment, health and social conditions. The respondent did not expect either positive or negative impacts.

Asked to comment on the draft environmental and health impact prevention and resolution measures on 8 key issues in the construction phase of the project, the respondent said the measures had adequate coverage. Asked about the draft measures on 9 key issues in the operation phase of the project, the respondent also said they had adequate coverage. Asked to give an opinion on the overall draft environmental and health impact prevention and resolution measures, the respondent said they had adequate coverage both during the construction phase and operation phase of the project. The respondent offered no other suggestion on the matter.

(5) Community leader group

Socioeconomic survey of 26 community leaders in the areas that fall within noise contour areas. As Rinsiri 3 and Rinsiri 4 housing estates were still under the management of the same real estate developer, the number of samples totaled 25. Details as shown in **Table 4.6-48**

Table 4.6-48 Results of the Survey of Community Leaders in affected areas that fall within the Noise Contour Areas

Sequence No.	Village, housing estate/community list	Position of the leader	Distance from project area (km)
NEF \geq 40 area			
1	Village No. 3, Ban Sa Kaeo, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Village head *	1.87
2	Village No. 4, Ban Khlong Bang Phai, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Kamnan of Sam Nak Thon Subdistrict *	1.32
NEF 30 \geq 40 area			
3	Village No. 1, Ban Sam Nak Thon, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Village head *	6.45
4	Sam Nak Thon 1 Community, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Community chairperson	6.53
5	Sam Nak Thon 2 Community, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Community chairperson	6.21
6	Sam Nak Thon 3 Community, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Community chairperson	6.77
7	Rinsiri 3 Housing Estate, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Name of Developer (Project Owner) **	2.31
8	Rinsiri 4 Housing Estate, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Name of Developer (Project Owner) **	2.53
9	Village No. 2, Ban Chak Mak, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Village head *	9.81
10	Sa Kaeo 1 Community, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Community chairperson	3.59
11	Sa Kaeo 2 Community, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Community chairperson	2.61

Table 4.6-48 Results of the Survey of Community Leaders in affected areas that fall within the Noise Contour Areas

Sequence No.	Village, housing estate/community list	Position of the leader	Distance from project area (km)
12	Chaiyapruet Ville Housing Estate, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Chairperson of the housing estate	2.39
13	Punyapat Housing Estate, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Chairperson of the housing estate	3.08
14	Village No. 5, Ban Yai Ra, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Village head *	5.13
15	Village No. 6, Ban Khao Khrok, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Village head *	4.40
16	Khao Khrok 1 Community, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Community chairperson	4.77
17	Khao Khrok 2 Community, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Community chairperson	4.64
18	Village No. 7, Ban Nong Takhian, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Village head *	9.28
19	Village No. 8, Ban Cherng Khao, Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province	Village head *	1.88
20	Eastern Community – Nong Muang, Phala Subdistrict, Ban Chang District, Rayong Province	Community chairperson	1.12
21	Village No. 1, Ban Phlu Ta Luang, Phlu Ta Luang Subdistrict, Sattahip District, Chonburi Province	Kamnan of Phlu Ta Luang Subdistrict	2.94
22	Village No. 5, Ban Khao Bai Si, Phlu Ta Luang Subdistrict, Sattahip District, Chonburi Province	Village head *	3.01
23	Village No. 8, Ban Thung Lahan, Huai Yai Subdistrict, Bang Lamung District, Chonburi Province	Kamnan of Huai Yai Subdistrict	12.28
24	Village No. 11, Ban Map Fakthong, Huai Yai Subdistrict, Bang Lamung District, Chonburi Province	Village head *	8.00
25	Village No. 13, Ban Nong Pakkut, Huai Yai Subdistrict, Bang Lamung District, Chonburi Province	Village head *	10.64
26	Map Fakthong Community, Huai Yai Subdistrict, Bang Lamung District, Chonburi Province	Community chairperson	11.68

Note: * With area under jurisdiction affected in NEF \geq 40 and in the NEF 30 – 40 areas

** Rinsiri 3 Housing Estate and Rinsiri 4 Housing Estate still had no chairperson, the same developer (project owner) continued to manage the two housing estates

Summary table of socioeconomic survey using questionnaire of community leaders in affected areas that fall within noise contour areas (NEF \geq 40 and NEF 30 – 40 areas) are shown in **Appendix 3–10**.

Section 1 General data of respondents

Gender: 15 male respondents (60.0%) and 10 female respondents (40.0%). Age bracket: over 51-60 years of age, 12 (48.0%), aged 41-50, 6 (24.0%), over 60, 4 (16.0%), aged 31-40, 2 (8.0%), aged 21-30, 1 (4.0%). Religion: Buddhism, 25 (100.0%).

Most of the respondents held positions in the community/village, namely 13 community/village chairperson (52.0%), followed by 12 kamnan/village head (48.0%). Of this, those who have served in current position for less than 5 years totaled 7 (28.0%), followed by those having served between 11-15 years, 6 (24.0%), between 5-10 years, 4 (16.0%), between 16-20 years, 4 (16.0%), more than 20 years, 3 (12.0%) and for unspecified period 1 (4.0%).

Highest education attainment: 10 (40.0%) high school/vocational certificate, 5 (20.0%) associate degree/high vocational certificate, 3 (12.0%) secondary school, 3 (12.0%) bachelor's degree or equivalent, 2 (8.0%) completed primary school, 1 (4.0%) postgraduate and 1 (4.0%) unspecified.

The principal occupation of the respondents: private business, 6 (24.0%), farmer, 6 (24.0%), trader, 4 (16.0%), private company employee, 2 (8.0%), general labor, 2 (8.0%), government pensioner, 2 (8.0%), unpaid worker/housewife, 2 (8.0%), and fishery/aquaculture, 1 (4.0%).

The respondents who have lived in their respective communities for more than 20 years totaled 15 (60.0%), followed by 6 who lived for 5-10 years (24.0%) and 6 who lived for 11-15 years (24.0%), 16-20 years, 2 (8.0%). Reasons for moving to live and work in the community: (respondents was asked to check all that apply on this issue) change of career, job was cited by 6 (66.6%), following family or spouse here by 2 (16.7%), transferred to take government job by 2 (16.7%), relocated here following land expropriation for airport by 2 (16.7%). When asked about likelihood of relocating elsewhere, most of the respondents, 24 (96.0%) said they would not move out, reasoning that they had a job or family in the community, etc., while 1 (4.0%) said he/she was undecided, depending on economic situation.

Section 2 Demographic Data and Community Relations

On the number of households in the study area, there were 643 households. Of this 549 were officially registered and 94 unregistered households. Natives accounted for 83.0% of total population, and people who have moved in accounted for 17.0%. On religion: 98.7% identified as Buddhist, 1.0% Christian, and 0.3% Muslim.

The average community has been established for 34.2 years, with 12 (48.0%) communities characterized as suburban, followed by 5 (20.0%) housing estate, 4 (16.0%) municipal housing, 3 (12.0%) slum community, and 1 (4.0%) low-cost housing.

On social harmony in the community, 13 respondents (52.0%) rated as moderate, 12 (48.0%) described as good. 19 respondents (76.0%) said people help and support one another, 4 (16.0%) said they participated in cultural and charitable activities every once in a while, while 2 (8.0%). On how likely members of the community cooperate to help resolve common problems, 14 (56.0%) said people occasionally cooperated depending on issues, 10 (40.0%) said people were willing to work together to solve problems, while 1 (4.0%) said people rarely cooperated.

22 respondents (96.0%) said their communities held regular meetings, while 1 (4.0%) said his/her community did not. 21 respondents (84.0%) indicated that their communities got

organized as committees, while 4 (16.0%) said theirs did not get organized. The top 3 organization types set up by the communities were: committee for the management of occupation/livelihood promotion fund cited by 16 respondents (29.1%), committee for the management of fund to financially support farmers, 10 (18.2%), and committee for the management of funds for women empowerment and other community development projects, 7 (12.7%).

On changes in their respective communities’ living environment over the past 10 years: drastic change was described by 15 respondents (60.0%), moderate change by 7 (28.0%), and slight change by 3 (12.0%). Asked to name top 3 changes: road improvement cited by 10 (22.2%), new buildings by 8 (20.5%) and economic growth at community level by 6 (8.4%). Asked about top 3 causes of such changes: economic growth was named by 19 (36.6%), followed by better management 14 (25.9%) and population growth 10 (18.5%).

Section 3 Current Social and Environmental Data

Social issues: The 25 community leaders indicated that the top 3 social issues that had the biggest impact to their respective communities were: illicit drugs (92.0%) causing moderate impact (36.0%), low impact (32.0%) and high impact (24.0%). Electricity supply (88.0%) causing moderate impact (44.0%) low impact (36.0%), and high impact (8.0%). Unemployment/job loss (76.0%) causing moderate impact (28.0%), high impact (16.0%), low impact (16.0%) and least impact (16.0%). Details as shown in **Table 4.6-49** Current data on social impacts

Table 4.6-49 Current data on social impacts in the areas overseen by respondents who were community leaders

Social issues	Not affected (percentage)	Affected (percentage)	Level of impact (percentage)				
			Least	Low	Moderate	High	Highest
Public utility services							
- Electricity	12.0	88.0	0.0	36.0	44.0	8.0	0.0
- Tap water	36.0	64.0	8.0	40.0	16.0	0.0	0.0
Life and property safety							
- Illicit drugs	8.0	92.0	0.0	32.0	36.0	24.0	0.0
- Theft, such as burglary	84.0	16.0	4.0	8.0	4.0	0.0	0.0
- Physical violence, such as quarrel	88.0	12.0	0.0	12.0	0.0	0.0	0.0
Crowdedness/satisfaction with community	96.0	4.0	0.0	0.0	4.0	0.0	0.0
Social fabric/social harmony	60.0	40.0	0.0	20.0	20.0	0.0	0.0
Unemployment/job loss	24.0	76.0	16.0	16.0	28.0	16.0	0.0
Influx of people from outside the community	32.0	68.0	0.0	12.0	44.0	12.0	0.0

Environmental Issues: At present, in the area of community that the respondents were responsible for, it was found that the 3 most serious environmental impact issues were dust/soot/smoke (98.0%) caused by traffic/vehicles, causing moderate impact (56.0%), low impact (16.0%), high impact (16.0%), and highest impact (4.0%). Impact to traffic conditions (56.0%) caused by heavy traffic and poor road conditions, causing low impact (28.0%), moderate impact (24.0%), and

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Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources,

Environmental Quality, Health, Sanitation, and the Quality of Life of People in the Community

Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang, Rayong Province

least impact (4.0%). Noise issue (56.0) caused by aircraft, causing low impact (36.0%), moderate (12.0%) high impact (4.0%) and highest impact (4.0%). Details as shown in **Table 4.6-50**

Table 4.6-50 Current data on social impacts in the areas overseen by respondents who were community leaders

Environmental Issues	Not affected (percent age)	Affected (percent age)	Level of impact (percentage)				
			Least	Low	Moderate	High	Highest
1. Noise	44.0	56.00	0.0	36.0	12.0	4.0	4.0
2. Dust/soot and smoke	2.0	98.0	0.0	16.0	56.0	16.0	4.0
3. Solid waste/waste	72.0	28.0	0.0	28.0	0.0	0.0	0.0
4. Foul smelling water source	100.0	0.0	0.0	0.0	0.0	0.0	0.0
5. Drainage/floodwater	80.0	20.0	0.0	12.0	8.0	0.0	0.0
6. Traffic conditions	44.0	56.0	4.0	28.0	24.0	0.0	0.0
7. Odor	100.0	0.0	0.0	0.0	0.0	0.0	0.0
8. Drinking water-tap water shortage	100.0	0.0	0.0	0.0	0.0	0.0	0.0
9. Vibration	100.0	0.0	0.0	0.0	0.0	0.0	0.0

24 respondents (96.0%) reported having traveled on the roads around U-Tapao International Airport while 1 (4.0%) never did. Of those who had experience traveling around U-Tapao International Airport, 18 (72.0%) reported no impact on their travel convenience, 6 (24.0%) reported low impact and 1 (4.0%) indicated moderate impact. Asked to be specific on impact, 4 (57.1%) said inconvenience to use the airport, followed by traffic congestion named by 2 (28.6%), and travel inconvenience by 1 (14.3%).

Among respondents, 15 (60.0%) indicated they had never air travel at U-Tapao International Airport and 10 (40.0%) had.

Section 4 Public Health Data

Public health services in the respective areas of respondents were rated adequate by 21 (84.0%) and insufficient by 4 (16.0%). Most respondents, 23 (92.0%) reported never having any problem accessing healthcare services, while 2 (8.0%) indicated some problem. All 25 respondents (100.0%) said when they became ill, they would seek medical treatment at government hospital.

Sources of drinking water in the community were widely available bottled water according to 17 respondents (68.0%), 7 (28.0%) vending machines, and 1 (4.0%) reported drinking tap water. All indicated that there was no problem with supply of drinking water. For general cleaning in the household, 22 respondents (88.0%) said they used tap water and 3 (12.0%) said they use water from artesian well. All reported having no problem with water supply for general cleaning.

All 25 respondents (100.0%) said they placed their solid waste in containers provided by subdistrict administrative organization, or municipality, which collect the waste for disposal. 24 of respondents (96.0%) said they were moderately satisfied with living environment of their community, while 1 (4.0%) said he/she was very satisfied.

Section 5 Awareness of Information and Public Relations

Awareness of project information: 25 respondents (100.0%) said they had received project information from the top 3 sources: 1st public hearing on 4 July 2019 at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong cited by 26 (37.1%), from local administrative organizations cited by 14 (20.0%), project staff/RTN personnel, 11 (15.7%). All 25 respondents (100.0%) said there is a need to implement additional dissemination of project information/public relations activities.

Additional information that respondents needed: Respondents were asked to check all that apply on this matter: 19 respondents (76.0%) said they would like to learn more about progress status of the project’s studies, 6 (24.0%) wanted to know more about public participation activities.

On appropriate format or method for publicizing project information: (respondents were asked to check all that apply) 24 respondents (96.0%) preferred attending meetings, 1 (4.0%) wanted project information sent through community leaders.

Opinions of respondents on the development of the project: In a survey using questionnaire, community leaders of areas that fall within the noise contour areas, totaled 25 respondents. Of this 19 (76.0%) said they agreed with the overall development of the project, while 6 (24.0%) offered no comment, saying they had not had enough detailed project information and would like to find out more, as shown in **Figure 4.6-32**

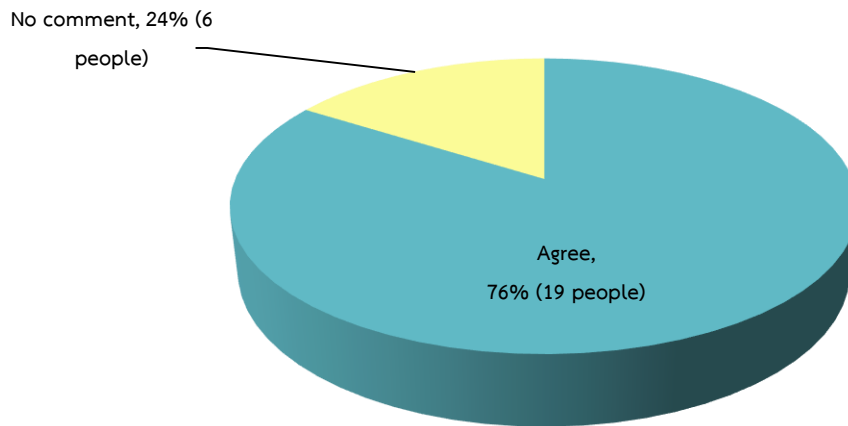


Figure 4.6-32 Opinions about the development of the project as told by community leaders

Section 6 Opinions and Feedback to the Project

The opinions on the project during the construction phase and operation phase are shown in **Table 4.6-51**

Table 4.6-51 Opinions on the Project in Construction Phase and Operation Phase of Respondents Who were Community Leaders

Impact issues	Construction phase				Operation Phase			
	Positive		Negative		Positive		Negative	
	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage	Quantity (Respondent)	Percentage
1.Economic (Positive: employment, income distribution, growth, trade, tourism promotion, investment, air transportation, career, income growth, businesses in community, trade in construction materials, local tax revenue. Negative: travel inconvenience, waste of fuel from traffic congestion).	1	4.0	0	0.0	14	37.8	0	0.0
2.Social (Positive: working in the local area, more time to spend with family, social change, less travel time, travel safety. Negative: lifestyle change, unable to use existing roads, arrival of workers from outside could bring crime problems).	0	0.0	1	20.0	10	27.0	1	6.7
3.Environmental (Positive: utilization of previously neglected areas, improve land use, traffic, transportation, energy saving. Negative: wastewater, flooding, traffic congestion, dust, road damage, hauling of construction materials, more accidents from increased transportation and higher traffic volumes, impacts from noise, fumes from emissions, consumption of water, electricity, generation of waste, impact on nature view).	0	0.0	4	80.0	1	2.7	10	66.7
4.Health (Positive: new medical facilities offering wide choice of healthcare services as community grows. Negative: loss of hearing, stress, anxiety, sleeplessness, headache, allergies).	0	0.0	0	0.0	12	32.4	3	20.0
5.No comments	0	0.0	0	0.0	0	0.0	1	6.7
Total	1	4.0	5	100.0	37	100.0	15	100.0

Opinions on the draft environmental and health impact prevention and resolution measures in the construction phase and operation phase are as follows:

Construction phase

The opinions on the adequacy of the draft environmental impact prevention and resolution measures in addressing main impacts of the project in the construction phase as detailed in **Table 4.6-52**

All 25 respondents (100%) stated that the draft measures had adequate coverage for noise, vibration, air quality (dust), surface water/sea water/marine ecology, terrain ecology, waste management, transportation, economic, social, and public health (health).

Table 4.6-52 Opinion on Draft Environmental Impact Prevention and Resolution Measures in the Construction Phase of Respondents Who Were Community Leaders

Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
1. Noise and vibration	25	100.0	0	0.0	0	0.0	25	100.0
2. Air quality (dust)	25	100.0	0	0.0	0	0.0	25	100.0
3. Surface water quality/marine water/water ecology	25	100.0	0	0.0	0	0.0	25	100.0
4. Terrain Ecology	25	100.0	0	0.0	0	0.0	25	100.0
5. Waste management	25	100.0	0	0.0	0	0.0	25	100.0
6. Transportation	25	100.0	0	0.0	0	0.0	25	100.0
7. Economic and social	25	100.0	0	0.0	0	0.0	25	100.0
8. Public Health (Health)	25	100.0	0	0.0	0	0.0	25	100.0

Operation Phase

Opinions on the adequacy of the draft environmental impact prevention and resolution measures in addressing the main impacts of the project in the operation phase, as detailed in **Table 4.6-53**, summarized as follows:

All 354 respondents (100%) stated that the draft measures had adequate coverage for noise, vibration, air quality (dust), surface water/seawater/marine ecology, terrain ecology, waste management, transportation, economic, social, and public health (health).

Table 4.6-53 Opinions on Draft Environmental Impact Prevention and Resolution Measures in the Operation Phase of Respondents Who Were Community Leaders

Environmental impact prevention and resolution measures	Adequate		Inadequate		No comment		Total	
	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage	Respondent	Percentage
1. Noise and vibration	25	100.0	0	0.0	0	0.0	25	100.0

2. Air quality (emissions and volatile organic substances)	25	100.0	0	0.0	0	0.0	25	100.0
3. Surface water quality/marine water/water ecology	25	100.0	0	0.0	0	0.0	25	100.0
4. Terrain Ecology	25	100.0	0	0.0	0	0.0	25	100.0
5. Waste management	25	100.0	0	0.0	0	0.0	25	100.0
6. Transportation	25	100.0	0	0.0	0	0.0	25	100.0
7. Economic and social	25	100.0	0	0.0	0	0.0	25	100.0
8. Property relocation and replacement	25	100.0	0	0.0	0	0.0	25	100.0
9. Public Health (Health)	25	100.0	0	0.0	0	0.0	25	100.0

When the respondents were asked about their concerns with the project, 13 (52.0%) expressed moderate concerns, followed by 8 persons (32.0%) who said they had no worries, and 2 (8.0%) who said they were slightly worried and 2 (8.0%) who was highly anxious.

Opinions on the overall draft measures: 24 (96.0%) community leaders in affected areas that fall within the noise contour areas indicated that the draft measures had adequate coverage, 1 (4.0%) was undecided/offered no comment. Details are shown in **Table 4.6-54** and **Table 4.6-33**

Table 4.6-54 Opinions on the Overall Draft Environmental and Health Impact Prevention and Resolution Measures in the Construction Phase and Operation Phase of Respondents Who Were Community Leaders

Opinion	Respondent	Percentage
Adequate	24	96.0
Inadequate	0	0.0
Not sure/no comments	1	4.0
Total	25	100.0

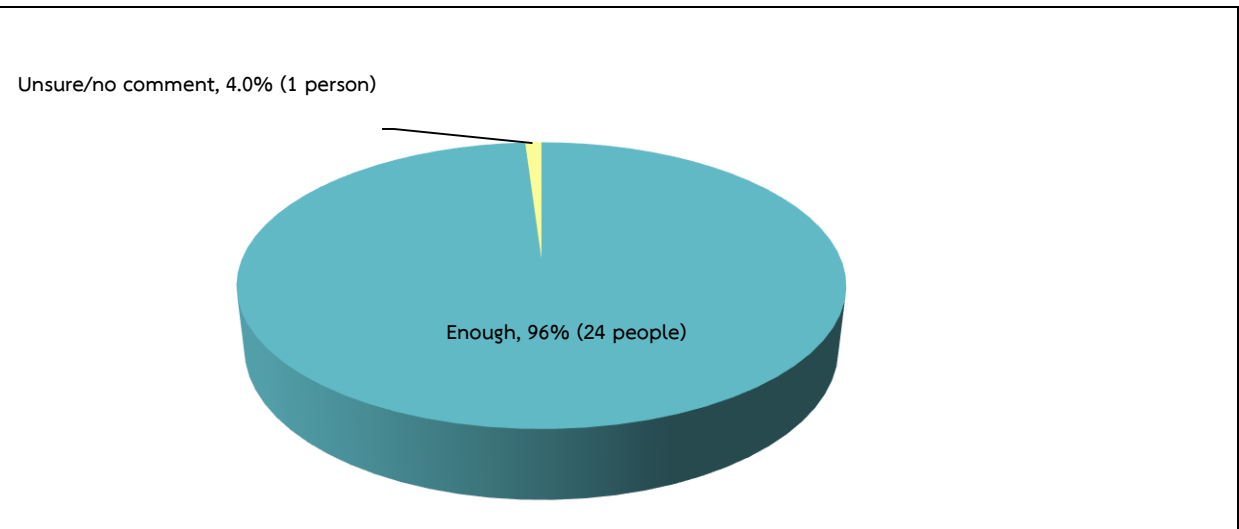


Table 4.6-33 Opinions on the Overall Draft Environmental and Health Impact Prevention and Resolution Measures in the Construction Phase and Operation Phase of Respondents Who Were Community Leaders

Comments can be summarized as key points in each target group as per **Table 4.6-55** (with a symbol ● representing the stakeholder groups that have been asked for comments or feedback on respective issues).

In the presentation of detailed project information, with preliminary results and assessment of environmental and health impacts, including draft environmental and health measures of the project from the public survey by questionnaire which representatives from the project and consulting company separately summarized the opinions of the 4 small-boat fishing groups, affected persons in the NEF 30-40 area, and the affected groups in the NEF ≥ 40 area. Environmental measures have been created to address the issues, opinions and suggestions provided as detailed in **Table 4.6-56** and **Table 4.6-57** respectively, and clarification and information relevant to issues and questions raised have been provided as detailed in **Table 4.6-58** The issues raised in the opinions and feedback have been taken into account and used as input for the preparation of the draft environmental and health impact assessment report already.

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

Questions, comments, and suggestions	Target group (In-depth interview)							Target group (group meeting/group discussion)						Target group Opinion Survey with Questionnaire				
	Administrative agencies	Environment, marine resources, forestry	Health and social development	Safety and transportation	Fisheries	Tourism Travel	Study and religion	Leaders and residents	Traditional fisheries	Health volunteer	Civil defense volunteer	Affected persons in NEF ≥ 40 area	Affected persons in NEF 30 - 40 area	Households in NEF ≥ 40	Households in NEF 30-40	Households in NEF30 area extending to the study area perimeter	Sensitive area	Community leaders who lived in the noise contour area
1. Project details																		
1.1 Propose that the project provides access to entrances and exits on Sukhumvit Road to ensure convenience when the airport became operational as commercial service airport.	•		•			•	•					•	•					
1.2 Install additional traffic signs pointing to entrance of airport. The airport management agency will coordinate with and seek permission from the Department of Highways.				•														
1.3 Propose that the project shall notify the Department of Public Works and Town & Country Planning of activities to be carried out in the project area and surrounding area, information on the noise contour areas, air safety zone,	•	•	•	•			•											

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

Questions, comments, and suggestions	Target group (In-depth interview)							Target group (group meeting/group discussion)					Target group Opinion Survey with Questionnaire					
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for inclusion in the integrated Town and Country Planning.																		
1.4 Define air safety zone and how to enforce it.	•	•	•								•	•						
1.5 Rayong Rural Highway District, which is planning road networks around U-Tapao International Airport, needs expert advice to design them appropriately.				•														
1.6 The airport's name should match the current name, and such name should be used consistently in all documents.				•														
1.7 Propose to step up preparedness in terms of public utilities, electricity, tap water, waste and wastewater management in anticipation of the development of the project that is taking place.	•	•	•	•		•	•	•	•		•	•						

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1.8 How the project plans to link up with the mass transit systems?	●			●			●											
1.9 How is the scope of study areas determined under what criteria and principles? Is there international standards or best practices on this matter?		●	●				●				●	●						
1.10 Will the construction of the runways require THAI repair station to be dismantled?				●				●										
1.11 Propose that the project review the rationale and justification for development of U-Tapao International Airport.								●										
1.12 The project must be reviewed by the National Environmental Board or not?								●										
1.13 Which agency is the owner and/or responsible for the management of this project?			●					●										

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

Questions, comments, and suggestions	Target group (In-depth interview)							Target group (group meeting/group discussion)					Target group Opinion Survey with Questionnaire					
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1.14 When will the project construction start?			●								●	●						
1.15 In the future, how many flights and routes and what types of aircraft will U-Tapao International Airport be able to accommodate?			●								●	●						
1.16 What are the projections of flights based on each stages of the development under the master plan? The current development is at what stage of the project development?											●	●						
1.17 What is the rationale for determining the Runway 1 and Runway 2 clearance at 1,140 meters, and in accordance with what standard?							●	●			●	●						
1.18 Propose to relocate Runway 2, repair station and all other activities to the left side of											●	●						

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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Runway 1 so as to prevent impacts from spilling out of the military area into populated areas.																		
1.19 Please provide information on the management and distribution of flights between Runway 1 and Runway 2.							•				•	•						
1.20 Propose to fill up the sea for airport construction to minimize impacts on people.							•				•	•						
1.21 Where does the project source the soil for filling? Please make sure no one use soil sources? Please make sure no one steals top soil from people.		•																
1.22 What are guideline to control birds in the airport project area?				•														

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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1.23 Is the information being presented by the project truthful?											●	●						
1.24 We agree that this is a good project. Our country should be further developed.	●	●	●	●			●											
1.25 Does the project restrict entry for fishing and how much distance is required for restricted zones. Fishermen in the area have been fishing for squids using light lures, which may interfere with the takeoffs and landings of aircraft.					●													
1.26 The positive effects for tourism: Tourists may soon find out that it may be more convenient to board flights from the smaller U-Tapao as it will be less chaotic than the main airport at Suvarnabhumi.						●												

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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1.27 Please take into consideration that rising sea level from climate change could impact the airport.						•												

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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1.28 Please consider the concept of green airport, by adding green areas inside the airport terminals as well as to beautify the place with landscaping around the airport, to promote alternative energies.							•											
1.29 Please consider architectural concept to showcase the uniqueness of the East.							•											
2. Environmental Impact Assessment																		
2.1 What are the impact issues of this project? Does the study cover all activities both in the construction phase and in the operation phase?	•		•					•			•	•						
2.2 Propose that the project determines measurement locations at appropriate intervals and cover all sensitive			•					•			•	•						

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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areas likely to be affected by impacts.																		

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

Questions, comments, and suggestions	Target group (In-depth interview)							Target group (group meeting/group discussion)					Target group Opinion Survey with Questionnaire					
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2.3 The proposed measures are complete and have good coverage of issues. The only concern that we have is the project may not implement all of the measures. How will the project control construction contractors to make sure they implement those measures? What is the project to do if the contractors fail to implement measures? We would also want the project to take responsibility for environmental impacts that may arise after the completion of construction, such as waste management and drainage systems, etc.	•	•	•				•	•	•	•	•	•		•	•	•		
2.4 After the project has been approved, how do we monitor implementation of measures?							•											

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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2.5 We would like to propose measures requiring contractors to take responsibility for damage caused to roads and increase in road accidents, etc. during the construction phase.	•		•															
2.6 How will the final assessment of VOCs and Noise impacts be altered and due to what factors?			•															

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

Questions, comments, and suggestions	Target group (In-depth interview)							Target group (group meeting/group discussion)					Target group Opinion Survey with Questionnaire					
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2.7 Has the project conducted marine survey? If not, we would like the project to conduct marine environmental impact assessment as many people in the area are engaged in fishing.									•	•								
2.8 The assessment of transportation impacts should start with sources of construction materials outside the study area of the project.		•																
2.9 We would like to propose that the project clarify results of the assessment of the value of resource utilization by humans and its contribution to quality of life along with land use in economic terms as well as water use and how to make assessment.											•	•						

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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2.10 We would like to propose that the project set up a tripartite committee to monitor impacts of the project.								•										
2.11 We would like to propose public to participate in monitoring the implementation of the measures by construction contractor.	•	•						•			•	•						
2.12 Propose compensation payment for flying after midnight.											•	•						
2.13 Does the aircraft takeoffs and landings interfere with TV broadcast signals?							•	•										
2.14 Propose that the project inform the public on results of noise and vibration measurements.								•			•	•						
2.15 Propose the project must be implemented with utmost care														•	•			

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

Questions, comments, and suggestions	Target group (In-depth interview)							Target group (group meeting/group discussion)					Target group Opinion Survey with Questionnaire					
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during the construction phase and operation phase to minimize impacts.																		
3. Noise and vibration levels																		
3.1 Has the results of the noise impact study been brought to the attention of the EECO?								•										
3.2 What is the NEF value? What instruments were used to measure it? Can NEF value be converted to decibel so it can be readily understood by the public?								•			•	•						
3.3 Does the project use data from the Department of Environmental Quality Promotion's study on the management of noise pollution problems from aircraft to prepare for its study?											•	•						

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

Questions, comments, and suggestions	Target group (In-depth interview)							Target group (group meeting/group discussion)					Target group Opinion Survey with Questionnaire					
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3.4 Provide the public with knowledge and understanding of air safety zone.			•	•				•										
3.5 Having read about the determination of noise control area, it looks like the emphasis was given to Runway 1. Does the study and determination of noise contour area also cover Runway 2 or not?								•				•	•					
3.6 What areas fall within the noise contour areas, and what are the combined size of those areas?	•		•					•		•	•	•	•					
3.7 What are the practical guidelines for sensitive areas (school, medical facilities, and religious facilities) affected by the noise and vibration from the aircraft?	•		•					•		•		•	•					

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3.8 If my house is not in the noise contour area, but is somehow impacted by the noise, and if in the future the noise impact becomes more intense, what measures can the project take to take care of this problem?			●								●	●						
3.9 What measures will the project take to remedy noise impact on affected people?			●								●	●	●	●				

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3.10 During the construction phase, the level of noise generated by construction activities at the airport should be monitored and measured.			•								•	•	•				
3.11 Has the project conduct a survey of cave organisms as well? I am afraid that airplane noise will affect bats and other animals. Please coordinate with the forestry authorities as well.		•															
3.12 What tools are used to calculate the NEF values in running the noise models? What data is imported?		•					•				•	•					
3.13 Does the calculation of NEF values include government flights as those are very loud?							•		•		•	•					
3.14 Is the NEF calculation conducted in the event of an							•				•	•					

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irregular flight patterns and in the case of hovering?																		
3.15 Does the project evaluate the noise impact of high speed railway and motorway projects as well?						•					•	•						

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3.16 We propose the installation of automatic air quality and noise measurement systems and provide members of the public to access real-time measurements.			•								•	•	•					
3.17 Please provide the current noise measurement locations and the measurement results.			•								•	•						
3.18 We would like to know whether aircraft make more noise while taking off or while landing.											•	•						
3.19 How does the noise contour area in the sea affect marine life?				•		•		•										
3.20 What is the noise level that does not harm human health allowable under the law?											•	•						

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3.21 Is the noise contour areas presented by the project considered final?							•				•	•						
3.22 How does the project address the impact of noise and vibration?			•				•				•	•					•	
3.23 I have been affected by impact from hovering aircraft awaiting permission to land.							•				•	•						

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3.24 Ban Chang Subdistrict Municipality has asked the project to provide the information regarding noise contour area so that the municipality can make appropriate area development plan in line with the EEC strategies to develop smart city and eastern aviation city.			•															
4. Air quality																		
4.1 What fuel does the plane use? If in the future, the number of flights increases, will this lead to more serious impacts on people in the area, such fumes from aircraft exhaust emissions?			•	•								•	•					
4.2 We would like to ask the project to create measures to mitigate the impacts of dust on the communities both at the	•		•					•		•				•			•	

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construction phase and operation phase.																		
4.3 Has there been any air quality models? What are the values of inputs such as TSP of PM _{2.5} and Total VOCs?			●							●	●	●	●					
4.4 I would like to propose a review of the index and frequency used in air quality measurements.			●															
4.5 Which agency is responsible for measuring the air quality of the project?									●									
4.6 I would like to propose planting trees in the Offer to plant trees in the buffer zone.		●																
5.. Surface water quality/seawater/marine ecology																		
5.1 Aircraft tire debris may affect aquatic animals in the ocean. What measures will the project take to prevent this?		●																

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5.2 Could you please provide methods and results of the sea water quality and marine ecology measurements of the project?			•		•													
5.3 What is the distance from the end of the runway to the ocean?																		
5.4 Regarding surface water quality measurements: Does the survey also cover areas where industrial effluent discharge originates, such as factories or places of businesses?			•															
5.5 Does U-Tapao International Airport currently release wastewater into Bang Phai Canal, which is a main water source for military units and surrounding communities?										•								

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5.6 Results of surface water quality measurements at Bang Phai Canal turned out to be of poor quality. What does the project plan to do about it?		●	●															
5.7 Has the project planned for rainwater runoff? Is there a rainwater runoff management system to keep rainwater under control before releasing it into the outside environment?		●	●							●								
5.8 The project areas are huge and that could obstruct and disrupt naturally-occurred water channels.		●																
5.9 Please take into consideration sediment spill and siltation that could affect fisheries and change the direction of the water streams.			●															

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5.10 Seawater quality measurements could lead to discovery of heavy metals, such as arsenic and manganese released from mineral vein deposits.			•															

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6. Waste management																		
6.1 How does the project assess wastewater from workers, since there is currently no construction company?			•															
6.2 How is the project going to manage waste, wastewater from toilets of workers' living quarters outside the airport?	•	•	•	•														
6.3 What measures the project will take to control the management of infectious waste from workers' living quarters?			•															
6.4 How is the project going to manage wastewater from the airport in the construction phase and the operation phase?		•	•		•				•	•								

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6.5 I would like to propose correct waste disposal area within the area.	●		●														●	
6.6 What measures the project is going to take to address public concerns about illegal dumping of waste and waste products on public land?		●					●			●								
6.7 The airport development generates a lot of waste. We would like to know about segregation, transport and disposal of waste as the area is already experiencing problems in waste management.	●	●	●		●		●		●	●	●							
6.8 Which agency is responsible for waste management? In the event that local government agencies are engaged to jointly manage waste, the project must notify	●		●				●											

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local agencies and seek prior consent.																		
6.9 I would like to propose that the project launch a public awareness campaign about waste management among local population.			•															
6.10 We are worried that more waste is going to be generated as the number of tourists grow.			•			•												
7. Transportation																		
7.1 Please provide details regarding the road networks and mass transit systems to facilitate travel to and from the airport and around the area. We would like to ask the project to closely coordinate with government agencies involved to ensure good coordination.	•	•	•	•		•				•				•				

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7.2 I would like to suggest that clear traffic signs and symbols be installed on internal roads at the airport, and sufficient parking facilities provided.																		
7.3 We would like to propose that the project create a new access route for hauling of construction materials to minimize impacts on traffic conditions at the current entry-exit point.	•	•	•	•				•			•	•						
7.4 Trucks used for construction must be regularly checked to ensure they are in working order.				•														
7.5 All trucks working on the project must be clearly labeled to indicate project name, telephone numbers and complaint channels as there			•					•										

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will be many construction projects happening at the same time in the area.																		
7.6 The project must create measures to ensure road damaged by transportation of materials of the project are properly repaired and restored in good conditions.	●				●		●		●									

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7.7 Where does the project source its materials from and which routes will be used for transportation? Please avoid hauling materials through populated areas, religious sites, schools and places with congested traffic.	●		●	●	●		●			●								
7.8 During the construction phase, please provide publicity signs informing the public about the transportation routes so that motorists may avoid using them.							●											
7.9 Traffic congestion problems are being caused by several construction projects happening at the same time in the vicinity of the project			●															
7.10 Please avoid hauling materials during rush hours, 6am-	●			●		●	●		●									

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9am/4pm-7pm and public holidays as traffic congestion is already bad.																		
7.11 The project should consider avoid hauling materials through the 10th km marker that intersects Highway 331 in Sattahip, which is a major population center, that already has heavy traffic during rush hours.			•								•	•						

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7.12 Please require all hauling trucks to cover their load with canvas to prevent dust and soil/sand from falling off while in transit to reduce accidents.	•							•		•								
7.13 Provide channels for complaints accessible to members of the public and ensure that complaints are properly handled, leading to resolution of problems.	•							•			•	•						
7.14 Make sure that hauling truck drivers are aware of clearing limits while passing under bridges or overpasses.				•														
7.15 Make sure that hauling trucks are maintained in good working order at all time.								•										
7.16 Which agencies are responsible for monitoring contractors' compliance with				•				•			•	•						

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transportation measures? Do they have the capability or are they determined to enforce those measures and impose penalties on violators?																		
7.17 Please impose measures to control hauling truck weight limits from the source, such as at the quarry offering crushed stone and gravel to prevent road damage due to overloading.				•				•			•	•						•

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7.18 Consider introducing spraying water over areas where dust is being generated by activities during the construction phase, such as at the quarry.				•														
7.19 Install GPS device on hauling trucks to ensure they strictly stay within the speed limits under the law to reduce accidents.	•	•	•	•	•					•	•	•						
7.20 Is there a possibility that the access road at 16th km marker to Phala beach can be improved through landscaping to offer a better view of the airport?										•								
7.21 There is still no plan to develop or upgrade road networks around U-Tapao International Airport under				•														

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supervision of the Chonburi Rural Highway District.																		
7.22 Please consider requiring trucks hauling heavy machinery to operate during the night.																		●

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8. Socioeconomic aspect																		
8.1 Where are construction workers' living quarters located? Please set up workers' living quarters at a distance from populated areas to avoid disturbance and nuisance, such as brawling, gambling, illicit drugs and annoying pets.	•	•	•	•	•			•	•	•	•	•						
8.2 What is the approximate number of workers required for the project? I would like to propose hiring local people instead of foreign workers.	•						•			•							•	
8.3 We would like to propose that the project introduce measures to mitigate impact on fisheries that should be protected as the project is being developed around and security buffer zone is being set up that	•	•	•		•	•	•											

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severely limit the area where fishermen can ply their trade to earn livelihood.																		
8.4 The project should promote education in the local communities by providing scholarships, allowing local students to make field trip to see the airport and to take up internship there.			●				●				●	●	●					
8.5 We would like to suggest that the project sets up a CSR unit in order to reach out to local agencies or people in the area and work with them in community development.									●									

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8.6 The project should initiate activities to take care of communities and traditional fishermen expected to be impacted by the project.		•	•		•			•	•								•	•
8.7 The project should set up funds for the development of airport and communities from the outset. Please clarify how the project is going to manage such funds to deliver concrete results? Activities to be promoted must be clearly defined to ensure real benefits to the communities.	•	•	•	•			•	•		•	•	•	•				•	•
8.8 Representatives of the people sector and local stakeholders must be part of the executive board that manages the development funds.	•		•							•								

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8.9 We would like to propose that proceeds from airport tax should go into the development funds.	•														•			
8.10 Local people want funds to be created to take care of people affected by impacts before the start of the construction of the project.	•						•				•	•						

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8.11 When the development of the project is expected to lead to economic growth at the community level. There will be positive and negative impacts. Good coordination between the project and local agencies will ensure benefits for all sectors.			•															
8.12 This project will benefit the communities by generating income, contributing to economic growth, tourism promotion and education opportunities.	•		•		•	•	•											
8.13 Please allow local tourism operators to set up booths to promote their businesses in the airport.					•	•												
8.14 Please prioritize employment opportunities, improvement of	•	•	•		•		•		•	•	•	•		•				

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quality of life and resilience of local people affected by impacts.																		
8.15 What are the benefits to the public that the development of the project will bring?			•				•				•	•						
8.16 Please consider allowing local people to do businesses in the airport area, such as general trade and local transport.	•		•		•		•				•	•	•					•
8.17 Provide additional measures on conservation of plant species and wildlife.		•																
8.18 Arrival of large number of people from outside community may lead to rapid social change, urbanization that may put a strain on public utilities services which may not be able to keep pace with rising demand leading to shortages.		•																

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8.19 Introduce measures to remedy impacts on the quality of life/emotional distress of people forced to relocate.											•	•	•					
8.20 Economic development must be implemented in parallel to social development.	•		•					•										
8.21 Propose to take preventive measures against influential people monopolizing businesses with the project and cronyism in selection of suppliers.	•							•										
8.22 The project should survey the existing living environment of communities and inform respondents of impacts on the local communities.			•					•			•	•						
8.23 The U-Tapao International Airport should learn from the way people affected by																		•

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impacts from the Suvarnabhumi International Airport were remedied and compensated.																		
8.24 Give priority to people affected by the impact and find appropriate solutions.											●	●		●				●
9. Property relocation and replacement																		
9.1 For people who do not want to move out of the NEF ≥ 40 area, will they be entitled to compensation? Is there a way to allow these people to continue to live where they are?	●						●	●			●	●						
9.2 In the case that Buddhist temples or schools cannot be relocated, the project should consider paying the cost of having air-conditioning systems and sound absorbing materials							●				●	●						

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installed. Can this be a solution to help those affected in the noise contour area?																		
9.3 Please consider fair compensation taking into consideration that the amount of money must be enough for replacement of assets.	•		•				•			•	•	•						
9.4 In the case of houses built without permit or households that are not officially registered, or houses built on non-tradable land use right certificates, like SPK and PBT5, etc., are homeowners who built on such land entitled to compensation and for how much?	•	•	•				•	•			•	•	•					
9.5 If compensation is not initially accepted by homeowners, will they still be able to file for	•									•	•	•						

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compensation claims after they find out that noise impact makes it impossible to continue living there?																		

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9.6 Please clarify measures for compensation for replacement of assets or remedy for people affected by noise impact. Which agency is responsible for this?	•		•								•	•						
9.7 Are owners of properties with no built structures located in noise contour area NEF ≥ 40 entitled to compensation for loss of value of their land on which no buildings will be permitted?												•	•					
9.8 In case of home renovation, what is the guidelines for such activity? Who is going to verify whether such renovation has actually been carried out? Please consider providing additional compensation in case upgrade is required to			•	•														

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replace materials that deteriorate over time.																		
9.9 At present, some people are engaging in land hoarding for commercial and residential purposes. When the project is built what measures will be taken to control construction of new buildings?			•															
9.10 I would like to propose that in determining compensation amounts, the age of buildings must be taken into consideration.		•					•	•	•		•	•						
9.11 Relocation of religious sites, educational institutions and healthcare facilities will require large amounts of budget for compensation and replacement of assets, who is							•				•	•						

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going to be responsible to compensation costs?																		
9.12 Relocating religious sites, educational institutions, and healthcare facilities may cause people in the community to travel farther.							•	•			•	•						
9.13 In case a temple/school is being impacted and needs to be relocated, a new location must be found with sufficient space and in an appropriate area.			•				•		•		•	•						
9.14 When will the project begin to offer compensation and when are residents expected to move out after agreeing to the purchase price offered by the project? I would like to suggest giving people at least 1 year to relocate.							•	•			•	•						

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9.15 The project should maximize the use of the land acquired through expropriation and paid for with compensation.			•	•														
9.16 Regarding remedy for affected people, which agency is responsible for this, where it is located and how to contact the agency? How and with whom should I file complaint if the compensation measures are not implemented in accordance with criteria and methods specified?																		
9.17 Is there a legal guidelines for the determination of compensation amount to be offered to affected areas in NEF>30 and NEF ≥ 40 areas?																		
9.18 When will the compensation fund be set up? What is the																		

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size of the fund? Who manages the fund? When will the compensation payment be considered? How does the compensation process work?																		
9.19 Consider requiring relevant agencies, such as the National Housing Authority and Community Organizations Development Institute, to provide assistance to affected persons who cannot find a new place to live.			•															
9.20 In the case relocation from noise contour areas is required, Rayong Province has set aside areas in 3 districts: Wang Chan, Khao Chamao and Klaeng, for residential purpose.									•									

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9.21 Utilization of land belonging to the Crown Property Bureau is possible. In case of private citizens, they have 3 options to rent land for residential, agriculture or for other purpose. In the case of government agencies, they can apply for land utilization with the Crown Property Bureau under various criteria. For example a temple may be able to request for 6 rai of land while a school or a public health facility is entitled to request the use of land under different criteria.			•															
9.22 Put in place special management in areas where people are affected by impacts from airport construction.														•				•

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9.23 The project should consider compensation packages to cover the NEF 30-40 areas as the level of noise impact is not that different from the impact in the NEF ≥ 40 areas.																		
9.24 The project should add opportunity cost to the compensation offered to affected persons who need to be relocated as the price of land in the area is expected to rise along with new developments that will take place.																		
10. Public Health (Health)																		
10.1 Air quality monitoring and measurement should be conducted in the airport area as part of an effort to find way																		

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to mitigate impact causing respiratory illness.																		
10.2 The project should introduce a project to monitor hearing health of people in the communities affected by noise impact.			•				•	•			•	•						
10.3 The project should introduce additional projects to assess noise impact on the overall health and mental wellbeing of affected people and how to prevent such negative effects.	•		•							•								
10.4 The project should offer health measures commensurate to the level of impacts from the project activities.			•								•	•					•	
10.5 The project should develop a plan to contain the possible spread of diseases from	•		•				•		•	•								

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workers, tourists and unregistered people in the communities as precaution against new diseases/recurrence.																		
10.6 Provide health check up to workers and create workers' dossiers before the start of construction work, and keep them updated once a year.			●							●								
10.7 The project should emphasize preventive actions and vaccinate vulnerable people.	●		●															
10.8 We are worried about the influx of workers and unregistered residents in our community who will compete with local people for public health services.			●				●	●	●							●		
10.9 All workers should be registered officially as residents			●															

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during their stay, so that the government can allocate additional public health budget and human resource to local health facilities.																		
10.10 We are worried about increase in accidents following a rise in traffic volume.			●															

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10.11 The project should establish a system to manage the workers' living quarters to ensure they meet hygienic and sanitation standards. Basic healthcare services should be provided in the workers' living quarters and workers must be trained to ensure cleanliness and to reduce possibility of outbreak of communicable diseases.	•		•															
10.12 The project should introduce measures to care for the mental health of people in the area affected by the project.			•							•								
10.13 Additional health measures should be introduced in coordination with local public health agencies to ensure			•														•	

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effective public health planning.																		
10.14 Provide health check up for local people and keep record of their health status as part of surveillance of impacts and to promote health awareness.		●	●							●								
10.15 We agree with the measures to promote cooperation with public health agencies and the establishment of the funds to remedy affected persons sufficiently and on a sustainable basis.								●		●								

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10.16 Suggest that the EECO promote public health service systems and increase medical personnel numbers and support local budgets to provide support for various future developments.			•	•	•		•				•	•						
10.17 Introduce public health measures with a view to contain the spread of COVID-19 in the local communities.							•											
11. Occupational health and safety																		
11.1 The project should introduce additional measures to prevent, control and respond effectively to any emergency along with rehabilitation plan.		•	•							•				•				
11.2 Local civil defense volunteers are prepared to support materials and equipment as well as manpower for										•								

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emergency management and hold regular drills in coordination with local agencies and agencies operating in the airport area.																		

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11.3 Propose to develop local marine rescue capabilities through training and procurement of equipment and tools.											•							
11.4 Does the project have an emergency plan in case of an aviation accident?			•					•										
11.5 Please provide local authorities with workers' dossiers.				•														•
11.6 The project should develop preparedness for safety by organizing drills according to emergency response plan at regular intervals.	•		•	•						•								
11.7 The project should create measures to ensure safety for transportation of workers.			•	•														
11.8 Make sure public health facilities in the area are			•															

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adequately staffed and well equipped for emergencies.																		
12. Forestry and wildlife																		
12.1 Will the flight paths of aircraft taking off and landing passing over mountains in the area affect the terrain ecology and wildlife or not?	•	•																

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12.2 More trees should be planted to absorb noise from aircraft.		●	●															
12.3 What is the result of survey of current status of forestry and wildlife in the area?		●																
12.4 The project should introduce a project to plant trees to replace designated green areas which are being converted into airport before the construction begins.		●				●												
12.5 What is the purpose of the indigenous bird survey in the airport area?		●																
12.6 Regarding the culling of Asian openbills, how is the project going to manage and what measures will be taken to do it? We are worried about wildlife ecosystems.									●									

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12.7 The project should consider establishing a forest reserve in Khao Khrok Tabak area.		●																
12.8 In a designated forest area of the Land Department, a 1998 Cabinet resolution to provide immunity to encroachers, whose names were listed and who were allowed to stay on in the area.		●																

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12.9 Khao Chi On wildlife breeding center is an area where wild animals are rehabilitated, preserved and bred. Wild animals confiscated from illegal wildlife traders are being rehabilitated at the center. Any disturbance may have serious effect on these animals, especially those sensitive to noise, such as the myna, or disrupting animals nursing their young.		•																
13. Public engagement and public relations																		
13.1 Another meeting should be held to clarify the evaluation of assets, purchase offer and compensation before implementation.											•	•						
13.2 Suggest that the project publicizes various information	•						•						•					•

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	Administrative agencies	Environment, marine resources, forestry	Health and social development	Safety and transportation	Fisheries	Tourism Travel	Study and religion	Leaders and residents	Traditional fisheries	Health volunteer	Civil defense volunteer	Affected persons in NEF ≥ 40 area	Affected persons in NEF 30 - 40 area	Households in NEF ≥ 40	Households in NEF 30-40	Households in NEF30 area extending to the study area perimeter	Sensitive area	Community leaders who lived in the noise contour area
through leaders such as the district chief, subdistrict head, village head, and SAO for further coordination with residents.																		
13.3 The project should implement public relations activities through Line and Facebook as well.				•														
13.4 Meetings should be organized among businesspeople and key local agencies in Rayong, such as PAO, Chamber of Commerce and provincial chapter of Federation of Thai Industries as well.	•																	

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13.5 Establish complaint channels for those affected by the project that is easily accessible to the public and assign persons to handle complaints and resolve issues.		•	•				•				•	•					
13.6 Keep the public informed of what is going to happen from the implementation of the project.	•		•														
13.7 The project should implement public relations campaign aimed at local population in order to address impacts from the project.							•	•	•		•	•					
13.8 The project staff should hold meetings directly with affected persons to ensure they have access to accurate information.									•		•	•					
13.9 A third public hearing should be held in NEF ≥ 40 area,											•						

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targeting people in 4 villages: Village Nos. 3, 4, 6, 8 of Sam Nak Thon Subdistrict.																		
13.10 Give members of the public access to impact assessment report of the project.							•											

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13.11 Deliver copies of report on the 2nd public hearing to the local people to make sure that what the comments and feedback they gave had been taken into consideration.																		
13.12 At the next big meeting, the project should send out sound trucks to announce the invitation to attend such meeting in order to reach out to as many people as possible.																		
13.13 The project should immediately inform local people in case of adverse incident/emergency through various channels.																		
13.14 Any public relations campaign should be carried out in multiple languages given the																		

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considerable presence of expat communities in the area.																		
13.15 Keep the public informed of overall construction plan, including stages of construction and duration of each stage.							•											

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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13.16 Was the 2nd public hearing part of the procedures required by the law or not? What is the progress status and whether those involved have been given prior notice. Did the consulting company distributed relevant information in advance as per the specified timeline or not?											•	•						
13.17 There should be a briefing session to provide information to those who attend public hearing before the meeting begins.											•	•						
13.18 Where will the next meeting take place, whether the questions we asked today will be answered at the next meeting?											•	•						

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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13.19 Can the project make a websites that allow people to post questions and receive answers online?											•	•						
13.20 Have copies of the summary report of the 1st public hearing been delivered or distributed to members of the public for acknowledgement?											•	•						

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13.21 Ban Khong Wanphen Subdistrict Health Promotion Hospital has served as the center for distribution of information regarding the quarry project to local community. We are happy to serve as channel for dissemination of information to the community as well.			•															
13.22 Can I get a telephone number to contact the Navy?												•						
13.23 The project should continually inform the public of progress updates.														•	•	•	•	
14. Additional comments																		
14.1 Can I see the master plan of U-Tapao International Airport?				•							•	•						
14.2 When was the master plan created? What is cost recovery period of the project?											•	•						

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14.3 I would like to have a copy of EHIA report file of the project to be kept as a database.			●															

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14.4 As there are many projects happening all at once and there are several agencies organizing public hearings in this area, can all these projects be integrated into big projects so people can make sense of the overall development of the area and be able to see what kind of impacts on their communities they can expect?	•																	
14.5 A wave barrier should be built that can also be used for aqua breeding as part of the effort to rehabilitate marine resources as Phala is an open-sea area, artificial coral reef may be damaged in the event of a storm or by fishing trawlers.									•									
14.6 Can any lesson be drawn from what happened around the													•					

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Suvarnabhumi International Airport? Are there any study that compare projection of noise levels and the actual noise levels after the airport became operational?																		
14.7 The quarry in Khao Chi Chan area has caused the local people a lot of hardship because it does not implement the measures to prevent or mitigate impact of transportation even though complaints have been lodged against it.	●		●															
14.8 The designation of Rayong, Chonburi and Chachoengsao provinces as special economic zone has resulted in higher land prices.			●															

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

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14.9 For Chonburi people traveling to Suvarnabhumi is more convenient than going to U-Tapao.				•														
14.10 Management in military areas is restricted by security restrictions.				•														
14.11 The general feeling is Rayong Province does not benefit that much from the airport as tourists are likely to go directly to Pattaya – not Rayong.	•																	
14.12 The project should set up a noise impact simulation system so that people who are expected to be impacted by noise impact from aircraft in noise contour areas NEF30 and NEF40 can experience the kind of noise impact to decide for themselves whether they are												•						

Table 4.6-55 Key Issues raised in the questions, comments and suggestions according to each target group based on in-depth interview at the group meeting/discussion and opinion survey using questionnaires

Questions, comments, and suggestions	Target group (In-depth interview)							Target group (group meeting/group discussion)					Target group Opinion Survey with Questionnaire					
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going to be able to tolerate and live with the impact.																		

Table 4.6-56 Opinions and suggestions of fishing groups from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
1. Project details	
What is the rationale for determining the Runway 1 and Runway 2 clearance of 1,140 meters, and in accordance with what standard?	The project determined that clearance of 1,140-meter between runways was the most appropriate in avoiding flight obstacle posed by Khao Khrok Tabak and the reduction of the height of the Motorway 7. According to the government review by the EECO in the 4 October 2018 resolution, determining the clearance of 1,140 meters between runways in U-Tapao International Airport development plan.
Does the project restrict entry for fishing and how much distance is required for restricted zones? Fishermen in the area have been fishing for squids using light lures, which may interfere with the takeoffs and landings of aircraft.	The project does not impose any restricted zone in addition to what has previously been determined.
2. Environmental impacts	
Has the project conducted marine survey? If not, we would like the project to conduct marine environmental impact assessment as many people in the area are engaged in fishing.	The project measured seawater quality and surveyed marine ecology, phytoplankton, zooplankton and benthos at 6 stations, covering areas likely to be impacted by the project and will conduct further assessment of impacts on marine ecology.
3. Noise and vibration levels	
How does the noise contour area in the sea affect marine life?	<p>- Noise is a form of wave energy. When passing through water, the energy dissipates. In conclusion,</p> <ul style="list-style-type: none"> ● The noise from aircraft has less impact than noise generated by ships. ● The international standard for underwater noise refers to Guidelines from the IMO* for the reduction of underwater noise from commercial shipping. <p>Reference: https://wildwhales.org/threats/noise-and-cetaceans/ * International Maritime Organization (2014). Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life, MEPC.1/Circ.833. London, U.K.: IMO Publishing, 8pp.</p>
4. Surface water quality/seawater/marine ecology	
Aircraft tire debris may affect aquatic animals in the ocean. What measures will the project take to prevent this?	<p>The project has created measures on marine ecology as follows:</p> <p>The project designed a rainwater runoff drainage system at Runway and Taxiway 2. The drainage system consists of 2 components: 1) Secondary drainage system to channel surface runoff from Runway and Taxiway 2 into open ditches with maximum flow rate of approximately 50.25 cubic meters per second and water will be fed into the main drainage system. 2) The main drainage system is</p>

Table 4.6-56 Opinions and suggestions of fishing groups from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	capable of draining 242.70 cubic meters per second. Water will be channeled to retention pond capable of holding water for 1 hour before discharging into the sea. The retention time allows for sedimentation and therefore the water discharged will not harm marine life.
5. Socioeconomic	
Where are construction workers' living quarters located? Please set up workers' living quarters at a distance from populated areas to avoid disturbance and nuisance, such as brawling, gambling, illicit drugs and annoying pets.	<ul style="list-style-type: none"> • The construction contractor will be required by law to select and conduct background check on workers for the construction of the project. Workers' dossiers with photos will be created and retained at the office of the project, which can be checked immediately when problems arise or complaints are received. • The project also requires hiring of local workers and supporting local businesses. • Contractors are required to find appropriate location for workers' living quarters that must be well proportioned and clearly demarcated. Measures will be put in place to control and secure the construction site and workers' living quarters to prevent workers from causing problems or disturbance, such as prohibition of gambling, illicit drugs, nuisance noise, etc. Penalties against violators will be strictly enforced. • The construction site and workers' living quarters will be guarded by security personnel to ensure orderliness, and foremen were assigned to control and monitor behavior of workers as part of the effort to relieve public anxiety about safety issues, such as crimes and thefts, etc.
Arrival of large number of people from outside community may lead to rapid social change, urbanization that may put a strain on public utilities services which may not be able to keep pace with rising demand resulting in shortages.	
The project should initiate activities to take care of communities and traditional fishermen expected to be impacted by the project.	<ul style="list-style-type: none"> • Collaborate with relevant agencies to support community activities, such as occupational training in agriculture and crab breeding and culture, community development, health promotion, education, traditional culture, ecotourism, and environmental protection, etc. • Establish EIA Monitoring Committee with community involvement. • Set up funds to remedy impacts from U-Tapao International Airport on the public as part of the effort to mitigate overall environmental and health impacts. • Give priority to recruiting people in the communities around U-Tapao International Airport who are qualified for suitable jobs.
We would like to propose that the project introduce measures to mitigate impact on fisheries that should be protected as the project is being developed around and security buffer zone is being set up that severely limit the area where fishermen can ply their trade to earn livelihood.	

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
1. Project details	
Propose that the project provides access to entrances and exits on Sukhumvit Road to ensure convenience when the airport became operational as commercial service airport.	The project plans to open a new entry-exit access point in the north of the airport on the Rayong Province’s side to link up public transport systems and large-scale mass transit systems with U-Tapao International Airport to encourage the use of public transport as much as possible. As such, the government should develop projects to expand existing public transport and rail-based mass transit systems to reduce the use of personal transport for traveling to and from the U-Tapao International Airport. To this end, a major upgrade to link up public transport systems and improving access to them to ensure convenience to air passengers and prevent problems that may arise.
Please define air safety zone and how to enforce it.	The air safety zone is the area surrounding the airport as defined by the Ministry of Transport's notification to be a control area for structures or buildings or trees in order not to be an obstacle to the navigation of aircraft taking off and landing at the airport. No person shall construct a structure or building or plant perennial trees in this area unless a written permission has been obtained from the competent official. (The Civil Aviation Authority of Thailand) with the following measures: <ul style="list-style-type: none"> • Coordinate and provide information for local agencies to announce and inform the public on the Air Safety Zone, and areas exposed to noise from the development of the project.
Provide the public with knowledge and understanding of air safety zone.	
Propose to step up preparedness in terms of public utilities, electricity, tap water, waste and wastewater management in anticipation of the development of the project that is taking place.	The project has already been prepared for the utility system. <p>1) Water use</p> <p>For water use, when the project is operational, the number of users or passengers will increase and the demand for tap water will rise. In this regard, the forecasts of water consumption in 2028, 2038 and 2048 will be 958.90, 2,602.74 and 4,794.52 cubic meters per day, respectively. Tap water supply will come from East Water tap water production system, which was designed for a maximum output of 20,000 cubic meters per day. The construction of water production system will be implemented in 2 phases. Phase 1 (2020-2025) and Phase 2 (2026-2044). Each phase will add a tap water output of 10,000 cubic meters per day and water reserve tanks with a combined storage capacity of 30,000 cubic meters. Based on the water production capacity of the system, supply will be sufficient for U-Tapao International Airport, accommodating up to 70 million passengers, without any impact on water use of people in surrounding communities.</p> <p>2) Electricity consumption</p> <p>The project’s total electricity demand, based on a forecast of 98.58 MW, will be met by B Grimm Power Public Company Limited, which has maximum electricity-generating output of 160 MW. All electricity generated will be supplied to U-Tapao International Airport while any surplus sold to Sattahip Electricity Authority, Royal Thai Navy Welfare Concession to enhance energy security in the area. Therefore, the electricity supply will be sufficient to meet the project’s demand without causing impact to surrounding areas.</p>

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<p>3) Waste</p> <p>The waste generated will be disposed of as appropriate for the type and source of solid waste. The following actions are performed:</p> <ol style="list-style-type: none"> 1) General solid waste <ul style="list-style-type: none"> - Food-type solids: The project engage operators licensed by government agencies or as required by law to dispose of such food scraps in an sanitary manner. - Recycled solids: to be purchased by private operators which will pick up such waste from the loading station area. - Solid waste remaining from aggregation: Store in waste aggregation building to wait for daily collection for disposal by proper sanitation method. 2) Hazardous waste <ul style="list-style-type: none"> - Hazardous waste is stored in a building for storing hazardous waste and are to be sent for disposal by operators licensed by government agencies. 3) Contaminated waste <ul style="list-style-type: none"> - Infectious solids will be stored in the temperature control room, not exceeding 10 degrees Celsius, to wait for transportation for disposal outside the U-Tapao International Airport, by means of incineration in incinerator of licensed operators.
How is the scope of study areas determined under what criteria and principles? Is there international standards or best practices on this matter?	The project has scoped the study area to be covered based on the farthest noise impact forecast. using the experience gained from the environmental impact study of Don Mueang Airport and Suvarnabhumi Airport.
Which agency is the owner and/or responsible for the management of this project?	Royal Thai Navy (RTN) and the Eastern Economic Corridor Policy Office (EECO)/or project manager or project maintenance
When will the project construction start?	The project will begin construction after the EHIA report has been approved by the ONEP and NEB. The construction of the Runway and Taxiway 2 is expected to be in 2021-2023 and will be operational 2024.
In the future, how many flights and routes and what types of aircraft will U-Tapao International Airport be able to accommodate?	The number of flights according to the master plan’s passenger traffic forecasts will grow more than the base case to handle excess traffic that is beyond the capacity of Suvarnabhumi Airport and Don Mueang Airport, encouraging many airlines to switch to U-Tapao International Airport. The forecasts are divided into 3 stages:
What are the projections of flights based on each stages of the development under the master plan?	<ul style="list-style-type: none"> ● Phase 1 (forecast up to 2028, must be developed in 2021-2023) Number of flights: 78,000 per year, number of passengers handled: 14 million.

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
The current development is at what stage of the project development?	<ul style="list-style-type: none"> ● Phase 2 (forecast up to 2038, must be developed in 2030-2033) Number of flights: 189,000 per year, number of passengers handled: 38 million. ● Phase 3 (forecast up to 2048, must be developed in 2040-2043) Number of flights: 305,000 per year, number of passengers handled: 70 million. <p>Construction of Runway 2 was in Phase 1 development, which had to be developed in the 021-2023 after the EHIA report was approved by the ONEP and NEB.</p>
What is the rationale for determining the Runway 1 and Runway 2 clearance of 1,140 meters, and in accordance with what standard?	The project determined that clearance of 1,140-meter between runways was the most appropriate in avoiding flight obstacle posed by Khao Khrok Tabak and the reduction of the height of the Motorway 7. According to the government review by the EECO in the 4 October 2018 resolution, determining the clearance of 1,140 meters between runways in U-Tapao International Airport development plan.
Suggestions	
We agree that this is a good project. Our country should be further developed.	Comments and suggestions acknowledged.
2. EIA report preparation process	
What are the areas of impact of this project? Have all activities been considered, both in the construction phase and in the Operation Phase?	<p>The impact study covers 4 types of environmental resources: physical environmental resources, biological environmental resources, human use value, and quality of life value, with the following points of study:</p> <ol style="list-style-type: none"> 1) Physical environmental resources include topography, meteorology and air quality, noise, vibration, geology and earthquakes, soil resources, surface water hydrology, surface water quality, groundwater quality, and marine water quality. 2) Biological environmental resources include terrain ecology and marine ecology. 3) Human use value includes waste management, land use, transportation, public facilities and utilities (water use, electricity, communications), and drainage and flood prevention systems. 4) Quality of life value includes the economy and society, property relocation and replacement, public health, occupational health and safety, attractions and sightseeing, and archaeological and historical sites. <p>The impact study has covered all activities in the construction and operation phases, with a view to the future development of U-Tapao International Airport in order to support the highest passenger capacity, maximum flight capacity, and the development of further airport facilities.</p>

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
Propose that the project determines measurement locations at appropriate intervals and cover all sensitive areas likely to be affected by impacts.	The project has designated appropriate monitoring points and schedules, covering sensitive areas that are expected to be affected. After designating monitoring points, feedback from the First Public Consultation was considered, and further measurement points added accordingly.
The proposed measures are comprehensive and comprehensive. There is concern that the project will not comply with the specified measures. How will the project ensure that contractors follow these measures, and in the event that they do not, what steps will be taken?	The measures specified and and documented by the project are legally binding to contractors, who must strictly observe them. If they breach or fail to observe them, they will be subject to punishment by law. If local residents encounter problems caused by construction or project development, they can complain to the project owners who will investigate and take action accordingly.
If the project has been approved, how will compliance monitoring be carried out?	Such a project has established measures for compliance and designated agency representatives or communities to monitor compliance.
Proposed to inform the public of the results of noise and vibration tests.	Noise and vibration monitoring was carried out for 24 hours per day for 7 consecutive days, on two occasions. Firstly, during the rainy season, from 18-24 July 2019, at 6 locations: in the staff operations building of Pattanavechsuksa School; the project's airside area; Wat Khiri Pawanaram School; Wat Phala School; and Ban Khlong Bang Phai School. The second occasion, in the dry season, from 3-9 November 2019, at 7 locations, with the addition of one location, namely Wat Sa Kaeo School, which is a sensitive area that may be impacted. Results from every location were within the designated measures. Monitoring results were included in the EHIA report, and presented to the public in the public consultation.
3. Noise and vibration levels	
What is the NEF value? Which instrument is used for measurement and can results be converted into decibels for ease of public understanding?	- The NEF value is the Noise Exposure Forecast, a standard method for noise assessment to predict the level of disturbance to humans in the area affected by aircraft. The NEF value can be estimated in decibels by adding 35 (decibel ≈, NEF+35).
What tools are used to calculate the NEF value in model execution? What data is imported?	The calculation of NEF or Noise Exposure Forecast is a standard method for noise assessment to predict the level of disturbance to humans in the area affected by aircraft. The calculation includes the use of Runway 2 and the case of turning, but government flights have not been incorporated due to military security restrictions. Calculations were made due to
Does the NEF calculation include government flights, because they are very loud?	
Does the NEF calculation incorporate irregular take-offs and landings and cases of turning or circling	
when the aircraft is unable to land?	

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
Reviewing the NEF contours, they appear to focus on Runway 1. Did the calculation incorporate Runway 2 or not?	
Did the project make use of data from the Department of Environmental Quality Promotion research on aircraft noise pollution management?	The project has used data from the Department of Environmental Quality Promotion’s study on the management of noise pollution problems from aircraft to prepare for its study.

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
<p>What areas fall within the noise contour areas, and what is the combined size of those areas?</p>	<p>Areas affected by noise, consisting of:</p> <ul style="list-style-type: none"> - NEF contour area ≥ 40 in the Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province, consists of: <ul style="list-style-type: none"> ● Village No. 3, Ban Sa Kaeo (Sam Nak Thon Subdistrict) - NEF 30-40 areas in Phala Subdistrict, Sam Nak Thon Subdistrict, Phlu Ta Luang Subdistrict, and Huai Yai Subdistrict: <ul style="list-style-type: none"> ● Village No. 1, Ban Sam Nak Thon (Sam Nak Thon Subdistrict) ● Village No. 2, Ban Chak Mak (Sam Nak Thon Subdistrict) ● Village No. 3, Ban Sa Kaeo (Sam Nak Thon Subdistrict) ● Village No. 4, Ban Khlong Phai (Sam Nak Thon Subdistrict) ● Village No. 6, Ban Khao Khrok (Sam Nak Thon Subdistrict) ● Village No. 7, Ban Nong Takhian (Sam Nak Thon Subdistrict) ● Village No. 8, Ban Cherng Khao (Sam Nak Thon Subdistrict) ● Village No. 5, Ban Khao Bai Si (Phlu Ta Luang Subdistrict) ● Village No. 11, Ban Map Fakthong (Huai Yai Subdistrict) <p>Note : NEF contour map as of July 2021</p>
<p>What are the project’s guidelines for sensitive areas (educational institutions, medical institutions, and religious sites) affected by noise and vibrations caused by the aircraft?</p>	<p>The project has specified compensation terms as follows:</p> <p>1) Compensation Terms</p> <ul style="list-style-type: none"> - Proceed to compensate those affected by the development of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, by considering the level of impact using the NEF contour map for 2048, and considering the building year, compensating for structures that were constructed up to the date of EHIA report approval by the National Environment Board. The RTN and EECO must publish construction information to the public in advance for their information. - Conduct surveys, prepare databases and plans to compensate those affected by noise arising from the development of the project, with a working group for surveying and considering compensation, which should be completed prior to opening Runway 2.
<p>What measures will the project take to remedy noise impact on affected people?</p>	

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<p>2) Compensation Criteria</p> <p>In the case of NEF ≥ 40</p> <ul style="list-style-type: none"> - The EECO will negotiate land purchase for buildings constructed up to the date of EHIA report approval by the National Environment Board. In the case that the land and building owner does not wish to sell the land, compensation must be given for the owner to reduce the noise impact by self-improvement of buildings. <p>In the case of NEF 30-40</p> <ul style="list-style-type: none"> - The EECO will provide compensation for self-improvement of buildings and structures to reduce noise impact for buildings constructed up to the date of EHIA report approval by the National Environment Board. <p>The EECO will provide support to reduce noise impact in places with a special requirement for silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of EHIA report approval by the National Environment Board.</p>
<p>In the case that a house is not within the NEF contour, but is also impacted by the noise, or in the future is increasingly impacted by noise, what measures of care will the project take?</p>	<p>The study has specified measures to resolve issues of excessive or disruptive noise in the event of a complaint as follows:</p> <ul style="list-style-type: none"> - The U-Tapao International Airport Environmental Impact Resolution Coordination Center is the main agency for complaint handling. It is responsible for assessing, analyzing, inspecting, and informing the public of complaints, information on noise, and/or other problems arising from aircraft operations, with electronic databases that identify and link to the geographic coordinates in the area around U-Tapao International Airport, which must include at least the following details: <ul style="list-style-type: none"> - Name of person/agency filing complaint - House no. - Building - Number of residents - Claims statistics - NEF forecast area - NEF monitoring area (if any) - Land use - Other related matters - There are 24-hour complaint channels in case of a complaint regarding impact of noise from operations of the U-Tapao International Airport. The RTN and EECO and/or the project management or the project maintenance management will

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<p>have the noise level measured in either NEF or Ldn units to check the level of impact on a case by case basis. In case of actual impact, the RTN and EECO or project management or project maintenance will provide compensation according to their guidelines.</p>
<p>During the construction phase, the level of noise generated by construction activities at the airport should be monitored and measured.</p>	<p>The project established preventive and corrective measures (construction phase) as follows:</p> <ul style="list-style-type: none"> - Reduce noise levels and vibrations from construction by choosing machinery/construction equipment that is in good condition and choosing the construction method techniques that produce the least noise and vibrations. Also, install noise-reducing equipment on machinery and equipment that causes noise. - Inspect and maintain construction machinery/equipment on a regular basis so that they are in good condition and do not cause abnormally loud noise. - Create a 2-meter high fence around construction areas near sensitive areas using a 0.64 mm metal plate (transmission loss 18 dBA) installed at around 10-15 meters from the sound source to reduce the noise level from machinery and construction activities. - Conduct noisy construction activities only during the daytime (6:00am - 6:00pm), and suspend construction during the night-time. In the event that night-time construction is necessary, the Contractor shall inform the agencies and those affected in advance. - Provide personal protective equipment, such as ear plugs or ear muffs for construction workers. - Limit the duration of work for construction workers in loud areas to within legal requirements, such as no more than 8 hours of work for areas with volume exceeding 90 dBA. - Provide a place that reduces aircraft noise for construction workers to rest during working hours. - Publicize news on project operations, construction plans and activities as well as complaint channels for residents in the vicinity and road users to stay informed through various channels periodically, such as U-Tapao International Airport public relations web boards, online media, etc. - Assess activities that will result in an increase in noise from the baseline volume (90th percentile volume: L90) to prevent complaints of noise impact. - The RTN and EECO and/or the project management or the project maintenance management, will coordinate or alert contractors to cooperate in reducing noisy activities to reduce the level of noise during construction. - Provide channels for receiving complaints about noise impact caused by project construction at the construction supervision office or in the U-Tapao International Airport area to acknowledge problems and impact, and quickly resolve them.
<p>How does the project address the impact of noise and vibration?</p>	

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<p>The project has specified monitoring measures (construction phase) as follows:</p> <ul style="list-style-type: none"> - The RTN and EECO or project management or project maintenance, coordinated, and conducted 24 hours of normal volume measurement for 7 continuous days, at 2 locations, namely: <ul style="list-style-type: none"> • Early Childhood Daycare, RTN 6, Royal Thai Naval Air Division • Eastern-Nong Muang Community <p>Conducted once a month during runway and taxiway 2 construction periods.</p>
<p>Please provide the current noise measurement locations and the measurement results.</p> <p>We propose the installation of automatic air quality and noise measurement systems and provide members of the public to access real-time measurements.</p>	<ul style="list-style-type: none"> - Noise level measurements (measured for 24 hours continuously over 7 days), taken 2 times as follows: <ul style="list-style-type: none"> - The first occasion, during the rainy season, 18-24 July 2019, at 6 locations: in the staff operations building of Pattanavechsuksa School; the project’s airside area; Wat Khiri Pawanaram School; Wat Phala School; and Ban Khlong Bang Phai School. - 2nd time, dry season : Between 3-9 November 2019, at 7 locations, with 1 additional location at Wat Sa Kaeo School, which was deemed a sensitive area that may be impacted. It was found that all values were within standards at all locations.
<p>We would like to know whether aircraft make more noise while taking off or while landing.</p>	<ul style="list-style-type: none"> - Takeoffs are louder but shorter. - Landings are not as loud, but continuous and take longer.
<p>How does the noise contour area in the sea affect marine life?</p>	<ul style="list-style-type: none"> - Noise is characterized as wave energy. When passing by an aqueous medium, the energy level will decrease. In summary: <ul style="list-style-type: none"> • Noise from airplanes does not have as much effect as ships. • The effects of ship noise are regulated by IMO* Guidelines for standards in ship design. Ships must not exceed the maximum noise levels of this standard. <p>Reference: https://wildwhales.org/threats/noise-and-cetaceans/ * International Maritime Organization (2014). Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life, MEPC.1/Circ.833. London, U.K.: IMO Publishing. 8pp.</p>
<p>What is the noise level that does not harm human health allowable under the law?</p>	<p>WHO states that dangerous noise is noise that is above 85 dBA at all frequencies.</p>
<p>Are the noise contour areas presented by the project considered final?</p>	<p>These contour lines have been forecast as a basis for initial data. However, after consultation with the relevant agencies, the information may be changed.</p>

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
<p>4. Air quality</p> <p>What fuel does the plane use? If in the future, the number of flights increases, will this lead to more serious impacts on people in the area, such as fumes from aircraft exhaust emissions?</p>	<ul style="list-style-type: none"> - The aircraft use fuel for Jet A-1 aircraft, which has a mix of benzine/kerosene/diesel in proportions depending on the type of aircraft. <p>The project requires the following ground air pollution control measures within U-Tapao International Airport:</p> <ul style="list-style-type: none"> - The RTN and EECO and/or the project management or the project maintenance management, in collaboration with Aeronautical Radio of Thailand Co., Ltd. (Aerothai), Civil Aviation Authority of Thailand, and other sectors such as the Slot Committee and various airlines are to consider management guidelines to reduce the impacts of air pollution (e.g. aircraft classification, appropriate flight periods and practices). - The RTN and EECO and/or the project management or the project maintenance management, in collaboration with Aerothai are to determine the most efficient runway use. Safety factors must not be affected, and must be considered along with other relevant factors such as capacity, efficiency of traffic management, and accessibility. - It is required that airlines using U-Tapao International Airport comply with flight and flying-landing procedures that cause the least air pollution in compliance with legal standard requirements. Safety factors must not be affected, and must be considered along with other relevant factors such as capacity, efficiency of traffic management, and accessibility. - Publicize information on U-Tapao International Airport operations and listen to complaints and recommendations from related agencies and the general public via at least 3 channels. - The RTN and EECO and/or the project management or the project maintenance management are to prepare a flight database which at a minimum is linked to the reports of results from the general atmospheric air quality monitoring stations to support future operations.
<p>Are there air quality assessments conducted from aviation model execution at present? What is the approximate particulate concentration of PM_{2.5} and Total VOCs?</p>	<ul style="list-style-type: none"> - At the second public consultation stage, air quality was evaluated from aircraft activity using a mathematical model to predict particulate concentration of PM_{2.5} and VOCs. Items with a health impact were: <ul style="list-style-type: none"> - PM_{2.5} Particulate Matter <ul style="list-style-type: none"> • The Cmax of particulate matter 2.5 micron and less (PM_{2.5}) 24-hour average and 1 year average at the airport, is equivalent to 1.421 and 0.315 micrograms per cubic meter, respectively. These values are below the standard for PM_{2.5} in typical atmosphere according to National Environment Board Notification No. 36 (2010), which specifies that they not exceed 50 and 25 micrograms per cubic meter, respectively. - Volatile Organic Compounds (VOCs) were: <ul style="list-style-type: none"> • Acrolein occurring within the airport has a 24 hour average Cmax of 0.969 micrograms per cubic meter, exceeding the surveillance value for volatile organic compounds over 24 hours in a typical atmosphere, which is specified not to

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<p>exceed 0.55 micrograms per cubic meter.</p> <ul style="list-style-type: none"> • Benzene at the airport has a Cmax 24-hour average of 0.665 micrograms per cubic meter and does not exceed the surveillance value for volatile organic compounds in a typical atmosphere within 24 hours, which is specified not to exceed 7.6 micrograms per cubic meter. The Cmax 1 year average at the airport is 0.147 micrograms per cubic meter. This does not exceed the surveillance value for volatile organic compounds in a typical atmosphere over 1 year, which is specified not to exceed 1.7 micrograms per cubic meter. • 1,3-Butadiene at the airport has a Cmax 24-hour average of 0.668 micrograms per cubic meter and does not exceed the surveillance value for volatile organic compounds in a typical atmosphere within 24 hours, which is specified not to exceed 5.3 micrograms per cubic meter. The Cmax 1 year average at the airport is 0.147 micrograms per cubic meter. This does not exceed the surveillance value for volatile organic compounds in a typical atmosphere over 1 year, which is specified not to exceed 0.33 micrograms per cubic meter.
<p>6. Waste management</p>	
<p>Airport developments have resulted in waste issues. I would like to know about the means of segregation, transportation and disposal due to the current problems with waste management.</p>	<p>The project specifies the following waste management measures (solid waste management):</p> <ul style="list-style-type: none"> • General solid waste that is recyclable and cannot be reused should be treated as follows: <ul style="list-style-type: none"> - Solid waste must be collected and stored in the waste storage building. - Solid waste that can be reused, such as sediment from the central wastewater treatment system, is to be stored in covered containers and used to make fertilizer for planting trees. The remainder is to be buried in the ground or sent to an authorized refuse disposal agency to dispose of it according to sanitary guidelines. Asphalt from runway and taxiway repair is to be collected and placed only at the site designated by the RTN and EECO and/or the project management or the project maintenance management. - Non-reusable solid waste must be stored in a container that can prevent leakage and dispersion before sending for disposal outside of the U-Tapao International Airport area, on a strictly daily basis. It is not to accumulate, even on traditional holidays. It is to be buried correctly by sanitary landfill standards, or treated by another method by government agency or legally authorized persons. • Compostable solid waste such as food waste from the various restaurants within U-Tapao International Airport is to be collected by placing the food waste container at the source, to prevent food scraps from becoming mixed with normal waste. The restaurant must separate plastic waste, chopsticks, lamps, water bottle caps, and other contaminants into the non-reusable general waste container, so that food waste can be reused as animal food. All waste must be removed from U-Tapao International Airport daily without exception.

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<ul style="list-style-type: none"> • Infectious waste from medical institutions within U-Tapao International Airport are to be collected and stored in a pre-disposal container with the ability to maintain a temperature of not exceeding 10 degrees Celsius. Contaminated waste may not be held longer than 30 days, and must be sent for disposal outside of U-Tapao International Airport, by incineration in a contaminated waste incinerator, or another method legally designated by government agency or legally authorized persons. • Solid hazardous waste and liquids must be separated and placed in a specific area, not mixed with other types of waste. Hazardous waste containers must be leak-proof and dispersal-proof, and can be stored no more than 90 days (as specified by law). It is to be sent for treatment, disposal, or recycling in accordance with established principles by persons authorized for treatment, disposal, or recycling of hazardous wastes by government agencies. • Minimize the solid waste to be disposed by making maximum use of normal waste and reducing the moisture of solid waste after segregation. • Prepare a plan and study appropriate technology for waste management within U-Tapao International Airport and sending for external disposal, appropriate to the quantity and properties of general and hazardous waste that will increase in the future. • Check waste and hazardous waste containers in order to maintain good condition so that they do not fall, leak, or disperse waste and hazardous waste during transportation. • Provide appropriate vehicles for transportation of solid waste and hazardous waste, sufficient in quantity to address the amount of solid waste and hazardous waste. All storage vehicles must be maintained in good condition suitable for continuous use. In case of emergency, there must be replacement vehicles available to immediately replace damaged vehicles. • Waste water and waste water arising from waste transfer and segregation must be collected into the primary wastewater treatment system at the waste collection station, which must be treated in accordance with the wastewater standards of U-Tapao International Airport, before entering the central wastewater treatment system. • Solid waste storage areas in waste storage buildings and machinery used to segregate general waste should be cleaned regularly to reduce odor problems that may interfere with nearby communities. • The floor of the recycling material collection area should be regularly cleaned, and recycled materials should not be kept too long, in order to reduce fire and odor problems, and also rodent and insect bites. • Machines and equipment used for solid waste segregation must be maintained in good condition and always be ready to use.

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<ul style="list-style-type: none"> The removal of general solid waste, infectious waste, and various types of hazardous waste for disposal outside the U-Tapao International Airport must be accompanied by a waste transportation manifest every time, and the waste hauling trucks must be covered with canvas or other means to prevent leakage, dropping of solid waste and hazardous waste debris along the entire transportation route, in compliance with the legal requirements. Hire a contractor to manage solid waste generated within U-Tapao International Airport that have the ability to meet the waste management standards, have the capability to provide adequate spaces for waste disposal throughout contract period, and which has the appropriate permits from government agencies. Select the contractor to dispose of infectious waste generated inside the U-Tapao International Airport, which has the capability to conduct air quality monitoring from the stack emission of an incinerator to ensure compliance with air quality standards and is licensed by government agencies as required by the law on a yearly basis. Randomly inspect the operations of the contractor hired for the disposal of solid waste, infectious waste and hazardous waste as well as other contractors involved in waste management activities in U-Tapao International Airport at least twice a year and conduct an on-site inspection of the waste disposal facility on standby (for all 3 waste types) at least once a year to assess their capability and efficiency in the waste disposal, and to check whether they meet the technical standards and observe the contractual terms. Failing that, the RTN and EECO and/or the project management or the project maintenance management have the right to terminate the relevant contract(s) and replace the contractor hired for the disposal of solid waste, infectious waste and hazardous waste, as appropriate.
7. Transportation	
Suggestion that project vehicles should have the project name, telephone number, and complaint channels clearly marked on the side of the vehicle, as there may be many construction jobs underway at the same time in the area.	<ul style="list-style-type: none"> Trucks and vehicles must be clearly labeled with logos and name of construction project along with phone numbers and vehicle ID number and name of transportation contractor, to indicate that they were transporting materials for the project, and so that members of the public may be able to verify or lodge a complaint when problems arise. These vehicles are also required to have GPS installed for tracking purpose.
Suggest GPS installation to control truck speed, to ensure strict compliance with the law in order to reduce accidents.	
During the construction phase, suggest to create transportation route signs for the public to be informed of and avoid transportation routes.	

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
Suggest measures to hold the Contractor responsible for damages arising from operations such as road damage, accidents, etc.	<ul style="list-style-type: none"> In the event that the transportation of project construction materials causes damage to the existing road, the contractors under the supervision of the RTN and EECO and/or the project management or the project maintenance management are to coordinate with relevant agencies and immediately proceed to make repairs or take corrective measures.
Suggest measures for road maintenance if there is any damage from the transport of the project, to restore them to the same condition.	<ul style="list-style-type: none"> Require construction contractors to ascertain that trucks used for shipping construction materials stay within the maximum allowable weight under the law, and that drivers observe a maximum speed 60 kilometers per hour for trucks with a load of over 1,200 kilograms, and a maximum speed of 45 kilometers per hour for trailers, and a maximum speed of 30 kilometers per hour for all vehicles within the construction area.
Where will the project obtain its materials and what routes will be used for transportation? Suggest avoiding transportation nearby to communities, temples, and schools, or in congested traffic.	<ul style="list-style-type: none"> Require construction contractors to propose a plan for the transportation of construction materials, machinery and equipment, workers and personnel involved in construction to be submitted to the RTN and EECO and/or the project management or the project maintenance management before commencing transportation. This requirement shall be set as a condition attached to the contract of employment.
Suggest that the project consider taking the measure of avoiding peak periods in the area of Sattahip KM.10, Intersection 331, which is a large community area with heavy vehicle traffic.	<ul style="list-style-type: none"> Require construction contractors to maintain records of trips made for the transportation of materials and workers, detailing points of departure and destination along with volume of materials and number of workers, occurrence and cause of traffic accidents within the U-Tapao International Airport for reviewing, improvement and monitoring. Install temporary traffic signs in areas where trucks make a U-turn, which may cause traffic congestion and unsafe conditions. Install temporary signs, textual warnings, and flashing lights at construction sites in accordance with the Road Traffic Act 1979, or the latest notification, in traffic problem or accident-prone areas, such as entry-exit points of construction sites and inside construction area. All signs must be clearly visible day and night. Avoid transporting construction materials during the morning rush hours (06:00-09:00) and evening rush hours (16:00-20:00), or as required by law. Require construction contractors to ascertain that trucks used for shipping construction materials stay within the maximum allowable weight under the law, and that drivers observe a maximum speed 60 kilometers per hour for trucks with a load of over 1,200 kilograms, and a maximum speed of 45 kilometers per hour for trailers, and a maximum speed of 30 kilometers per hour for all vehicles within the construction area. Select the transportation routes for materials and workers that do not interfere with the main access routes at the entry-exit points of the U-Tapao International Airport used by passengers and members of communities around the airport. Areas with heavy traffic should also be avoided. Highway 3 linking to the the U-Tapao International Airport from the north is designated as the main transportation route, regardless of the materials' point of origin.

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
<p>Which agencies are responsible for monitoring contractors' compliance with transportation measures, whether they are practical, and whether they should have serious penalties?</p>	<ul style="list-style-type: none"> • Require construction contractors to propose a plan for the transportation of construction materials, machinery and equipment, workers and personnel involved in construction to be submitted to the RTN and EECO and/or the project management or the project maintenance management before commencing transportation. This requirement shall be set as a condition attached to the contract of employment. • Require construction contractors to maintain records of trips made for the transportation of materials and workers, detailing points of departure and destination along with volume of materials and number of workers, occurrence and cause of traffic accidents within the U-Tapao International Airport for reviewing, improvement and monitoring.
8. Socio-economics	
<p>Suggest to have easily accessible complaint channels and that complaints be treated seriously.</p>	<ul style="list-style-type: none"> • Periodically publicize news on project operations, construction plans and activities, construction material transportation routes, as well as complaint channels, so that local residents and road users stay informed; through various channels, such as the U-Tapao International Airport public relations website, other websites, online media, etc. • Provide channels for complaints about the impacts of project construction at the construction supervision office or in the U-Tapao International Airport area, to acknowledge issues and impacts and to expedite corrective action. • In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem and corrective measures taken in accordance with the required environmental impact prevention and resolution measures without delay. • Implements environmental impact prevention and resolution measures of transportation in the construction phase. • The RTN and EECO and/or the project management or the project maintenance management, must continually publicize and communicate noise level measurement results to the public. • Implement environmental impact prevention and resolution measures regarding noise pollution during the operation phase. • Implement environmental impact prevention and resolution measures regarding transportation during the operation phase. • Give priority to recruiting people in the communities around U-Tapao International Airport who are qualified for suitable jobs.

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
Where is the construction workers' quarters located? Suggest that it be located far away from the community, as it may cause community trouble, such as quarreling, gambling, illegal drugs, and pets.	<ul style="list-style-type: none"> The construction contractor shall select and check the background of the workers who will come to work on construction projects for legal suitability. The construction workers' history registration with photos shall be prepared and stored at the project office so that it can be requested for inspection immediately when there is a problem or complaint.
Immigration, social change, and development of the community is increasing, resulting in public utility usage issues, which may not be able to keep up with development, and result in shortages.	<ul style="list-style-type: none"> Establish the requirement of hiring local labor or supporting local businesses. Prepare construction workers' quarters appropriately and with areas clearly designated, as well as establishing control measures for the construction area and construction workers' quarters to prevent the workers from causing trouble and disturbance, for example, prevent gambling, illegal drug use, loud and raucous noise, etc., with strict penalties. Provide security to ensure peace and orderliness in the construction area and workers' living quarters area at all times. Instruct foremen to control and monitor the behavior of construction workers to help ease the anxiety of local residents regarding public safety such as crimes or theft, etc.
As the project develops, the economy will improve, and growth will come into the area bringing both pros and cons. Therefore, coordination and cooperation with local agencies will be beneficial to all sectors.	<ul style="list-style-type: none"> Collaborate with relevant agencies to support community activities, such as occupational training in agriculture and aquaculture, community development, health promotion, education, traditional culture, ecotourism, etc. There is an impact monitoring committee which involves the community in the monitoring process.
Suggest creating work, promoting quality of life and strength for people in the affected area first.	
Suggest measures to reduce impact on the quality of life/mental health of the people who must relocate.	
Suggest a project to consider the people who will be affected first, including appropriate solutions.	
The public would like the impacted parties' compensation fund to be established before project construction starts.	<ul style="list-style-type: none"> Set up an impacted persons' compensation fund from U-Tapao International Airport to alleviate the impacts that the public may receive due to operations of U-Tapao International Airport, in order to alleviate overall environmental and public health impacts.
Suggest establishing airport development and surrounding community funds from the beginning. In what way does the project have a concrete fund management approach? Elements should be clearly specified and be of true benefit to the community.	

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
When was the compensation fund set? What is the amount of the fund? Who manages the fund? When payments be considered? What is the decision process?	

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
Provide a project to survey the current state of the community, and inform the interviewee of the impact.	<ul style="list-style-type: none"> - This second public consultation is one stage in the process of public consultation, which consists of many activities, including group discussion, in-depth interviews, and questionnaires. In accordance with legal procedures, appropriate advance notification is given, via coordination with community leaders to notify the public and encourage participation. In this regard, advance documentation may be examined on the project website. - The study has prepared a semi-structured interview with closed and open-ended questions, which is used in the project opinion survey, in order offer the information provider full opportunity to express their opinions. The interviewer will have a flip chart for the presentation of project information to be used to provide explanation of data before every interview. - At present, the project website at http://www.ehia-utprw2.com/ provides channels for answering questions via project email: ehia-utprw2@gmail.com and telephone: 0-2763-2828 extensions 4083 and 4086.
9. Property relocation and replacement	
Will the determined compensation for areas affected by the NEF 30-40 and NEF ≥ 40 noise contours have legal approval?	<p>The project has specified compensation terms as follows:</p> <p>1) Compensation Terms</p> <ul style="list-style-type: none"> - Proceed to compensate those affected by the development of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, by considering the level of impact from the NEF contour map for 2048, and considering the building year, compensating for structures that were constructed up to the date of EHIA report approval by the National Environment Board. The RTN and EECO must publish the construction information to the public in advance for their information. - Conduct surveys, prepare databases and plans to compensate those affected by noise arising from the development of the project, with a working group for surveying and considering compensation, which should be completed prior to opening Runway 2. <p>2) Compensation Criteria</p> <p>In the case of NEF ≥ 40</p> <ul style="list-style-type: none"> - The EECO will negotiate land purchase for buildings constructed up to the date of EHIA report approval by the National Environment Board. In the case that the land and building owner does not wish to sell the land, compensation must be given for the owner to reduce the noise impact by self-improvement of buildings.
Suggest to consider giving compensation to the entire NEF 30-40 area, as there is no difference in the impact of the noise to NEF ≥ 40.	
Suggest adding opportunity cost for those who receive compensation and must move out of an area due to become more developed.	
Suggest combining the areas of people affected in the blue contour (NEF 30-40) and red contour (NEF ≥ 40), and summarizing the wishes of the villagers in 2 ways, namely choosing between land purchase and house improvement.	
Will residents not wishing to move out of the NEF ≥ 40 area	

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Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
receive compensation? Is there any option of remaining in the area?	<p>In the case of NEF 30-40</p> <ul style="list-style-type: none"> - The EECO will provide compensation for self-improvement of buildings and structures to reduce noise impact for buildings constructed up to the date of EHIA report approval by the National Environment Board.
Suggest paying the compensation at a fair price, because the compensation received may not be sufficient to buy elsewhere, as the price may exceed compensation.	
In the case that a house has no building license or house number, and is located on ALRO taxable land or other land; how will compensation be given?	
In the case that compensation is not initially accepted, but, over time, remaining proves too difficult, can compensation be claimed or not?	
What details are provided regarding compensation and care for persons affected by the noise, and which agencies are responsible for implementation?	
Regarding the area of NEF contour ≥ 40; if the area does not have any buildings to be compensated, will compensation be given, or not? In the future who could such land be sold to?	
In case of accommodation improvement, what are the guidelines? Who will check whether it is actually carried out or not? Suggest additional compensation in the case of deteriorated materials.	
Suggest that the project consider measures of compensation relating both to year of construction, and assessment of the compensation price.	
In the case that a temple or school is unable to move, is it possible to fit an air conditioner with noise filter attached, and also pay the cost of operation, as a	<p>The EECO will provide support to reduce noise impact in places with a special requirement for silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of EHIA report approval by the National Environment Board.</p>

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
means of resolving problems in areas in the NEF contour?	
Relocating religious sites, educational institutions, and medical institutions will require a large operating budget. Who will be responsible for operating costs?	
Relocating religious sites, educational institutions, and medical institutions may impact the travel of people in the community.	
In the case of a temple or school, if there is a lot of impact, relocation will be necessary, but a suitable location with sufficient space needs to be found.	
When will the project begin to pay compensation and when will relocation need to proceed? After the project has completed the purchase, please provide at least 1 year advance notice.	Details of compensation must be studied in detail to confirm next steps. The RTN and EECO and/or the project management or the project maintenance management must notify the public in advance.
Where are the compensation for affected persons and the complaint handling unit located? The telephone number should be clearly specified. Which agency is monitoring the measures and responsible if the required measures are not met?	<ul style="list-style-type: none"> • Periodically publicize news on project operations, construction plans and activities, construction material transportation routes, as well as complaint channels, so that local residents and road users stay informed; through various channels, such as the U-Tapao International Airport public relations website, other websites, online media, etc. • Provide channels for complaints about the impacts of project construction at the construction supervision office or in the U-Tapao International Airport area, to acknowledge issues and impacts and to expedite corrective action. • In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem and corrective measures taken in accordance with the required environmental impact prevention and resolution measures without delay.

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
<p>10. Public Health (Health)</p>	
<p>Suggest to provide health measures consistent with the impacts of project activities.</p>	<p>The project has defined measures consistent with the impacts of project activities.</p>
<p>Suggest the project monitors the hearing ability of people in the noise affected community.</p>	<p>Noise pollution</p> <ul style="list-style-type: none"> • Implement environmental impact prevention and resolution measures regarding noise and economic and social conditions during the implementation phase. • Implement continuous noise level measurement and surveillance. • Set up an impacted persons' compensation fund from U-Tapao International Airport to alleviate the impacts that the public may receive due to operations of U-Tapao International Airport, in order to alleviate overall environmental and public health impacts. • Coordinate and collaborate with local public health authorities to plan the surveillance on hearing ability of people affected by noise pollution from the operations of the U-Tapao International Airport. • Promote and support the capability to monitor noise pollution by health agencies and health promotion volunteers. • Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN website and EECO website and online media, etc.
<p>Suggest that the EECO promote public health service systems and increase medical personnel numbers and support local budgets to provide support for various future developments.</p>	<p>The readiness and adequacy of health services systems, including personnel and medical supplies</p> <ul style="list-style-type: none"> • The RTN and EECO and/or the project management or the project maintenance management are required to coordinate with local public health authorities to plan implementation of the project and prevention of environmental and health impacts in the project construction area and the workers' living quarters. • The RTN and EECO and/or the project management or the project maintenance management is to engage or identify a local healthcare facility or public health system to provide health services to the contractor's workers, which must not pose a burden to the primary healthcare facility used by local residents. • The RTN and EECO and/or the project management or the project maintenance management are to provide a communication channel for local public health authorities, and to support local health authorities to ensure readiness in terms of personnel and other resources to provide health services. • Create a list of health facilities/health authorities nearby the project area together with names and contact information, including telephone numbers, of coordinator to ensure close coordination on activity details. • Prepare health promotion media and publicize communication channels with the RTN and EECO and/or the project management or the project maintenance management, and notify local public health authorities for acknowledgement, and keep record of activities in support of health authorities.

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<ul style="list-style-type: none"> • Open complaint channels, such as on the U-Tapao International Airport public relations website, the RTN and EECO and/or the project management or the project maintenance management website and online media, etc. <p>Operation phase</p> <ul style="list-style-type: none"> • Implement environmental impact prevention and resolution measures for transportation, noise and vibration, air quality, waste management, economic and social factors, and public safety. • Set up an impacted persons' compensation fund from U-Tapao International Airport to alleviate the impacts that the public may receive due to operations of U-Tapao International Airport, in order to alleviate overall environmental and public health impacts.
13. Public engagement and public relations	
Suggest a meeting to re-clarify the evaluation of the trading price and compensation before commencing trading.	The suggestion is acknowledged for the upcoming process of negotiating compensation.
Suggest that the project publicizes various information through leaders such as the district chief, subdistrict head, village head, and SAO for further coordination with residents.	<ul style="list-style-type: none"> • Publicize news on project operations, construction plans and activities as well as complaint channels for residents in the vicinity and road users to stay informed through various channels periodically, such as U-Tapao International Airport public relations web boards, online media, etc. • Communicate through at least 3 channels, including websites, to inform communities of the noise contour map approved by the Cabinet to local communities. • Open complaint channels, such as on the U-Tapao International Airport public relations website, the RTN and EECO and/or the project management or the project maintenance management website and online media, etc. • Thoroughly publicize news on project operations, construction plans and activities, and routes of transportation of construction materials in advance, so that motorists can avoid using such routes or traveling during those periods. • Have public relations with the relevant agencies and the public for acknowledgement of the runway closure and impact reduction measures via various channels such as the U-Tapao International Airport information board, online media, public relations activities, etc. • Coordinate with the Rayong Office of Public Works and Town and Country Planning, the Department of Public Works and Town and Country Planning Chonburi Province and other relevant agencies so that noise contour map can be sent and incorporated into the respective comprehensive city planning in order to impose appropriate control for land use
Suggest that the project thoroughly publicize the problems that will affect local people.	
Suggest to communicate to the public immediately, through various channels, when an incident/emergency occurs.	
Suggest informing the public of the construction plan, the current phase of the plan, and how long it will take for each phase.	
The project should continually and consistently inform the public of progress.	

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<p>and construction of buildings around the U-Tapao International Airport that is conducive to the airport’s activities and the Air Transport Security Zone, and the areas impacted by the development of the U-Tapao International Airport.</p> <ul style="list-style-type: none"> • Coordinate with local agencies in enforcing the Building Control Act, along with the specific city planning law for areas surrounding the U-Tapao International Airport to control the granting of permits for new structures. • Coordinate and provide information for local agencies to announce and inform the public on the Air Safety Zone, and areas exposed to noise from the development of the project. • Deliver the approved contour map to the local agencies for approval as a guideline for approval of building construction in the area. Publicize the contour map approved by the Cabinet, together with current results of noise monitoring from the permanent noise monitoring station, on the website.
<p>Suggest that, for the next large meeting, the project uses public broadcasting vehicles.</p>	<p>For the third public consultation, the project will use public broadcasting vehicles to invite participants to the meeting to the fullest extent.</p>
<p>Establish complaint channels for those affected by the project that is easily accessible to the public and assign persons to handle complaints and resolve issues.</p>	<ul style="list-style-type: none"> • Provide channels for complaints about the impacts of project construction at the construction supervision office or in the U-Tapao International Airport area, to acknowledge issues and impacts and to expedite corrective action. • In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem and corrective measures taken in accordance with the required environmental impact prevention and resolution measures without delay. <p>Complaint channels are available 24 hours a day. In the case of complaints from the community about impacts from noise, use noise level data from permanent noise monitoring stations connected with the flight database or from noise monitoring mobile units to consider measuring noise levels in NEF or Ldn units to investigate the level of impact on a case-by-case basis. In this regard, if the impact is true,</p> <ul style="list-style-type: none"> • The RTN and EECO and/or the project management or the project maintenance management will proceed with compensation in accordance with the guidelines set by the RTN and EECO and/or the project management or the project maintenance management. • Provide a primary channel for receiving complaints from damages arising from sonic boom or objects falling off aircrafts. The public should report matters to the U-Tapao International Airport Environmental Impact Resolution Coordination Center located at U-Tapao International Airport, every day during business hours (8.00 am - 5.00 pm). • Dispatch officers to inspect damages and record evidence from every case to evaluate the cost of repairs. Then, building owners are to arrange for contractors to carry out the repair by themselves. Expenses can be reimbursed from

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
	<p>the RTN and EECO and/or the project management or the project maintenance management within the assessed amount. The working group will consider paying for damages from sonic boom in all cases. Or, in the case that the building owner is unable to find contractors to conduct the repairs by themselves, the RTN and EECO and/or the project management or the project maintenance management will recruit a contractor on their behalf.</p> <ul style="list-style-type: none"> • The RTN and EECO and/or the project management or the project maintenance management shall act in accordance with the objectives for the establishment of the U-Tapao International Airport impacted persons' compensation fund in the event of corrective action for impacts caused by objects falling from aircrafts and sonic boom.

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
Suggest that the project enters the area to arrange group meetings with those impacted so the public will receive correct information.	The project has heard the comments from those directly impacted by noise as follows: - First public consultation in the form of a public forum held in Ban Chang District, in which all affected in the study area were invited to join.
Suggest that the third public consultation be held in the NEF ≥ 40 area, targeting people in 4 villages: Village No. 3, 4, 6, and 8 of Sam Nak Thon Subdistrict.	- Second public consultation in the form of group meetings at local administrative organizations and in the areas of Village No. 3, 4, 6, and 8 of Sam Nak Thon Subdistrict. - The third public consultation was set up with two stages for consultation, according to the proposal of second public consultation participants, where members of the project were suggested to enter a meeting space with those impacted by noise, so that the public could obtain accurate information from the project members. The first stage was set up in the Sam Nak Thon area, targeting 4 villages, nos. 3, 4, 6, and 8, Sam Nak Thon Subdistrict. - The first stage was set up for those impacted by noise in the Sam Nak Thon area on Wednesday, August 5th, 2020 at 5:00 pm - 8:00 pm at Multi-purpose Building, Center for the Development of Quality of Life for the Elderly, Sam Nak Thon Subdistrict Administrative Organization, Soi Thesaban 43, Rayong Province, with 429 participants. - The second stage was set up in Ban Chang District for related agencies and all those who may be impacted by noise in the study area, including the general public with interest in the project, on Thursday 6 August 2020, 8:30 am – 12.00 pm at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong Province, with 362 participants.
Was the second public consultation part of legally required procedures or not? What is the current process, and by what method have those involved been given prior notice? Did the consulting company distribute relevant information in advance as per the specified timeline or not?	The second public consultation was a hearing for the public consisting of multiple activities, including group meetings, in-depth interviews, and public opinion surveys using questionnaires. The project provided advance notification via publications used to disclose project facts, public relations signs, public relations posters, and the project website at http://www.ehia-utprw2.com .
Give members of the public access to impact assessment report of the project.	For public relations on public consultations, notified the Office of Natural Resources and Environmental Policy and Planning and stakeholders before the day of the hearing forum via not less than 3 communications channels as follows:
There should be a briefing session to provide information to those who attend public hearing before the meeting begins.	- Notified the Office of Natural Resources and Environmental Policy and Planning and stakeholders by providing information on the schedule for the public consultation via 7 channels: 1) invitations, 2) signs, 3) publicity posters, 4) websites, 5) local radio stations, 6) local newspapers, and 7) public broadcasting vehicles.
Have copies of the summary report of the first public consultation been delivered or distributed to members of the public for acknowledgement?	Disclosure of the project documents and draft report to stakeholders and the public not less than 15 days before holding the consultation via various channels, including 3 channels as follows:

Table 4.6-57 Opinions and feedback on the Project Given by People in NEF 30-40 and NEF ≥ 40 Areas from group meetings/discussion

Issues raised in opinions and suggestions	Project implementation/environmental measures of the project
<p>Deliver copies of report on the second public consultation to the local people to make sure that what the comments and feedback they gave had been taken into consideration.</p>	<ul style="list-style-type: none"> - Letter submitting study documents to ONEP and stakeholder groups. - Posted announcements or placed project documents in relevant government agencies, hospitals, local administrative organizations. and community leaders in project study areas, comprising a total of 47 places. - Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website.
<p>Deliver copies of report on the third public consultation to the local people to make sure that what the comments and feedback they gave had been taken into consideration.</p>	<p>Disseminated the stakeholder and public consultation summary report for the EHIA scope and guidelines by specifying the concerns and comments on the EIA scope and guidelines, with explanations, for dissemination through various channels, including 3 channels as follows:</p> <ul style="list-style-type: none"> - Letter submitting study documents to ONEP and stakeholder groups. - Posted announcements or placed project documents in relevant government agencies, hospitals, local administrative organizations. and community leaders in project study areas, comprising a total of 47 places. - Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website.

In this regard, the summary of the meeting, questions, suggestions and explanations can be found in **Table 4.6-58**

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
1. Project details	
- Suggestion to provide access to entrances and exits on Sukhumvit Road to ensure convenience when the airport became operational as commercial service airport.	- The project plans to open entrances-exits to connect outside transportation, both by car and by high-speed railway, to the terminals. The entrances-exits have been designated to the north of the airport, on the Rayong side.
- Regarding installation of additional airport entrance signs, the airport management agency are to coordinate with the Department of Highways.	- Acknowledged suggestion.
- Propose that the project shall notify the Department of Public Works and Town & Country Planning of activities to be carried out in the project area and surrounding area, information on the noise contour areas, air safety zone, for inclusion in the integrated Town and Country Planning.	- The project will coordinate with the provincial Public Works and Town & Country Planning office and other relevant agencies so that noise contour map can be sent and incorporated into the respective comprehensive city planning in order to impose appropriate control for land use and construction of buildings around the U-Tapao International Airport that is conducive to the airport's activities and the Air Transport Security Zone, and the areas impacted by the development of the U-Tapao International Airport. This has been notified to the public for their information in the second public consultation.
- Define the air safety zone and how to enforce it.	- Air safety zones consist of the area surrounding the airport as defined in the announcement of the Ministry of Transport, designated as a building, structure, and tree control area in order to not hinder air navigation for aircrafts taking off and landing at that airport. It is prohibited for any persons to

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	construct buildings or structures or plant perennial trees in this area unless written permission has been obtained from a competent official (Civil Aviation Authority of Thailand).
- Rayong Rural Road Office, which is planning road networks around U-Tapao International Airport, requires expert advice for suitable design.	- Acknowledged suggestion.
- The airport name should match the current name, and such name should be used consistently in all documents.	- Acknowledged suggestion.
- Propose to step up preparedness in terms of public utilities, electricity, tap water, waste and wastewater management in anticipation of the development of the project that is taking place.	- The project has already prepared the public utility systems. <ul style="list-style-type: none"> ● Electricity use within the U-Tapao International Airport development project and the Eastern Aerotropolis will be powered by electricity from B.Grimm Power Public Company Limited. ● Water use within the U-Tapao International Airport development project and the Eastern Aerotropolis will have water supply systems constructed by East Water Co., Ltd., with a supply capacity of 20,000 cubic meters/day. ● Resulting waste will be arranged in containers corresponding to the type and source of solid waste. This will be done as follows: <ol style="list-style-type: none"> 1) General solid waste <ul style="list-style-type: none"> - Food waste: The project will assign persons authorized by government agencies or as required by

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<p>law to remove such food waste to be disposed of in a sanitary manner.</p> <ul style="list-style-type: none"> - Recyclable solids: Private vehicles will be brought in to purchase recyclables within the transfer station. - Solid waste remaining from segregation: Stored in the waste segregation building to await daily transfer for disposal using proper and sanitary disposal methods. <p>2) Hazardous waste Hazardous waste is stored in a building for storing hazardous waste and are to be sent for disposal by operators licensed by government agencies.</p> <p>3) Contaminated waste Contaminated waste will be stored in a temperature-controlled room not exceeding 10 degrees Celsius to await transfer for disposal outside of the U-Tapao International Airport area by incineration in infectious waste incinerators by authorized government agencies.</p>
<ul style="list-style-type: none"> - How does the project plan to link up with the mass transit systems? 	<ul style="list-style-type: none"> - The development plans for construction of transportation routes related to U-Tapao International Airport development plans comprise Highway Number 7 and the high-speed railway linking 3 airports, which are connected to support the mass transit system as a supporting service for Suvarnabhumi Airport, Don Mueang Airport, and U-Tapao International Airport.
<ul style="list-style-type: none"> - How is the scope of study areas determined under what criteria and principles? Is there international standards or best practices on this matter? 	<ul style="list-style-type: none"> - The project has designated the scope of the study area to cover the farthest forecasted noise impacts based on experience from environmental impact studies of Don Mueang Airport and Suvarnabhumi Airport.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
- Will runway construction require demolition of the Thai Airways MRO?	- As the Thai Airways MRO was originally located in the area where Runway 2 will be constructed, it was necessary to relocate the MRO to a new location, which will be within the Promotion Zone: Eastern Aerotropolis (6,500 rai).
- Suggest that the project reconsider the rational for development of U-Tapao International Airport.	- Acknowledged suggestion.
- Must the project be reviewed by the National Environment Board (NEB), or not?	- The project must be reviewed by the National Environment Board (NEB) as it is a government project.
- Which agency is the owner and/or responsible for the management of this project?	- The Royal Thai Navy jointly with the Eastern Economic Corridor Office of Thailand, or EECO owns the project. Project administrators may be the Navy or EECO, or other operating agencies.
- When will the project construction start?	- The project will begin construction after the EHIA report has been approved by ONEP and the NEB. The construction of Runway and Taxiway 2 is expected to take place in 2021-2023 and open in 2024.
- In the future, how many flights and routes and what types of aircraft will U-Tapao International Airport be able to accommodate?	- It is expected that in 2048, there will be a maximum of 840 flights/day. - It is anticipated aircraft types (commercial aircraft) in 2048 will include Code C aircraft such as Airbus A320, Code D such as Boeing 767, Code E such as Boeing 777 and Code F, such as Airbus A380. - As for routes, they depend on future policies of the project.
- What are the projections of flights based on each stages of the development under the	- The number of forecasted flights according to the master plan is predicted to have greater growth than baseline in order to support activities that exceed the capacity of

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<p>master plan? The current development is at what stage of the project development?</p>	<p>Suvarnabhumi Airport and Don Mueang Airport, resulting in many airlines using the services of U-Tapao International Airport, divided into 3 phases:</p> <ul style="list-style-type: none"> ● Phase 1 (forecasted up to year 2028, developments from 2021-2023), comprising 78,000 flights per year with a capacity of 14 million passengers. ● Phase 2 (forecasted up to year 2038, developments from 2030-2033), comprising 189,000 flights per year with a capacity of 38 million passengers. ● Phase 3 (forecasted up to year 2048, developments from 2040-2033), comprising 305,000 flights per year with a capacity of 70 million passengers. <p>- Construction of Runway 2 is in phase 1 development, which is to be developed during years 2021-2023</p>
<p>- What is the rationale for determining the Runway 1 and Runway 2 clearance of 1,140 meters, and in accordance with what standard?</p>	<p>- The project has considered that the runway distance of 1,140 meters is the most appropriate to avoid limitations due to Khao Khrok Tabak, which could pose a hindrance to flight, and reducing the height of Special Highway No. 7 (motorway). In addition, from the governments' considerations with the Eastern Economic Corridor Office of Thailand, per the resolutions of the meeting held on 4 October 2018, the runway has been designated to have a distance of 1,140 meters in the development plans for U-Tapao International Airport.</p>

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Suggest moving Runway 2, the MRO, and all activities to the left of Runway 1 to avoid the military area impacting on the public. 	<ul style="list-style-type: none"> - In accordance with the announcement of the Eastern Economic Corridor Development Policy Committee, Re: Determination of Promotion Zones: Eastern Aerotropolis, dated 23 February 2018 in the Government Gazette, Volume 135 of the Eastern Economic Corridor Development Policy Committee, has agreed to allocate an area of 6,500 Rai in U-Tapao International Airport, Rayong Province, as “Promotion Zone: Eastern Aerotropolis”, in order to support the aviation industry and logistics. Therefore, operations related to the aviation industry and logistics must be situated only in the area of the Promotion Zone: Eastern Aerotropolis (6,500 Rai).
<ul style="list-style-type: none"> - Please indicate management of flight distribution for Runway 1 and Runway 2. 	<ul style="list-style-type: none"> - Distribution management of Runway 1 and Runway 2 is the responsibility of Aeronautical Radio of Thailand Co., Ltd (Aerothai), who are responsible for air traffic control and communications within the Kingdom of Thailand, and have a network connected to various countries.
<ul style="list-style-type: none"> - Suggest filling the ocean to reduce the impact of noise on the public. 	<ul style="list-style-type: none"> - As the original area of Runway 1 is already limited, consideration of the location for Runway 2 must be thorough in all aspects. The most suitable location is parallel to Runway 1 at a distance of 1,140 meters.
<ul style="list-style-type: none"> - Where is the project’s source of earth? Please prevent illicit digging of public soil. 	<ul style="list-style-type: none"> - Most of the earth and sand is sourced from Pluak Daeng District and Khao Chi Chan. The main routes of transport follow routes 331 and 332. If earth from the Pluak Daeng District and Khao Chi Chan sources are insufficient, earth will be taken from Phetchaburi and Ratchaburi provinces, transported by boat to Juk Samet port, and then

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	transported to the project area by truck along road no. 3126, to reduce the density of traffic on roads no. 331 and 332.
- How will the project operate regarding birds in the airport?	- The project has measures to cut grass, repel birds, and cut trees near the runway to prevent birds entering the runway.
- Does the information presented represent actual information?	- The data presented is the actual study results of the project.
- We agree that this is a good project. Our country should be further developed.	- Acknowledged suggestion.
- Does the project restrict entry for fishing and how much distance is required for restricted zones. Fishermen in the area have been fishing for squids using light lures, which may interfere with the takeoffs and landings of aircraft.	- The study has not designated additional restriction zones other than those previously set.
- It is expected that this will have positive impacts on tourism. Tourists will see that some flights are more convenient if departing-arriving at U-Tapao International Airport as it is a small airport and not as busy as Suvarnabhumi Airport.	- Acknowledged suggestion.
- Suggest considering rising seawater levels due to global warming, which may have an impact on the airport.	- In designing Runway 2, consider its elevation from sea level. The end of the runway adjacent to the ocean is +8 meters (higher than the current Runway 1) built long ago and used for a long time, and has never been affected by the rising sea level.
- Suggest implementing Green Airport principles by adding more green areas inside the airport and landscaping, using alternative energy for	- Acknowledged suggestion.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
beautification/to feel less cramped/for relaxation/to create a good impression.	
- Please consider architectural concept to showcase the uniqueness of the East.	- Acknowledged suggestion.
2. Environmental Impact Assessment	
- What are the areas of impact of this project? Have all activities been considered, both in the construction phase and in the Operation Phase?	- The project will study the impacts covering 4 types of environmental resources: physical environmental resources, biological environmental resources, human use value, and quality of life value. The issues studied are as follows: <ol style="list-style-type: none"> 1) Physical environmental resources include topography, meteorology and air quality, noise, vibration, geology and earthquakes, soil resources, surface water hydrology, surface water quality, groundwater quality, and marine water quality. 2) Biological environmental resources include terrain ecology and marine ecology. 3) Human use value comprises waste management, land use, transportation, public utilities and facilities (water, electricity and communications) and drainage and flood protection. 4) Quality of life value comprises the economy and society, property relocation and replacement, public health (health), occupational health and safety, attractions and scenery, and archaeological and historical sites. - The impact study has covered all activities in the construction and operation phases, with a view to the future development of U-Tapao International Airport in order to support the highest passenger capacity, maximum

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	flight capacity, and the development of further airport facilities.
<ul style="list-style-type: none"> - Propose that the project determines measurement locations at appropriate intervals and cover all sensitive areas likely to be affected by impacts. 	<ul style="list-style-type: none"> - Acknowledged suggestion. - The project has set up appropriate measurement locations and measurement intervals that cover sensitive areas that are likely to be affected by impacts. The measurement locations have been designated and commented on in the first public consultation, and additional measurement locations have been added according to the comments.
<ul style="list-style-type: none"> - The proposed measures are suitably thorough and comprehensive. There is concern that the project will not comply with the specified measures. What methods does the project have to ensure that contractors follow the measures, and in the event that the contractor does not comply with the measures, what will be done? 	<ul style="list-style-type: none"> - Acknowledged suggestion. - The measures specified and documented by the project are legally binding to contractors, who must strictly observe them. If they breach or fail to observe them, they will be subject to punishment by law. If local residents encounter problems caused by construction or project development, they can complain to the project owners who will investigate and take action accordingly.
<ul style="list-style-type: none"> - If the project has been approved, how will compliance monitoring be carried out? 	<ul style="list-style-type: none"> - Such a project has established measures for compliance and designated agency representatives or communities to monitor compliance.
<ul style="list-style-type: none"> - Suggest measures to hold the Contractor responsible for damages arising from operations such as road damage, accidents, etc. 	<ul style="list-style-type: none"> - Such a project has established measures for compliance and designated agency representatives or communities to monitor compliance.
<ul style="list-style-type: none"> - The final assessment of VOCs and noise will be changed due to which factors? 	<ul style="list-style-type: none"> - Results of VOCs and noise assessment will change due to the type of aircraft entering the airport, the volume of aircraft and the distribution of aircraft in each route.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<p>- Does the project conduct marine survey? If not, we would like the project to conduct marine environmental impact assessments as many people in the area are engaged in fishing occupations.</p>	<p>- The project monitors marine water quality and surveys marine ecology, phytoplankton, zooplankton, and benthic animals at 6 stations covering the areas expected to be affected by the project, which will be used to further assess the impacts on marine ecology.</p>
<p>- The assessment of transportation impacts should start with sources of construction materials outside the study area of the project.</p>	<p>- The project sources construction materials from Petchaburi and Ratchaburi at Juk Samet Pier (Road No. 3126). If materials are insufficient, additional sources of construction materials will be considered from Pluak Daeng District, which is in the Khao Chi Chan area (Road No. 312). The project has assessed the impacts from transporting construction materials from the construction material source via the transportation routes into the project area.</p>
<p>- Suggest clarifying the results of studies on human use value, quality of life value, land use, economy, and water use.</p>	<p>- The environmental and health impact assessment covers all 4 domains, including physical environmental resources, biological environmental resources, human use value, and quality of life value. There are 23 issues in total, the impact on which are studied and assessed according to technical standards by experts in various fields.</p>
<p>- We would like to propose that the project set up a tripartite committee to monitor impacts of the project.</p>	<p>- The project will appoint an EHIA Monitoring Committee consisting of 3 representatives.</p> <ul style="list-style-type: none"> ● Representatives of the people located in the area around the project. ● Government representatives/local academics ● Director of representative of the EECO Navy and/or Project Administrator or Project Maintenance

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Suggest the public sector participates in monitoring the implementation of construction contractor measures. 	<ul style="list-style-type: none"> - Acknowledged suggestion. - The project requires agency or community representatives to jointly monitor the compliance of contractors (during the construction phase) and airport management (operation phase).
<ul style="list-style-type: none"> - Suggest payment measures when there is flying after midnight 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Does aircraft takeoff and landing interfere with TV reception? Has the project studied this? 	<ul style="list-style-type: none"> - Acknowledged suggestion. - The project evaluated the impact that aircraft takeoff and landing could have on TV reception, which was found to be a momentary effect.
<ul style="list-style-type: none"> - Propose that the project inform the public on results of noise and vibration measurements. 	<ul style="list-style-type: none"> - Noise and vibration measurements were taken to monitor noise levels (measured 24 hours a day continuously over 7 days). The first measurement was taken during rainy season, between 18-24 July 2019, at 6 locations comprising Pattanavechsuksa School, the staff operation building area, the project airside area, Wat Khiri Pawanaram School, Wat Phala School, Ban Khlong Bang Phai School, and Wat Sa Kaeo School. The second measurement was taken during the dry season, between 3-9 November 2019, at 7 locations, with 1 additional location at Wat Sa Kaeo School, which was deemed a sensitive area that may be impacted. It was found that all values were within standards at all locations. The results have been presented in the health and environmental impact report and presented to the public for their information in the public consultation.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Propose conducting the project with caution, during the construction phase and in the operation phase, in order to result in minimal impact. 	<ul style="list-style-type: none"> - For the pre-construction phase, construction phase, and operation phase, the project has established measures to minimize impacts. - The project will publicize news on project operations, construction plans and activities, and construction material transportation routes as well as complaint channels for residents in the vicinity and road users to stay informed through various channels periodically. - In the event that a complaint is received due to constructions, such complaint must be considered and resolved per the guidelines for environmental impact prevention and resolution measures as soon as possible.
3. Noise and vibration levels	
<ul style="list-style-type: none"> - Have the results of the study on noise impact been given the EECO Committee for acknowledgement? 	<ul style="list-style-type: none"> - The study has brought the results of the audio study to the EECO meeting for review.
<ul style="list-style-type: none"> - What is the NEF value? Which instrument is used for measurement and can results be converted into decibels for ease of public understanding? 	<ul style="list-style-type: none"> - Acknowledged suggestion. - NEF or Noise Exposure Forecast calculations are the standard method used to assess noise to predict human disturbance levels in areas impacted by aircrafts. - The NEF value can be estimated in decibels by adding 35 (dBA = NEF + 35).
<ul style="list-style-type: none"> - Did the project make use of data from the Department of Environmental Quality Promotion research on aircraft noise pollution management? 	<ul style="list-style-type: none"> - The project has used data from the Department of Environmental Quality Promotion's study on the management of noise pollution problems from aircraft to prepare for its study.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Provide the public with knowledge and understanding of air safety zone. 	<ul style="list-style-type: none"> - Acknowledged suggestion. - The air safety zone surrounding the airport means the area around the airport that is determined by the Ministry of Transport as an area where building and tree planting is controlled so as not to obstruct aircraft landing at and taking off from the airport. It is prohibited for any persons to construct buildings or structures or plant perennial trees in this area unless written permission has been obtained from a competent official (Civil Aviation Authority of Thailand). who has notified the public in the 2ndpublic consultation process.
<ul style="list-style-type: none"> - Having read about the determination of the noise control area, it looks like the emphasis was given to Runway 1. Does the study and determination of noise contour area also cover Runway 2, or not? 	<ul style="list-style-type: none"> - In determining the noise control area, the project included the use of Runway 2.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<p>- What areas fall within the noise contour areas, and what is the combined size of those areas?</p>	<p>Areas affected by noise, consisting of:</p> <ul style="list-style-type: none"> - NEF ≥ 40 areas in Sam Nak Thon Subdistrict, Ban Chang District, Rayong: <ul style="list-style-type: none"> ● Village No. 3, Ban Sa Kaeo (Sam Nak Thon Subdistrict) - NEF 30-40 areas in Phala Subdistrict, Sam Nak Thon Subdistrict, Phlu Ta Luang Subdistrict, and Huai Yai Subdistrict: <ul style="list-style-type: none"> ● Village No. 1, Ban Sam Nak Thon (Sam Nak Thon Subdistrict) ● Village No. 2, Ban Chak Mak (Sam Nak Thon Subdistrict) ● Village No. 3, Ban Sa Kaeo (Sam Nak Thon Subdistrict) ● Village No. 4, Ban Khlong Phai (Sam Nak Thon Subdistrict) ● Village No. 6, Ban Khao Khrok (Sam Nak Thon Subdistrict) ● Village No. 7, Ban Nong Takhian (Sam Nak Thon Subdistrict) ● Village No. 8, Ban Cherg Khao (Sam Nak Thon Subdistrict) ● Village No. 5, Ban Khao Bai Si, (Phlu Ta Luang Subdistrict) ● Village No. 11, Ban Map Fakthong (Huai Yai Subdistrict) <p>Note : NEF contour map as of July 2021</p>

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - What measures will the project take to remedy noise impact on affected people? - How does the project address the impact of noise and vibration? - What are the project's guidelines for sensitive areas (educational institutions, medical institutions, and religious sites) affected by noise and vibrations caused by the aircraft? 	<ul style="list-style-type: none"> - The project specified primary measures for the compensation of those affected by aircraft noise as follows: <ul style="list-style-type: none"> ● In the case of NEF \geq 40, the project shall negotiate the purchase of land and buildings or improvement to reduce the impact. ● In the case of NEF 30-40, the project will support building improvements to reduce noise impact. ● The project will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc.
<ul style="list-style-type: none"> - In the case that a house is not within the NEF contour, but is also impacted by the noise, or in the future is increasingly impacted by noise, what measures of care will the project take? 	<ul style="list-style-type: none"> - The project requires annual monitoring of noise impact from actual aviation scenarios. If areas of noise impact beyond those currently given compensation are found, the Royal Thai Navy, EECO and/or project management team shall conduct surveys and compensate those affected without delay.
<ul style="list-style-type: none"> - During the construction phase, the level of noise generated by construction activities at the airport should be monitored and measured. 	<ul style="list-style-type: none"> - During the construction phase of the project, measures were put in place to monitor noise impact.
<ul style="list-style-type: none"> - Does the project also survey cave-dwelling organisms? I am concerned that airplane noise will affect bats and other animals. Please coordinate with forest agencies. 	<ul style="list-style-type: none"> - The study conducted preliminary data monitoring and coordination with the forest agency in the area. It was found that the study area had no caves. Therefore, there is no effect on bats and other cave-dwelling animals.
<ul style="list-style-type: none"> - What tools are used to calculate the NEF value in model execution? What data is imported? 	<ul style="list-style-type: none"> - NEF or Noise Exposure Forecast calculations are the standard method used to assess noise to predict human disturbance levels in areas impacted by aircrafts.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> ● Aircraft type/noise level ● Number of daytime and night-time flights ● Runway operation model ● Meteorological data
<p>- Does the NEF calculation include government flights, because they are very loud?</p>	<p>- In the first phase of development, the volume of flights had not yet increased considerably. The expected impact of sound has been predicted for the next 30 years (2048), which is the year of peak flight volume. The impact of aircraft noise is the predicted contour for the future. However, government flights have not been included due to military security restrictions.</p>
<p>- Has NEF calculation been made for the event of an irregular takeoff or landing, and for cases of turning or circling?</p>	<p>- The Study has calculated the NEF value for the case of turning.</p>
<p>- Is assessment of the noise impact of the high-speed railway linking 3 airports and motorway incorporated as part of the project?</p>	<p>- An assessment of the impact of airport noise will assess the noise of the aircraft. During the construction phase, the project incorporated the general noise level in the assessment, and in the operation phase it is proposed that there be measures to further assess the noise from both airplane noise and general noise in sensitive areas.</p>
<p>- We propose the installation of automatic air quality and noise measurement systems and provide members of the public to access real-time measurements.</p>	<p>- Suggestion is acknowledged and presented to the project owner for further consideration.</p>
<p>- Please provide the current noise measurement locations and the measurement results.</p>	<p>- Noise level measurements (measured for 24 hours continuously over 7 days), taken 2 times as follows:</p>

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> ● The first occasion, during the rainy season, 18-24 July 2019, at 6 locations: in the staff operations building of Pattanavechsuksa School; the project’s airside area; Wat Khiri Pawanaram School; Wat Phala School; and Ban Khlong Bang Phai School. ● 2nd time, dry season : Between 3-9 November 2019, at 7 locations, with 1 additional location at Wat Sa Kaeo School, which was deemed a sensitive area that may be impacted. It was found that all values were within standards at all locations.
<p>- We would like to know whether aircraft make more noise while taking off or while landing.</p>	<p>- Takeoffs are louder but shorter. - Landings are not as loud, but continuous and take longer.</p>
<p>- How does the noise contour area in the sea affect marine life?</p>	<p>- Noise is characterized as wave energy. When passing by an aqueous medium, the energy level will decrease. In summary:</p> <ul style="list-style-type: none"> ● Noise from airplanes does not have as much effect as ships. ● Noise from ships have effects. There are global IMO* guidelines to follow in regard to ship design standards to not exceed standard noise criteria. <p>Reference: https://wildwhales.org/threats/noise-and-cetaceans/ * International Maritime Organization (2014). Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life, MEPC.1/Circ.833. London, U.K.: IMO Publishing. 8pp.</p>

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - What is the noise level that does not harm human health allowable under the law? 	<ul style="list-style-type: none"> - WHO states that dangerous noise is noise that is above 85 dBA at all frequencies.
<ul style="list-style-type: none"> - Are the noise contour areas presented by the project considered final? 	<ul style="list-style-type: none"> - The noise contours presented at the second public consultation are the expected contour lines based on preliminary data. However, after discussions with relevant agencies, the data may change, but changes may be insignificant. However, if it is found that there is an affected area not covered in the second public consultation, the consultant will find a space to host an additional meeting covering those affected, and will consider this additional noise contour information, as well further surveying the economy and society.
<ul style="list-style-type: none"> - when the aircraft is unable to land? 	<ul style="list-style-type: none"> - Information acknowledged.
<ul style="list-style-type: none"> - Ban Chang Subdistrict Municipality has asked for the project to provide data on the contour to the municipality as well in order to plan the appropriate development of the area, since the current strategy of the EECO for a Smart City is an air travel park city. 	<ul style="list-style-type: none"> - Acknowledged suggestion. - The project has established measures to coordinate with the Provincial Office of Public Works and Town and Country Planning, and related agencies in order to send a contour map, and to suggest its inclusion in the integrated Town and Country Planning, to control land use and construction around U-Tapao International Airport so that it is suitable and consistent with airport activities, air safety zones, and areas affected by airport development.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
4. Air quality	
<ul style="list-style-type: none"> - What fuel does the plane use? If in the future, the number of flights increases, will this lead to more serious impacts on people in the area, such as fumes from aircraft exhaust emissions? 	<ul style="list-style-type: none"> - The aircrafts use Jet A-1 jet fuel, which is a blend of benzine/gasoline/diesel at different ratios depending on the aircraft type. - The project’s impact study included aircrafts’ projected impact on air quality according to the expected number of flights in the future until 2048. - In this regard, the project provided incident report channels for the event that they are impacted or suspect that they may be impacted by project activities.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<p>- We would like to ask the project to create measures to mitigate the impacts of dust on the communities both at the construction phase and operation phase.</p>	<p>- The project has measures to reduce the impact of dust as follows:</p> <p>Construction phase</p> <p>Topsoil stripping activities</p> <ul style="list-style-type: none"> ● Install fences around the construction area to reduce the dispersion of dust and exhaust from construction machinery. ● Spray water at least twice a day in the area of construction where dust rises. <p>Construction material transportation</p> <ul style="list-style-type: none"> ● Cover the loading compartment of vehicles used to transport materials and construction equipment that may cause dispersions using canvas or similar materials. ● Limit the speed of vehicles used for transporting construction materials, with a speed limit of 60 kilometers per hour for trucks weighing over 1,200 kilograms, and 45 kilometers per hour for towing trucks and trailers. In addition, the speed limit for construction areas, community areas, residential areas, and educational institutions is 30 kilometers per hour. ● All vehicle wheels are to be washed or cleaned before leaving the construction area. <p>Operation phase</p>

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> ● Plan to develop, improve, or increase the efficiency of traffic and transport systems within the airport, especially at airport entrances and exits. ● Coordinate with the relevant transportation agencies in a study of connecting public transportation and large mass transit into the airport in the future.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<p>- Has there been any air quality models? What are the values of inputs such as PM_{2.5} particulates and Total VOCs?</p>	<p>- In the second public consultation stage, air quality was evaluated from aircraft activities using a mathematical model to predict the concentration of PM_{2.5} particulate matter and VOCs of the types that affect health, as follows:</p> <ul style="list-style-type: none"> - PM_{2.5} Particulate Matter <ul style="list-style-type: none"> ● The Cmax of particulate matter 2.5 micron and less (PM_{2.5}) 24-hour average and 1 year average at the airport, is equivalent to 1.421 and 0.315 micrograms per cubic meter, respectively. These values are below the standard for PM_{2.5} in typical atmosphere according to National Environment Board Notification No. 36 (2010), which specifies that they not exceed 50 and 25 micrograms per cubic meter, respectively. - Volatile Organic Compounds (VOCs) are: <ul style="list-style-type: none"> ● Acrolein occurring within the airport has a 24 hour average Cmax of 0.969 micrograms per cubic meter, exceeding the surveillance value for volatile organic compounds over 24 hours in a typical atmosphere, which is specified not to exceed 0.55 micrograms per cubic meter. ● Benzene at the airport has a Cmax 24-hour average of 0.665 micrograms per cubic meter and does not exceed the surveillance value for volatile organic compounds in a typical atmosphere within 24 hours, which is specified not to exceed 7.6 micrograms per cubic meter. The Cmax 1 year average at the airport is 0.147 micrograms per cubic meter. This does not exceed the surveillance

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<p>value for volatile organic compounds in a typical atmosphere over 1 year, which is specified not to exceed 1.7 micrograms per cubic meter.</p> <ul style="list-style-type: none"> ● 1,3-Butadiene at the airport has a Cmax 24-hour average of 0.668 micrograms per cubic meter and does not exceed the surveillance value for volatile organic compounds in a typical atmosphere within 24 hours, which is specified not to exceed 5.3 micrograms per cubic meter. The Cmax 1 year average at the airport is 0.147 micrograms per cubic meter. This does not exceed the surveillance value for volatile organic compounds in a typical atmosphere over 1 year, which is specified not to exceed 0.33 micrograms per cubic meter.
<ul style="list-style-type: none"> - I would like to propose a review of the index and frequency used in air quality measurements. 	<ul style="list-style-type: none"> - Acknowledged suggestion. - The project has considered the air quality index in accordance with the impacts that may occur from the aircraft as follows: <ol style="list-style-type: none"> 1) 24-hour average total suspended particulates (TSP) 2) 24-hour average particulate matter with a diameter of less than 10 microns (PM₁₀) 3) 24-hour average particulate matter with a diameter of less than 2.5 microns (PM_{2.5}) 4) 1-hour average nitrogen oxide (NO₂) 5) 1-hour average and 8-hour average carbon monoxide (CO) 6) 3-hour average non-methane hydrocarbon (NMHC) 7) 3-hour average total hydrocarbon (THC)

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	8) Volatile organic compounds (VOCs) 9) Wind speed and wind direction (WS/WD) - Duration of measurement: 24 hours for 7 consecutive days (5 business days and 2 holidays) Measurements taken 2 times: 1) Rainy season (18-25 July 2019) 2) Dry season (3-10 November 2019)
- Which agency is responsible for measuring the air quality of the project?	- In the EHIA report of the environmental impact of the research project, the environmental advisory company (United Analyst and Engineering Consultants Co., Ltd.) measures the air quality of the project. The monitoring period during the construction phase and operation phase, the Royal Thai Navy, EECO and/or the project management may hire a third party to carry out further measurements.
- Suggest planting trees as buffer zones.	- Acknowledged suggestion. - In the planting of trees to create a buffer zone, air safety should be considered as the main basis.
5. Surface water quality/marine water/marine ecology	
- Aircraft tire debris may affect aquatic animals in the ocean. What measures will the project take to prevent this?	- Aircraft takeoff and landing is at the runway area of the project, so the tire debris falls on the runway area. - The project has measures for cleaning the airport runway as usual, but in the event that rainfall flushes aircraft tire debris, the debris and rainwater will collect in the pond before being released into the environment.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Could you please provide methods and results of the marine water quality and marine ecology measurements of the project? 	<ul style="list-style-type: none"> - Marine water quality and marine ecology measurements for the project will be done at 6 sampling stations (in accordance with the distance of the freshwater and saltwater mixing zone) during the rainy season and dry season. There are 3 stations located 300 meters from the shore and 3 stations located 500 meters from the shore. - When comparing analysis results with marine water quality standards for types 3, 4, and 5 in accordance with the announcement of the National Environment Board Re: Determination of Marine Water Standards 2017, it was found that marine water quality in the project study area was within standard range (type 3) at all stations and can be used for aquaculture in accordance with fisheries laws.
<ul style="list-style-type: none"> - How long is the distance from the end of the runway to the ocean? 	<ul style="list-style-type: none"> - The distance from the end of runway 2 to the ocean is approximately 327 meters.
<ul style="list-style-type: none"> - Regarding surface water quality measurements: Does the survey also cover areas where industrial wastewater originates, such as factories or places of businesses? 	<ul style="list-style-type: none"> - The project has set up 4 surface water sampling stations, comprising <ul style="list-style-type: none"> Station 1: Khlong Bang Phai, above the water discharge point; Station 2: Khlong Bang Phai, at the end of the water discharge point; Station 3: Khlong Bang Phai, at the sea discharge point; and Station 4: Khlong Phala. - Measurement : 2 times <ul style="list-style-type: none"> 1) Rainy season (18 July 2019) 2) Dry season (31 October 2019)

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> - The measurement station does not have wastewater sources from factories or establishments.
<ul style="list-style-type: none"> - Does U-Tapao International Airport currently release wastewater into Khlong Bang Phai, which is a main source of water for military units and surrounding communities? 	<ul style="list-style-type: none"> - At present, U-Tapao International Airport discharges some of the treated wastewater into Khlong Bang Phai.
<ul style="list-style-type: none"> - Results of surface water quality measurements at Khlong Bang Phai turned out to be of poor quality. What does the project plan to do about it? 	<ul style="list-style-type: none"> - In the surface water quality analysis at Khlong Bang Phai, the water quality was classified as a type 4 surface water source, a water source which has received wastewater from some types of activities, according to National Environment Board Notification No. 8 (1994). It may be utilized and consumed after being disinfected normally, or can undergo special water quality improvement processes for industrial use. - During the construction phase, the project has measures to manage wastewater coming from the construction office and construction worker's quarters. An on-site septic tank will be installed in the construction office area and construction worker's quarters area, and draining water directly into water sources is not allowed.
<ul style="list-style-type: none"> - Has the project planned for rainwater runoff? Is there a rainwater runoff management system to keep rainwater under control before releasing it into the outside environment? 	<ul style="list-style-type: none"> - The project designed a pond that was located within the project area to allow sedimentation before release into the environment.
<ul style="list-style-type: none"> - The project area is quite large, and natural water routes may be obstructed. 	<ul style="list-style-type: none"> - Within the project area, in the construction area for Runway 2, no natural water routes were found.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Sediments that will affect fishery should be considered, including changing the direction of water streams. 	<ul style="list-style-type: none"> - During the construction phase of the project, there were measures in place for keeping construction materials and equipment organized. Embankments were built and material barriers used according to drainage lines close to the construction area, and a sediment pond was made to reduce soil sediment leaching or construction debris falling into water sources.
<ul style="list-style-type: none"> - Marine water quality measurements could lead to discovery of heavy metals, such as arsenic and manganese released from mineral deposits underground. 	<ul style="list-style-type: none"> - Acknowledged suggestion. - Results of assessments for arsenic (As) and manganese (Mn) concentrations in marine water found that: <ol style="list-style-type: none"> 1) Rainy season <ul style="list-style-type: none"> ● Arsenic equal to 8.06 micrograms/liter ● Manganese equal to 0.150-1.11 micrograms/liter 2) Dry season <ul style="list-style-type: none"> ● Arsenic equal to 0.556-0.985 micrograms/liter ● Manganese equal to 0.310-0.760 micrograms/liter - Results from the measurement of arsenic and manganese in marine water show that values do not exceed standard range (standard range for arsenic not exceeding 10 micrograms/liter, manganese not exceeding 100 micrograms/liter). Reference: Marine water quality standards, Pollution Control Department.
<p>6. Waste management</p>	
<ul style="list-style-type: none"> - How is the workers' wastewater assessed, when at present there is no contractor company? 	<ul style="list-style-type: none"> - The project will assess wastewater from the highest number of workers expected to come during the construction phase, with a maximum number of 330 workers (maximum 300 workers and 30 employees in the construction

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	supervision office), calculating the volume of wastewater as 80% of the volume of water used.
<ul style="list-style-type: none"> - How does the project manage waste, wastewater, and toilet waste from workers' living quarters outside of the airport? 	<p>Waste management</p> <ul style="list-style-type: none"> - The project requires construction workers and supervisors to strictly classify waste according to the provided receptacles. - The construction contractor shall coordinate with local agencies for storage and removal of waste and sewage for sanitary disposal. <p>Waste and wastewater management</p> <ul style="list-style-type: none"> - Adequate sanitary facilities must be provided for the construction supervision office area. - Require installation of an on-site septic tank that can adequately support the amount of wastewater from the workers' living quarters.
<ul style="list-style-type: none"> - What measures are in place to control infectious waste from worker's quarters? 	<ul style="list-style-type: none"> - The project requires construction workers and supervisors to strictly segregate waste according to the containers provided before it is collected and sent for proper disposal.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - How will the project manage wastewater in the airport during the construction phase and the operation phase? 	<ul style="list-style-type: none"> - Construction phase <ul style="list-style-type: none"> ● Require installation of an on-site septic tank that can adequately support the amount of wastewater from the workers' living quarters. - Operation phase <ul style="list-style-type: none"> ● Provide a central wastewater treatment system that can adequately support increased wastewater volume without wastewater being drained into the external environment. ● Monitor treated wastewater characteristics in order to maintain standards. ● Reuse treated wastewater as much as possible by using to water trees, and further treat and reuse.
<ul style="list-style-type: none"> - Suggest having a proper waste disposal area in the area. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - There are concerns about illegal dumping of refuse and waste in public places. What measures does the project have in place? - Airport developments have resulted in waste issues. I would like to know about the means of segregation, transportation and disposal due to the current problems with waste management. - Concerned about waste from increasing numbers of tourists. 	<ul style="list-style-type: none"> - Construction phase <ul style="list-style-type: none"> ● The project requires construction workers and supervisors to strictly classify waste according to the provided receptacles. - Operation phase <ul style="list-style-type: none"> ● Provide a sorting system and adequate storage for waste in order to efficiently manage waste as it occurs. ● Provide a system to gather and collect waste from the airport and have it transported to the authorized agencies for proper disposal.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Which agency is responsible for waste management? In the event that the localities need to become involved in waste management, the project should send letters notifying the localities and receive approval first. 	<ul style="list-style-type: none"> - Acknowledged suggestion. - The construction contractor shall coordinate with local agencies for storage and removal of waste and sewage for sanitary disposal.
<ul style="list-style-type: none"> - Suggest that the project raise awareness about waste management amongst those in the area. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<p>7. Transportation</p>	
<ul style="list-style-type: none"> - How are the traffic network systems and mass transit systems for getting in and out of the airport and surrounding paths? The project is requested to coordinate with transport agencies in all aspects. 	<ul style="list-style-type: none"> - The development plans for construction of transportation routes related to U-Tapao International Airport development plans comprise Highway Number 7 and the high-speed railway linking 3 airports, which are connected to support the mass transit system as a supporting service for Suvarnabhumi Airport, Don Mueang Airport, and U-Tapao International Airport. - The project has measures to manage the impacts of transportation (operation phase), namely: <ul style="list-style-type: none"> ● Plan to develop, improve, or increase the efficiency of traffic and transport systems within the airport, especially at airport entrances and exits. ● Coordinate with the relevant transportation agencies in a study of connecting public transportation and large mass transit into the airport in the future.
<ul style="list-style-type: none"> - Suggest putting up indicators/signs/traffic signs to provide clear directions inside the airport and to increase parking space within the airport. 	<ul style="list-style-type: none"> - Acknowledged suggestion.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Suggest considering opening new airport entrances for transportation of construction materials and equipment, in order to reduce traffic congestion at current entrance areas. 	<ul style="list-style-type: none"> - The project plans to open new airport entrances specifically for the transport of construction materials in order to reduce the impact of traffic congestion.
<ul style="list-style-type: none"> - Suggest that vehicles are inspected to ensure that they are ready for safe use at all times. - Suggest that vehicles are maintained to be always in good condition and ready to use. 	<ul style="list-style-type: none"> - The project has measures to inspect vehicles and machinery of the construction companies used in construction work to ensure that they are maintained in good working order, to prevent vehicles or machinery from breakdown while in use, and conduct regular inspection of trucks transporting construction materials on a regular basis.
<ul style="list-style-type: none"> - Suggestion that project vehicles should have the project name, telephone number, and complaint channels clearly marked on the side of the vehicle, as there may be many construction jobs underway at the same time in the area. 	<ul style="list-style-type: none"> - The project has measures to ensure that trucks and vehicles are clearly labeled with logos and name of construction project along with phone numbers and vehicle ID number and name of transportation contractor, to indicate that they were transporting materials for the project, and so that members of the public may be able to verify or lodge a complaint when problems arise. These vehicles are also required to have GPS installed for tracking purposes.
<ul style="list-style-type: none"> - Suggest measures for road maintenance if there is any damage from the transport of the project, to restore them to the same condition. 	<ul style="list-style-type: none"> - In the event that the transportation of construction materials of the project causes damage to the road, the contractors under the supervision of the RTN and EECO/or project operators, must coordinate with relevant agencies and immediately proceed to make repairs or take corrective measures.
<ul style="list-style-type: none"> - Where will the project obtain its materials and what routes will be used for transportation? 	<ul style="list-style-type: none"> - Most of the earth and sand is sourced from Pluak Daeng District and Khao Chi Chan. The main routes of transport

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<p>Suggest avoiding transportation nearby to communities, temples, and schools, or in congested traffic.</p>	<p>follow routes 331 and 332. If earth from the Pluak Daeng District and Khao Chi Chan sources are insufficient, earth will be taken from Phetchaburi and Ratchaburi provinces, transported by boat to Juk Samet port, and then transported to the project area by truck along road no. 3126, to reduce the density of traffic on roads no. 331 and 332.</p>
<ul style="list-style-type: none"> - During the construction phase, suggest to create transportation route signs for the public to be informed of and avoid transportation routes. 	<p>The study has preliminary measures as follows:</p> <ul style="list-style-type: none"> - Install temporary traffic signs in areas where trucks make a U-turn, which may cause traffic congestion and unsafe conditions. - Install temporary signs, textual warnings, and flashing lights at construction sites in accordance with the Road Traffic Act 1979, or the latest notification, in traffic problem or accident-prone areas, such as entry-exit points of construction sites and inside construction area. All signs must be clearly visible day and night. - Select the transportation routes for materials and workers that do not interfere with the main access routes at the entry-exit points of the U-Tapao International Airport used by passengers and members of communities around the airport. Areas with heavy traffic should also be avoided. Highway 3 linking to the the U-Tapao International Airport from the north is designated as the main transportation route, regardless of the materials' point of origin. - Coordinate with traffic police to facilitate the use of the transportation routes and inform motorists and people
<ul style="list-style-type: none"> - There are problems with traffic congestion caused by carrying out multiple construction projects at the same time in areas near the project. 	

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	<p>living along the routes in advance of the date and time set for transportation of materials, tools and equipment and heavy machinery.</p> <ul style="list-style-type: none"> - Together with the Department of Highways, formulate a contingency plan in the case of emergencies and major accidents to mitigate traffic congestion by taking measures such as periodically opening the central separation barrier to allow reversible lanes to enable traffic to flow around accident sites, etc.
<ul style="list-style-type: none"> - Suggest avoiding morning rush hour at 6.00-9.00 am/evening 4.00 - 7.00 pm and public holidays as these areas are already currently traffic congested. 	<ul style="list-style-type: none"> - The project has measures to avoid transporting construction materials during the morning rush hour (6:00 - 9:00am), and evening rush hours (4:00 - 8:00pm) or as required by law.
<ul style="list-style-type: none"> - Suggest that the project consider taking the measure of avoiding peak periods in the area of Sattahip KM.10, Intersection 331, which is a large community area with heavy vehicle traffic. 	<ul style="list-style-type: none"> - Select the transportation routes for materials and workers that do not interfere with the main access routes at the entry-exit points of the U-Tapao International Airport used by passengers and members of communities around the airport. Areas with heavy traffic should also be avoided. Highway 3 linking to the the U-Tapao International Airport from the north is designated as the main transportation route, regardless of the materials' point of origin.
<ul style="list-style-type: none"> - Suggest covering trucks with tarps to prevent dust and falling soil/sand while in transit to reduce accidents. 	<ul style="list-style-type: none"> - The project has measures to cover the loading compartment of the trucks used in the transportation of construction materials and equipment with canvas or similar materials to prevent construction materials from falling off along the transportation route. In the case of construction materials

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	falling off on the traffic surface or the roadside, dispatch workers to clean up as soon as possible.
<ul style="list-style-type: none"> - Suggest to have easily accessible complaint channels and that complaints be treated seriously. 	<ul style="list-style-type: none"> - Trucks and vehicles must be clearly labeled with logos and name of construction project along with phone numbers and vehicle ID number and name of transportation contractor, to indicate that they were transporting materials for the project, and so that members of the public may be able to verify or lodge a complaint when problems arise. These vehicles are also required to have GPS installed for tracking purpose.
<ul style="list-style-type: none"> - Suggest considering the transportation of large equipment as they may not be able to pass under bridges. - Suggest transporting equipment at night for large vehicles. 	<ul style="list-style-type: none"> - Suggestion is acknowledged. The project has measures to coordinate with traffic police to facilitate the use of the transportation routes and inform motorists and people living along the routes in advance of the date and time set for transportation of materials, tools and equipment and heavy machinery.
<ul style="list-style-type: none"> - Which agencies are responsible for monitoring contractors' compliance with transportation measures, whether they are practical, and whether they should have serious penalties? 	<p>The study has measures to:</p> <ul style="list-style-type: none"> - Require construction contractors to propose a plan for the transportation of construction materials, machinery and equipment, workers and personnel involved in the construction to be submitted to the Royal Thai Navy and EECO/or project operators before commencing such transportation. Such requirement shall be set as a condition attached to the contract of employment. - Require construction contractors to control and supervise truck drivers and machinery operators to exercise caution in the construction area and strictly comply with relevant

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	laws and regulations, and punish those who do not follow the rules as part of the effort to prevent accidents.
<ul style="list-style-type: none"> - Suggest having measures to control the weight of transported materials and equipment from the source, such as at the stone mill, as this can cause roads to become damaged. 	<ul style="list-style-type: none"> - Require construction contractors to ascertain that trucks used for shipping construction materials stay within the maximum allowable weight under the law, and that drivers observe a maximum speed 60 kilometers per hour for trucks with a load of over 1,200 kilograms, and a maximum speed of 45 kilometers per hour for trailers, and a maximum speed of 30 kilometers per hour for all vehicles within the construction area.
<ul style="list-style-type: none"> - Suggest adding water sprinklers as appropriate for the activity or activity area during construction phase, such as adding water sprinklers around stone mills. 	<ul style="list-style-type: none"> - The project has measures that construction areas with vehicles and work that may cause dust, including roads within the airport, used for transporting materials, equipment and workers during the construction phase that have not yet been paved or concreted must be sprinkled with water at least 3 times a day or as suitable to prevent and reduce the effect of dust dispersion into the atmosphere.
<ul style="list-style-type: none"> - Suggest GPS installation to control truck speed, to ensure strict compliance with the law in order to reduce accidents. 	The study has measures to: <ul style="list-style-type: none"> - Require construction contractors to ascertain that trucks used for shipping construction materials stay within the maximum allowable weight under the law, and that drivers observe a maximum speed 60 kilometers per hour for trucks with a load of over 1,200 kilograms, and a maximum speed of 45 kilometers per hour for trailers, and a maximum speed of 30 kilometers per hour for all vehicles within the construction area.
<ul style="list-style-type: none"> - Concerned that accidents may be caused by increasing traffic volume. 	

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> - Trucks and vehicles must be clearly labeled with logos and name of construction project along with phone numbers and vehicle ID number and name of transportation contractor, to indicate that they were transporting materials for the project, and so that members of the public may be able to verify or lodge a complaint when problems arise. These vehicles are also required to have GPS installed for tracking purposes. - Together with the Department of Highways, formulate a contingency plan in the case of emergencies and major accidents to mitigate traffic congestion by taking measures such as periodically opening the central separation barrier to allow reversible lanes to enable traffic to flow around accident sites, etc.
<ul style="list-style-type: none"> - What is the possibility that the 16km route will be made to Phala beach with a beautiful view of the landscape and the airport? 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - There is still no plan to develop or upgrade road networks around U-Tapao International Airport under supervision of the Chonburi Rural Road Office. 	<ul style="list-style-type: none"> - Information acknowledged.
<ul style="list-style-type: none"> - Suggest establishing safety measures for worker transportation. 	<ul style="list-style-type: none"> - The project has measures to arrange transport vehicles for construction workers to ensure safe and orderly travel as well as to prevent theft of construction materials.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
8. Socio-economics	
<ul style="list-style-type: none"> - Where is the construction workers' quarters located? Suggest that it be located far away from the community, as it may cause community trouble, such as quarreling, gambling, illegal drugs, and pets. 	<p>The study has the following measures:</p> <ul style="list-style-type: none"> - Prepare construction workers' quarters appropriately and with areas clearly designated, as well as establishing control measures for the construction area and construction worker's quarters to prevent the workers from causing trouble and disturbance, for example, prevent gambling, illegal drug use, loud and raucous noise, etc., with strict penalties. - Provide security to ensure peace and orderliness in the construction area and workers' living quarters area at all times. Instruct foremen to control and monitor the behavior of construction workers to help ease the anxiety of local residents regarding public safety such as crimes or theft, etc.
<ul style="list-style-type: none"> - Immigration, social change, and development of the community is increasing, resulting in public utility usage issues, which may not be able to keep up with development, and result in shortages. 	
<ul style="list-style-type: none"> - Approximately how many workers are there? Suggest hiring workers from the local area and not foreign workers. 	<p>The project will use approximately 300 workers. The project has the following measures:</p> <ul style="list-style-type: none"> - Give priority to recruiting people in the communities around U-Tapao International Airport who are qualified for suitable jobs. - The construction contractor will be required by law to select and conduct background check on workers for the construction of the project. Workers' dossiers with photos will be created and retained at the office of the project, which can be checked immediately when problems arise or complaints are received.
<ul style="list-style-type: none"> - Suggest health checks and a register with worker background histories before starting work, with follow-ups done once a year. 	

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> - In the case of contract work, there must be supervision to ensure the contractor reports results of employees' health check up at least once a year.
<ul style="list-style-type: none"> - As the project develops, the economy will improve, and growth will come into the area bringing both pros and cons. Therefore, coordination and cooperation with local agencies will be beneficial to all sectors. 	<ul style="list-style-type: none"> - Suggestions acknowledged. In this regard, the project has measures to cooperate with relevant agencies to support community activities such as promoting agriculture and aquaculture, community development, promoting health, education, culture and the arts, developing tourist spots and conserving the environment, etc.
<ul style="list-style-type: none"> - Suggest undertaking activities that will provide care in terms of education, such as scholarships. Allow students to observe/take internships at the airport. 	
<ul style="list-style-type: none"> - Suggest that the project proposes ideas relating to activities that provide care for the society, community, and fishery groups affected by the project. 	
<ul style="list-style-type: none"> - Suggest measures to reduce impacts on fishery occupations arising from surrounding project developments and blocking out of safety zones until there are little occupation areas left. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Suggest having CSR units visit the area to meet with agencies or local people frequently and work strictly. 	
<ul style="list-style-type: none"> - Suggest complaint channels for those affected by the project. Who will be responsible for receiving and responding to complaints? 	<ul style="list-style-type: none"> Acknowledged the suggestions. In this regard, the project has established measures to <ul style="list-style-type: none"> - provide channels to receive complaints about the impacts of the construction of the project at the construction

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	supervision office or U-Tapao International Airport to acknowledge problems and impacts in order to resolve issues. - In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem and corrective measures taken in accordance with the required environmental impact prevention and resolution measures without delay.
- Suggest establishing airport development and surrounding community funds from the beginning. In what way does the project have a concrete fund management approach? Elements should be clearly specified and be of true benefit to the community.	- Suggestions acknowledged. In this regard, the project has implemented measures to establish an impacted persons' compensation fund from U-Tapao International Airport in order to alleviate the overall environmental and public health impacts that the public may receive due to operations of U-Tapao International Airport. At present, the guidelines for establishing the fund are still being evaluated according to existing standards, in order to cover potential impacts and take care of society, environment, and community.
- Suggest having representatives from the public and from various sectors in the local community also be involved in the fund management committee.	
- Suggest that airport access fees be allocated to the fund.	
- The public would like the impacted parties' compensation fund to be established before project construction starts.	
- Suggest having local travel groups set up publicity booths inside the airport.	- The project has implemented measures requiring the Royal Thai Navy, EECO and/or project operator to consider other

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - It is a beneficial project that will help generate income to improve the economy in areas such as tourism and education. 	<p>forms of compensation, such as construction of public parks, tree planting in Buddhist temples, schools and public health facilities, organizing job markets, providing retail spaces for sale of products made by community-based businesses at U-Tapao International Airport, etc.</p>
<ul style="list-style-type: none"> - Suggest creating work, promoting quality of life and strength for people in the affected area first. 	
<ul style="list-style-type: none"> - What are the benefits to the public that the development of the project will bring? 	
<ul style="list-style-type: none"> - Suggest allowing local people to work in the airport area, such as for trade and as hired drivers. 	
<ul style="list-style-type: none"> - Suggest measures to reduce impact on the quality of life/mental health of the people who must relocate. 	
<ul style="list-style-type: none"> - Economic development must be accompanied by social development. 	
<ul style="list-style-type: none"> - Suggest taking preventive measures against influential people/groups seeking to take advantage of the project. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Provide a project to survey the current state of the community, and inform the interviewee of the impact. 	<ul style="list-style-type: none"> - This second public consultation is one stage in the process of public consultation, which consists of many activities, including group discussion, in-depth interviews, and form-based public opinion surveys. In accordance with legal procedures, appropriate advance notification is given, via coordination with community leaders to notify the public and encourage participation. In this regard, advance documentation may be examined on the project website.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> - The study has prepared a semi-structured interview with closed and open-ended questions, which is used in the project opinion survey, in order offer the information provider full opportunity to express their opinions. The interviewer will have a flip chart for the presentation of project information to be used to provide explanation of data before every interview. - The project website, http://www.ehia-utprw2.com/, currently provides channels for answering questions via the project email ehia-utprw2@gmail.com and tel. 0-2763-2828 ext. 4083 and 4086.
<ul style="list-style-type: none"> - Suggest that U-Tapao International Airport study the treatment of persons' impacted by Suvarnabhumi as an example for operations. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Suggest a project to consider the people who will be affected first, including appropriate solutions. 	<ul style="list-style-type: none"> - The project requires that the Royal Thai Navy, EECO and/or project administrators follow the criteria for compensation for noise impact due to project implementation, according to the Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources, Environmental Quality, Health, Sanitation, and Quality of Life of People in the Community, approved by the expert committee and the NEB. If there is any change from the NEB resolution, which approved the report. The Royal Thai Navy, EECO and/or project administrators will notify details that have changed to ONEP for further consideration.
<p>9. Property relocation and replacement</p>	

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Will residents not wishing to move out of the NEF \geq 40 area receive compensation? Is there any option of remaining in the area? - In the case that a temple or school is unable to move, is it possible to fit an air conditioner with noise filter attached, and also pay the cost of operation, as a means of resolving problems in areas in the NEF contour? 	<p>The project has determined the preliminary compensation criteria as follows:</p> <ul style="list-style-type: none"> - In the event of NEF \geq 40: the project shall negotiate for purchasing land with buildings. In the event that the land owner does not wish to sell, the project will support building improvements to reduce noise impact. - In the case of NEF 30-40: <ul style="list-style-type: none"> ● The project will support building improvements to reduce noise impact. ● The project will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc.
<ul style="list-style-type: none"> - In the case that a house has no building license or house number, and is located on ALRO taxable land or other land; how will compensation be given? 	<ul style="list-style-type: none"> - In the case of land ownership without a title deed, the ownership of individual plots shall be considered, and value appraised in a manner that is suitable and consistent with the market price.
<ul style="list-style-type: none"> - Suggest paying the compensation at a fair price, because the compensation received may not be sufficient to buy elsewhere, as the price may exceed compensation. - In the case that compensation is not initially accepted, but, over time, remaining proves too difficult, can compensation be claimed or not? - What details are provided regarding compensation and care for persons affected by the noise, and which agencies are responsible for implementation? 	<ul style="list-style-type: none"> - Comments acknowledged. In this regard, compensation criteria and conditions will be studied in detail and the public will be notified accordingly.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
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Feedback/suggestion issues	Clarifications
<p>- Regarding the area of NEF contour ≥ 40; if the area does not have any buildings to be compensated, will compensation be given, or not? In the future who could such land be sold to?</p>	
<p>- In case of accommodation improvement, what are the guidelines? Who will check whether it is actually carried out or not? Suggest additional compensation in the case of deteriorated materials.</p>	<p>- Based on operations of other projects, preliminary appraisal criteria will be as follows:</p> <ul style="list-style-type: none"> ● Compensate those impacted by project development by considering the level of impact from the NEF contour map for 2048 ● Compensate structures that were built before 2019 (year of project recognition) or 2020 (year of submission for ONEP review), or the year the construction project started, or the year it commenced operations. ● In this regard, compensation criteria and conditions will be studied in detail and the public will be notified accordingly.
<p>- In the U-Tapao area, land is currently being purchased for commercial and residential purposes. If action is really taken, how will building constructions be controlled?</p>	<p>- Comment acknowledged.</p>
<p>- Suggest that the project consider measures of compensation relating both to year of construction, and assessment of the compensation price.</p>	<p>- The study proposes the following preliminary compensation criteria:</p> <ul style="list-style-type: none"> ● Compensate those impacted by project development by considering the level of impact from the NEF contour map for 2048

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> ● Compensate structures that were built before 2019 (year of project recognition) or 2020 (year of submission for ONEP review), or the year the construction project started, or the year it commenced operations. ● In this regard, compensation criteria and conditions will be studied in detail and the public will be notified accordingly.
<p>- Relocating religious sites, educational institutions, and medical institutions will require a large operating budget. Who will be responsible for operating costs?</p>	<p>- The Royal Thai Navy, EECO, and/or project administrator or project maintenance are responsible for the cost of operations.</p>
<p>- Relocating religious sites, educational institutions, and medical institutions may impact the travel of people in the community.</p>	<p>- Comment acknowledged.</p>
<p>- In the case of a temple or school, if there is a lot of impact, relocation will be necessary, but a suitable location with sufficient space needs to be found.</p>	<p>- Acknowledged suggestion.</p>
<p>- When will the project begin to pay compensation and when will relocation need to proceed? After the project has completed the purchase, please provide at least 1 year advance notice.</p>	<p>- Compensation details must be studied in detail for further processing by the RTN. The EECO and/or construction operators must inform the public in advance.</p>
<p>- Suggest that the project utilizes large amounts of land from compensation payments for highest benefits.</p>	<p>- Acknowledged suggestion.</p>

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<p>- Where are the compensation for affected persons and the complaint handling unit located? The telephone number should be clearly specified. Which agency is monitoring the measures and responsible if the required measures are not met?</p>	<p>- The agency responsible for the operating costs is the RTN. The EECO, and/or project administrator or project maintenance, with the following measures:</p> <ul style="list-style-type: none"> ● Periodically publicize news on project operations, construction plans and activities, construction material transportation routes, as well as complaint channels, so that local residents and road users stay informed; through various channels, such as the U-Tapao International Airport public relations website, other websites, online media, etc. ● Provide channels for complaints regarding impacts of project construction at the construction supervision office or airport area to acknowledge problems and quickly address issues. ● In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem in accordance with the environmental impact prevention and resolution measures without delay.
<p>- Will the determined compensation for areas affected by the NEF 30-40 and NEF \geq 40 noise contours have legal approval?</p>	<p>- Provide an example of the operation of Suvarnabhumi Airport. The various compensation criteria are determined according to Cabinet resolution.</p>
<p>- When was the compensation fund set? What is the amount of the fund? Who manages the fund? When payments be considered? What is the decision process?</p>	<p>- The project has implemented measures to establish an impacted persons' compensation fund from U-Tapao International Airport in order to alleviate the overall environmental and public health impacts that the public</p>

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	may receive due to operations of U-Tapao International Airport. At present, the guidelines for establishing the fund are still being evaluated according to existing standards, in order to cover potential impacts and take care of society, environment, and community.
<ul style="list-style-type: none"> - Agencies providing care for the impacted parties that are unable to find new places to live by themselves, such as Rayong/Chonburi Provincial Social Development and Human Security, and the Community Organization Development Institute (public organization). 	<ul style="list-style-type: none"> - The project has met with the Rayong/Chonburi Provincial Social Development and Human Security, and the Community Organization Development Institute (public organization). These agencies are able to provide assistance.
<ul style="list-style-type: none"> - In the event that relocation is required to move out of noise affected areas, the Rayong provincial area has allocated 3 districts for residential use, namely: Wang Chan District, Khao Chamao and Klaeng. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Royal property can be utilized. In the case of the public, this will be in the form of rentals. Treasury areas can be rented in 3 forms, namely housing, farming, and other use. In the case of agencies, an application can be submitted to request land utilization. The treasury will have criteria for consideration. For instance, temples can request to utilize 6 rai of royal land and government schools or medical institutions can request to rent land in accordance with available criteria. 	<ul style="list-style-type: none"> - Acknowledged suggestion.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
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Feedback/suggestion issues	Clarifications
- Suggest to put special management in place in areas where people are affected by impacts from airport construction.	- Acknowledged suggestion.
- Suggest to consider giving compensation to the entire NEF 30-40 area, as there is no difference in the impact of the noise to NEF \geq 40.	- Acknowledged suggestion.
- Suggest adding opportunity cost for those who receive compensation and must move out of an area due to become more developed.	- Acknowledged suggestion.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
10. Public Health (Health)	
<ul style="list-style-type: none"> - Suggest to provide health measures consistent with the impacts of project activities. 	<p>Suggestions acknowledged. In this regard, the project has established measures to:</p> <ul style="list-style-type: none"> - Notify the local health department of activities, number of workers, and duration of work. - The RTN, EECO and/or construction operators are to provide a means for the local health department to contact and support the local health department with regard to the readiness of health facilities and the potential of personnel. - Require that the RTN, EECO and/or construction operators coordinate with local public health agencies to plan operations and protections against environmental and health issues in project construction areas. - Create a list of health facilities/health authorities nearby the project area together with names and contact information, including telephone numbers, of coordinator to ensure close coordination on activity details. - Prepare media and publicize communication channels for the RTN, EECO and/or construction operators in order to inform public health authorities, recording the details of activities supporting public health authorities. - Implement environmental impact prevention and resolution measures for transportation, noise and vibration, air quality, waste management, economic and social factors, and public safety during the operation phase. - Set up an impacted persons' compensation fund from U-Tapao International Airport to alleviate impacts that the

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<p>public may receive due to the operations of U-Tapao International Airport, in order to alleviate the overall environmental and public health impacts.</p> <ul style="list-style-type: none"> - Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN and/or project management or project maintenance website, and online media, etc.
<ul style="list-style-type: none"> - Suggest monitoring air inside the airport to find ways to reduce impacts from respiratory diseases. 	<p>Suggestions acknowledged. In this regard, the study has preliminary air pollution measures as follows:</p> <ul style="list-style-type: none"> - Conduct regular air pollution monitoring, especially in areas prone to air pollution risk. - Cooperate with public health agencies to monitor the health of risk groups. Data from environmental impact monitoring results must be assessed together with health status to review potential impacts on risk groups after initiating operations. Also, resolution approaches must be suitable for the impacts.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Suggest the project monitors the hearing ability of people in the noise affected community. - Suggest that the project provides additional details on the impact of noise levels on physical and mental health, as well as prevention methods. 	<p>The project has the following measures for sound pollution:</p> <ul style="list-style-type: none"> - Implement environmental impact prevention and resolution measures for noise and vibration during the operation phase, including: <ul style="list-style-type: none"> ● Monitor and continuously reduce the noise impact. ● Limit flight capacity so as not to exceed stated expectations. ● It is required that aircraft operating in the airport area have a noise level not exceeding the level specified in Chapter 3 of Annex 16 of the Convention on International Civil Aviation (Chicago Convention), which is stated in the Aeronautical Information Circular (AIC) for all airlines to follow. ● Require that airlines using the airport comply with flight, takeoff, and landing procedures to minimise noise pollution. ● Arrange a meeting with relevant agencies to plan operations, and monitor aircraft noise impact at least once a year. ● There is an airplane noise monitoring system that measures 24-hour noise levels daily, and can analyze flight data and display results of the measurements and aircraft flight routes online (Real Time Noise Monitoring System) to keep the public informed.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> ● Publicize information on airport operations and listen to complaints and recommendations from related agencies and the general public via at least 3 channels. - Follow the general health and public health measures in the operation phase as follows: ● Cooperate with public health agencies to monitor the health of risk groups. Data from environmental impact monitoring results must be assessed together with health status to review potential impacts on risk groups. Also, resolution approaches must be appropriate to the impacts. - Implement environmental impact prevention and resolution measures for transportation, noise and vibration, air quality, waste management, economic and social factors, and public safety. - Open complaint channels, such as a website. - Airport public relations and other online media, etc. - Inform local health authorities of the emergency management plan and invite them to participate in the emergency management activities, such as the development of a training plan in accordance with the emergency management plan. - Promote and support the capability in emergency management of public health and safety agencies and volunteer groups.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> - Keep record of communication plan and emergency management plan.
<ul style="list-style-type: none"> - Suggest plans for preventing spread of disease from workers, tourists, and latent populations entering the area and increasing new/recurring diseases in the area. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Suggest emphasizing primary prevention and vaccination in high-risk groups. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - There are concerns about the number of workers and latent population entering the area and competing against local people for health care services. 	<ul style="list-style-type: none"> - The study has measures to specify that the RTN, EECO and/or construction operators provide or specify medical facilities or public health services for contracted service companies, which shall not be the main public health facilities in the area to be used.
<ul style="list-style-type: none"> - Suggest moving house registration into the area in order to allow the budget for medical treatment into the area. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Suggest that the project provides sanitary management systems for workers' living quarters, with a primary care facility and training sessions for information on proper cleanliness to reduce incidence of disease. 	<p>Suggestions acknowledged. In this regard, the study has preliminary measures as follows:</p> <ul style="list-style-type: none"> - Establish procedures for sanitation of living quarters, solid waste and wastewater management along with prevention and elimination of disease vectors, under strict supervision. - Follow general health and public health measures during the construction phase as follows: <ul style="list-style-type: none"> ● Notify the local health department of the activities, number of workers, and duration of work.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> ● The RTN and EECO and/or the project management or the project maintenance management are to provide a communication channel for local public health authorities, and to support local health authorities to ensure readiness in terms of medical facilities and personnel. ● The RTN and EECO and/or the project management or the project maintenance management are required to coordinate with local public health authorities to plan the implementation and prevention of environmental and health impacts in the project construction area. ● Establish procedures for sanitation of living quarters, solid waste and wastewater management along with prevention and elimination of disease vectors, under strict supervision. ● Create a list of health facilities/health authorities nearby the project area together with names and contact information, including telephone numbers, of coordinator to ensure close coordination on activity details.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> - Follow occupational health and safety measures on the sub-issues of residential sanitation during the construction phase, namely: <ul style="list-style-type: none"> ● Specify in the construction contract, requiring the contractor to build workers’ living quarters to meet the Engineering Institute of Thailand 1010-34 standard. ● Require contractors to provide workers with training on hygiene and disease prevention, good behavior, avoid causing nuisance, stay away from illicit drugs every 6 months, as well as to distribute a safety handbook to all workers in order to enhance knowledge and awareness of work safety. ● Establish regulations for the prevention and elimination of disease vectors at construction workers’ living quarters to avoid becoming a breeding ground for infectious pathogens and spread of diseases. Such regulations must be strictly supervised to ensure full compliance.
<ul style="list-style-type: none"> - Suggest adding health measures: “Coordination with local health authorities to plan health operations”. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Suggest providing health examinations and recording the health status of the local population to monitor impacts to raise local awareness. 	

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - I agree with the measures for cooperating with public health agencies and the establishment of compensation funds for those impacted. Also, it is requested that compensation should be sustainable. 	
<ul style="list-style-type: none"> - Suggest that the EECO promote public health service systems and increase medical personnel numbers and support local budgets to provide support for various future developments. 	Suggestion acknowledged. In this regard, the project has implemented the following health and public health measures for the construction phase and the operation phase:
<ul style="list-style-type: none"> - The area has adequate public health facilities to support emergencies. 	Construction phase <ul style="list-style-type: none"> - Notify the local health department of the activities, number of workers, and duration of work. - The RTN, EECO and/or project management or project maintenance management are to provide a communication channel for local public health authorities, and to support local health authorities ensure readiness in terms of medical facilities and personnel. - Require that the RTN, EECO and/or project management or project maintenance liaise with local public health authorities to plan implementation, and prevention of environmental and health impacts in the project construction area. - Create a list of health facilities/health authorities nearby the project area together with names and contact information, including telephone numbers, of coordinator to ensure close coordination on activity details. - The RTN, EECO and/or construction operators provide or

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	<p>specify medical facilities or public health services for contracted service companies, which shall not be the main public health facilities in the area to be used.</p> <ul style="list-style-type: none"> - Prepare media and publicize communication channels for the RTN, EECO and/or project administrator or project maintenance to be sent to the public health authorities for their information, recording the details of activities related to support of the public health authorities. - Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN and/or project operator or project maintenance website and online media, etc.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	Operation phase - Implement environmental impact prevention and resolution measures for transportation, noise and vibration, air quality, waste management, economic and social factors, and public safety. - Set up an impacted persons' compensation fund from U-Tapao International Airport to alleviate the impacts that the public may receive due to operations of U-Tapao International Airport, in order to alleviate overall environmental and public health impacts.
- Suggest establishing public health measures as suitable for the COVID-19 pandemic.	Suggestions acknowledged. In this regard, the project has implemented preventive and corrective measures for health impacts (operation phase), namely: <ul style="list-style-type: none"> ● Strictly comply with public health measures to control the spread of infectious diseases, such as the coronavirus (SARS-CoV, COVID-19), Bird Flu, Influenza 2009, by complying with both national and international laws and regulations, such as (1) Communicable Diseases Act 2015; (2) Notification of the Department of Public Health Re: Rules, Procedures, and Prevention of Risk from coronavirus disease 2019 (COVID-19) for government sites, private workplaces and establishments 2020 (3) Notification of the Department of Health Re: Criteria, Procedures, and Prevention against Risk from coronavirus disease 2019, or COVID-19, for public transport service providers 2020 (4) Operational considerations for managing COVID-19 cases or outbreak in aviation (WHO, 2020) (5) Aircraft cleaning and disinfection during and post pandemic

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	<p>(IATA, 2020) (6) Preventing spread of disease on commercial aircraft: Guidance for cabin crew (CDC, 2020) (7) Suspected communicable disease universal precaution Kit (IATA, 2017); (8) ICAO Guidelines for managing communicable disease in aviation (9) Communicable disease surveillance and response systems: Guide to monitoring and evaluating (WHO, 2006).</p> <ul style="list-style-type: none"> ● Coordinate with local public health authorities to plan the implementation and prevention of environmental and health impacts in communities around U-Tapao International Airport. ● Require aircraft operation permit holders to provide communication channels for local health authorities, and to support public health agencies in terms of health service availability and personnel ability. ● Inform local health authorities of the emergency management plan and invite them to participate in the emergency management activities, such as the development of the plan, emergency management drills, especially those relating to infectious pathogens and quarantine. ● Implement public information campaign and participate in emergency management drills, especially regarding infectious pathogens and quarantine. ● Promote and support the capability in emergency management of public health agencies and volunteer groups.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> ● Keep a record of communication plans and emergency management plans, especially those related to infectious diseases and quarantine. ● Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN website and EECO website and online media, etc.
11. Occupational health and safety	
<ul style="list-style-type: none"> - Suggest that the project establishes prevention and control measures, and sets a clear emergency response plan and comprehensive rehabilitation plan. 	<ul style="list-style-type: none"> - Acknowledged suggestion. - The project has defined measures to prevent and control emergencies, with a comprehensive and clear emergency response plan and rehabilitation plan in accordance with airport standards.
<ul style="list-style-type: none"> - CDVs in the area are prepared to provide support for various materials and sufficient personnel for future support plans, including in joint practices for plans to create cooperations between external agencies and within the airport area. 	<ul style="list-style-type: none"> - Comment acknowledged.
<ul style="list-style-type: none"> - Suggest developing potential of water disaster mitigation by providing adequate knowledge and support. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Does the project have an emergency plan in place for accidents? 	<ul style="list-style-type: none"> - Project to specify measures and emergency and accident plans, in accordance with airport standards
<ul style="list-style-type: none"> - Please provide local authorities with workers' dossiers. 	<ul style="list-style-type: none"> - Suggestion acknowledged. The project has implemented measures for construction contractors to select and conduct background checks on project construction workers, in order to assure legal compliance. Workers' dossiers with photos will be

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	created and retained at the project office, which can be checked immediately when problems arise or complaints are received.
- Suggest preparation concerning safety, by practicing emergency response plans for a specified period of time.	- Acknowledged suggestion.
12. Forestry and wildlife	
- Suggest providing additional measures regarding the conservation and promotion of plants and wildlife.	- Acknowledged suggestion.
- Do aircraft takeoffs and landings through mountaintop areas affect the mountain ecosystem and life cycles?	- The project has been designated as an ecosystem study area, consisting of the forests and wildlife in the Khao Khrok Tabak area, covering areas that are expected to be impacted by the project. The project will use this data to further assess impacts on the ecosystem.
- More trees should be planted to absorb noise from aircraft.	- Acknowledged suggestion.
- What are the results of the current forest and wildlife resource survey?	- Results from the current forest and wildlife resource survey found that, in the project area (6,500 rai),

	<ul style="list-style-type: none">● no overlap was found with conservation areas or national forests and no area remaining in forested condition was found.● Most areas are large agricultural areas, with cassava being the main crop.● The area still retains large trees native to the area, such as parinari anamensis, lampang, neem, wild mango, etc.● 61 species of wildlife were found, 54 genuses, 35 families and 15 orders, including: ornate narrow-mouthed frogs, swamp frogs, oriental garden lizards, black-breasted egrets, scaly-breasted munia, olive-backed pipits, Asian openbills, eurasian tree sparrows, zebra doves, etc. <p>The area surrounding the project:</p> <ul style="list-style-type: none">● The north side of the project is located in the National Forest Reserve, Khao Huai Mahat Forest, Khao Nang Yong Forest, and Khao Khrok Forest.● Currently, there are still some areas remaining in forested condition, especially in the area of Wat Khiri Pavanaram, which retains native trees such as Burmese padauk, teak, hopea odorata, afzelia xylocarpa, Siamese rosewood, artocarpus lakoocha, lagerstroemia floribunda, red wild mango, oroxylum indicum, shorea siamensis, garuga pinnata, bridal couch trees, almond-wood, etc.● 83 species, 73 genuses, 49 families, and 18 orders of wildlife were found in the area surrounding the project, including: flat-tailed house geckos, Indochinese ground squirrels, acridotheres tristis, plain-backed sparrows,
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Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
	green bee-eaters, sparrow hawks, shikra, house sparrows, zebra doves, spotted owlets, Asian golden weavers, Indochinese rollers, pigeons, etc.
- Suggest that the project replaces green areas before converting the land into an airport.	- Acknowledged suggestion.
- What is the purpose of presenting bird survey data in the airport area?	<ul style="list-style-type: none"> - To study the current state of the environment of the project, in accordance with EHIA procedures for study and reporting, which require an EHIA report, and guidelines, methods and criteria for producing an environmental impact assessment report, as stated in the Government Gazette on January 4, 2019 - To study the diversity and prevalence of birds, reptiles, amphibians and mammals, with emphasis on wildlife and birds that may be impacted by project activities. - To determine the status of wildlife discovered, residing, or visiting in the project area, especially reserve wildlife, protected wildlife, and threatened wildlife that may be affected by project activities. - Assess the impact on wildlife from project development on habitats, feeding areas, and migration routes, as well as structures and natural characteristics of wildlife ecosystems, in addition to impacts on protected wildlife of all kinds, especially endangered and rare species. - Define environmental measures, both in terms of environmental impact prevention and resolution measures, as well as environmental impact monitoring measures, to determine appropriate methods for conservation of

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
in the second public consultation

Feedback/suggestion issues	Clarifications
	ecosystems and wildlife, and prevention of bird-aircraft collisions.

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications
<p>- What are the management methods/measures for the elimination of Asian openbill birds? There are concerns about the ecosystem.</p>	<p>Measures/methods to reduce the impact of birds on U-Tapao International Airport</p> <ul style="list-style-type: none"> - Check and record the number of birds in the U-Tapao International Airport area in each season, or at least 4 times a year, in order to understand the variation of birds in each season. - Drive waterbirds, Asian openbill birds, and other birds looking for food or resting in runway, takeoff, and landing areas during airport operating hours, especially during the period 5 minutes prior to takeoff and landing. - Disturb Asian openbill birds to prevent them using areas close to the airport away from the airport, such as by cutting trees Asian openbill birds rest in, eliminating golden applesnails, and disposing of golden applesnail eggs, which are the Asian openbill’s main food source. - If nesting likely to be dangerous to aviation is discovered, it should be interfered with or destroyed or the eggs taken for destruction, or the environment should be altered so as not to be suitable for the nesting of such birds, especially for Asian openbill birds, red-wattled lapwing birds, and Oriental pratincole birds. - Report the state of the number of water birds and other birds that enter the flight area, in order to seek preventive measures against flight damage. - Record detailed information on the finding of bird in the area of the runway.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
	<ul style="list-style-type: none"> - Reduce the area where birds feed, especially the wetlands around the airport. Destroy the locations of nests, eggs, or arrange the environment so that it is not suitable for birds' feeding or sleeping.
<ul style="list-style-type: none"> - Suggest that the project promotes the conservation of forests in the Khao Khrok Tabak area. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Forest areas in accordance with Cabinet Resolution 2541 slows down the arrest of forest intruders, allowing them to stay. The Cabinet Resolution states the names of those receiving such rights. 	<ul style="list-style-type: none"> - Information acknowledged.
<ul style="list-style-type: none"> - The Khao Chion wildlife breeding station is an area for the rehabilitation, conservation and breeding of wild animals, in which animals from various prosecuted cases are brought here. If this is disturbed, it can affect these animals, especially weaker animals such as magpies, and may interfere with animal feeding. 	<ul style="list-style-type: none"> - From the preliminary inspection, it was found that the Bang Lamung wildlife breeding station was in the Khao Chion wildlife protection area, about 9 kilometres from the project area. From the determination of the NEF contour map, in the case of flights predicted in 2048 (836 flights per day), the preliminary study found that the Bang Lamung wildlife breeding station was not in the area of NEF \geq 40 or NEF > 30. This indicates that there is no direct impact on wildlife in the area.
13. Public engagement and public relations	
<ul style="list-style-type: none"> - Suggest a meeting to re-clarify the evaluation of the trading price and compensation before commencing trading. 	<ul style="list-style-type: none"> - The suggestion is acknowledged for the upcoming process of negotiating compensation.
<ul style="list-style-type: none"> - Suggest that the project publicize news and information through a leader, such as a district 	<ul style="list-style-type: none"> - The project will liaise in order to place advertisements and various documents at the Provincial Office of Natural

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
chief, subdistrict head, village head, or SAO, to inform residents in future.	Resources and Environment, Provincial Public Health Office, District Office, District Public Health Office, the Department of Local Administration, and offices of the subdistrict head and village head, as well as state healthcare facilities in project area locations, and other related agencies, and published on the project website at http://www.ehia-utprw2.com
- Suggest public relations via Line and Facebook.	- Suggestions acknowledged. The project currently has a channel for public relations via the project website at http://www.ehia-utprw2.com
- Meetings should be organized among businesspeople and key local agencies in Rayong, such as PAO, Chamber of Commerce, and the provincial chapter of Federation of Thai Industries.	- The meeting will be conducted prior to the upcoming third public consultation.
- Establish complaint channels for those affected by the project that is easily accessible to the public and assign persons to handle complaints and resolve issues.	<p>The study has measures to specify that the RTN</p> <ul style="list-style-type: none"> - provide channels to receive complaints about the impacts of the construction of the project at the construction supervision office or U-Tapao International Airport to acknowledge problems and impacts in order to quickly resolve issues. - In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem and corrective measures taken in accordance with the required environmental impact prevention and resolution measures without delay.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Suggest providing future factual data from operations to thoroughly inform the public. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Suggest that the project thoroughly publicize the problems that will affect local people. 	
<ul style="list-style-type: none"> - The project staff should hold meetings directly with affected persons to ensure they have access to accurate information. 	<ul style="list-style-type: none"> - Suggestions are acknowledged for further consideration.
<ul style="list-style-type: none"> - Suggest that the third public consultation be held in the NEF \geq 40 area, targeting people in 4 villages: Village No. 3, 4, 6, and 8 of Sam Nak Thon Subdistrict. 	<ul style="list-style-type: none"> - The third public consultation was set up with two stages for consultation, according to the proposal of second public consultation participants, where members of the project were suggested to enter a meeting space with those impacted by noise, so that the public could obtain accurate information from the project members. The first stage was set up in the Sam Nak Thon area, targeting 4 villages, nos. 3, 4, 6, and 8, Sam Nak Thon Subdistrict. - The first stage was set up for those impacted by noise in the Sam Nak Thon area on Wednesday, August 5th, 2020 at 5:00 pm -8:00 pm at Multi-purpose Building, Center for the Development of Quality of Life for the Elderly, Sam Nak Thon Subdistrict Administrative Organization, Soi Thesaban 43, Rayong Province, with 429 participants. - The second stage was set up in Ban Chang District for related agencies and all those who may be impacted by noise in the study area, including the general public with interest in the project, on Thursday 6 August 2020, 8:30 am – 12.00 pm at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong Province, with 362 participants.
<ul style="list-style-type: none"> - Give members of the public access to impact assessment report of the project. 	<ul style="list-style-type: none"> - Various project documents tracing back to the preliminary studies of the project have been publicized on the project

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<p>- Deliver copies of report on the second public consultation to the local people to make sure that what the comments and feedback they gave had been taken into consideration.</p>	<p>website: http://www.ehia-utprw2.com that can be downloaded by members of the public. In addition, documents relating to each of the activities implemented by the project have been on display and retained at the Provincial Office of Natural Resources and Environment, provincial public health office, Provincial Hall, district offices, district public health offices, local administrative organizations, subdistrict heads, village heads and local public health facilities of area where the project is located, as well as other relevant agencies.</p>

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
<ul style="list-style-type: none"> - Suggest that, for the next large meeting, the project uses public broadcasting vehicles. 	<ul style="list-style-type: none"> - For the third public consultation, the project will use public broadcasting vehicles to invite participants to the meeting to the fullest extent.
<ul style="list-style-type: none"> - Suggest to communicate to the public immediately, through various channels, when an incident/emergency occurs. 	<ul style="list-style-type: none"> - Suggestions are acknowledged for further consideration.
<ul style="list-style-type: none"> - Public relations may need to be in multiple languages as there are foreigners in the area. 	
<ul style="list-style-type: none"> - Suggest informing the public of the construction plan, the current phase of the plan, and how long it will take for each phase. 	<ul style="list-style-type: none"> - Acknowledged suggestion.
<ul style="list-style-type: none"> - Was the second public consultation part of legally required procedures or not? What is the current process, and by what method have those involved been given prior notice? Did the consulting company distribute relevant information in advance as per the specified timeline or not? 	<ul style="list-style-type: none"> - The second public consultation was a hearing for the public consisting of multiple activities, including group meetings, in-depth interviews, and opinion surveys using questionnaires. The project provided advance notification via publications used to disclose project facts, public relations signs, publicity posters, and the project website at http://www.ehia-utprw2.com/
<ul style="list-style-type: none"> - There should be a briefing session to provide information to those who attend public hearing before the meeting begins. 	<ul style="list-style-type: none"> - Publicity is generated through government agencies, local administrative organizations, and on the project website at http://www.ehia-utprw2.com/
<ul style="list-style-type: none"> - Where will the next meeting take place and will today's questions be answered, or not? 	<ul style="list-style-type: none"> - The third public consultation, to review the draft report, will take place around June 2020, for which details of the meeting venue are not yet available. The project will provide advance notification prior to the next meeting.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
- Can a website be created with a Q&A channel?	- Comments or suggestions can now be made via project email ehia-utprw2@gmail.com and phone 0-2763-2828 ext 4083, 4086.
- Have copies of the summary report of the first public consultation been delivered or distributed to members of the public for acknowledgement?	- The first public consultation summary document has been sent to stakeholder groups, and displayed at government locations and local administrative organizations and is published on the project website at http://www.ehia-utprw2.com/
- Ban Khong Wanphen Subdistrict Health Promotion Hospital has served as the center for distribution of information regarding the quarry project to local community. We are happy to serve as a channel for dissemination of information to the community as well.	- Acknowledged suggestion.
- May I have a telephone number to contact the Royal Thai Navy?	- Contact can be made using the main telephone number of the Royal Thai Navy.
- The project should continually and consistently inform the public of progress.	- Acknowledged suggestion.
14. Additional comments	
- Can I see the U-Tapao International Airport master plan?	- The master plan is the result of a study by AECOM Consulting (Thailand) Co., Ltd., version dated December 2018, which still needs to be studied in more detail for other aspects. It is just a preliminary design plan for 6,500 rai of the Promotion Zone: Eastern Aerotropolis. In the future, various elements are subject to change.
- When was the master plan composed? What is cost recovery period of the project?	- The project designed a master plan, and considered its suitability. The project for the development of U-Tapao

Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors in the second public consultation

Feedback/suggestion issues	Clarifications				
	<p>International Airport and surrounding areas in Rayong Province was conducted by AECOM Consulting (Thailand) Co., Ltd., version dated December 2018. There were policy frameworks that were used in the study operations, including:</p> <ul style="list-style-type: none"> - The origins of the Eastern Economic Corridor (EECO) development in relation to the development of the airport master plan. - Airport policy criteria for preparing an airport master plan to use for developing projects under a private-public partnership (PPP). - The vision behind the U-Tapao International Airport master plan - Based on the study results of the project master plan, the feasibility study predicted airport usage in terms of passenger capacity, number of flights, number of freight flights, and volume of goods. The development phase can be summarized into 3 stages, with annual passenger capacity and volume of goods predicted by development phase as follows: 				
	รายละเอียด	หน่วย	ระยะที่ 1 (ปีค.ศ. 2571)	ระยะที่ 2 (ปีค.ศ. 2581)	ระยะที่ 3: (ปีค.ศ. 2591)
จำนวนผู้โดยสาร	ล้านคน	14	38	70	
จำนวนเที่ยวบิน	เที่ยวต่อปี	78,000	189,000	305,000	
จำนวนเที่ยวบินขนส่งสินค้า	เที่ยวต่อปี	2,600	11,000	19,200	
จำนวนเที่ยวบินรวม	เที่ยวต่อปี	80,600	200,000	324,200	
ปริมาณสินค้า	ล้านตัน	0.194	0.591	1.108	
ที่มา : โครงการวางแผนแม่บทโครงการศึกษาความเหมาะสม โครงการพัฒนามาตรฐานสนามบินอุทธรณ์และพื้นที่โดยรอบ จังหวัดระยอง, พ.ศ. 2561					

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
- Request a file of the project EHIA report to be kept for information at Ban Chang Hospital.	- After the EHIA report has been approved by the EC and NEB, a full version of the report will be published and further distributed.
- As there are many projects happening all at once and there are several agencies organizing public hearings in this area, can all these projects be integrated into big projects so people can make sense of the overall development of the area and be able to see what kind of impacts on their communities they can expect?	- Acknowledged suggestion.
- A wave barrier should be built that can also be used for aquatic breeding as part of the effort to rehabilitate marine resources. As Phala is an open-sea area, artificial coral reef may be damaged in the event of a storm or by fishing trawlers.	- Acknowledged suggestion.
- From actual events occurring at Suvarnabhumi Airport, is there any comparable data on projected noise and true noise? How different are they?	- The forecasted noise and true noise values are similar.
- The stone mills in the Khao Chi Chan area have caused a lot of disturbance for people in the area. Transportation measures are not being followed and there are frequent complaints.	- Comment acknowledged.

**Table 4.6-58 Summary of issues from comments/suggestions and explanations from advisors
 in the second public consultation**

Feedback/suggestion issues	Clarifications
- The designation of Rayong, Chonburi and Chachoengsao provinces as special economic zone has resulted in higher land prices.	- Comment acknowledged.
- For Chonburi people, traveling to Suvarnabhumi is more convenient than going to U-Tapao.	
- Management in military areas is restricted by security restrictions.	
- The general feeling is Rayong Province does not benefit that much from the airport as tourists are likely to go directly to Pattaya – not Rayong.	
- Suggest setting up an audio laboratory to stimulate actual aircraft noise at NEF > 30 and NEF ≥ 40 levels to allow impacted persons to perform self-testing to check whether they can tolerate the noise.	- Acknowledged suggestion.

4) Preparation of the summary report for results of the second public consultation

After the staging of the second public consultation on November 26 to December 27, 2019 and January 7 - 30, and further consultation on June 6 - 13, 2020, the project compiled questions, concerns, and suggestions, along with explanations and prepared a summary report of the opinions of stakeholders and the public. It was sent to the Office of Natural Resources and Environmental Policy and Planning for their information. It was also sent to the National Health Commission Office to disseminate to the public, including informing stakeholders, displaying the summary report at the Provincial Office of Natural Resources and Environment, Provincial Public Health Office, Provincial City Hall, District Office, District Public Health Office, the Department of Local Administration, and offices of the subdistrict head and village head, as well as state healthcare facilities in project area locations,

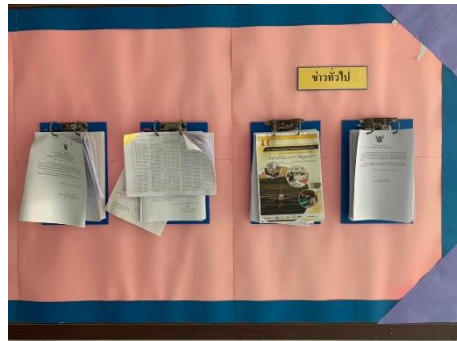
and 47 other related agencies, and published on the project website at <http://www.ehia-utprw2.com> for a period of no less than 15 days. This was carried out from June 18 – July 2, 2020. For the photo showing the second public consultation Summary Report, see **Figure 4.6-** 34



Rayong Provincial Public Relations Office



Sam Nak Thon Subdistrict Health Promotion Hospital



Ban Chang Hospital



Rayong Provincial Office of Natural Resources and Environment



Mueang Rayong District Public Health Office

Subdistrict Head Office, Sam Nak Thon Subdistrict



Website: www.ehia-utprw2.com

Figure 4.6- 34 Images of publicizing of summary report of results from the second public consultation.

4.6.2.3 Third Public Consultation

Third public consultation: A hearing to review the draft EIA report, environmental impact prevention and resolution measures, and environmental impact monitoring measures for the purpose of providing stakeholders and relevant agencies with the opportunity to examine the accuracy and comprehensiveness of the draft report, as well as to present information, facts and additional comments on the report, with the objective of ensuring public confidence in the draft report and its measures. Opinions and recommendations from the public consultation must be integrated as an update to the draft report and measures, and must be attached as part of the report, as in **appendix 4-3**.

1) Objectives

- To review the draft environmental impact assessment report, environmental impact prevention and resolution measures, and environmental impact monitoring measures.
- In order to listen to the opinions and suggestions of stakeholders regarding the draft environmental impact assessment report, environmental impact prevention and resolution measures and environmental impact monitoring measures, which will be considered in order to provide a more complete report.

2) Target group

The target group is comprised of the 7 main stakeholder groups in compliance with the Guidelines for Public Participation in the Procedure of Providing an Environmental Impact Assessment Report of the Office of Natural Resources and Environmental Policy and Planning (ONEP) 2019

3) Operating Procedures, Methods, and Techniques

The third public consultation used seminar techniques and the “Nice Welcome Characteristics Smiling Face” method to create a sense of friendliness and a good impression when the speakers presented information. Clear and detailed documents and information related to the project were prepared, especially on the background and necessity of the project, project/study objectives, the duration of the study, the study area, the EIA results, the environmental impact prevention and resolution measures, and the environmental impact monitoring measures. There were moderators that had techniques for welcoming and presenting various content in a format that was suitable for the target group. An open forum was provided for brainstorming and suggestions from participants, encouraging them to ask questions and share their comments in the cooperative atmosphere of the meeting room. Various suggestions could also be submitted through channels, as well as comments from the meeting and answers to questions from the questionnaire. The procedure is summarized in **Figure 4.6-35** and **Table 4.6-59**.

- Preparing for the Meeting
 - Determined what content will be presented to the target audience.
 - Prepared project documentation for disclosure to stakeholders and the public, and presentation materials, meeting documents, and brochures for proposal to the Royal Thai Navy and Eastern Economic Corridor Office of Thailand for approval before proceeding, at least 1 week before the meeting.
 - Determined appropriate dates, times, and places for the consultation.
 - Prepared invitations for the meeting and invited stakeholders from all 7 target groups to attend the meeting 30 days in advance via at least 3 channels.
 - Disclosed project documents to stakeholders and the public for consideration 30 days in advance before holding the forum via at least 3 channels.
 - Disclose the full draft report and measures no less than 15 days in advance of the date of the hearing to allow stakeholders and the public to consider, through no less than 3 communication channels.
 - Set up a registration system so those interested in attending the meeting can pre-register.
 - Prepared the working group in terms of content, techniques, and methods used for meetings and rehearse presentations with the Naval Public Works Department and the Eastern Economic Corridor Office of Thailand.
 - Prepared the meeting venue so that it was ready in terms of stage, audio equipment, table settings, exhibition location, registration desks, and other facilities.
- Conducting meetings
 - Had a welcoming team in front of the meeting room for registrations and to distribute meeting documents.
 - Set up an exhibition board in front of the meeting room so that participants can study the information and have staff to provide explanations.
 - Opening Ceremony: Reported by Royal Thai Navy representatives and the meeting opened by the governor of Rayong Province or a representative.
 - Lecture: To review the draft environmental impact assessment report, environmental impact prevention and resolution measures, and environmental impact monitoring measures.

- Provided a Q&A forum for additional information and a hearing to obtain comments and suggestions from attendees over reasonable period of time.
- Took notes, recorded audio, and recorded photos during the meeting and collect questionnaires.
- Post-meeting operations
 - Provided at least 3 channels for receiving comments, such as telephone, fax, and email or the project website, for 15 days after the meeting.
 - Summarized issues of concern, comments, and suggestions from the meeting and evaluation form to be compiled to update the study scope.
 - Prepared a summary report of comments from the meeting for proposal to the Royal Thai Navy and Eastern Economic Corridor Office of Thailand, and for dissemination by sending it to the Office of Natural Resources and Environmental Policy and Planning and the public.

4) Media and documents used

- Advance notice and disclosure of project documents
 - Materials used for public relations, such as meeting invitations, public relations signs, posters, and public broadcasting vehicles, websites, newspapers, and local radio stations, etc.
 - Documents to support the consultation platform
- Organization of platforms for comments
 - Handouts for attendees, such as agendas, supporting documents for the consultation platform, evaluation forms, and channels for additional comments, etc.
 - Slide presentations
 - Exhibition boards
 - Project public relations brochures
- Disclosure of consultation summary reports
 - Consultation summary reports

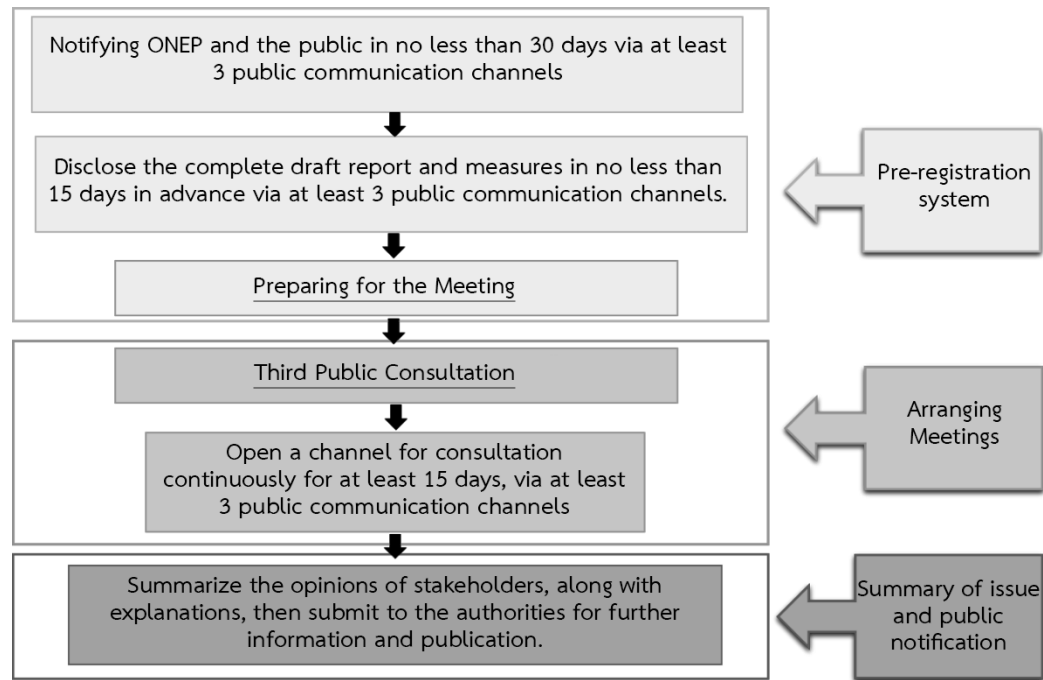


Figure 4.6-35 Summary diagram of the third public consultation process

Table 4.6-59 Implementation of the third public consultation process

Implementation	Duration	Description
1. Advance notice (not less than 30 days, via at least 3 public communication channels)	From July 3 2020	Notified ONEP and the public about the project and consultation platform not less than 30 days in advance via various channels, including 7 channels: 1) invitations, 2) public relations signs, 3) publicity posters, 4) website, 5) Local radio stations, 6) Local newspapers, and 7) 2 public broadcasting vehicles.
2. Document disclosure (not less than 15 days, via at least 3 public communication channels)	From July 21 2020	Disclosed project documents to stakeholders and the public not less than 15 days before holding the forum via 3 channels as follows: 1) sending documents by post, 2) document placement, and 3) websites.
3. Pre-registration	From July 4 to August 3 2020	Opened pre-registration to the public, stakeholders, and relevant agencies to request to attend the meeting in advance by sending a response form directly by post, fax, email, or telephone.
4. Third public consultation	From August 5 - 6 2020	The public consultation was held to present the project background, project details, study results, EHIA results, and the project's environmental and health measures. There was also a hearing for comments and suggestions from stakeholders and the public.
5. Accepted comments after holding the consultation forum (continuously for not less than 15 days via at least 3 channels).	From August 7 - 21 2020	Accepted additional comments after holding the consultation continuously for at least 15 days via 4 channels, including: 1) post, 2) telephone, 3) fax, and 4) email.
6. Preparation and disclosure of the first public consultation summary report	From August 29-31 2020	Prepared a summary report of stakeholder and public opinions with clarifications and submitted the said report to ONEP for their information. It was also sent to project stakeholders and disseminated to the public.



Cut Out Label Promotion



Website public relations
(www.ehia-utprw2.com)



Affixing the publicity poster
(Mueang Rayong District Public Health Office)



Publicizing via public broadcasting vehicles



Newspaper advertisement in Rayong Post, page 12 Disclose the draft environmental impact assessment
report.

Ban Sa Kaeo Subdistrict Health Promotion Hospital

Figure 4.6-36 Invitation to the third public consultation via various media

The third public consultation was held in the form of a public forum for sharing opinions, held as 2 forums. The first forum was held in the Sam Nak Thon Subdistrict area for those impacted by noise, and the second forum was held in the Ban Chang District area for all agencies and affected persons in project study areas, including members of the general public with interest in the project. This was done according to the proposal of second public consultation participants, where members of the project were suggested to enter a meeting space with those impacted by noise, so that the public could obtain accurate information from the project members. The forums had the following schedule:

The stage was set on Wednesday, August 5, 2020 from 5:00pm - 8:00pm at Multi-purpose Building, Center for the Development of Quality of Life for the Elderly, Subdistrict Administrative Organization, Sam Nak Thon, Soi Thesaban 43, Ban Chang District, Rayong Province.

- 5:00 - 5:30pm Registration and receipt of consultation supplementary documents
*** Snacks and dinner***
- 5:30 - 5:35pm Welcome participants to the consultation and state consultation agenda
- 5:35 - 5:45pm Announce the opening of the public consultation forum.
by Chairperson of Sam Nak Thon Subdistrict Administrative Organization, or representative.
- 5:45 - 18:15pm Present the project, with the sequence of presentations as follows:
- Background, principles and rationale, project details and implementation plan
 - Study results of the project, consisting of
 - The results of the study and the EHIA
 - Draft environmental and health measures
 - Public Participation and Public Relations
by the advisory group
- 6:15 - 7:45pm Hearing of comments and suggestions from meeting attendees and answering of questions
- 7.45 - 8:00 pm Summary of receiving feedback and closing the meeting
by United Analyst and Engineering Consultants Co., Ltd. (UAE)

Meeting agenda for consultation on Thursday, 6 August 2020, 08.30 am - 12.00 pm at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong

- 8:30 - 9:00am Registration and receipt of consultation supplementary documents
*** Snacks ***
- 9.00 - 9.05 a.m. Welcome participants to the consultation and state consultation agenda
- 9:05 - 9:20am - State the Policy for Eastern Special Development
by the Eastern Economic Corridor Office of Thailand.
- State background and objectives of the consultation
By Royal Thai Navy representative

- Open the forum for public consultation
By the Governor of Rayong Province or representative
- 09.20 - 10.00 a.m. Present the project, with the sequence of presentations as follows:
 - Background, principles and rationale, project details and implementation plan
 - Study results of the project, consisting of
 - The results of the study and the EHIA
 - Draft environmental and health measures
 - Public Participation and Public Relations
by the advisory group
- 10.00 - 11.45 a.m. Hearing of comments and suggestions from meeting attendees and answering of questions
- 11.45 a.m. - 12.00 p.m. Consultation summary and closing of consultation
United Analyst and Engineering Consultants Co., Ltd. (UAE)
- 12.00 p.m. onwards Lunch

5) Results of 3rd Public Consultation

Third public consultation: A hearing to review the draft EIA report, environmental impact prevention and resolution measures, and environmental impact monitoring measures for the purpose of providing stakeholders and relevant agencies with the opportunity to examine the accuracy and completeness of the draft report, as well as to present information, facts and additional comments for the report, with the objective of ensuring public confidence in the draft report and measures. Opinions and recommendations from the public consultation must be integrated as an update to the draft report and measures, and must be attached as part of the report. The meeting proceeded in an orderly manner. The third public consultation was held at 2 venues. The first was held on 5 August 2020 and second on 6 August 2020, covering the following areas:

- Venue 1 held in Sam Nak Thon Subdistrict area for persons affected by noise impact, covering affected persons in NEF 30-40 and NEF \geq 40 areas, with the targeted group in 4 villages, Village Nos. 3, 4, 6, 8 at Sam Nak Thon Subdistrict, Ban Chang District, Rayong Province, at Multipurpose Building of the Center for the Development of Elderly Quality of Life, Sam Nak Thon SAO, Soi Thesaban 43, Ban Chang District, Rayong Province.

- Venue 2 was held in Ban Chang District for relevant agencies and all those likely to be affected, covering all of the project's study areas as well as members of the general public, held at Grand Ballrooms 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong Province.

5.1) Results of Third Public Consultation, Venue 1

The project conducted the 3rd public consultation on Wednesday, 5 August 2020, from 17.00-20.00, at the Multipurpose Building of the Center for the Development of Elderly Quality of Life, Sam Nak Thon SAO, Soi Thesaban 43, Ban Chang District, Rayong Province. The meeting was presided by Mr. Tassanai Thongkot, chairman of the Sam Nak Thon SAO, and attended by 429 people.

Summary of number of attendees and summary of meeting results, with issues from various questions and comments as shown in **Table 4.6-60** and **Table 4.6-61**, respectively, and an image of the meeting atmosphere as shown in **Figure 4.6-37**

Table 4.6-60 Details of number of attendees in the 3rd public consultation, classified by stakeholder group at Venue 1 on 5 August 2020

Sequence No.	Stakeholder Groups	Number invited (people)		Number of attendees (people)	
		Rayong	Chonburi	Rayong	Chonburi
1.	Person affected (Sam Nak Thon Subdistrict)				
	1.1 Community leaders**	10	-	29	-
	1.2 Disadvantaged parties	19	-	354	-
	1.3 Advantaged parties	-	-	-	-
2.	Parties responsible for EIA report preparation				
	2.1 Project owners		2		3
	2.2 Parties legally authorized to prepare EIA reports		18		23
3.	Parties responsible for reviewing EIA report		3		2
4.	Government agencies at various levels (local agencies in Sam Nak Thon Subdistrict)	10	-	17	-
5.	Environmental protection NGOs, developmental NGOs, educational institutions, and independent scholars	-	-	-	-
6.	Mass media	-	-	-	-
7.	General Public	-	-	1	-
	Total		62**		429*

Note: * The total number of attendees, if not including agencies responsible for preparing reports and agencies reviewing the EIA report, project owners, and advising companies, totaled 401 attendees.

** The total number of people invited 62 participants, but 429 attended. Due to the coordination of the community leaders in each of the villages and local government agencies, and publicity through 7 different channels: 1) Invitation letters, 2) Publicity signs, 3) Publicity posters, 4) Websites, 5) Local radio, 6) Local newspaper, and 7) Sound trucks.

*** The meeting was attended by 29 community leaders. The reason why more community leaders attended than those who had been invited was because the venue was held in Sam Nak Thon Subdistrict as suggested by communities who wanted to ensure travel convenience for residents.

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
Engineering		
1	<p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Do not let computer program determine people's quality of life. 	<p>Meeting clarifications</p> <p>Acknowledged the comment.</p> <p>Additional post-meeting clarifications</p> <p>The main activity that will cause aircraft noise impacts is the take-off and landing of aircraft. The noise impact assessment after the project's Runways 1 and 2 become operational consists of NEF (Noise Exposure Forecast), both the noise level forecast when the project enters the operation phase and the current noise level forecast in order to determine changes in the noise contour areas that correspond to changes in number of flights being serviced by the airport. Studies and forecasts were conducted based on several scenarios. Under universally accepted principle, mathematical models must be applied to forecast impacts that may occur. The use of computer programs is to achieve the objective of assessing the scope of impacts based on assumption of air traffic traffic in the future. In practical terms, noise level will be measured twice a year in order to checked against the assessment results and the noise contour areas will be adjusted in the case of changes.</p>
2	<p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - The house needs to be renovated and redesigned by engineers to actually reduce noise impact. - Proposed to meet residents after they were back home from work. <p>Residents of Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - To conduct periodic household inspections after the renovations to identify material degradation. 	<p>Meeting clarifications</p> <ul style="list-style-type: none"> - After the project has been approved, the project owner will set up 1 committee to thoroughly survey all the houses/buildings in the noise contour areas again. Details of the house improvement payments, such as the frequency of the improvement expenses, depend on the mutual agreement between residents and the committee. - In the blue area (NEF 30-40), the project will assign engineers to survey the materials used in the construction of each house and assess the cost of materials to be paid to the owner or the owner may choose to let the project implement the improvements, depending on the mutual agreement between the project and house owners. - After a certain period of time has passed, material degradation may occur in houses that have undergone improvements. In such case, the measures taken by other airport

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
		<p>projects specified that when materials degrade after 5 or 10 years, the house owners may file a complaint with the project owner. In the case of U-Tapao International Airport, the project's operator of the airport will handle such complaints and address the issues in the same manner.</p> <ul style="list-style-type: none"> - Regarding the replacement cost, 1 committee called remediation committee, comprising representatives of government agencies and residents, will be set up to determine the remedy cost.
3	<p>Residents, Sa Kaeo community.</p> <ul style="list-style-type: none"> - Will the large passenger aircraft (A380) be eventually retired? 	<p>Additional post-meeting clarifications</p> <p>The manufacturer (Airbus) announced that it had discontinued the production of A380 aircraft due to lack of order from airlines after air traffic shrank following the COVID-19 pandemic, and difficulties in converting it into a cargo plane. As for the A380s currently in service, it depends on airlines to decide whether to continue using or to decommission the aircraft. A typical passenger plane's lifespan is about 20-25 years.</p>
4	<p>Written questions</p> <ul style="list-style-type: none"> - Please clarify the proposed opening of a new entrance to the airport in Ban Chang District. 	<p>Additional post-meeting clarifications</p> <p>The project plans to have only one entrance to the airport for passengers or users of U-Tapao International Airport for security reason. The entrance will link up to Highway 3 to be connected to external transportation for road traffic and rail-based systems, including Highway 7 and hi-speed train linking 3 airports to ensure travel convenience. As for the entrance on Highway 3126 (current entrance) will be used as the entrance to the RTN Naval Air Division, and the entrance on the Phala side (Phala Road/Tessaban 2 Road) which will be used for transportation of construction materials and workers into the construction area, which will be upgraded and used for cargo traffic or public utilities within the airport in the operation phase of the project.</p>
Environmental factors		

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
1	<p>Sam Nak Thon Subdistrict Head</p> <ul style="list-style-type: none"> - I would like to know the results of the study on the noise contour areas and suggest to immediately hold a public consultation meeting on this matter. - I suggest measuring noise from each and every passing aircraft instead of using average noise level. - The change in noise contour resulted in my house previously in NEF \geq 40 area being reassigned as outside NEF area \geq 40. - Will there be any more changes to the noise contour areas? <p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - After this meeting, will there be any further changes in the NEF areas? <p>Residents, Sa Kaeo community</p> <ul style="list-style-type: none"> - Has safety concern been taken into consideration in determining flight routes? - I suggest a review of the noise contour areas to prevent environmental impacts that may occur. - I would like to have details of methods used in the noise contour forecasts. - I propose the altitude should be set to intermediate level (not too high or too low). - Are changes in noise contour areas made in order to lower the remediation cost? 	<p>Meeting clarifications</p> <ul style="list-style-type: none"> - A consensus vote was called on whether the results of the study on noise contour areas and public consultation meeting on this matter should be held immediately, the meeting participants gave their consent. Public consultation meeting was held before the submission of the study results and other draft measures. During the meeting, clarifications were given on details of other draft measures while fielding questions from participants. - The noise contour areas have been prepared using noise impact assessment procedures with reference to the methodology used in the assessment of impacts from Suvarnabhumi Airport based on physical structures consisting of more than one runways independent of one another, and the input data was presented to those involved and has passed the review process. The proportion of referenced air traffic was incorporated into the models, and when compared to size of aircraft forecast for 2048, there were huge discrepancies as shown in the proportion and percentage of changes as reported in the above-mentioned presentation. - The projected maximum 1,367 flights per day will occur 30 years from now, which refer to the maximum number of flights the airport is capable of handling based on normal season, averaging 8 months per year. Aircraft will be landing on the north-south axis, comprising 693 flights landing and 674 flights taking off. The noise contour are will cover the length and width parameters based on number of flights using each of the flight routes. Experts have been consulted regarding the determination of flight routes and patterns to be subjected to traffic control in the future based on topographical features and other factors to ensure safe takeoffs and landings that are consistent with the preliminary draft flight routes only. The remediation cost was not a factor determining the hypothesis of the study.

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
	<p>Residents of Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Are the noise contour forecasts based on actual aircraft passing the areas? 	<ul style="list-style-type: none"> - Having heard suggestions made by several participants at the meeting, their suggestions can be summarized as follows: the 2 existing noise contour categories should be integrated as one in order to minimize anxiety and impact. At the time of this meeting, the red zone (NEF \geq 40 area) still could not be presented as the third category. However, the project will consider if the 1st and 2nd categories can be integrated into one, which will be proposed to relevant agencies.
	<p>Residents of Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - As the noise contour areas changed, - what kind of impact can we expect in the area between the rabbit's ears (an area wedged between two narrow strips of land)? 	
2	<p>Sam Nak Thon Subdistrict Head</p> <ul style="list-style-type: none"> - I would like project staff to measure very loud aircraft noise at my home. - Residents should get organized and share the cost of purchasing our own noise measuring equipment. 	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p>

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
3	<p>Residents, Sa Kaeo community</p> <ul style="list-style-type: none"> - I would like to suggest studying impacts from both Runways 1 and 2. 	<p>Meeting clarifications</p> <p>In reviewing the noise impact, the project has already studied the combined impacts of Runways 1 and 2.</p>
4	<p>Village head, Village No. 2, Chak Mak community</p> <ul style="list-style-type: none"> - Will the project implement land expropriation? 	<p>Meeting clarifications</p> <p>The project has created compensation measures to prevent and resolve noise impact,</p>
5	<p>Sam Nak Thon Subdistrict Head</p> <ul style="list-style-type: none"> - I suggest that residents in NEF \geq 40 and NEF 30-40 areas get to decide for themselves whether they want compensation through property buyout or whether they want to renovate. - Suggest that residents are given the choice to relocate or to renovate the house in NEF 30-40 areas. 	<p>Meeting clarifications</p> <p>Acknowledged suggestions and will incorporate such suggestions in the report that impacted persons propose the use of the same criterion in determining compensation in NEF 30-40 and NEF \geq 40 areas, specifically in the case of Ban Chang District, so that relevant agencies may take this into consideration.</p> <p>In this regard, the project has determined the preliminary compensation measures as follows:</p> <ul style="list-style-type: none"> - Conduct surveys, prepare databases and plans to compensate persons affected by noise impact from the development of the project before Runway 2 becomes operational. - Compensation for the affected person of the project will be offered for structure that was b u i l t u p t o the date of the EHIA report as approved by the National Environment Board (NEB). <ul style="list-style-type: none"> • For those in NEF \geq 40, negotiate to purchase property or offer to renovate house or building to mitigate noise impact. • For those in NEF 30-40, support the improvement of buildings and structures to mitigate noise impact. <p>In case residents in NEF 30-40 feel that they are affected by high level of noise impact, they may notify the U-Tapao International Airport Environmental Impact Resolution Coordination Center, the main agency for complaint handling. It is responsible for assessing, analyzing, inspecting, and informing the public of complaints, information on noise, and/or other problems arising from aircraft operations, with electronic databases that identify and link to the geographic coordinates in</p>
	<p>Village head, Village No. 2, Chak Mak community</p> <ul style="list-style-type: none"> - Please provide details on compensation. - Please consider equal compensation in both NEF \geq 40 and NEF 30-40 areas. 	
	<p>Residents of Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Will there be any compensation for areas without structures? 	
	<p>Chairperson of Sam Nak Thon SAO</p> <ul style="list-style-type: none"> - I would like the project to negotiate to purchase land and buildings in both NEF \geq 40 and NEF 30-40 areas. 	

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
		<p>the area around U-Tapao International Airport, which must include at least the following details:</p> <ul style="list-style-type: none"> - Name of person/agency filing complaint - House no. - Building - Number of residents - Claims statistics - NEF forecast area - NEF monitoring area (if any) - Land use - Other related matters <ul style="list-style-type: none"> • Complaint channels are available 24 hours a day. • In the event of a complaint regarding noise impact from operations of U-Tapao International Airport, the RTN and EECO/or operator of the project or project maintenance, may consider conducting noise measurement in the NEF or L_{Adn} unit to verify the level of impact on a case-by-case basis. • The RTN and EECO/or the operator of the project or project maintenance will provide compensation based on the established guidelines of the RTN and EECO/or the operator of the project or project maintenance.
	<p>Written questions</p> <p>In the NEF ≥ 40 area, which is not recommended for residential use, the project says it will negotiate to purchase such properties. What about properties that are Buddhist temples or properties of government agencies, such as health promotion hospitals, schools or child development centers, which procedures or laws or regulations would apply to enable them to sell properties to the project? These government properties are governed by government inventory management regulations requiring</p>	<p>Post-meeting clarifications</p> <p>: In the case of government agencies, sensitive areas, public areas, the negotiation to purchase their properties will be in accordance with the conditions set by government inventory management regulations and relevant laws of government agencies. The project has appointed consultants and working group charged with determining criteria and conditions for compensation, including survey of properties in greater detail to determine compensation.</p>

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
	disposition of properties through competitive bidding only, etc. Or in the case of properties of state or religious institutions, can these properties be sold and how?	
6	<p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - What property valuation formula (based on data of which year) and criteria will be applied? Does the property valuation and appraisal company have good credibility? - We would like to propose that the valuation of land and building be conducted based on the current market price. <p>Written questions</p> <ul style="list-style-type: none"> - I would like to propose that fair compensation is provided so as to allow residents to purchase a new house. That's why the valuation prices must correspond with the current market prices. - I would like to suggest that affected persons in NEF ≥ 40 and NEF 30-40 areas should be entitled to the same compensation amount. 	<p>Meeting clarifications</p> <p>Acknowledged comments and suggestion. The project has determined measures to compensate those affected by noise impact from the development of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, by considering the level of impact based on noise contour map forecast for 2048 and the building year, compensating for structures that were constructed up to the date of the EHIA report as approved by the National Environment Board. The RTN and EECO/or construction contractor are required to publicize projection construction information to inform residents in advance. Compensation will be determined based on appropriate valuation in line with market prices to be handled by the compensation committee.</p>
7	<p>Chairperson of Sam Nak Thon SAO</p> <ul style="list-style-type: none"> - Please consider providing compensation without requiring to see land ownership or land right documents. <p>Residents of the Ban Chang Subdistrict</p> <ul style="list-style-type: none"> - Will there be compensation for areas without structures? How? 	<p>Additional post-meeting clarifications</p> <p>In the case of land ownership which is not a full land deed title, the ownership of each plot must be considered individually. The value of properties must be appropriate and correspond with market prices. In case of compensation for land with no structure, additional detailed study must be conducted for verification. The RTN, EECO and/or construction contractor must notify residents in advance.</p>
8	Sam Nak Thon Subdistrict Head	

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
	<ul style="list-style-type: none"> - I want to know whether or not people need to be relocated, and when and how the negotiation to remediation will take place? 	
	<p>Village head, Village No. 2, Chak Mak community</p> <ul style="list-style-type: none"> - Please give prior notice on the details of the compensation information and the period for compensation payment. 	

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
9	Residents, Village No. 3, Sam Nak Thon Subdistrict - Will local people be asked to get involved in the fund management?	Meeting clarifications Acknowledged suggestions. The project has determined measures to create funds to remedy impacts from U-Tapao International Airport to mitigate the overall environment and health impacts. At present, the approach to create funds is still being considered in terms of appropriateness/in accordance with the remediation criteria for impacts that may occur, with the aim to care for the society, environment and communities. Details of the funds to be created will be determined by the working group on remediation funds. The project plan to draft a preliminary fund proposal to be included in the appendix of the EHIA report.
	Chairperson of Sam Nak Thon SAO - Request for the establishment of funds for communities affected by impacts from the airport.	
	Residents, Sa Kaeo community - How will the project remedy affected villagers? Will remediation funds be created? - All affected villagers must be entitled to remedies.	
	Residents of Sam Nak Thon Subdistrict - Proposed additional measures other than the offer to purchase of land and buildings.	
	Written questions - Proposed to establish a trust fund for stakeholders impacted by airport in Sam Nak Thon and nearby communities. - Please set up rehabilitation funds for those directly impacted. - There should be a rehabilitation fund for villagers who have been adversely affected, and clearly guidelines for compensation must be established. Sam Nak Thon Subdistrict has been directly affected, please set up an airport fund before the construction begins. People in Sam	

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
	Nok Thon may be adversely affected but we are not against the project construction.	
10	<p>Chairperson of Sam Nak Thon SAO</p> <ul style="list-style-type: none"> - Proposed to establish criteria for compensation specific to Ban Chang area. <p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Proposed that Suvarnabhumi Airport's compensation guidelines should not be applied to Ban Chang area. 	<p>Meeting clarifications</p> <p>Acknowledged the suggestions. The project has determined criteria and conditions for compensation for persons affected by noise impact from the project as follows:</p> <ul style="list-style-type: none"> - Conduct surveys, prepare databases and plans to compensate persons affected by noise impact from the development of the project before Runway 2 becomes operational. - Compensation for the affected person of the project will be offered for structure that was built up to the date of the EHIA report as approved by the National Environment Board (NEB). <ul style="list-style-type: none"> • For those in NEF \geq 40, negotiate to purchase property or offer to renovate house or building to mitigate noise impact. • For those in NEF 30-40, support the improvement of buildings and structures to mitigate noise impact.

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
11	<p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Proposed to have measures to provide support for medical expenses of affected residents. 	<p>Meeting clarifications</p> <p>Acknowledged the recommendations. In this regard, the project has determined measures that are consistent with provision of public health services to affected persons as follows:</p> <ul style="list-style-type: none"> - Require the RTN and EECO and/or construction contractor to provide communication channel with public health units in the area as well as to support local public health authorities to ensure readiness in terms of personnel and other resources to provide health services. - Set up funds to remedy impacts from U-Tapao International Airport on the public as part of the effort to mitigate overall environmental and health impacts. - Create additional health measures in cooperation with local public health agencies to implement health surveillance on vulnerable groups based on analysis of data from results of environmental and health impact assessment report together with monitoring of health status so as to identify impacts that could affect the vulnerable groups in the operation phase and find appropriate solutions.
12	<p>Residents of Ban Chang Subdistrict</p> <ul style="list-style-type: none"> - Please provide the timeline and process for completing the EHIA after this. 	<p>Meeting clarifications</p> <p>After the 3rd public consultation has been completed, the comments and feedback will be summarized by issues raised, and clarifications on each of those issues will be provided to people in the communities. All issues raised at 1st, 2nd, 3rd public consultation meetings will be incorporated into the the full EHIA report to be submitted to the ONEP and EC for consideration. Following approval by the EC, the ONEP will submit the EC opinion to the NEB for recommendations before being forwarded to the Cabinet for decision.</p>
Public Participation and Public Relations		
1	<p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Proposed to publicize the details of the relocation process and timeline to inform all households before implementing it. 	<p>Meeting clarifications</p> <p>Acknowledged the suggestion. In the study to determine compensation after the EHIA report has been approved, the project owner must conduct another detailed study to determine compensation mechanisms/criteria/legal requirements so that compensation can be</p>

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
		implemented strictly and to ensure fairness to residents/persons affected. The procedures and conditions for compensation will be covered in the detailed study by relevant government agencies. The final compensation procedures/methods will be publicized for people's acknowledgement.
2	<p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Suggested to publicize information on establishment and management funds for public acknowledgement. 	<p>Meeting clarifications</p> <p>Acknowledged the suggestion. The project has established public relations measures to present U-Tapao International Airport project information, and to receive complaints and feedback from relevant agencies and members of the public through no fewer than 3 channels, such as U-Tapao International Airport's PR department, online media and community relations activities, etc.</p>
3	<p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Proposed to share the results of public consultation to members of the public. 	<p>Meeting clarifications</p> <p>The results of the public consultation meetings along with various project documents tracing back to the preliminary studies of the project have been publicized on the project website: http://www.ehia-utprw2.com that can be downloaded by members of the public. In addition, documents relating to each of the activities implemented by the project have been on display and retained at the Provincial Office of Natural Resources and Environment, provincial public health office, Provincial Hall, district offices, district public health offices, local administrative organizations, subdistrict heads, village heads and local public health facilities of area where the project is located, as well as other relevant agencies.</p>
4	<p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Please set up a complaint handling unit to receive complaints from persons affected by noise impact. <p>Written questions</p> <ul style="list-style-type: none"> - Provide persons affected by impacts the opportunity to make their views known at all time. 	<p>Meeting clarifications</p> <p>Acknowledged the suggestions. Initially, the project has established measures to receive complaints as follows:</p> <ul style="list-style-type: none"> - Provide channels to receive complaints about the impacts of the construction of the project at the construction control office or U-Tapao International Airport to acknowledge problems and impacts in order to resolve issues.

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

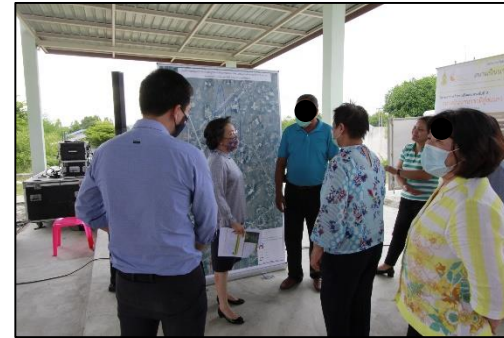
Sequence No.	Questions	Clarifications
	<ul style="list-style-type: none"> - Install signs that provide the telephone numbers of the project that people can call. - Put up signs containing project information and telephone numbers so people who suffered hardship can contact the project at all time. 	<ul style="list-style-type: none"> - In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem in accordance with the environmental impact prevention and resolution measures without delay.
5	<p>Residents of Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Proposed that priority is given to employ local people. <p>Chairperson of Sam Nak Thon SAO</p> <ul style="list-style-type: none"> - Give special privileges to persons affected by impacts, such as to be able to work in the project areas, etc. 	<p>Meeting clarifications</p> <p>Acknowledged the suggestions. In this regard, the project has established measures to do just that.</p> <ul style="list-style-type: none"> - Give priority to recruiting people in the communities around U-Tapao International Airport who are qualified for suitable jobs.
	<p>Written questions</p> <ul style="list-style-type: none"> - Sam Nak Thon people have suffered direct impacts, please make sure the airport sets aside retail spaces for Sam Nak Thon people to set up stalls to sell local produces free of charge. - Sam Nak Thon people would like to request retailing spaces to sell local produces free of charge on a permanent basis. 	<p>Meeting clarifications</p> <p>Acknowledged the suggestions. In this regard, the project has create measures requiring the RTN, EECO and/or operator of project to consider other forms of compensation, such as construction of public parks, tree planting in Buddhist temples, schools and public health facilities, organizing job markets and providing retail spaces for sale of products made by community-based businesses at U-Tapao International Airport, etc.</p>
	<p>Written questions</p> <ul style="list-style-type: none"> - Proposed that meetings should be held regularly with local people for the project to understand issues relating to impacts. 	<p>Additional post-meeting clarifications</p> <p>Acknowledged suggestions. The project will organize public consultation meetings with people according to the relevant procedural steps. The project has established measures for the RTN and EECO/or operator of the project or project maintenance to redouble efforts to publicize and inform results of noise measurement on a regular basis.</p>

Table 4.6-61 Summary of issues from questions, comments and suggestions on the third public consultation, Venue 1, on 5 August 2020

Sequence No.	Questions	Clarifications
Other		
1	<p>Village head, Village No. 2, Chak Mak community</p> <ul style="list-style-type: none"> - Has the project compiled proposals and present them to persons with the decision-making power or not? 	<p>Meeting clarifications</p> <p>The project incorporated comments and suggestions into the EIA report submitted to the project owner, and presented a report to the ONEP, EC for consideration. Once approved by the ONEP and EC, the ONEP will present its opinion to the NEB, which will present recommendation to the Cabinet for consideration.</p>
2	<p>Village head, Village No. 2, Chak Mak community</p> <ul style="list-style-type: none"> - Proposed that Sam Nak Thon people should be entitled to a share of benefits from the development of the project. 	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p>
3	<p>Residents, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - At present, the people have already been affected by impacts from the airport operations, especially from military aircraft. 	<p>Meeting clarifications</p> <p>Comment acknowledged.</p> <p>The NEF or Noise Exposure Forecast is a standard method for calculating the level of disturbance to human in areas affected by impact from aircraft. The calculation was based on actual air traffic data of 2019 of Runway 1 of U-Tapao Airport and the actual air traffic data of 2018 of Suvarnabhumi Airport (2 runways). Such calculation covered only commercial flights, excluding government flights, in line with the accepted technical assessment practices, which focuses only on commercial flights.</p>



Attendee registration atmosphere



Exhibition board atmosphere



Opening remarks by [redacted],
chairperson of Sam Nak Thon SAO.



Meeting atmosphere and presentation
by advisors



Questions and suggestions from meeting participants



Answering questions by representatives of project
owners
and advisors

Set up a forum for comments



Summary of comments and suggestions
by the advisors

Figure 4.6-37 Atmosphere of the 3rd public consultation, Venue 1 at Multipurpose Building of Center for the Development of Elderly Quality of Life, Sam Nak Thon SAO, Soi Thesaban 43, Ban Chang District, Rayong Province, on Wednesday, 5 August 2020

Opinions from evaluation form of the 3rd public consultation, Venue 1 at Multipurpose Building of Center for the Development of Elderly Quality of Life, Sam Nak Thon SAO, Soi Thesaban 43, Ban Chang District, Rayong Province

After the consultation meeting, participants were asked to respond to the 3rd public consultation evaluation form. A total of 157 out of 401 participants (excluding representatives of project owners and advisors), returned the questionnaire, accounting for 39.2% of participants. (Many of the participants had already made comments and gave suggestions and therefore declined to fill the evaluation form). Results of the data analysis can be summarized as follows:

- **Part 1 Personal Information**

At the 3rd public consultation meeting, respondents comprised 120 residents in the project's study areas (76.4%), leaders of communities, village heads, or non-governmental organizations in the study area totaling 18 (11.5%), representatives of government agencies/state enterprises/PAO/SAO 11 (7.0%). Details as shown in **Table 4.6-62** and **Figure 4.6-38**. The respondents in the assessment questionnaire were mostly subdistrict heads, assistant subdistrict heads, village heads, chairperson of village/members of juristic person, village committee members, totaling 16 (88.9%) and leaders or members of non-governmental organizations/groups/clubs totaling 2 (11.1%). Details as shown in **Table 4.6-62**

Table 4.6-62 Percentage of respondents classified by type for the 3rd public consultation, Venue 1, on 5 August 2020

Sequence No.	Stakeholder Groups	Assessment respondents	
		Quantity	Percentage
1.	Impacted parties		
	<u>1.1 Community and village leaders in the project study area</u>	<u>16</u>	<u>10.2</u>
	<u>1.2 Heads of various organizational groups in the project study area</u>	<u>2</u>	<u>1.3</u>
	1.3 People residing in the project study area	125	79.6
	1.4 Sensitive areas (religious sites/medical institutions/educational institutions) in the study area	2	1.3
2.	Parties responsible for EIA report preparation		
	2.1 Project owners	-	-
	2.2 The person licensed to prepare the environmental impact assessment reports under the law	-	-
3.	Parties responsible for reviewing EIA report	-	-
4.	Government agencies at various levels	11	7.0

Table 4.6-62 Percentage of respondents classified by type for the 3rd public consultation, Venue 1, on 5 August 2020

Sequence No.	Stakeholder Groups	Assessment respondents	
		Quantity	Percentage
5.	Non-governmental organizations active in environmental protection, community development, schools and independent academics	-	-
6.	Mass media	-	-
7.	General public (residing outside of the study area)	1	0.6
Total		157	100.0

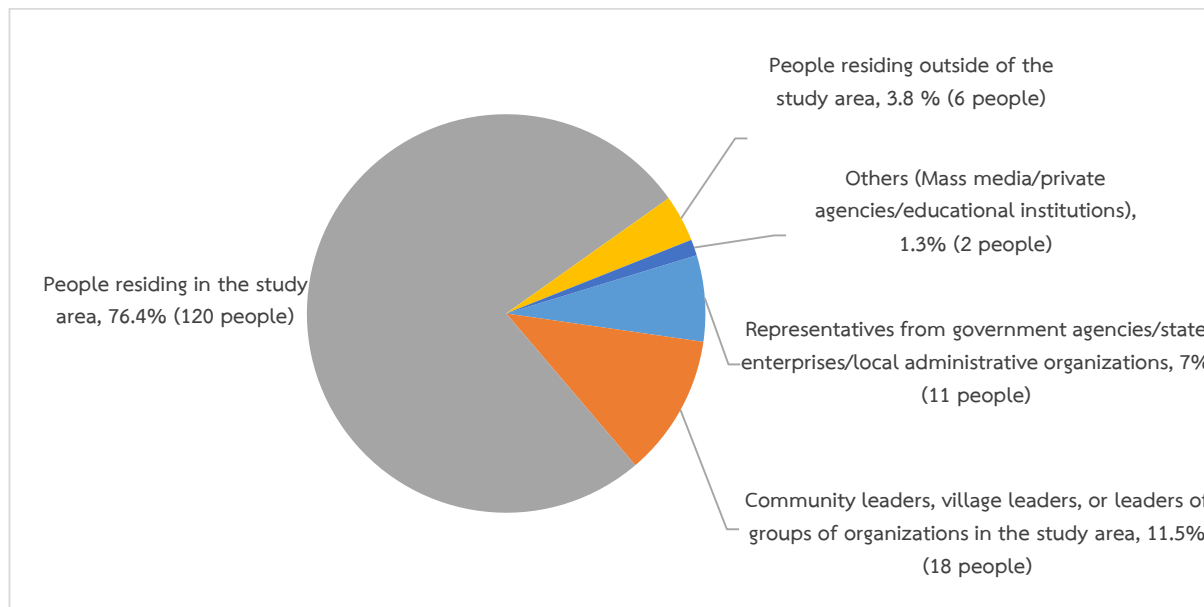


Figure 4.6-38 Number of respondents classified by type for the 3rd public consultation, Venue 1, on 5 August 2020

- Part 2: Comments on draft environmental and health impact prevention and resolution measures of the project

For the comments on the draft environmental and health impact prevention and resolution measures of the project, 111 respondents (70.7%) deemed that coverage was appropriate, while 46 (29.3%) deemed that coverage was inappropriate. Details are as shown in **Table 4.6-63** and **Figure 4.6-39**

Table 4.6-63 Comments on draft environmental and health impact prevention and resolution measures of the project at the 3rd public consultation, Venue 1, on 5 August 2020

Draft Measures	Appropriate		Inappropriate		No comments		Suggestions, comments, and additional measures
	Quantity	Percentage	Quantity	Percentage	Quantity	Percentage	
Overview of the Draft Measures	111	70.7	46	29.3	0	0	-
draft environmental and health impact prevention and resolution measures (construction phase)							
1) Noise	109	69.4	48	31	0	0	- Proposed re-assessment of noise impact - loud noise generated by trucks
2) Air quality	113	72.0	42	26.8	2	1.3	- Cargo bed of trucks not covered, dust problem
3) Waste management	113	72.0	44	28.0	0	0	
4) Transportation	111	70.7	46	29.3	0	0	- Cargo bed of trucks hauling crushed rock, sand not covered - There are clear penalties for those who caused damage
5. Socioeconomic	114	72.6	41	26.1	2	1.3	
6) Health and Public Health	109	69.4	47	29.9	1	0.6	
7) Occupational health and safety	110	70.1	46	29.3	1	0.6	- Substance abuse should be checked every 1 month.

Table 4.6-63 Comments on draft environmental and health impact prevention and resolution measures of the project at the 3rd public consultation, Venue 1, on 5 August 2020

Draft Measures	Appropriate		Inappropriate		No comments		Suggestions, comments, and additional measures
	Quantity	Percentage	Quantity	Percentage	Quantity	Percentage	
Draft environmental impact prevention and resolution measures (operation phase)							
1) Noise	94	59.9	60	38.2	3	1.9	- Those in NEF \geq 40 area should be compensated the same way as the other 2 groups. - There should be equal compensation for all areas. - Runway 1, in the case of NEF \geq 40 projects, there should be negotiation to offer to purchase land and building as well.
2) Air quality	105	66.9	48	30.6	4	2.5	- A limit should be set for the lifespan of the aircraft to reduce pollution.
3) Waste management	105	66.9	49	31.2	3	1.9	- Create activities to promote positive mindset to participate in problem solving
4) Transportation	109	69.4	46	29.3	2	1.3	
5. Socioeconomic	108	68.8	47	29.9	2	1.3	
6) Health and Public Health	103	65.6	51	32.5	3	1.9	
7) Occupational health and safety	106	67.5	48	30.6	3	1.9	- The occupational health action plan should be examined and reviewed every 6 months.

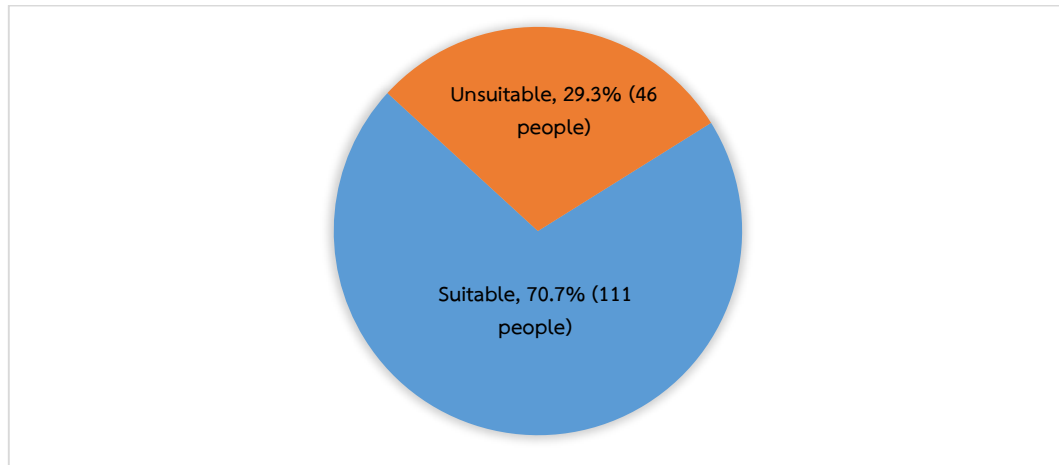


Figure 4.6-39 Comments on environmental and health impact prevention and resolution measures of the project, Venue 1, on 5 August 2020

- **Part 3: Satisfaction with the meeting**

The satisfaction of evaluation form respondents in various matters were at a moderate level. It was found that matters in which the respondents had a high level of satisfaction were: The suitability of venue and travel convenience cited by 83 (52.9%), overall meeting management 83 (52.9%), abilities of speakers, various explanations to participants, and understanding of the project overview 78 (49.7%) and having better understanding of the project by the end of the meeting 77 (49.0%). Details as shown in **Table 4.6-64**

Table 4.6-64 Satisfaction with the management of the 3rd public consultation meeting, Venue 1 on 5 August 2020

Item	High		Moderate		Low		No comments	
	Quantity	Percentage	Quantity	Percentage	Quantity	Percentage	Quantity	Percentage
(1) The speaker's ability to provide explanations to forum participants and overall understanding of the project	37	23.6	78	49.7	35	22.3	7	4.5
(2) Appropriateness of the content, format, and method of presentation	35	22.3	75	47.8	36	22.9	11	7.0
(3) Appropriateness of the amount of time spent on the presentation of project details and study results.	33	21.0	75	47.8	40	25.5	9	5.7
(4) Appropriateness of the venue and convenience in traveling to participate in the forum.	31	19.7	83	52.9	32	20.4	11	7.0
(5) Appropriateness of meeting materials and supplementary documents	36	22.9	73	46.5	35	22.3	13	8.3
(6) Appropriateness of opportunities and time for commenting	36	22.9	76	48.4	35	22.3	10	6.4
(7) Understanding of the project after attending the meeting	27	17.2	77	49.0	40	25.5	13	8.3
(8) Overview of today's meeting	24	15.3	83	52.9	40	25.5	10	6.4

Feedback from the post-meeting evaluation form of the participants.

- Proposed to government officials to provide additional information to the public about the impacts of the project.
- The people who attended the meeting need to know the details of compensation.
- Proposed to have a meeting to inform people of the progress status of the project and to listen periodically to people's opinions.

- **Part 4: Provision of information and public relations on the project, receipt of information relating to the project study prior to the meeting**

A total of 136 respondents (86.6%) were familiar with the project information prior to attending the public consultation meeting. Of this, those who have been informed by local community leaders, such as subdistrict head, assistant subdistrict head, village head, assistant village head, chairperson of community committee, committee members and housing estate juristic persons, totaled 67 (25.0%), those who received information from government agency/local administrative organization, totaled 38 (14.2%), while 37 (13.9%) were informed from previous public consultation meeting, while 8 (5.1%) had not received any project information, as detailed in Table **Table 4.6-65** and **Figure 4.6-40**

Table 4.6-65 Prior knowledge of project information before attending the 3rd public consultation, Venue 1, on 5 August 2020

Prior knowledge of Project Information	Quantity	Percentage
Previously informed about the project prior to the meeting	136	86.6
Never informed about the project prior to the meeting	13	8.3
No comments	8	5.1
Total	157	100.0
Channels for receiving information (can select more than 1 answer)		
1. Notification from community leaders such as subdistrict heads, assistant subdistrict heads, village heads, assistant village heads, community presidents, community chairs, village presidents, village chairs, and housing estate juristic persons	67	25.1
2. Informed by government agency/local administrative organization	38	14.2
3. Project personnel	19	7.1
4. Past public hearing meetings	37	13.9
5. Publicity sign/poster	17	6.4
6. Sound trucks	36	13.5
7. Local newspaper/radio	6	2.2
8. Neighbors/acquaintances	40	15.0
9. Other	7	2.6
Total	267	100.0

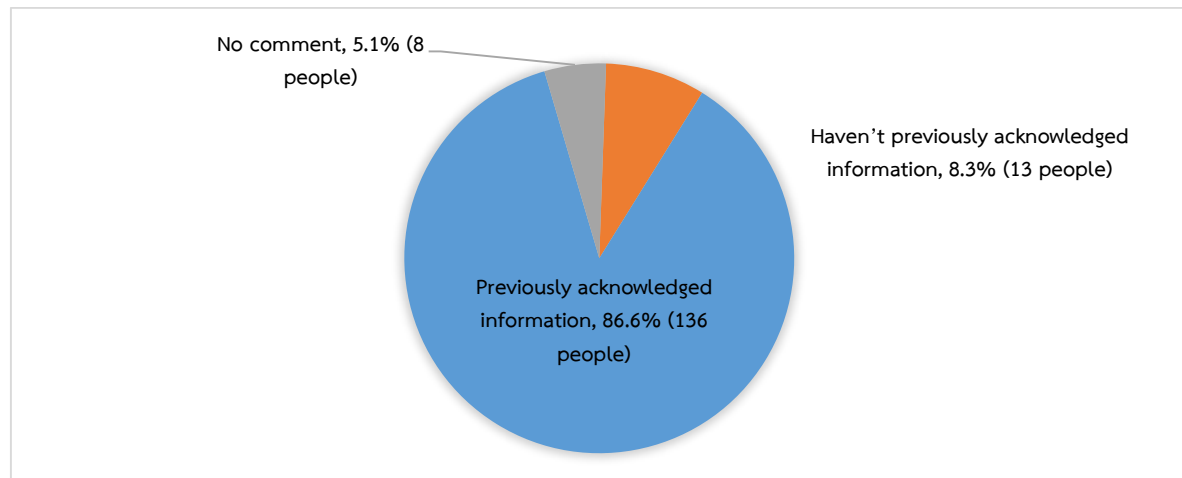


Figure 4.6-40 Number of respondents with knowledge of project information prior to attending 3rd public consultation, Venue 1, on 5 August 2020

Most convenient channel/method for receiving project information

The respondents gave comments on the most convenient channels/methods for receiving information. 46 (29.3%) cited small-group briefings, followed by 41 (26.1%) said leaflets/publicity posters/signs, 31 (19.7%) said internet/website. Details as shown in Table 4.6-66

Table 4.6-66 Appropriate channels or methods for publicizing and disseminating project information and study results for the 3rd public consultation, Venue 1, on 5 August 2020

Channels for receiving information	Quantity	Percentage
1. Focus group notification meetings in localities	46	29.3
2. Delivery of documents to the home	8	5.1
3. Internet/websites	31	19.7
4. Project personnel entering areas and giving notification	1	6
5. Notification via community leaders/community presidents/subdistrict chiefs/village heads	7	4.5
6. Brochures/posters/publicity signs	41	26.1

7. Broadcasts on local radio/television/cable	13	8.3
8. Publications/newspapers/journals	0	0
9. Public broadcasting vehicles	0	0
10. Other	2	1.3
No comments	8	5.1
Total	157	100.0

- **Part 5 Opinion, Comment and Feedback on the Project**

Opinions and feedback on the study and development of Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong Province. Details as shown in **Table 4.6-67**

Table 4.6-67 Summary of comments and suggestions on the project from the 3rd public consultation, Venue 1, on 5 August 2020

Issue	Project suggestion
1. Environmental Impact Assessment	The noise contour area presented is very narrow. It should be expanded to cover wider area.
	Proposed to reassess noise impact.
	Proposed to review the measures for compensation for damage in NEF \geq 40 and NEF 30-40 areas
	Land department officials should provide correct information, both advantages/ disadvantages of the affected areas.
	Proposed that priority is given to employ local people.
	Proposed appropriate compensation for those affected in the red area (NEF \geq 40).
	Proposed that the project informs the public about period of compensation and cost of dismantling buildings.
	Proposed raising altitude of aircraft and designate flight paths away from populated areas.

5.2) Results of 3rd Public Consultation, Venue 2

The project conducted the 3rd public consultation, Venue 2, on Thursday 6 August 2020 at 08.30 – 12.30 at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong Province. Flying Officer Chalernpol Intharawong, Director of Private Contract Administration, Joint Ventures, U-Tapao Airport Development Project and Eastern Airport City, spoke about the EEC policy, Rear Admiral Nop Phannachet, Director of the Budget Bureau, Office of the Naval Comptroller and secretary of the EECO of the RTN, spoke about background and objectives of public consultation, and Ms Prapasri Pisanupongvitcha, chief of Rayong Provincial Office assigned by Rayong Governor, delivered welcoming remarks. The public consultation meeting was attended by 362 participants.

Summary of number of attendees and summary of meeting results, with issues from various questions and comments as shown in **Table 4.6-68** and **Table 4.6-69**, and an image of the meeting atmosphere as shown in **Figure 4.6-41**

Table 4.6-68 Details of number of attendees in the 3rd public consultation (Venue 2) classified by stakeholder group at Venue 2 on 6 August 2020

Sequence No.	Stakeholder Groups	Number invited (people)		Number of attendees (people)	
		Rayong	Chonburi	Rayong	Chonburi
1.	Impacted parties				
	1.1 Community leaders**	38	39	35	14
	1.2 Disadvantaged parties	60	13	143	7
	1.3 Advantaged parties	8	2	21	2
2.	Parties responsible for EIA report preparation				
	2.1 Project owners		2		3
	2.2 The person licensed to prepare the environmental impact assessment reports under the law		18		23
3.	Parties responsible for reviewing EIA report		3		2
4.	Government agencies at various levels	82	57	58	45
5.	Environmental protection NGOs, developmental NGOs, educational institutions, and independent scholars	15	12	4	3

Table 4.6-68 Details of number of attendees in the 3rd public consultation (Venue 2) classified by stakeholder group at Venue 2 on 6 August 2020

Sequence No.	Stakeholder Groups	Number invited (people)		Number of attendees (people)	
		Rayong	Chonburi	Rayong	Chonburi
6.	Mass media	14	10	3	-
7.	General Public	-	-	-	-
Total		386		362*	

Note: * The total number of attendees, not including agencies responsible for preparing reports and agencies reviewing the EIA report, project owners, and advising companies, totaled 336 attendees.

**** There** were fewer community leaders at the meeting, as the majority of community leaders in Sam Nak Thon Subdistrict, Ban Chang District, had already attended the 3rd public consultation meeting, Venue 1 and therefore did not attend the 3rd consultation meeting (Venue 2).

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
Engineering		
1	<p>Employee of Thai Airways International Plc./residents of Ban Chang community</p> <ul style="list-style-type: none"> - Please clarify the future of THAI MRO center after the development of the project. - Please provide timeline of the construction of the new MRO center. When will dismantling work begin on the current maintenance center and when will the construction of the new MRO center be completed? What will happen to the employees? - Please take into consideration impact from the development of the project on personnel of THAI maintenance center, who are members of local communities. 	<p>Meeting clarifications</p> <p>According to the location plan in the meeting materials, the THAI MRO center will be relocated to the east of Runway 2 and is now awaiting approval. The construction of the MRO center will start within 2020 and implemented continuously as planned.</p> <p>This is due to the plan by THAI to develop the Smart Hangar project in accordance with the study results of Office of Transport and Traffic Policy and Planning (OTP). The study and preliminary design of the establishment of the aviation industrial estate in Thailand completed in October 2015 indicated that Thailand lacked aircraft maintenance operator, so it was necessary to hire Malaysia and Singapore for aircraft maintenance. It was deemed appropriate that Thailand should establish an aircraft maintenance center to generate income and create jobs within the country instead. It was vitally important to develop a clear strategy on the development of the MRO center to be able to provide maintenance, repair and overhaul services to latest models of passenger aircraft.</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
	<ul style="list-style-type: none"> Please consider providing monetary remedies to personnel of THAI maintenance center impacted by the development of the project. 	<p>THAI needed a new MRO center as the current maintenance center built 15 years ago could no longer be upgraded with latest technology in a cost effective manner. Therefore the EECO together with THAI had been planning the new MRO center. The lease agreement at the current site of the current maintenance center has been terminated* and the maintenance center will be dismantled under the conditions of the lease agreement.</p> <p><u>Note: * The land lease made with the Crown Property Bureau for the construction of the 2nd aircraft maintenance center covered a 30-year period from 9 Sep 2002 to 8 Sep 2032. The EECO in a letter LV 14 Aug 2020 notified the Crown Property Bureau and terminated the agreement effective on 28 Feb 2021.</u></p>
2	<p>Residents, Village No. 6, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> Please set the flight altitude at lower level. Proposed to measure actual aircraft noise based on 10 trial flights for comparison with actual noise generated by aircraft flying at the altitudes used in the noise impact forecasts. <p>Residents of Sa Kaeo, Village 3</p> <ul style="list-style-type: none"> Proposed that the project sets intermediate altitude (not too high or too low). Would like to see detailed formula used to calculate the noise exposure forecasts. 	<p>Meeting clarifications</p> <p>Acknowledged the comments. In order to conduct noise contour forecasts, consultants have used ADET mathematical models in the calculation with data input comprising:</p> <ul style="list-style-type: none"> Forecasted number of flights and aircraft models Determination of Study Scenarios Flight path outlines Information on the number of flights and types of aircraft models expected to increase in operating year The runway's capability to handle flights Future runway management U-Tapao International Airport physical data The U-Tapao International Airport's weather data which has already been presented in the EHIA report.
	<p>Written questions</p> <ul style="list-style-type: none"> Proposed to open entrance to the airport on the Phala side to facilitate travel. 	<p>Additional post-meeting clarifications**</p> <p>The project plans to have only one entrance to the airport for passengers or users of U-Tapao International Airport for security reason. The entrance will link up to Highway 3 to be</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
		<p>connected to external transportation for road traffic and rail-based systems, including Highway 7 and hi-speed train linking 3 airports to ensure travel convenience.</p> <p>As for the entrance on Highway 3126 (current entrance) will be used as the entrance to the RTN Naval Air Division, and the entrance on the Phala side (Phala Road/Tessaban 2 Road) which will be used for transportation of construction materials and workers into the construction area, which will be upgraded and used for cargo traffic or public utilities within the airport in the operation phase of the project.</p>
	<p>Residents of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - The data input for the mathematical model is unclear, it should be clearer. 	<p>Meeting clarifications</p> <p>Acknowledged the comments. In order to conduct noise contour forecasts, consultants have used ADET mathematical models in the calculation with data input comprising:</p> <ul style="list-style-type: none"> - Forecasted number of flights and aircraft models - Determination of Study Scenarios - Flight path outlines - Information on the number of flights and types of aircraft models expected to increase in operating year - The runway’s capability to handle flights - Future runway management - U-Tapao International Airport physical data - The U-Tapao International Airport’s weather data <p>which has already been presented in the EHIA report.</p>
Environmental factors		
1	<p>Residents of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - Information on the areas affected by the noise impact has been changed between the 2nd and 3rd public consultation meetings. 	<p>Meeting clarifications</p> <ul style="list-style-type: none"> - The noise analysis methods used in the 2nd and 3rd public consultation meetings were different for the following reasons:

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
	<p>Sam Nak Thon Subdistrict Head</p> <ul style="list-style-type: none"> - The noise contour has changed, resulting in lower number of persons affected in the NEF \geq 40 area. <hr/> <p>Residents of Sa Kaeo, Village No. 3</p> <ul style="list-style-type: none"> - I disagreed with the new noise contour as the number of persons affected was much lower than those identified in the original noise contour. 	<ol style="list-style-type: none"> 1. The determination of the first noise contour area was based on the scenario of flight paths in which aircraft approach to land at the airport and take off from the airport in straight line (As the default profile setting of the AEDT program) in order to cover the widest area possible. Members of the public have been informed that the purpose of this noise contour area was for preliminary study only. 2. After that, experts were consulted to determine the expected routes and flight pattern for use in future flight control, considering the topographical features and other factors so that the aircraft could be operated safely and only in accordance with the draft preliminary flight routes only.
		<ul style="list-style-type: none"> - Input data consist of the following key data: <ol style="list-style-type: none"> 1. The type of aircraft based on the pre-existing master plan of the U-Tapao International Airport, which was forecasted for analysis of change in aircraft size, 2. totaling 1,367 flights were considered the best case where air traffic is high. Based on suggestions made by members of the public in the previous public consultation meetings, the data on impacts from various aircraft types, such as cargo planes, which had previously been excluded, have now been inputted into in the current study. - The noise contour presented at the 2nd public consultation in January 2020 was based on the runway use pattern of standard flight routes where no consideration was given to the need to mitigate impact in sensitive areas. But the current study has taken into consideration details of such sensitive areas for the determination of new flight routes with the objective to reduce impact from aircraft. Aircraft flying over communities will have a steeper climb and greater gliding angle, resulting in the noise contour as presented to the 3rd public consultation meeting.

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
2	<p>Residents of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - What is the acceptable standard for volatile organic compounds, and what were the measurement results? In case the value exceeds the legal allowable standard, what measures will be taken? - The criteria used as references should be represented in numbers. 	<p>Meeting clarifications</p> <p>Since the Pollution Control Department has expressed concerns about the impact of Acrolein, the criteria for the surveillance of Acrolein has been established. It was currently found in trace amounts according to measurements. But in the future when the number of flights increase, the amount of Acrolein could increase. The surveillance activity will start at the beginning of the operation phase with the objective to reduce Acrolein at its source, the consumption of fuel.</p>
3	<p>Residents of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - Proposed to specify measures on noise impact from construction site affecting people. 	<p>Meeting clarifications</p> <p>The project has evaluated the overall noise impact on people around the construction area, which was deemed low impact that poses no harm to health. In this regard, the environmental measures must be implemented.</p>
4	<p>Residents of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - Proposed to specify governance guidelines in the event that the project fails to comply with the laws as specified in the measures. - As persons responsible for compliance with the established measures are from various agencies, please clearly specify which agencies are responsible for the implementation of what measures. <p>Sam Nak Thon Subdistrict Head</p> <ul style="list-style-type: none"> - Proposed to have measures to ensure that the flight routes and altitude are strictly observed. <p>Residents of Sa Kaeo, Village No. 3</p> <ul style="list-style-type: none"> - I am not sure that airlines will operate their flights according to the hypothesis used in the noise exposure forecast. 	<p>Meeting clarifications</p> <p>The project will establish a monitoring committee to ensure compliance with measures where public participation is welcome. Agency that fails to comply with established measures will be fined.</p> <p>Additional post-meeting clarifications**</p> <p>Concerns acknowledged. The measures specified in the table of measures are conditions requiring strict compliance by construction contractors. Violation or failure to observe those measures is punishable under the provisions of law. If local residents encounter problems relating to construction activity, including the project implementation, they may file a complaint with the project owner, who will address the problem and take actions in accordance with established procedures.</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
5	<p>Residents of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - In the measures on noise impact during the construction phase, affected persons are asked to select sound-absorbing materials to minimize noise and vibration. I have no idea how to choose and how much noise will be reduced. The properties of these materials should be represented in numerical value. 	<p>Additional post-meeting clarifications**</p> <p>In the construction phase, the contractor must carry out the construction by adhering to the regulations of the Ministry of Public Health regarding the management of safety, occupational health and work environment, as well as other related laws. The contractor shall be solely responsible for the maintenance of all construction works, including materials, tools, and equipment brought into the construction area from the beginning until completion and final delivery, under supervision and control by the RTN and EECO.</p>
6	<p>Sam Nak Thon Subdistrict Head</p> <ul style="list-style-type: none"> - Which of the noise contour forecasts: the one presented at the 2nd public consultation or the one presented at the 3rd public consultation, will be submitted to the ONEP for consideration? - Proposed to help the persons affected by using the original noise contour forecast in offering compensation. - In the project insists on using the most recent noise contour forecast, we will file complaint with the provincial justice center. - Opportunity costs should be taken into consideration when calculating compensation for affected persons. <p>Residents of Sa Kaeo, Village No. 3</p> <ul style="list-style-type: none"> - Proposed to use the original noise contour (format 1) as a framework for determination of compensation. 	<p>Meeting clarifications</p> <ul style="list-style-type: none"> - The consultant will present both 1st NEF and 2nd NEF along with measures to the agencies in charge of reviewing. - The two noise contour forecasts were based on different data sets. The first one was based on limited data while the more complete data set, including limitations of area to mitigate impact, was inputted for the creation of the second noise contour forecast as detailed in the EHIA report. Noise contour forecasts will be presented in three formats: <ol style="list-style-type: none"> 1. The first noise contour forecast was from analysis results of format 1. 2. The second noise contour forecast was from analysis results based on new data input in consultation with experts to determine the noise contour and flight patterns likely to be used in air traffic control in the future, based on topographical features and other factors to ensure aircraft are able to take off and land safely in accordance with the preliminary draft flight routes only. 3. The third noise contour forecast is a combination of the first and second noise contour forecasts. - Having heard suggestions made by several participants at the meeting, their suggestions can be summarized as follows: the 2 existing noise contour forecasts should be integrated as one in order to minimize anxiety and impact. At the time of this meeting, the red zone (NEF ≥ 40 area) still could not be presented as the third format. However,

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
		<p>the project will consider if the 1st and 2nd forecasts can be integrated into one, which will be proposed to relevant agencies.</p> <p>In this regard, the standards referred to in the measures to manage noise impact from public airport were prepared by the Department of Pollution Control*, Ministry of Natural Resources and Environment, and the Airport Pollution and Noise Management Working Group, which were approved by the National Environment Board at the meeting 6/2562 on 19 September 2019 as follows:</p> <p>Noise abatement operational procedures</p> <p>1. Use of flight departure and approach routings</p> <ul style="list-style-type: none"> - Set flight routes to avoid flying over sensitive areas. - The standard instrument departure (SID) and standard terminal arrival (STAR) procedures can be used to verify aircraft noise by flight route. - Spread flight paths to reduce noise in length by spreading in width instead while the use of automatic takeoff and landing procedures reduces the noise level in width and increase lengthwise. <p>2. Use of runways</p> <ul style="list-style-type: none"> - Using suitable runways can avoid the takeoff path and approach to landing over sensitive areas. This can also reduce the the affected area lengthwise in the original flight path but increase the length of the new flight path, causing change in noise contour thereby reducing number of affected persons. - The movement rate, noise reduction can be calculated by replacing the number of take-off and landing. <p>3. Landing, takeoff and ground operations</p> <ul style="list-style-type: none"> - Determine and use noise abatement departure procedure (NADP) and continuous descent operation (CDO) to maintain altitude while taking off and to maintain steeper angle while landing. The technique to reduce the power of the aircraft, delay the deployment of the flap and the landing gear can also be used.

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
		<p>- Use of reverse thrust to reduce that help reduce the required landing roll or takeoff run, limiting the power of airplanes while traveling on the ground, and various ground procedures that reduce the time and required takeoff or landing roll of aircraft.</p>
7	<p>Sam Nak Thon Subdistrict Head</p> <ul style="list-style-type: none"> - Proposed to have actual sound measurements even before the construction of the project. 	<p>Additional post-meeting clarifications**</p> <p>In the study of the project, the level of noise and vibration were measured (24 hours of measurement for 7 continuous days) 2 times, namely:</p> <ul style="list-style-type: none"> - The 1st time during the rainy season, 18-24 July 2019, at 6 locations, including Pattanavechsuksa School, operational staff building, airside area of the project, Wat Khiri Pawanaram School, Wat Phala School and Wat Ban Khlong Bang Phai. - The 2nd time during dry season, 3-9 November 2019, at 7 locations, with 1 measurement point added, namely Wat Sa Kaeo School, which was a sensitive area likely to be affected. <p>The measurements were taken prior to the construction of the project. It was found that the noise values were within the standard range allowable at every measurement station. The results were presented in the ERIA report and presented to the public during the public consultation meetings.</p> <p>In this regard, in the noise monitoring measures for the operation phase, ambient noise level and aircraft noise levels in the community areas have been specified. Noise were monitored at 7 permanent monitoring stations and 4 noise monitoring stations. The project will determine the measures for noise level measurements before Runway 2 becomes operationally, and keep the public informed.</p>
8	<p>Residents, Village No. 6, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - When making noise contour forecasts, only the noise of aircraft taking off is measured or do you also measure the 	<p>Meeting clarifications</p> <p>The flight data used in the study took into account both takeoff and landing of aircraft, based on maximum of 1367 flights, divided into 674 take-offs and 693 landings.</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
	noise of aircraft landing or while they are hovering waiting to land? Written questions - Please also check the noise of aircraft taking off and landing as well as hovering aircraft.	Additional post-meeting clarifications** In the evaluation of the noise contour, in principle, the aircraft's noise will be predicted during take-off and landing as they are within the area at altitude that can cause impact on the ground whereas the hovering of aircraft awaiting landing takes place in an area and at higher altitude that does not cause impact on the ground. Therefore the noise of hovering aircraft was not taken into consideration in the study aircraft noise impact.
9	Residents of Sa Kaeo, Village No. 3 - We are currently affected by aircraft noise.	Additional post-meeting clarifications** Acknowledged the comment.
10	Written questions - I would like to know if there are ways to fly aircraft that will minimize noise impact?	Additional post-meeting clarifications** It is required that airlines using U-Tapao International Airport comply with flight and takeoff-landing procedures that cause the least air pollution in compliance with legal standard requirements. They must not affect safety factors, and must be considered along with other relevant factors, such as capacity, efficiency of traffic management, and accessibility. In this regard, the standards referred to in the measures to manage noise impact from public airport were prepared by the Department of Pollution Control*, Ministry of Natural Resources and Environment, and the Airport Pollution and Noise Management Working Group, which were approved by the National Environment Board at the meeting 6/2562 on 19 September 2019 as follows: Noise abatement operational procedures 1. Use of flight departure and approach routings - Set flight routes to avoid flying over sensitive areas. - The standard instrument departure (SID) and standard terminal arrival (STAR) procedures can be used to verify aircraft noise by flight route. - Spread flight paths to reduce noise in length by spreading in width instead while the use of automatic takeoff and landing procedures reduces the noise level in width and increase lengthwise.

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
		<p>2. Use of runways</p> <ul style="list-style-type: none"> - Using suitable runways can avoid the takeoff path and approach to landing over sensitive areas. This can also reduce the the affected area lengthwise in the original flight path but increase the length of the new flight path, causing change in noise contour thereby reducing number of affected persons. - The movement rate, noise reduction can be calculated by replacing the number of take-off and landing. <p>3. Landing, takeoff and ground operations</p> <ul style="list-style-type: none"> - Determine and use noise abatement departure procedure (NADP) and continuous descent operation (CDO) to maintain altitude while taking off and to maintain steeper angle while landing. The technique to reduce the power of the aircraft, delay the deployment of the flap and the landing gear can also be used. - Use of reverse thrust to reduce that help reduce the required landing roll or takeoff run, limiting the power of airplanes while traveling on the ground, and various ground procedures that reduce the time and required takeoff or landing roll of aircraft.
11	<p>Teacher, Wat Sa Kaeo School</p> <ul style="list-style-type: none"> - Please clearly specify the timeframe and method of compensation in the NEF \geq 40 area. - I would like to volunteer as representative of Wat Sa Kaeo School, Wat Sa Kaeo, Ban Sa Kaeo health promotion hospital and Saeng Song La 3 Child Development Center. 	<p>Meeting clarifications</p> <p>These are sensitive areas that require special care. If they are in the NEF>40 area and do not wish to relocate, the RTN and EECO will implement special measures for these sensitive areas by sending an engineer to verify that the school, Buddhist temple or health promotion hospital wishes to stay in the area. Such buildings will be renovated in a special way. One notable case study is King Mongkut’s Institute of Technology Ladkrabang located in the north of Suvarnabhumi Airport and could not be relocated. Renovation works included installation of double-glazing glass windows and testing was conducted to ensure that it is still possible to operate as educational institution. In case of sensitive area, if these schools, temples and hospitals do not wish to stay, then a negotiation will be conducted and their respective parent agencies will be consulted to find appropriate approach in compliance with government regulations governing transactions between agencies. In the case of relocation to</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
		a new site, the appropriateness of factors, such as number of students, temples, schools and hospitals in the new area. But implementation of such relocation must wait until this EHIA report is approved by the NEB and by Cabinet resolution, after which measures in the EHIA report will be implemented immediately.
12	Residents of Vintage 1 housing estate <ul style="list-style-type: none"> - Pages 29-30, Cabinet Resolution detailing compensation offered by Suvarnabhumi Project - What percentage of asset value will be covered by the compensation? 	Additional post-meeting clarifications** Acknowledged the question. The project owners must closely examine the measures specified in the EHIA report that has been approved in order to determine compensation for persons affected by impacts. Procedures/methods of compensation will be announced for public acknowledgement.

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
13	<p>Resident of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - Some areas affected by the impact were not listed in the report. 	<p>Meeting clarifications</p> <p>The study of the impact from the project was shown in detail in the EHIA report. The affected areas in each category of issues, especially the noise impact, were listed in the report.</p>
14	<p>Registered nurse, specialist level, Ban Chang Hospital</p> <ul style="list-style-type: none"> - Please check whether changes in the noise contour area will alter the results of impact assessment or not, and whether the comments submitted in the previous public consultation meeting may not cover issues relating to the new noise contour? 	<p>Additional post-meeting clarifications**</p> <p>The project has reviewed the draft noise contour lines and consulted with relevant agencies. When the noise contour was changed, the impacts that occur may also change materially in certain issues being studied. Therefore, when the noise contour was altered, people in the community must be informed through the public consultation process with the aim to incorporate such comments in the EHIA report and then to raise the issues in consultation with relevant agencies and to determine additional measures to correspond with the requirements of the people based on practicality and in accordance with government policy.</p>
15	<p>Written questions</p> <ul style="list-style-type: none"> - On healthcare issue during the construction phase, please clarify which agency will be responsible for this matter? 	<p>Additional post-meeting clarifications**</p> <p>Regarding healthcare services for construction workers, the project has established measures to notify local public health authorities about activity, number of workers and duration of work so that additional measures on public health can be developed in cooperation with the public health authorities to conduct health surveillance on vulnerable groups based on analysis of data from results of environmental and health impact assessment report together with monitoring of health status so as to identify impacts that could affect the vulnerable groups in the operation phase and find appropriate solutions.</p>
16	<p>Registered nurse, specialist level, Ban Chang Hospital</p> <ul style="list-style-type: none"> - We would like to see the project provide support in health surveillance on health issues relevant to noise impacts, namely hypertension and heart disease. 	<p>Meeting clarifications</p> <p>Surveillance on hearing health can be supported when needed but a joint planning is required. As for the hypertension and heart disease, these non communicable diseases have already been well taken care of by the public health authorities. The project can provide support in health surveillance of other non-communicable diseases.</p>
17	<p>Environmentalism, Expert Level, Department of Environmental Quality Promotion</p>	<p>Meeting clarifications</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
	<ul style="list-style-type: none"> - Proposed to consider using the worst-case scenario to in impact forecasts. - In determining compensation will the results of noise measurement also be taken into consideration? 	<p>In the noise impact study, data on worst case scenarios, i.e. the maximum number of flights that can be handled by the runways, and abnormal circumstances, such as closing of 1 runway for repair, have been considered and inputted.</p>
18	<p>Resident of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - I would like to find out in greater detail about compensation as part of the measures to mitigate noise impact in NEF \geq 40 and NEF 30-40 areas. 	<p>Meeting clarifications</p> <p>The project has determined criteria and conditions for compensation for persons affected by noise impact from the project as follows:</p> <ul style="list-style-type: none"> - Conduct surveys, prepare databases and plans to compensate persons affected by noise impact from the development of the project before Runway 2 becomes operational. - Compensation for the affected person of the project will be offered for structure that was built up to the date of the EHIA report as approved by the National Environment Board (NEB). <ul style="list-style-type: none"> • For those in NEF \geq 40, negotiate to purchase property or offer to renovate house or building to mitigate noise impact. • For those in NEF 30-40, support the improvement of buildings and structures to mitigate noise impact.
19	<p>Resident of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - Specify the proportion of the fund's setup value to the total project value, and specify the project's ERR and FIRR. - How many percent of the fund is the value of the ERR? - The complaint center, who is responsible for the project, the fund, is set up when, is there legal authority? <p>Vice-chairperson, Village No. 1, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Please provide a clear proposal for the establishment of funds before the operation phase <p>Written questions</p>	<p>Additional post-meeting clarifications**</p> <p>Based on financial analysis, in the aggressive scenario of passenger growth beyond the base case in the study to determine the master plan of the project to study viability of the development of the U-Tapao International Airport and surrounding areas of Rayong Province, specified the private airport operator IRR at 10.9%.</p> <p>Acknowledged suggestions. The project has determined measures to create funds to remedy impacts from U-Tapao International Airport to mitigate the overall environment and health impacts. At present, the approach to create funds is still being considered in terms of appropriateness/in accordance with the remediation criteria for impacts that may occur, with the aim to care for the society, environment and communities. Details of the funds to be</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
	<ul style="list-style-type: none"> - Proposed to establish a fund to care for persons affected in NEF \geq 40 area in Sam Nak Thon Subdistrict, to be operated by a local committee in Sam Nak Thon Subdistrict, and the fund must be set up before the airport construction begins. 	<p>created will be determined by the working group on remediation funds. The project plan to draft a preliminary fund proposal to be included in the appendix of the EHA report. The working group will consider the plan in greater detail.</p>
20	<p>Written questions</p> <ul style="list-style-type: none"> - Regarding the establishment of the fund, in order to avoid the same problem that happened to fund for communities around the power plant, I would like to propose splitting the fund into smaller ones for management flexibility and more effectively help those living around the airport, such as fund for the prevention of serious communicable diseases, fund for accident victims in the case of fires, among other things. <p>Written questions</p> <ul style="list-style-type: none"> - Proposed to set up separate funds by each community and separate funds by fishery group 	<p>Additional post-meeting clarifications**</p> <p>Acknowledged suggestion.</p>
21	<p>Written questions</p> <ul style="list-style-type: none"> - Construction waste should be delivered for disposal or if it is not disposed of, such waste should at least be treated 100% before discharging into canals as all canals drain into the sea. Any pollution in the water could hurt marine life, some of them are rare. - I would like to know how the aircraft tire debris during takeoff and landing can be minimized? I know it's very dangerous. Have you ever heard of sea turtles nesting in the coastal area of the airport? 	<p>Additional post-meeting clarifications**</p> <ul style="list-style-type: none"> - The project has considered designing a central wastewater treatment system to accommodate expected wastewater quantities arising from project operations within the airport for both general wastewater and contaminated wastewater, which will be treated according to standard specifications before being discharged to external water sources. It is also required that certain activities within the airport that significantly contaminate wastewater, such as in central aircraft maintenance areas, which will require preliminary wastewater treatment to improve wastewater quality to meet standard requirements before being discharged into the central wastewater treatment system. In addition, circulation of treated wastewater has also been considered for utilization for maximum benefit within the area, such as for watering plants, in order to use resources efficiently and to minimize the amount of water needing to be discharged to the environment or natural water sources.

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
		<ul style="list-style-type: none"> - The takeoffs and landings of the aircraft is in the runway area of the project. Therefore, the tire debris falls on the runway. The project has measures to clean the runway at regular intervals. In the case of rainfall and rainwater runoff carrying tire debris and is drained into retention well for at least 1 hour before being pumped out into the sea. During that time, the debris will have settled to the bottom of the retention well. - In the study of sea turtles, the project added an assessment of the impacts on marine ecology and rare marine animals. Moreover, the impact prevention and resolution measures have been added accordingly. Results of the study on the current status of rare marine animals, no habitats were found in the study area. The closest habitats of sea turtles are located in Khram Yai Island that is 13 kilometers away, and outside the NEF 30 and NEF 40 areas. According to flight forecasts for 2048, any noise impact from aircraft on rare marine animals is likely to remain low, with the following environmental measures in place: <p>Measures to prevent and resolve the impacts on marine ecology</p> <ul style="list-style-type: none"> - The construction control office area must have a sufficient number of sanitary restrooms for the number of workers and staff, with at least 3 toilets for the first 80 workers and 1 toilet for the next 50 workers and so on. An on-site septic tank must be installed that is capable of treating at least the daily amount of generated wastewater and stopping wastewater from draining into water sources in U-Tapao International Airport. Require contractors to drain wastewater into the U-Tapao International Airport central wastewater treatment system. - Construction workers' living quarters located outside the project area must have adequate sanitary facilities for the number of workers, with at least 1 toilet per 20 workers and equipped with an on-site wastewater treatment system with the capacity to process wastewater at least equal to the amount of wastewater being generated each day in order to treat wastewater according to the standard of effluent discharge

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
		<p>from the building according to the Ministry of Natural Resources and Environment Notification of 2005 or the latest version before releasing into public drainage systems or public water sources.</p> <ul style="list-style-type: none"> - Store construction materials and equipment in an orderly manner, and build earth embankment or install grating sieve across drainage ditches near the construction area to minimize sediments or debris escaping into drainage canals. - Maintenance on equipment and machinery will be carried out only in the maintenance area, which prevents oil contamination from entering drainage canals. - Set procedures for operators to be careful when transferring oil and chemicals to prevent oil contamination from entering the drainage canal and use a hand pump or other suitable equipment for transferring oil. Also, provide protective equipment for oil leaks, with absorbent materials or oil containers such as drip trays. - Do not dispose solid waste, food waste, oil, and construction debris into the drainage canals in U-Tapao International Airport. Construction contractors must provide disposals and storage for solid waste from workers, as well as to store used oil containers for appropriate collection and storage. The amount of solid waste and disposals must be recorded.
22	<p>Written questions</p> <ul style="list-style-type: none"> - According to document page 24, nitrogen dioxide exceeding the allowable standards was found at 5 locations. Where are those locations? Does NO_x pose a health hazard? And how can this problem be solved? 	<p>Additional post-meeting clarifications**</p> <ul style="list-style-type: none"> - The assessment of health impact is based on the average annual NO_x concentration which is still below the allowable standard level. Therefore, the health impact is low. No additional health measures are required. Follow the environmental measures for air quality during the operation phase of the project. <p>The 5 locations where nitrogen dioxide exceeded the allowable standard were as follows:</p> <ol style="list-style-type: none"> 1. Wat Sa Kaeo 2. Ban Khao Khrok Subdistrict Health Promotion Hospital

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
		<p>3. Village No. 3, Ban Sa Kaeo 4. Sa Kaeo 1 Community 5. Village No. 6, Ban Khao Khrok</p> <p>Air Quality Management Measures in Operation Phase</p> <ul style="list-style-type: none"> - The RTN and EECO/or operator of the project or project maintenance, in coordination with Aeronautical Radio of Thailand Ltd., Civil Aviation Authority of Thailand and other parties, such as Slot Committee and airlines to consider management approach to reduce air pollution impacts (such as aircraft classification, suitable flight periods and determining types of aircraft, time period). - The RTN and EECO/or operator of the project or project maintenance, in coordination with AEROTHAI determine the most efficient use of the runways, without compromising safety, while taking into consideration relevant factors, such as flight handling capacity, efficiency of traffic control and accessibility. - It is required that airlines using U-Tapao International Airport comply with flight and flying-landing procedures that cause the least air pollution in compliance with legal standard requirements. They must not affect safety factors, and must jointly consider other relevant factors, such as capacity, efficiency of traffic management, and accessibility. - Publicize information on U-Tapao International Airport operations and listen to complaints and recommendations from related agencies and the general public via at least 3 channels. - The RTN and EECO/or operator of the project or project maintenance shall develop a flight database that at least is linked to the reporting of atmospheric air quality results from air quality monitoring stations for use in future operations.
23	Written questions	Additional post-meeting clarifications**

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
	<ul style="list-style-type: none"> - I would like to know where the more than 300 workers are supposed to be living, and please make sure keeping pets is strictly prohibited in the workers' living quarters. 	<p>The construction workers' living quarters are located outside the U-Tapao International Airport but not too far away from the construction area to reduce the impact caused by transportation of construction workers. The project has the following measures:</p> <ul style="list-style-type: none"> - Build construction workers' living quarters in areas that have minimal impact on the community. Determining areas that are clearly demarcated and ensuring the living quarters are well controlled and maintained in good condition to reduce impact of workers utilizing spaces at cross purposes and disorderly expansion. - Establish access control at the construction area within U-Tapao International Airport, in a hierarchical system based on level of security clearance. - Prepare a plan to mitigate the impacts that may arise during the construction of the project, such as finding alternative transportation routes for construction activities, which may result in local transportation route modifications or other temporary land use activities in the construction area and surrounding areas. - The construction contractor will be required by law to select and conduct background check on workers for the construction of the project. Workers' dossiers with photos will be created and retained at the office of the project, which can be checked immediately when problems arise or complaints are received. - Contractors are required to find appropriate location for workers' living quarters that must be well proportioned and clearly demarcated. Measures will be put in place to control and secure the construction site and workers' living quarters to prevent workers from causing problems or disturbance, such as prohibition of gambling, illicit drugs, nuisance noise, etc. Penalties against violators will be strictly enforced. - The construction site and workers' living quarters will be guarded by security personnel to ensure orderliness, and foremen were assigned to control and monitor behavior of workers as part of the effort to relieve public anxiety about safety issues, such as crimes and thefts, etc.
22	Written questions	Additional post-meeting clarifications**

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
	<ul style="list-style-type: none"> - The location where the runway is being built used to be an area where cassava was grown. When the runway is built, where does the rainwater go when it rains? 	<p>The project established measures to create drainage and flood prevention systems in the operation phase after the runway construction is completed. The drainage system was designed to drain rainwater runoff into retention well which holds water to allow sedimentation before being pumped out into the sea as follows:</p> <ul style="list-style-type: none"> - Inspect and dredge drainage canals within U-Tapao International Airport to ensure drainage efficiency at all time. Remove sediment buildup or weeds that obstruct drainage. Maintenance dredging must be carried out at least once a year to ensure drainage canals, ditches and retention ponds are in good working order before the arrival of the rainy season. - Dredge outer canals and stormwater retention ponds within the U-Tapao International Airport using suitable machinery to remove sediment and maintain the contour line of the outer canals and holding capacity of the retention ponds to ensure full drainage efficiency as designed. - Keep water level in the retention ponds within the U-Tapao International Airport low (at -1.30 to -1.40 meters of mean sea level) according to design specification) before the arrival of the rainy season. - Provide backup water pumping systems in case the primary pumping system is damaged. In the event that the flood embankment is below the critical level (+2.77 meters of mean sea level), the embankment must be filled up in accordance with engineering principles and relevant standards of the Department of Highways. - During the rainy season, dredging the outer canals in the southern part of U-Tapao International Airport, including the canal lines within a range of 1 kilometer above the pumping stations in the west and east, is prohibited. This is to prevent sediment from being pumped out along with stormwater from the U-Tapao International Airport. The dredging contractor must coordinate with pumping station personnel to make sure no dredging is carried out nearby while water is being pumped out of the airport. Sediment that has been dug out must not be left exposed but should be used to fill up the

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
		<p>embankment to reinforce structural integrity of the drainage canals.</p> <ul style="list-style-type: none"> - Reuse treated wastewater discharge that meets the standards as much as possible, such as using it to water plants and trees in the green areas of U-Tapao International Airport, reuse for general cleaning in the toilets, etc., to reduce the amount of water that needs to be drained. <p>Therefore, such changes in the area does not cause any impact on drainage of the community and to the surrounding areas of U-Tapao International Airport.</p>
24	<p>Written questions</p> <ul style="list-style-type: none"> - How will Wat Sa Kaeo School and Wat Sa Kaeo deal with the problems? 	<p>Additional post-meeting clarifications**</p> <p>The project has determined the preliminary compensation criteria as follows:</p> <ul style="list-style-type: none"> - Conduct surveys, prepare databases and plans to compensate persons affected by noise impact from the development of the project before Runway 2 becomes operational. - Compensation for the affected person of the project will be offered for structure that was built up to the date of the EHIA report as approved by the National Environment Board (NEB). - For those in NEF \geq 40, negotiate to purchase property or offer to renovate house or building to mitigate noise impact. - For those in NEF 30-40, support the improvement of buildings and structures to mitigate noise impact. - The EEC will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHIA report as approved by the National Environment Board.
Public Participation and Public Relations		
1	<p>Vice-chairperson, Village No. 1, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Please set up signs containing contact information and communication channels in case persons affected by impact from the project need to make contact. 	<p>Additional post-meeting clarifications**</p> <p>Acknowledged the suggestions. In this regard, the project has established measures to</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
	<p>Resident of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - Please specify timeframes for complaint center operations, persons responsible for the measures and funds 	<ul style="list-style-type: none"> - provide channels to receive complaints about the impacts of the construction of the project at the construction control office or U-Tapao International Airport to acknowledge problems and impacts in order to resolve issues. - In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem in accordance with the environmental impact prevention and resolution measures without delay. - Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN website and EECO website and online media, etc.
2	<p>Assistant village head, Village No. 1, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Proposed the airport provide retail space for local residents to do business free of charge. <p>Written questions</p> <ul style="list-style-type: none"> - Proposed that the airport set aside retail space for local people affected by impacts to do business by selling local produces. 	<p>Meeting clarifications</p> <ul style="list-style-type: none"> - Measures have been drafted in the report which will be more clearly spelled out in written form to allow local people to engage in retail business in the airport free of charge. <p>Additional post-meeting clarifications**</p> <p>Acknowledged the suggestions. In this regard, the project has created measures requiring the RTN, EECO and/or operator of project to consider other forms of compensation, such as construction of public parks, tree planting in Buddhist temples, schools and public health facilities, organizing job markets and providing retail spaces for sale of products made by community-based businesses at U-Tapao International Airport,</p>
3	<p>Chairperson of traditional small fishing boat group, Ban Phala</p> <ul style="list-style-type: none"> - Please deliver summary of comments and feedback given at the 3rd public consultation meeting to all stakeholders. 	<p>Meeting clarifications</p> <p>The results of the public consultation meetings along with various project documents tracing back to the preliminary studies of the project have been publicized on the project website: http://www.ehia-utprw2.com that can be downloaded by members of the public. In addition, documents relating to each of the activities implemented by the project have been on display and retained at the Provincial Office of Natural Resources and Environment, provincial public health office, Provincial Hall, district offices, district public health offices, local administrative organizations, subdistrict heads, village heads and local public health facilities of area where the project is located, as well as other relevant agencies, totaling 47 agencies.</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
Other		
1	<p>Resident of Vintage 1 housing estate</p> <ul style="list-style-type: none"> - Proposed to consider using the same guidelines for compensation for those affected by noise impact in the noise contour areas as implemented by the Suvarnabhumi Airport. 	<p>Additional post-meeting clarifications**</p> <p>In the U-Tapao International Airport project study, advisors applied the lesson learned from Suvarnabhumi Airport and Don Mueang Airport to prevent problems and to make sure the environmental and health impact study covers all issues so that a comprehensive range of measures can be created.</p>
2	<p>Written questions</p> <ul style="list-style-type: none"> - How can we be sure the airport under the management of the RTN will be able to develop to meet internationally accepted standards the way the private sector operators have done? 	<p>Additional post-meeting clarifications**</p> <p>The development of U-Tapao International Airport and the Eastern Airport City are considered to be one of the main infrastructures of the Eastern Economic Corridor Office (EECO). Under the Thailand 4.0 Strategic Plan, the main objective is to upgrade U-Tapao International Airport to become the “3rd major commercial airport” to develop as a gateway to the Eastern Economic Corridor, which is linked to Don Mueang Airport and Suvarnabhumi Airport with high-speed trains. The public-private joint venture aims to realize the full potential of U-Tapao International Airport and to improve Thailand’s competitiveness enabling the country to grow steadily and sustainably into the future.</p>

Table 4.6-69 Summary of issues from questions, comments and suggestions during 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Questions	Clarifications
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Note: * Clarifications using the standard criteria in accordance with measures to address noise pollution from public airport prepared by the Department of Pollution Control, Ministry of Natural Resources and the Environment, working group on the management of air pollution and noise pollution from airport, which have been approved by the NEB at the meeting 6/2562 on 19 September 2019, including the revision of clarifications on other issues that differed from the summary report. The project has publicized the revised details for public acknowledgement through channels of publicity of the summary report of the public consultation meetings of the project, totaling 3 channels as follows:

- Sent the summary report to ONEP and stakeholder groups.
- Put up signs or placed the summary report in relevant government agencies, hospitals, local administrative organizations, and community leaders in project study areas, comprising a total of 47 places.
 - 17 various agencies, comprising: Rayong City Hall; Rayong Provincial Office of Natural Resources and Environment; Rayong Provincial Public Health Office; Rayong Provincial Public Relations Office; Mueang Rayong District Office; Mueang Rayong District Public Health Office; Ban Chang District Office; Ban Chang District Public Health Office; Chonburi City Hall; Regional Environment Office 13; Chonburi Provincial Office of Natural Resources and Environment; Chonburi Provincial Public Health Office; Chonburi Provincial Public Relations Office; Bang Lamung District Office; Bang Lamung District Public Health Office; Sattahip District Office; and Sattahip District Public Health Office.
 - 16 medical institutions near the study area, comprising: Ban Chang Hospital; Sam Nak Thon Subdistrict Health Promotion Hospital; Ban Khao Khrok Subdistrict Health Promotion Hospital; Ban Khlong Bang Phai Subdistrict Health Promotion Hospital; Ban Chak Mak Subdistrict Health Promotion Hospital; Ban Sa Kaeo Subdistrict Health Promotion Hospital; Ban Yai Ra Subdistrict Health Promotion Hospital; Phala Subdistrict Health Promotion Hospital; Phayun Subdistrict Health Promotion Hospital; Eastern-Nong Muang Community Health Service Center; Queen Sirikit Naval Hospital; Sattahip Hospital (KM.10); Wat Yan Nasangwararam Hospital; Ban Khong Wanphen Subdistrict Health Promotion Hospital; Ban Chong Samaesarn Subdistrict Community Health Promotion Hospital; and Somdej Phra Sangkharat Yanasangwon Hospital for the Elderly, Chonburi.
 - 14 local administrative organization offices and community leaders in the study area, comprising: Phala Subdistrict Municipality Office, Sam Nak Thon Subdistrict Municipality Office, Sam Nak Thon Subdistrict Administrative Organization, Ban Chang Subdistrict Municipality Office, Ban Chang Municipality Office, Map Ta Phut Municipality Office, Sam Nak Thon Subdistrict Head's Office, Huai Yai Subdistrict Municipality Office, Kled Kaew Subdistrict Municipality Office, Phlu Ta Luang Subdistrict Administrative Organization, Sattahip Municipality Office, Samaesarn Subdistrict Administrative Organization, Khet Udomsak Subdistrict Municipality Office, Khao Chi Chan Subdistrict Municipality Office.
- Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website.

** Additional post-meeting clarifications refer to clarifications that the project owners and consulting company did not immediately provide during the meeting, but added clarifications and further details after the public consultation meeting for inclusion in the summary report of the meeting, and were later disseminated through various channels of the project.



Attendee registration atmosphere



Exhibition board atmosphere



The atmosphere of the opening of public consultation meeting.



Meeting atmosphere and presentation by advisors



Questions and suggestions from meeting participants



Answering questions by representatives of project owners and advisors

The overall atmosphere of the public consultation meeting



Closing statement at the public consultation meeting.

Figure 4.6-41 Atmosphere of the 3rd public consultation, Venue 2, at Grand Ballroom 1-3, Purimas Beach Hotel and Spa, Ban Chang District, Rayong Province, Thursday 6 August 2020

Opinions from the 3rd public consultation meeting,

Venue 2, at Grand Ballrooms 1-3, Purimas Beach Hotel and Spa, Ban Chang, Rayong Province

After the consultation, participants were asked to respond to the 3rd public consultation evaluation form. There was a total of 258 respondents out of 336 participants (excluding representatives of project owners and advisors), accounting for 76.8% of participants. Results of the data analysis can be summarized as follows:

- **Part 1 Personal Information**

At the 3rd public consultation, the respondents were: leaders of community, village or various organizations in the study area, totaling 102 respondents (39.5%), representatives from government agencies/state enterprises/local administrative or organizations, comprising 65 respondents (25.2%), residents of communities in the study area, 37 (14.3%). Most of the respondents held the position of chairperson of community, member of community committee/manager of housing estate, chairperson of housing estate/committee member of housing estate juristic person/member of village committee, totaling 65 (63.7%), followed by subdistrict head/assistant subdistrict head/village head/chairperson of village/member of housing estate juristic person/member of village committee, 22 (21.6%) and lead of group/organization/club/association/institution 15 (14.7%). Details as shown in **Table 4.6-70** and **Figure 4.6-42**

Table 4.6-70 Percentage of respondents classified by type of the 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Stakeholder Groups	Assessment respondents	
		Quantity	Percentage
1.	Impacted parties		
	<u>1.1 Community and village leaders in the project study area</u>	<u>87</u>	<u>33.7</u>
	<u>1.2 Heads of various organizational groups in the project study area</u>	<u>15</u>	<u>5.8</u>
	1.3 People residing in the project study area	49	19.0
	1.4 Sensitive areas (religious sites/medical institutions/educational institutions) in the study area	35	13.6
2.	Parties responsible for EIA report preparation		
	2.1 Project owners	-	-
	2.2 Parties legally authorized to prepare EIA reports	-	-
3.	Parties responsible for reviewing EIA report	-	-
4.	Government agencies at various levels	65	25.2

Table 4.6-70 Percentage of respondents classified by type of the 3rd public consultation, Venue 2, on 6 August 2020

Sequence No.	Stakeholder Groups	Assessment respondents	
		Quantity	Percentage
5.	Environmental protection NGOs, non-governmental development organizations, educational institutions, and independent scholars.	5	1.9
6.	Mass media	2	0.8
7.	General public (residing outside of the study area)	-	-
Total		258	100.0

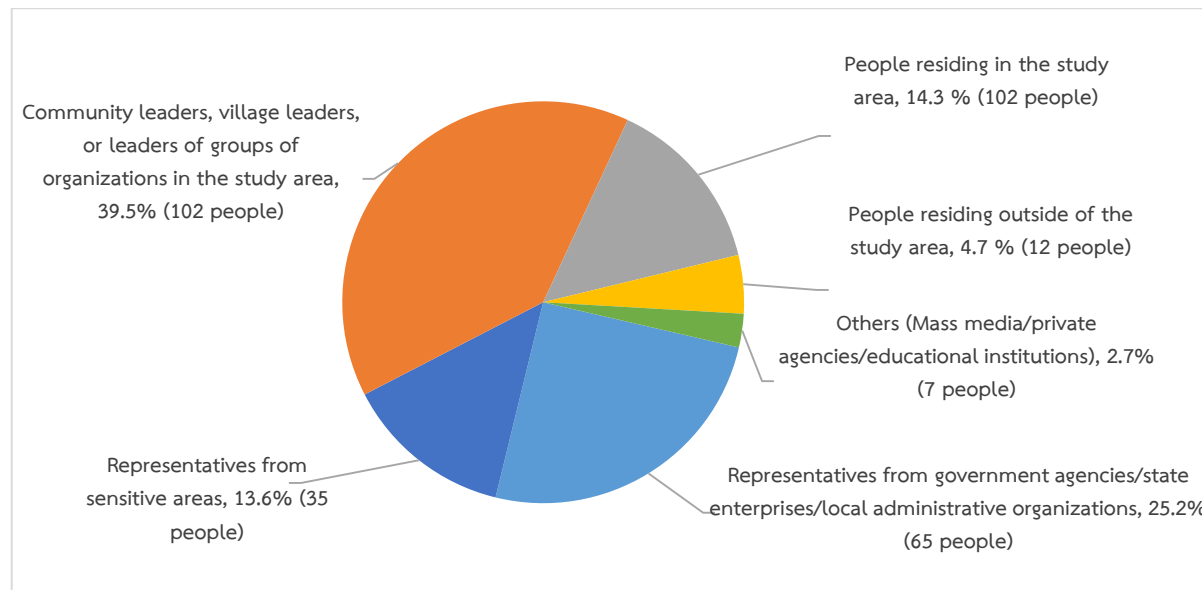


Figure 4.6-42 Number of respondents classified by type for the third public consultation, forum 2 held on 6 August 2020.

- Part 2: Comments on draft health and environmental impact prevention and resolution measures for the project

For the comments on the health and environmental impact prevention and resolution measures, 234 respondents (90.7%) specified that the overview of the draft measures were suitable and 23 respondents (8.9%) specified that they were not yet suitable. Details are as shown in **Table 4.6-71, Table 4.6-72, and Figure 4.6-43**

Table 4.6-71 Comments on project draft health and environmental impact prevention and resolution measures for the project from the third public consultation, forum 2 held on 6 August 2020.

Draft Preventative Measures	Appropriate		Inappropriate		No comments	
	Number	Percentage	Number	Percentage	Number	Percentage
Overview of the Draft Measures	234	90.7	23	8.9	1	0.4
Draft environmental impact prevention and resolution measures (construction phase)						
1) Noise	229	88.8	26	10.1	3	1.2
2) Air quality	229	88.8	25	9.7	4	1.6
3) Waste management	236	91.5	20	7.8	2	0.8
4) Transportation	234	90.7	20	7.8	4	1.6
5) Socio-economics	235	91.1	21	8.1	2	0.8
6) Health and Public Health	232	89.9	25	9.7	1	0.4
7) Occupational health and safety	238	92.2	17	6.6	3	1.2
Draft environmental impact prevention and resolution measures (operation phase)						
1) Noise	214	82.9	41	15.9	3	1.2
2) Air quality	226	87.6	27	10.5	5	1.9
3) Waste management	237	91.9	17	6.6	4	1.6
4) Transportation	233	90.3	20	7.8	5	1.9
5) Socio-economics	229	88.8	25	9.7	4	1.6
6) Health and Public Health	236	91.5	18	7.0	4	1.6
7) Occupational health and safety	240	93.0	14	5.4	4	1.6

Table 4.6-72 Comments and additional measures for the draft health and environmental impact prevention and resolution measures for the project from the third public consultation, forum 2 held on 6 August 2020.

Draft Measures	Comments and Additional measures
Construction Phase	
1) Noise	<ul style="list-style-type: none"> - Construction should be carried out during the day. - Work must not emit loud noises that interfere with people in the community.
2) Air quality	<ul style="list-style-type: none"> - More air quality monitoring points should be added. - Measure air quality, particulate matter and noise, and present the results to the public for their information. - There should be limited trips to reduce the impact of dust. - There should be a tax on construction vehicles that emit pollutants for all municipalities. - I would like the details for penalties for non-compliance. - A fence or canvas should be put up around the construction area to prevent dust from construction from going out into the community.
3) Waste management	<ul style="list-style-type: none"> - There should be a solid waste disposal system and monitoring, inspection and transportation of waste for legitimate means of disposal. - There should be measures assigning a unit to inspect the quality of the waste released to the public.
4) Transportation	<ul style="list-style-type: none"> - Determine the number of vehicles used to transport and carry materials. Speed should be reduced. Avoid during rush hours as this can cause traffic congestion problems.
5) Socio-economics	<ul style="list-style-type: none"> - Increase parking spots and safe trade points for villagers around the airport to create long-term revenue for villagers selling products construction workers near camp sites. - For the environmental impact prevention and resolution measures (construction phase), issues 1-7, the comments are quite comprehensive and show concern about operations. How will continuous and sincere monitoring and assessment be carried out for impacted personnel?

Table 4.6-72 Comments and additional measures for the draft health and environmental impact prevention and resolution measures for the project from the third public consultation, forum 2 held on 6 August 2020.

Draft Measures	Comments and Additional measures
	<ul style="list-style-type: none"> - Support the local people in terms of work, occupations, and supplementary income for communities. - In the case of impacts, who will the complaint be filed with? How will compensation be received? - Set the purchase price to match the actual purchase price, not the land department's estimate price, which is rather low.
6) Health and Public Health	<ul style="list-style-type: none"> - Sanitation measures to prevent and control multiple infectious diseases, such as hemorrhagic fever and chikungunya. - Set up a fund or health insurance agency for people in risk areas and provide clear examination and care times and increased health benefits. - Temporary medical facilities shall be established for providing medical treatment to workers and injured persons in the area prior to being taken to the main medical facility. - Arrange health checks for workers, especially in relation to COVID-19, before they enter the Ban Chang district area. This includes health checks before entering the workplace. - Workers should be registered to collect and analyze public health problems. In the case of worker camps, a registry should also be composed for residents to be used as a guideline for public health problems. - For the latent workers, how will communicable diseases be prevented?
7) Occupational health and safety	<ul style="list-style-type: none"> - Worker training, health inspections and prevention of disease, conduct, disturbance, addictive substances. Conducted once a month. - What emergency plans are in place? - If the required measures are not followed, what will be the penalty? In addition to solving problems for contractors, also provide true solutions to problems for residents. - Provide training/practice for emergency plans for relevant officials and the surrounding public.

Table 4.6-72 Comments and additional measures for the draft health and environmental impact prevention and resolution measures for the project from the third public consultation, forum 2 held on 6 August 2020.

Draft Measures	Comments and Additional measures
Operation Phase	
1) Noise	<ul style="list-style-type: none"> - Prepare the fund and provide compensation before construction is complete. - Not confident about noise control. - Impacted parties in the area are still being being disturbed in the same noise zone.
2) Air quality	<ul style="list-style-type: none"> - Reduce the use of old airplanes due to air toxicity from oil fumes. - Permanently monitor air quality for routes in the NEF \geq 40 and NEF 30-40 zones. - How will pollution from takeoffs and landings be managed? - I do not see any penalties for non-compliance with flight requirements. - How frequently are air quality tests taken each year? - Determine measures or tools to reduce air pollution (air purifiers).
3) Waste management	<ul style="list-style-type: none"> - I am not yet confident in the waste segregation, waste disposal and wastewater management systems. - Promote the use of natural materials and that are biodegradable and good for the environment, such as glass, water bottles, containers, etc. - With a lot of people entering the area, this will result in further problems. How will the waste be managed? What will you do if the water supply system is insufficient? There are problems with the community water supply.
4) Transportation	<ul style="list-style-type: none"> - Avoid working hours. Contractors must not enter and exit areas at the same time as the public and the work entry and exit points. - Long-term resolution measures are not mentioned regarding tight traffic and traffic congestion problems and the further outlines are still not clear. - Management of accidents during transportation during construction. - Should open commute channels for entering and exiting U-Tapao International Airport during the construction phase to not affect the lifestyle of people in KM.10.

Table 4.6-72 Comments and additional measures for the draft health and environmental impact prevention and resolution measures for the project from the third public consultation, forum 2 held on 6 August 2020.

Draft Measures	Comments and Additional measures
	<ul style="list-style-type: none"> - The airport has not yet started using Runway 2, but there is still a lot of traffic between 7.00-9.00 a.m. and 5.00-7.00 p.m.
5) Socio-economics	<ul style="list-style-type: none"> - Please be mindful of Thai Airways personnel (500 people) at the original MRO that needs to be demolished, causing local staff to become unemployed and needing to relocate. Compensation should be provided for such project impacts. - Allow local people to sell things in the airport or do business in the airport. - Benefit model, public benefits: Set a completion date for the establishment of the fund. - A fishery fund should be set up separate from the community fund. It will be convenient for fund management. - Increase the hiring of personnel for local agencies such as doctors, nurses, etc.
6) Health and Public Health	<ul style="list-style-type: none"> - Please review as notified by impacted parties in the meeting. - People in the community must be in good health. - Are the medical facilities adequate? How? - Suggest providing ongoing health education activities. - Provide details for health surveillance models of risk groups for consistency with the arising impacts and that are correct per the principles. - Please support the budget for conducting health surveillance activities and budgets for supporting operations of the VHV, who will need to undertake more public health work due to project implementation. - Add a plan to prevent communicable diseases. There should also be a communicable disease prevention fund. - People who live in noise affected areas, such as fisheries, should receive support and health care.
7) Occupational health and safety	<ul style="list-style-type: none"> - There should be management plans/measures in the event of an emergency.

Table 4.6-72 Comments and additional measures for the draft health and environmental impact prevention and resolution measures for the project from the third public consultation, forum 2 held on 6 August 2020.

Draft Measures	Comments and Additional measures
8) Others	<ul style="list-style-type: none"> - Work should be consistent, with clear and strict work plans. - Please perform as promised. - A preliminary resolution plan should be prepared in advance.

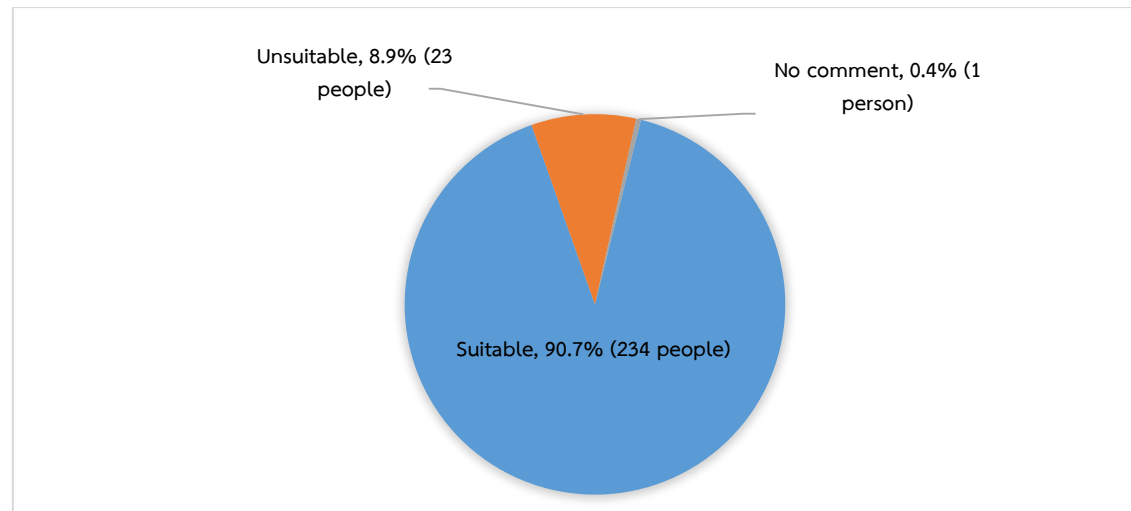


Figure 4.6-43 Number of comments on the draft health and environmental impact prevention and resolution measures of the project from forum 2, held on 6 August 2020

- **Part 3: Satisfaction with the meeting**

The satisfaction of evaluation form respondents in various matters were at a moderate to high level. It was found that matters in which the respondents had a high level of satisfaction were: The abilities of speakers, various explanations to participants, and understanding of the project overview, comprising 139 respondents (53.9%); followed by appropriateness of materials and supplementary documents and platform

organization, comprising 135 respondents (52.3%); and appropriateness of presentation content, format, and methods, comprising 130 respondents (50.4%). Details are as shown in **Table 4.6-73**.

Table 4.6-73 Satisfaction with public forum for third public consultation, forum 2 held on 6 August 2020.

Items	High		Moderate		Low		No comments	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
(1) The speaker's ability to provide explanations to forum participants and overall understanding of the project	139	53.9	101	39.1	7	2.7	11	4.3
(2) Appropriateness of the content, format, and method of presentation	112	43.4	119	46.1	11	4.3	16	6.2
(3) Appropriateness of the amount of time spent on the presentation of project details and study results.	100	38.8	117	45.3	21	8.1	20	7.8
(4) Appropriateness of the venue and convenience in traveling to participate in the forum.	130	50.4	97	37.6	12	4.7	19	7.4
(5) Appropriateness of meeting materials and supplementary documents	135	52.3	98	38.0	11	4.3	14	5.4
(6) Appropriateness of opportunities and time for commenting	107	41.5	109	42.2	28	10.9	14	5.4
(7) Understanding of the project after attending the meeting	110	42.6	118	45.7	15	5.8	15	5.8
(8) Overview of today's meeting	122	47.3	117	45.3	8	3.1	11	4.3

A summary of participants' comments and suggestions from evaluations after the meeting

Appropriateness of the content, format, and method of presentation	<ul style="list-style-type: none"> - The compensation should be clearly explained in order to make future arrangements. - The presentation is technical and is rather difficult to understand.
Appropriateness of the venue and convenience in traveling to participate in the forum.	<ul style="list-style-type: none"> - Transportation should be arranged for public consultations. - The organizer invited a lot of participants, but the meeting room couldn't sufficiently accommodate them. They had to broadcast it in another room.

	<ul style="list-style-type: none"> - The venue is small. Parking spaces are limited.
Appropriateness of opportunities and time for commenting.	<ul style="list-style-type: none"> - The speaker should designate time for Q&A as some people took quite a lot of time. Some issues were already in the documents. - There should be a <u>Q&A</u> period to propose more suggestions and clarifications.
Understanding of the project after attending the meeting.	<ul style="list-style-type: none"> - This meeting helped me to understand more.
Public relations	<ul style="list-style-type: none"> - Public relations for the public consultation should be thorough as the local public did not receive any news about the meeting. - Offer public relations content to villagers in the nearby vicinity of the airport to inform all households as public relations are provided via community leaders and presidents, subdistrict heads and village heads. - Documents should be distributed in advance to study prior to attending the meeting.
Meeting Overview	<ul style="list-style-type: none"> - Suggest distributing snacks in sets from the registration point. There should also be a table for writing and filling out questionnaires.

- **Part 4: Provision of information and public relations on the project, receipt of information relating to the project study prior to the meeting**

There were 221 respondents (85.7%) who were informed about the project prior to the public consultation, in which 87 respondents (21.4%) were notified by community leaders, such as subdistrict heads, assistant subdistrict heads, village heads, assistant village heads, community presidents, community chairs, village presidents, village chairs, and legal entities; followed by 68 respondents (16.7%) notified by government agencies/local administrative organizations; and 63 respondents (15.5%) were notified by previous meetings. There were 27 respondents (10.5%) who were not previously informed about the project. Details are as shown in **Table 4.6-74** and **Figure 4.6-44**.

Table 4.6-74 Acknowledgement of project information before attending the third public consultation, forum 2 held on 6 August 2020.

Acknowledgement of project information	Number	Percentage
Previously informed about the project prior to the meeting	221	85.7
Never informed about the project prior to the meeting	27	10.5
No comments	10	3.9
Total	258	100
Channel for receiving information		
1. Notification from community leaders such as subdistrict heads, assistant subdistrict heads, village heads, assistant village heads, community presidents, community chairs, village presidents, village chairs, and legal entities	87	21.4
2. Notification from government agencies/local administrative organizations	68	16.7
3. Project personnel	45	11.1
4. Past public hearing meetings	63	15.5
5. Public relations signs/public relations posters	52	12.8
6. Public broadcasting vehicles	23	5.7
7. Local newspaper/radio	26	6.4
8. Neighbors/acquaintances	30	7.4
9. Other	13	3.2

Table 4.6-74 Acknowledgement of project information before attending the third public consultation, forum 2 held on 6 August 2020.

Acknowledgement of project information	Number	Percentage
Total	407	100.0

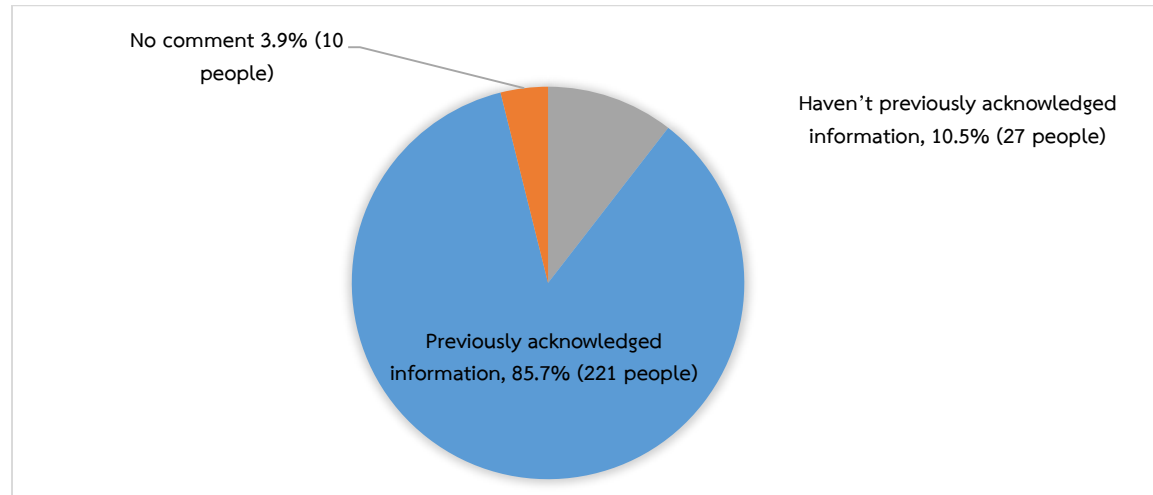


Figure 4.6-44 Number of people informed about the project prior to the third public consultation, forum 2, held on 6 August 2020.

Most convenient channel/method for receiving information about the project

Respondents commented that the most convenient channel/method of receiving information was by delivery of documents to their homes, comprising 63 respondents (24.4%); followed by the internet/websites, comprising 54 respondents (20.9%); and brochures/posters/public relations signs, comprising 41 respondents (15.9%) respectively. Details are as shown in Table 4.6-75.

Table 4.6-75 Appropriate channels or methods for publicizing and disseminating project information and study results for the third public consultation, forum 2 held on 6 August 2020.

Channels for receiving information	Number	Percentage
1. Focus group notification meetings in localities	37	14.3

Table 4.6-75 Appropriate channels or methods for publicizing and disseminating project information and study results for the third public consultation, forum 2 held on 6 August 2020.

Channels for receiving information	Number	Percentage
2. Delivery of documents to the home	63	24.4
3. Internet/websites	54	20.9
4. Project personnel entering areas and giving notification	5	1.9
5. Notification via community leaders/community presidents/subdistrict heads/village heads	11	4.3
6. Brochures/posters/publicity signs	41	15.9
7. Broadcasts on local radio/television/cable	12	4.7
8. Publications/newspapers/journals	6	2.3
9. Public broadcasting vehicles	4	1.6
10. Other	8	3.1
No comments	17	6.6
Total	258	100

- **Part 5: Opinion, Comment and Feedback on the Project**

Comments and suggestions on the study and development of Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong are as shown in **Table 4.6-76**

Table 4.6-76 Summary of comments and suggestions for the project in the third public consultation, forum 2 held on 6 August 2020.

Issue	Project Suggestions
1. Draft Environmental Impact Prevention and Resolution Measures	<ul style="list-style-type: none"> - Suggest studying the transportation system surrounding the project to support the expansion of the number of travelers as the surrounding area is affected by traffic congestion. - During construction phase, traffic during rush hours should be avoided. - All preventive and corrective measures are quite appropriate and action should be carried out as set. - There should be various safety measures and should be practical for application. - I would like to know the control methods for acting in compliance with the measures during the construction phase and operation phase. - All organizations involved in the project are requested to be sincere towards the impacted parties.

Table 4.6-76 Summary of comments and suggestions for the project in the third public consultation, forum 2 held on 6 August 2020.

Issue	Project Suggestions
	<ul style="list-style-type: none"> - To control the implementation of the specified measures, there should be penalties for non-compliance. - Strictly take care of and set camp regulations for construction workers and make sure conduct is hygienic. - Suggest using NEF contours based on actual noise levels (measure the noise of all households) in order to compensate those who may be further impacted by the use of model NEF levels. - Please install a device to monitor noise from aircrafts in Sam Nak Thon Subdistrict with designated dates. This should be installed and completed prior to opening the airport, as there may be problems during construction. - Suggest that all information on noise impacts be presented to the authorizing agencies. - There are concerns about the noise impacts on the public, educational institutions, religious sites and medical facilities that are nearby during takeoff and landing. - The people do not trust the government sector and the other parties in charge of developing U-Tapao International Airport. The public want the government to purchase all the buildings and land in NEF30-40 areas as the people are sacrificing their happiness for airport developments. The people should also be able to move forward. - There should be strict care for water use. - For the quality of used water and construction systems, suggest treating the water before discharge into the sea. - Solid waste should be strictly managed. - Prioritize workers from local areas and get the community involved with the project. What opportunities are there for local contractors and community subcontractors? - Suggest providing educational support for children in areas surrounding U-Tapao International Airport and accepting them to work at the airport. - Promote more scholarships for affected communities. - Employ local workers to distribute more work and income to the localities. - Please provide space inside the airport for those in affected communities to have the opportunity to sell products and souvenirs. - Please allow impacted parties to provide vehicles for transporting passengers when the airport opens. - Suggest having a development fund for the airport surroundings to provide rehabilitation for clearly impacted parties before the project is complete. - Suggest providing a community care center for those impacted by the project. - For compensation, please summarize as percentages. Negotiate clearly with the villagers for their understanding.

Table 4.6-76 Summary of comments and suggestions for the project in the third public consultation, forum 2 held on 6 August 2020.

Issue	Project Suggestions
	<ul style="list-style-type: none"> - Please set up an airport fund to support and compensate those affected in Sam Nak Thon Subdistrict, with a clearly designated date and time, before the airport construction is complete. This will provide compensation funds as problems will arise after construction, such as accidents caused by traffic, pollution, dust, traffic congestion, and insufficient water and electricity supply due to being distributed to the airport. - Do the potential impacts and pollution that could be harmful to health based on worst case scenarios? Please clearly specify. - Propose remedial measures for those affected by the project, such as anxiety caused by aircraft noise. - For aircraft noise, please provide surveillance in accordance with public health regulations. - Increase prevention measures for communicable diseases as the number of people will increase. - Monitor the health of the community and provide annual health examinations. - A medical facility should be built at the airport as there will be a large latent population to prevent impacts from competing for public health systems with the local people. - The government is requested to provide fair compensation for the affected areas to provide follow up. - There are concerns about compensation for land expropriation and noise contours, regarding whether the return will be worth the investment. - Generate income for people in the area to support future economic expansion in the area, so the original population can continue their lifestyles. - Please prioritize and provide care to impacted parties, and offer to increase the benefits of the local area. - Resolve and prevent problems at the cause before they occur later, after the project is complete. - The measures for public consultations and impacts on the lifestyles of people should be adjusted for consistency with the U-Tapao International Airport development plan and EEC. We must progress together.
2. Public participation	<ul style="list-style-type: none"> - Public relations are not yet comprehensive. Some of the people do not receive news. - Provide the people with more opportunities and time to share their comments. - When inviting people to meetings, prioritize those with knowledge and expertise in each field to join and share comments. Most of the people who come here are not knowledgeable and thus cannot provide any arguments or correct pros and cons. - Suggest having more focus group meetings in the communities. - A summary report of the hearing results should be disclosed to provide the public with as much access as possible - Suggest inviting as many impacted parties to the hearing as possible. - There should be continual meetings for understanding even after the end of the study.

Table 4.6-76 Summary of comments and suggestions for the project in the third public consultation, forum 2 held on 6 August 2020.

Issue	Project Suggestions
	<ul style="list-style-type: none"> - Suggest that signs and lights be clearly displayed at dangerous construction points. - Suggest having a complaint center to provide channels for local authorities and the public to easily communicate with the project in the event of problems or complaints in the area. - Suggest that the project puts up a sign with the contact number clearly stated for those being disturbed at all times. - Project staff should enter the area to notify villagers, at least 1 person per household.
3. Other	<ul style="list-style-type: none"> - I hope the construction project achieves the goals that have been set. - It's a good project. It should be studied and understood in detail by impacted parties. - I agree that this is a comprehensive and inclusive study, but results from public consultations with stakeholders should be applied for improvements and to find the best possible approach. - It is a good project that brings prosperity to the local area in terms of transportation. - Strongly agree, for the development of the national economy. - I support the development project as it is in an eastern tourism development area. - I support the construction of U-Tapao International Airport, but care must be fairly provided for impacted parties. - Can government agencies or state enterprises request to utilize land in NEF>40 areas as a reserve water source for consumption and utilization for the public while the project is inactive? - Documents for land surrounding the airport must be issued to villagers properly. - Provide locale people with benefits or discounts when using the airport, such as reduced costs or utilizing profits to increase prosperity in the community. - It promotes tourism in the country. - Most of the Thai Airways employees, who are now local residents, have been impacted. What measures does the project have in place for original workers and environmental changes?

6) Preparation of the summary report for the results of the third public consultation

After the third public consultation held on 5-6 August 2020, the project accepted additional post-hearing comments continuously 15 days via 4 channels, namely: 1) post, 2) telephone, 3) fax, and 4) email, from 7-21 August 2020. Issues from the additional comments sent via postcards and email are as detailed in **Table 4.6-77**. Then, the project compiled the questions, concerns, and suggestions, with explanations, into a summary report of comments from stakeholders and the public, which includes the draft health and environmental impact prevention and resolution measures

for submission to the Office of Natural Resources and Environmental Policy and Planning for acknowledgement. It has also been sent to the Office of the National Health Commission for public dissemination, which includes public relations to stakeholder groups involved in the project. The summary report is also shown at the Provincial Office of Natural Resources and Environment, Provincial Public Health Office, Town Hall, District Office, District Public Health Office, and the offices of the local administrative organizations, subdistrict head, village head, as well as public health facilities in the area where the project is located and other related agencies, at a total of 47 locations. It is also available on the project website, <http://www.ehia-utprw2.com>. This was conducted from 29-31 August 2020. Images showing the dissemination of the summary report for the results of the third public consultation are as shown in **Figure 4.6-45** Figure 4.6-45 Images of dissemination of summary report of results from the third public consultation.

Table 4.6-77 Summary of issues from questions, comments, and suggestions from third public consultation, additional questions from 15-day continuous consultation (7-21 August 2020)

No.	Questions	Clarifications
Postcards		
1	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - For impacted parties in NEF 30-40 areas, the project should negotiate the purchase of land and buildings as nobody will want to live there in the future. - The impacted areas in the blue contour zones (NEF 30-40) and red contour zones (NEF ≥ 40) should be combined together to summarize the needs of the public into two categories, between negotiating purchases and residential improvements for local people and those from other areas. <p>The Public</p> <ul style="list-style-type: none"> - NEF 30-40 and NEF>40 areas should be combined to provide a choice as to whether to conduct negotiations for purchase or home improvements as there are both people from within the area and from other areas residing in the affected area. 	<p>Clarifications</p> <p>The project has established criteria and conditions to compensate those impacted by noise as follows:</p> <ul style="list-style-type: none"> - Compensation for those affected will be provided for structures constructed up to the EHIA reporting date as approved by the National Environment Board (NEB). - NEF ≥ 40 Negotiate the purchase of land and buildings or improvements to reduce impacts. - NEF 30-40 Support building and structural improvements to reduce noise impacts. <p>For other approaches, they will be presented to the agency/project owner for further consideration.</p>

**Table 4.6-77 Summary of issues from questions, comments, and suggestions from
third public consultation, additional questions from 15-day continuous consultation (7-21 August 2020)**

No.	Questions	Clarifications
2	<p>The Public</p> <ul style="list-style-type: none"> - Please check the current noise levels too as it is very loud. Please pay 3-5-7 times the market price. 	<p>Clarifications</p> <p>Acknowledged suggestion.</p>
Email		
Public, living in Vintage Home Village 1		
1	<ul style="list-style-type: none"> - Facilities in the meeting: Tables are not provided for the public, making it difficult to take notes / The meeting is not well-organized. The important subjects, such as noise impacts, are left to the end and the public Q&A time is reduced even though the questions are on-topic. The company hasn't answered some questions. Also, when proposing options to the public, they didn't wait for an answer. The experts and speakers interrupt, using the excuse that they've run out of time for renting the venue with the hotel. - This is not consistent with the intent of the ONEP announcement from 4 Jan. 2019, which allows the public to express their opinions freely and requires that parties preparing the report must answer the questions from the public. - Suggest taking audio recordings of all questions and providing answers on the project website. 	<p>Clarifications</p> <p>For the third public consultation held on 6 August 2020 at 8.30 a.m. - 12.00 p.m., in which social distancing was implemented to reduce the risk of spreading COVID-19, the project presented the background, principles and rationale, project details and operations plans, study results and EHIA report results, draft environmental and health measures, and the public consultations and public relations. After, the forum was opened to hear public opinions until all questions were exhausted and attendees began to leave. The operator therefore requested to present a summary of the comments from the forum, and closed the forum at 12.30 p.m. After the forum was closed, the speakers and experts remained at the meeting room to explain the information in detail to those who had further questions.</p> <p>In addition, the project provided channels for continuous consultation for 15 days after third public consultation, via post, postcards, telephone, fax, and email.</p>
2	<ul style="list-style-type: none"> - When importing data as input for NEF ≥ 40 and NEF 30-40 models, the size of the affected area was changed. The area originally specified in the second public consultation was larger, and thus the presentation in the third public consultation caused concern among the public and resulted in a lack of credibility. Reasoning was that the company didn't even provide clear presentations and 	<p>Clarifications</p> <ul style="list-style-type: none"> - The noise assessment methods in the second public consultation and third public consultation were different for the following reasons: <ol style="list-style-type: none"> 1. The first noise contour projections were based on aircraft takeoff and landing scenarios in the form of direct flight paths in and out of the airport (in accordance with the AEDT program's default profile) in order to be as comprehensive as possible,

**Table 4.6-77 Summary of issues from questions, comments, and suggestions from
 third public consultation, additional questions from 15-day continuous consultation (7-21 August 2020)**

No.	Questions	Clarifications
	<p>explanations for the missing affected area and changed data, and just kept repeating the main principle, which was that the government wanted minimal impacts for all projects. Many areas in multiple villages, such as Vintage Home 1, 2, and 3, Hamlet 1, 2, and 3, and 6 other villages had disappeared from the contour area shown in the second public consultation, and become unaffected areas. Or, for Sam Nak Thon Subdistrict, 500 households were prone to severe impact, while in the third public consultation, only 80 households were affected. Then, the party preparing the draft report interrupted and cut the Q&A short, which shows distortion and concealment of important data.</p> <ul style="list-style-type: none"> - The company compare the input data for the second consultation with that of the third consultation to show the differences. It was not known whether the data type and numbers were correct or how they were designated, or whether the takeoff-landing method specifications were changed, or whether the feasibility had been assessed based on actual flight operations and how. - Suggest reorganizing a new third public consultation, focusing on data issues and contour simulations and comparing the results showing the very different changes in the size of the noise affected area. 	<p>and the public were notified that these noise contours were merely a preliminary study.</p> <ol style="list-style-type: none"> 2. After that, specialists held discussions to determine route guidelines and flight patterns that were expected to be used in actual flight control in the future, taking into account both topography and other factors so the aircraft can takeoff and land safely and in accordance with the guidelines for preliminary flight path drafts only. <ul style="list-style-type: none"> - The main input data is comprised of the following information: <ol style="list-style-type: none"> 1. Air craft types as referenced from the previously prepared U-Tapao International Airport master plan, which is forecasted data for analyzing aircraft size changes. 2. There were 1,367 flights considered in high demand scenarios for aircrafts. As suggested by the public in previous meetings, there are impacts from the use of various aircrafts, such as cargo planes, which do not appear in the input data. This has now been included in the study. - The contour lines presented in the second consultation in January 2020 used to designate runway use were based on standard flight routes. Impact mitigation for sensitive areas had not yet been considered. However, in the present study, there is a detailed description of such area and that has been used to define a new flight path which aims to reduce impacts from aircrafts, as planes flying through communities have a steeper climb and gliding angle. This resulted in the noise contour map presented in the third public consultation.
3	<ul style="list-style-type: none"> - Various quality data does not show the criteria and only reports whether it exceeds standard range or not, i.e. acrolein is above surveillance range. - The company should present the criteria based on reference criteria and calculated values and should show the comparison in the same manner. 	<p>Clarifications</p> <p>The project has presented the impact levels in detail, both qualitative and approximate, and has compared this with various standard ranges as relevant for the EHIA report. The results of the 24-hour average acrolein assessments using mathematical models show that there are 16 sensitive areas and communities in which the values were higher than 24-hour average</p>

**Table 4.6-77 Summary of issues from questions, comments, and suggestions from
 third public consultation, additional questions from 15-day continuous consultation (7-21 August 2020)**

No.	Questions	Clarifications
	<ul style="list-style-type: none"> - Present on the project website. 	surveillance values (exceeding 0.55 micrograms per cubic meter) (annual standard values not determined).
4	<ul style="list-style-type: none"> - The presentation for measures to prevent impacts during construction proposes safety equipment for construction workers and copies the legal regulations, such as requiring trucks to be covered, washing of wheels, etc. However, there are no prevention measures for the public and the specifications are indefinite, such as choosing machinery with reduced noise and minimal vibrations. - The measures are indefinite and cannot actually be carried out. For instance, how are trucks chosen to ensure less noise and vibration? Does the party preparing the draft report know about the truck specifications, how do they know that Truck A is less noisy and emits less vibrations than Truck B? - Establish measures with verifiable reasoning. 	Clarifications <ul style="list-style-type: none"> - During the construction phase, contractors must operate in accordance with the various regulations of the Occupational Safety, Health, and Environment Act 2011 in order to control, supervise, and oversee operations in terms of occupational safety, health, and working environment to prevent impacts from the beginning and to reduce impacts that will affect the area or people surrounding the project area. - Vehicles to be used for transporting construction materials shall comply with the Ground Transportation Act 1979, or must be registered under the Motor Vehicle Act 1979, with the correct stability, strength, characteristics, size, and control equipment specifications as prescribed by the Ministry for the safety of drivers, passengers, road users, as well as to prevent the impacts that may occur. - The established measures can be practically implemented and are regulated by law for construction contractors to implement, and are also strictly supervised by government agencies.
5	<ul style="list-style-type: none"> - For the measures during operation, the company has said in the report that the RTN and EECO/or project managers will be the main party responsible for all monitoring measures. - However, who is actually in charge? When having multiple responsible parties, will all parties act jointly in the event of changes or execution? At present, the government wanted to manage everything using a One Stop Service system. The RTN's 	Clarifications <ul style="list-style-type: none"> - For both construction phase and operation phase measures, the responsible party is identified as the Royal Thai Navy and Eastern Economic Corridor Office of Thailand as both are the main agencies jointly responsible for the project. In the future, there may be another party in charge of managing U-Tapao International Airport. The project therefore has designated a comprehensive responsible party. Therefore, regardless of which agency becomes the operator, they must comply with the required preventative measures and resolution measures.

**Table 4.6-77 Summary of issues from questions, comments, and suggestions from
third public consultation, additional questions from 15-day continuous consultation (7-21 August 2020)**

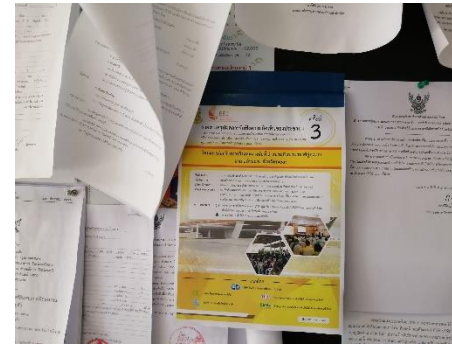
No.	Questions	Clarifications
	<p>main mission is to protect maritime sovereignty. Will they be capable of resolving problems for the public or</p> <ul style="list-style-type: none"> - Assign a single unit to be responsible, acting as a single body with the power to command all involved units. 	
6	<ul style="list-style-type: none"> - Regarding remedies and compensation, the company does present the manner and methods of compensation. They state only that there will be a resolution fund, but do not specify the size of the fund. Who will manage the fund? In the second public consultation, there were questions regarding how much the FIRR and EIRR value was. The company agreed to present this in the third consultation. However, when asked again, they still did not provide an answer and said only the the FIRR and EIRR affected fund size considerations and resolved it by saying it depended on how appropriate the distribution was. There still was no answer. - In the second consultation, research on noise pollution problems from aircrafts was stated by the Department of Environmental Quality Promotion, in which there are cabinet resolutions prescribing methods and compensation values for those affected. This should be used as the basis for determining methods and better compensation values. - Answer questions about the project EIRR and FIRR and determine the size of the fund in relation to EIRR and FIRR. Apply the previous cabinet resolutions per the Department's research to help further development for compensation measures that are feasible and provide maximum benefits, and notify the public via focus group meetings. 	<p>Clarifications</p> <ul style="list-style-type: none"> - The project has established criteria and conditions to compensate those impacted by noise as follows: <ul style="list-style-type: none"> ○ Compensation for those affected will be provided for structures constructed up to the EHIA reporting date as approved by the National Environment Board (NEB). ○ NEF ≥ 40 Negotiate the purchase of land and buildings or improvements to reduce impacts. ○ NEF 30-40 Support building and structural improvements to reduce noise impacts. - In the study and preparation of the report, the project has reviewed various related research papers, including reported results of noise impact research from studies on noise impacts from Suvarnabhumi Airport runway expansions conducted by the Department of Environmental Quality Promotion, Ministry of Natural Resources and Environment (2010). The study methods and suggestions for determining various project measures have been taken into account in the study for this project. - Financial analysis in the case that passenger growth exceeds baseline scenarios (aggressive scenario) in master plan project studies for feasibility studies for U-Tapao International Airport and surrounding areas, Rayong, has determined the Private Airport Operator IRR at 10.9%. - In this regard, details for implementing compensation measures for impacted parties will be the next procedure to be studied by the project owners in order to proceed with paying compensation after the EHIA report is approved. The project owner will need to conduct the study in detail again, including the procedures and conditions for

Table 4.6-77 Summary of issues from questions, comments, and suggestions from
third public consultation, additional questions from 15-day continuous consultation (7-21 August 2020)

No.	Questions	Clarifications
		compensation. This will be studied in detail by the relevant departments and there will be procedures/methods of conducts that will be further notified to the public for their information.



Rayong City Hall



Sam Nak Thon Subdistrict Administrative Organization



Ban Sa Kaeo Subdistrict Health Promotion Hospital



Website: www.ehia-utprw2.com



Chonburi Provincial Public Relations Office

Chonburi Provincial Office of Natural Resources and
Environment

Figure 4.6-45 Images of dissemination of summary report of results from the third public consultation

4.6.2.4 Clarification of information (additional)

██████████ submitted a letter requesting to review the results of the noise and vibration impact study of U-Tapao Airport and the Eastern Aerotropolis. He stated that the results of the study in this case included the effects from the second and third public consultation, in which the numbers of impacted parties that will receive compensation from project implementation are different, as shown in **Addendum 4-4**.

The conducted studies and preparation of the Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources, Environmental Quality, Health, Sanitation, and Quality of Life of People in the Community, and implementation of the three public consultations are in accordance with the Guidelines for Public Participation in the Procedure of Providing an Environmental Impact Assessment Report of the Office of Natural Resources and Environmental Policy and Planning (2019) as follows:

- 1) The first public consultation for the determination of the study scope and guidelines held on 4 July 2019.
- 2) The second public consultation during the assessment and report preparation process.

Period 1: From 26 November 2019 to 30 January 2020, the noise contours are projected based on runway use comprised 100% of either one side or another. The input data is limited, and does not take impact mitigation into account for sensitive areas.

Period 2: From 11 June 2020, in which the noise contours are projected based on details of the area and consider safety. The input data is more complete, and also considers various limitations in the area, which is presented in the summary report on the consultation results from 18 June to 2 July 2020.

3) The third public consultation for reviewing the draft report held on 5 and 6 August 2020 showed the same set of noise contours as the second public consultation (period 2).

Both noise contour models used in the public consultations were based on academic principles, in which the project has integrated the study results in the project EHA report as follows:

- Noise contour model 1 presented at the second public consultation (period 1) were noise contours projected from mathematical models calculated from baseline flight data scenarios in accordance with academic principles from specialists for preliminary explanations.
- Noise contour model 2 presented at the second public consultation (period 1) and third public consultation were noise contours projected from mathematical models using flight data obtained by specialists that had been reviewed by experts and related agencies.

In addition, the project has implemented additional guidelines for public participation by organizing an activity to explain the information (additional) in order to provide additional information on the study results due to data updates causing noise contours to differ from the main report. This was explained to the public and the sensitive area groups in the NEF ≥ 40 and NEF 30-40 areas for their acknowledgement and understanding, including the complaint filed by [REDACTED] and those affected by noise from U-Tapao Airport developments. This was conducted through 3 different activities, which covers impacted parties, in which 2 online meetings were organized via a system that can be accessed by 500 people at a time, allowing a large number of people to participate as shown in **Addendum 4-4**.

- 1) Organization of meetings with representative community leaders and representatives of impacted public.
- 2) Organization of activities to explain information (additional) to people affected by noise from U-Tapao International Airport developments.

- 3) Additional opinion surveys using questionnaires/individual interviews.

1) Objectives

- To present the updated results from the new noise contour data that differs from that in the main report.
- To propose prevention measures and environmental impact monitoring measures for noise.
- To provide explanations to the public and groups affected by noise impacts for their information and understanding, and to share comments and suggestions, as well as concerns about the results of the noise studies and measures.

2) Target group

Community leaders, the public and complaint case, [REDACTED], and those impacted by noise from U-Tapao Airport developments based on additional study results per the updated noise contour data that is different than that shown in the main report.

3) Operating Procedures, Methods, and Techniques

The details of the procedures for explaining the information (additional) are as shown in **Table 4.6-78**. The project sent invitations to participate in the information explanation activity (additional) from 2-20 August 2020, as shown in **Figure 4.6-46**.

Table 4.6-78 Procedures for explaining information (additional)

Implementation	Duration	Description
1. Submit request for permission to arrange a meeting to the Provincial Communicable Disease Committee, Rayong.	Date: 2 August 2021	Submitted a letter requesting permission to arrange a meeting for explanations (additional) during the COVID-19 epidemic.
2. Meeting of the Provincial Communicable Disease Committee, Rayong	Date: 3 August 2021 at 1.30 p.m. - 4.30 p.m.	A meeting was held with the Provincial Communicable Disease Committee, Rayong, No. 29/2564, at the Phakdi Si Songkhram Meeting Room, Rayong Provincial Government Center. The meeting resolved to only allow the meetings to be conducted online in order to not increase the spread of COVID-19.

Table 4.6-78 Procedures for explaining information (additional)

Implementation	Duration	Description
3. Organization of meetings with representative community leaders and representatives of impacted public.	Date: 7 August 2021 at 9.00 a.m. - 12.00 p.m.	Meetings were held with representatives of impacted community leaders and public representatives via video conference to notify them of updated information resulting in potential impacts being different from those previously presented in the third public consultation held in August 2020. It was therefore necessary for the project to explain the information to community leaders and public representatives for their information and understanding of such issues.

Table 4.6-78 Procedures for explaining information (additional)

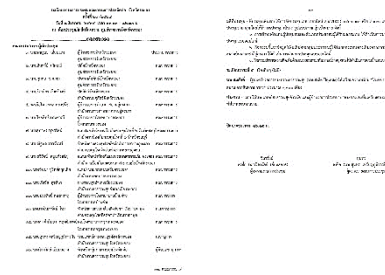
Implementation	Duration	Description
4. Additional opinion surveys using questionnaires/individual interviews.	From 8-13 August 2021	This was due to the changes in scenario flight forecast data for aircraft noise assessments resulting in the reviewed NEF contour maps from July 2021 being different from the contour maps presented in the third public consultation held in August 2020, resulting in changes in the number of households that may be affected by aircraft noise, both for the NEF \geq 40 area and NEF 30 - 40 area. The project has inspected the number of households located in the differing noise contour areas, totaling 57 households.
5. Public relations for explanation activities (additional)	From 9 August 2021	Public relations for involved parties and the public to conduct reviews is done in advance through various channels, including 5 channels as follows: 1) sending documents by post, 2) placement of documents, 3) public relations signs, 4) public relations posters, and 5) websites.
6. Pre-registration	From 9-13 August 2021	Opened pre-registration to the public, stakeholders, and relevant agencies to request to attend the information explanation activity in advance directly by fax, email, or telephone.
7. Organization of activities to explain information (additional) to people affected by noise from U-Tapao International Airport developments.	Date: 14 August 2021 at 9.00 a.m. - 12.30 p.m.	Explanation of (additional) information to groups affected by noise from U-Tapao International Airport developments was conducted by video conference to notify them of updated information that results in the arising impacts being different from those previously presented in the third public consultation held in August 2020. It was therefore necessary for the project to explain the information to the public for their information and understanding.

Table 4.6-78 Procedures for explaining information (additional)

Implementation	Duration	Description
8. Post-consultation commenting	From 15-18 August 2021	Accepted additional comments after holding the consultation via 3 channels, including: 1) telephone, 2) fax, and 3) email.
9. Preparation and disclosure of summary report on results of information explanation (additional)	Date: 20 August 2021	Prepared a summary report of stakeholder and public opinions with clarifications and submitted the said report to ONEP for their information. It was also sent to project stakeholders and disseminated to the public.



Request for permission to hold meeting during the COVID-19 pandemic situation



Resolution of the Rayong Communicable Disease Committee meeting no. 29/2564



Putting up public relations posters (Sam Nak Thon Subdistrict Municipality)



Website public relations (www.ehia-utprw2.com)



Public relations project map (Sam Nak Thon Subdistrict SAO)



Placement of project documents for dissemination

**Figure 4.6-46 Notification of invitation to attend information explanations (additional)
through various public relations media (partial)**

4) Media and documents

- Public relations in advance
 - Media used for public relations, such as meeting invitations, placement of documents, public relations posters, websites, etc.
 - Map to supplement information explanations (additional)
- Organization of platforms for comments
 - Slide presentations
- Disclosure of consultation summary reports
 - Summary report for explanation of information (additional)

5) Results of activity for explaining information (additional)

5.1) Meetings with representative community leaders and representatives of impacted public

Meetings were organized with representatives of community leaders and impacted parties via video conference using a system that can be accessed by 500 people at once to allow as many people to participate as possible, which was held to provide notification of data updates resulting in changes to impacts on the public to be different from that previously notified in previous consultations held in August 2020. The project therefore needed to notify representatives of community leaders and the public for their information and understanding of such issues concerning Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong, which was conducted on 7 August 2021 at 9.00 a.m. - 12.00 p.m. In attendance were [REDACTED] (representing the Royal Thai Navy) and [REDACTED] (representing the Eastern Economic Corridor Office of Thailand), expert lecturers, environmental specialists, advisory companies, community leaders, and representatives of the public affected by impacts, comprising a total of 47 attendees, of which 10 attendees were representatives of community leaders and impacted parties.

A summary of the meeting results, in addition to the issues of questions and various suggestions are as shown in **Table 4.6-79** and images of the meeting atmosphere are as shown in **Figure 4.6-47**.

Table 4.6-79 Summary of issues from questions, comments and suggestions from meetings with community leader and public representatives of impacted persons held on 7 August 2021

No.	Questions and Suggestions	Clarifications
Environmental factors		
1	<p>Former Village Head of Village No. 3, Ban Sa Kaeo</p> <ul style="list-style-type: none"> - The people living in affected areas are concerned about the measures for managing impacts. Can they actually be managed? How? 	<p>Meeting clarifications</p> <p>The project will provide compensation for structures constructed up to the EHA reporting date as approved by the National Environment Board (NEB).</p> <p>Compensation Measures</p> <p>1 Reimbursement Terms</p> <ul style="list-style-type: none"> • Proceed to compensate those affected by the development of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, by considering the level of impact from the NEF contour map for 2048 and considering the building year, compensating for structures that were constructed up to the date of the EHA report as approved by the National Environment Board. The EECO must publish the construction information to the public in advance for their information. • Conduct a survey, prepare a database and compensation plans for those impacted by noise arising from project developments. The working group will complete the surveys and compensation reviews to completion before Runway 2 is opened. <p>2 Compensation Criteria</p> <p><i>In the case of NEF ≥ 40</i></p> <p>The EECO will negotiate for purchasing land with</p>

Table 4.6-79 Summary of issues from questions, comments and suggestions from meetings with community leader and public representatives of impacted persons held on 7 August 2021

No.	Questions and Suggestions	Clarifications
		<p>buildings constructed up to the date of the EHIA report as approved by the National Environment Board. In the case that the land owner with the building does not wish to sell the land, provide support to improve the noise impacts by providing compensation for them to improve the building by themselves.</p>
		<p><i>In the case of NEF 30-40</i></p> <ul style="list-style-type: none"> • The EECO will provide support for building improvements to reduce noise impacts via compensation for self-improvement of buildings and structures for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. • The EECO will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. <p>The basic steps and methods for home improvements are as follows:</p> <ul style="list-style-type: none"> • Building/structure owners are involved in considerations and inspections, beginning with the home appraisal inspections and reviews of detailed engineering survey reports and detailed expense budgets for improvements. • Once the inspection is complete, the improvement

Table 4.6-79 Summary of issues from questions, comments and suggestions from meetings with community leader and public representatives of impacted persons held on 7 August 2021

No.	Questions and Suggestions	Clarifications
		appraisal bill will be signed. <ul style="list-style-type: none"> • Once the owner is compensated, proceed to the improvement of the building per the inspections.
	<ul style="list-style-type: none"> - The project has measures to manage and prevent impacts in sensitive areas. 	Meeting clarifications Sensitive areas need special management if they intend to not relocate. The RTN and EECO has special measures for managing special areas by providing engineers to inspect the schools, temples, subdistrict health promotion hospitals that don't want to relocate and determining what special building improvements are needed. For example, in the case of King Mongkut's Institute of Technology Ladkrabang above Suvarnabhumi Airport, which could not be relocated, the building was renovated by installing 2 layers of glass and tested to see whether teaching could still be conducted. However, if intending to relocate, there must be special negotiations. However, this must wait until the EHIA report has been approved by the NEB and a resolution is passed by the Cabinet. All measures in the report can be implemented immediately.
	<ul style="list-style-type: none"> - For compensated constructed buildings, in what year must they be constructed before/please provide the criteria for compensation. 	Meeting clarifications The project will provide compensation for structures constructed up to the EHIA reporting date as approved by the National Environment Board (NEB). Compensation Measures

Table 4.6-79 Summary of issues from questions, comments and suggestions from meetings with community leader and public representatives of impacted persons held on 7 August 2021

No.	Questions and Suggestions	Clarifications
		<p>1 Reimbursement Terms</p> <ul style="list-style-type: none"> • Proceed to compensate those affected by the development of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, by considering the level of impact from the NEF contour map for 2048 and considering the building year, compensating for structures that were constructed up to the date of the EHIA report as approved by the National Environment Board. The EECO must publish the construction information to the public in advance for their information. • Conduct a survey, prepare a database and compensation plans for those impacted by noise arising from project developments. The working group will complete the surveys and compensation reviews to completion before Runway 2 is opened. <p>2 Compensation Criteria <i>In the case of NEF ≥ 40</i></p> <ul style="list-style-type: none"> • The EECO will negotiate for purchasing land with buildings constructed up to the date of the EHIA report as approved by the National Environment Board. In the case that the land owner with the building does not wish to sell the land, provide support to improve the noise impacts by providing compensation for them to improve the building by

Table 4.6-79 Summary of issues from questions, comments and suggestions from meetings with community leader and public representatives of impacted persons held on 7 August 2021

No.	Questions and Suggestions	Clarifications
		<p>themselves.</p> <p><i>In the case of NEF 30-40</i></p> <ul style="list-style-type: none"> • The EECO will provide support for building improvements to reduce noise impacts via compensation for self-improvement of buildings and structures for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. • The EECO will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. <p>The basic steps and methods for home improvements are as follows:</p> <ul style="list-style-type: none"> • Building/structure owners are involved in considerations and inspections, beginning with the home appraisal inspections and reviews of detailed engineering survey reports and detailed expense budgets for improvements. • Once the inspection is complete, the improvement appraisal bill will be signed. • Once the owner is compensated, proceed to the improvement of the building per the inspections.
2	<p>People from Village No. 8, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - For houses outside of the assessed affected area, if the airport is in 	<p>Meeting clarifications</p> <p>The study results presented in this instance are noise forecasts. However, after this report is approved by the</p>

Table 4.6-79 Summary of issues from questions, comments and suggestions from meetings with community leader and public representatives of impacted persons held on 7 August 2021

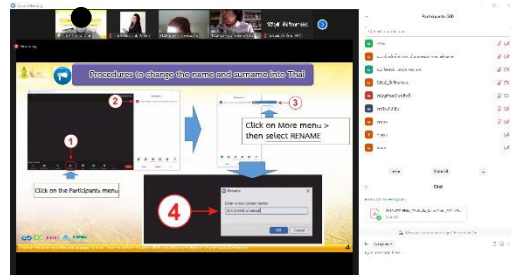
No.	Questions and Suggestions	Clarifications
	<p>operation and it is found to have impacts, will there be new reviews for compensation?</p> <p>- Please clarify the noise contours. If they pass through the middle of the house, which compensation guidelines are used?</p>	<p>NEB, the project will conduct surveys, compile a database, and prepare compensation plans for those impacted by noise to completion before opening Runway 2. Also, when the project is in operation, noise levels can be monitored from permanent noise monitoring stations, which must be installed to completion before opening.</p>
	<p>- In the noise contour map, how will we know which house is in which area?</p>	<p>Meeting clarifications</p> <p>Comment acknowledged.</p> <p>After this report is approved by the NEB, the project will conduct surveys and compile a database and compensation plans for those impacted by noise again before opening Runway 2.</p>

Table 4.6-79 Summary of issues from questions, comments and suggestions from meetings with community leader and public representatives of impacted persons held on 7 August 2021

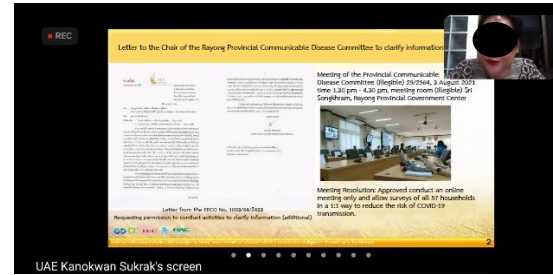
No.	Questions and Suggestions	Clarifications
3	<p>People from Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Has the National Environment Board had a consensus on the number of households impacted by the noise contours? - How long will the impacted household survey plan take to complete? 	<p>Meeting clarifications</p> <p>After this meeting, the project will compile the comments and suggestions and present them to ONEP. If they approve the report, it will be submitted to the NEB for further consideration. After this report is approved by the NEB, the project will conduct a survey and compile the database and compensation plans for those impacted by noise. This will be completed before reopening Runway 2, which will take approximately 6-12 months.</p>
Public Participation and Public Relations		
1	<p>Former Village Head of Village No. 3, Ban Sa Kaeo</p> <ul style="list-style-type: none"> - Information should be provided continuously and accessible for people in the area. 	<p>Meeting clarifications</p> <p>Comment acknowledged.</p> <p>The project will provide public relations via public relations signs, public relations posters, and the project website at http://www.ehia-utprw2.com.</p>
2	<p>People from Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - I'd like the project to publicize information for the public/related persons to be informed of the information presented today, via various channels such as public relations signs. 	

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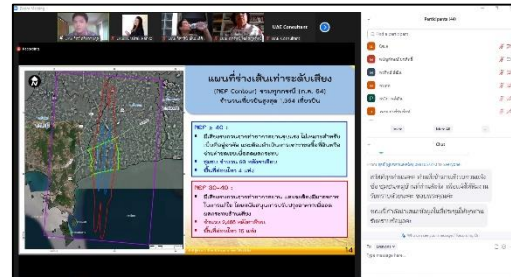
*Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources,
Environmental Quality, Health, Sanitation, and the Quality of Life of People in the Community
Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong*



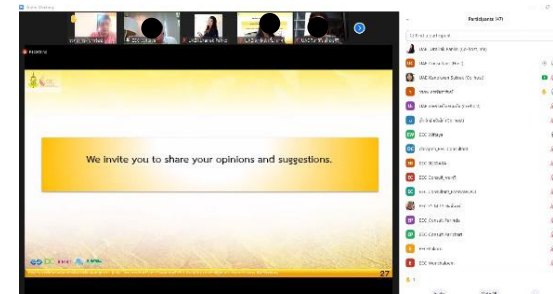
Introduction to the video conference



Welcoming the participants



Meeting atmosphere and presentation by advisors



Questions and suggestions from meeting participants



Answering questions by representatives of project owners and advisors



Summary of comments and suggestions by the advisors

Figure 4.6-47 Atmosphere of the activities for meeting with representative community leaders and representatives of impacted parties, 7 August 2021

5.2) Organization of activities to explain information (additional) to people affected by noise from U-Tapao International Airport developments.

Activities were organized to explain information (additional) to groups of the public impacted by noise from U-Tapao International Airport airport developments via video conference using a system that can be accessed by 500 people at once to allow as many people to participate as possible, which was held to provide notification of data updates resulting in changes to impacts on the public to be different from that previously notified in previous consultations held in August 2020. The project therefore needed to notify the public for their information and understanding of such issues concerning Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong, which was conducted on 14 August 2021 at 9.00 a.m. - 12.30 p.m. In attendance were [REDACTED] (representing the Royal Thai Navy) and [REDACTED] (representing the Eastern Economic Corridor Office of Thailand), expert lecturers, environmental specialists, advisory companies, community leaders, and representatives of the public affected by impacts, comprising a total of 144 attendees, of which 108 attendees were representatives of community leaders and impacted parties.

A summary of the meeting results, in addition to the issues of questions and various suggestions are as shown in **Table 4.6-80** and images of the meeting atmosphere are as shown in **Figure 4.6-48**.

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
Environmental factors		
1	Community Chair, Village No. 3, Ban Sa Kaeo - For houses that have been built and are impacted, is there a limit on the year of construction?	Meeting clarifications The project will provide compensation for constructions built up to the date that the EHIA report is approved by the National Environment Board (NEB).
	- If there are multiple houses within the same house	Meeting clarifications The project will compensate every building in NEF > 40 and NEF30-40 areas in accordance with established measures.

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<p>registration, will compensation be provided for every house?</p>	<p>Additional post-meeting clarifications The criteria for various compensation details are in accordance with the compensation criteria approved by the committee.</p>
2	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - What compensation measures are in place for red contour areas (NEF > 40)? 	<p>Meeting clarifications The red dotted line is an indicator emphasizing the NEF > 40 area, in which the project has preliminary compensation criteria as follows:</p> <ul style="list-style-type: none"> - Conduct surveying, compile a database and compensation plans for those impacted by noise arising from project developments to completion before the opening of Runway 2. - Compensation for those affected will be provided for structures constructed up to the EHIA reporting date as approved by the National Environment Board (NEB). <ul style="list-style-type: none"> • For NEF > 40 areas, negotiate the purchase of land and buildings or renovate buildings to reduce impacts in the event they are not sold. • NEF 30-40 Support building and structural improvements to reduce noise impacts.
3	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - How were the presented noise contour lines obtained? 	<p>Meeting clarifications For projections of the noise contours (2028, 2038, and 2048), the advisors used the AEDT mathematical model for calculations. Input data is comprised of:</p> <ul style="list-style-type: none"> - Forecasted number of flights and aircraft models - Determination of Study Scenarios

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<ul style="list-style-type: none"> - Flight path outlines - Information on the number of flights and types of aircraft models expected to increase in operating year - The runway's capability to handle flights - Future runway management - U-Tapao International Airport physical data - U-Tapao International Airport meteorological information

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
4	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - My house is right next to the yellow line (approximately 5 meters away), which is part of the increased NEF > 40 area. Which guidelines have the advisors used to determine the noise contour outlines? 	<p>Meeting clarifications</p> <p>The project will conduct surveys, compile a database, and prepare compensation plans for those impacted by noise to completion before opening Runway 2. Also, when the project is in operation, noise levels can be monitored from permanent noise monitoring stations, which must be installed to completion before opening Runway 2.</p> <p>Additional post-meeting clarifications</p> <p>In addition, measures have been established for setting up and managing a compensation fund to remedy those that may be impacted by airport operations. If the public want to inspect the noise pollution levels and other pollutants after the project is in operation, they can do so by submitting a request to inspect measurements and receive compensation in accordance with the pollutant levels that exceed forecasted values.</p> <p>To determine the NEF noise contours, assessments were conducted using aircraft noise levels from 11 scenarios. The data was prepared and imported into a mathematical model using real flight data from both current flight situations (2019) and forecasted flight situations for 2028, 2038, and 2048. Calculations were processed using the AEDT (Aviation Environmental Tool) mathematical model and a noise contour map was projected for each scenario, separated into hot season and cold season. Impacts were assessed as an overview that combined the noise contours from all scenarios.</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
5	<p>People from Village No. 6, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Where is the model input data sourced from? Why not use data from current flight situations? A flight demonstration should be performed to obtain accurate information. 	<p>Meeting clarifications</p> <p>The project has assessed impact levels from noise contour projections forecasted for 2048 using the AEDT (Aviation Environmental Tool) mathematical model.</p> <p>NEF noise contours are values made up of 4 main components, namely: noise intensity, which we are familiar with, in decibel units; the duration of that noise; flight frequency; and time period of the passing flight (day or night). When calculating the noise intensity at 90 decibels, there are still NEF values that do not reach the noise contour.</p> <p>Additional post-meeting clarifications</p> <p>The U-Tapao Airport project has imported data into the model, which is data on the number of flights and aircraft model, in which the forecasted number of flights is in accordance with the Full Version of Complete Feasibility Study Master Plan for U-Tapao Airport Development Project and Surrounding Areas, Rayong (December 2019), in which the number of passengers and flights for U-Tapao International Airport is forecasted for peak development in years 2028, 2038, and 2048 based on actual flight situation data used in the assessments of 2 data sets as follows:</p> <ol style="list-style-type: none"> 1) Actual flight situation at U-Tapao International Airport in 2019 (1 open runway). 2) Actual flight situation at Suvarnabhumi Airport in 2018 (2 open runways).

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<p>The reason for choosing to use actual flight situation data from Suvarnabhumi Airport in 2018 as a representative model for using 2 runways is due to it being appropriate as follows:</p>
		<ul style="list-style-type: none"> - The average number of flights required by U-Tapao Airport once the project is developed is forecasted to be 889 flights per day. At this time, there are 2 airports with 2 runways and similar to an average of 800 flights per day, namely Suvarnabhumi Airport (1,032 flights per day) and Don Mueang Airport (842 flights per day). - The form and origin-destination cities of flights serviced at Suvarnabhumi Airport include both domestic and international flights. International flights are mostly intercontinental long-haul flights, such as Russia, which is in a similar format to the flights to be in service at U-Tapao Airport in the future (during project developments in 2028, 2038, and 2048). <p>Details are as shown in Addendum 4-4 Forecasted number of flights and aircraft models</p>
	<ul style="list-style-type: none"> - When an aircraft flies past the house, noise levels are measured to be approximately 90 decibels. Why is this not on the project contour map? 	<p>Additional post-meeting clarifications</p> <p>Aircraft noise level measurements must be carried out using standardized and internationally accepted noise level meters, such as those calibrated in accordance with IEC61672-3:2013, Electroacoustics-Sound Level Meter-Part 3: Periodic tests by means of measuring aircraft noise levels must be in accordance with the Notification of the Pollution Control Department Re:</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<p>Methods for Measuring Aircraft Noise in Community Areas (dated 4 September 2013).</p> <p>In addition, the advisor has compared the noise level values from the actual flight situation and the NEF values from the contour map and the formula for calculating aircraft noise levels in the form of Day-Night Average Sound Level. The details are explained in Addendum 4-4.</p>
6	<p>Sam Nak Thon Subdistrict Head</p> <ul style="list-style-type: none"> - Is there certification for using the noise models from US aircrafts? 	<p>Meeting clarifications</p> <p>The AEDT mathematical model used by advisors to calculate noise contours has a valid license.</p>
	<ul style="list-style-type: none"> - Were the 2048 flight forecasts used in the impact assessments? 	<p>Meeting clarifications</p> <p>The project uses the 2048 forecast flight numbers to calculate the noise contours using AEDT (Aviation Environmental Tool) mathematical models to supplement aircraft noise impact assessments. The details are as explain in Addendum 4-4 Forecasted number of flights and aircraft models.</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<ul style="list-style-type: none"> - Why isn't military aircraft data available to be imported into models for the impact assessments? 	<p>Meeting clarifications</p> <p>Aircraft noise assessments for the project uses only input data from commercial aircrafts. No military aircraft data is imported. However, the flight model forecast covers impact for future flight situations.</p> <p>In the event that the project is in operation and the public feels that they are affected by noise, they can monitor noise levels from permanent noise monitoring stations, which must be installed to completion before opening Runway 2.</p> <p>Additional post-meeting clarifications</p> <p>One reason that military flight data has not been imported for “forecasting” impacts is due to the quantity and model of military aircrafts being unpredictable as they are security activities, and thus it is not possible to determine flight data for use in “forecasting” future impacts.</p> <p>The advisors have used the maximum “runway flight capacity” in their considerations. Therefore, even though there may be military aircrafts taking off and landing on the runway, they are included in this number.</p>
7	<p>Sa Kaeo community and people</p> <ul style="list-style-type: none"> - Why isn't the 2048 data imported into the model to consider maximum impact? From experience with Suvarnabhumi Airport, at present, they are still 	<p>Meeting clarifications</p> <p>The project uses the 2048 forecast flight numbers to calculate the noise contours using AEDT (Aviation Environmental Tool) mathematical models to supplement aircraft noise impact assessments. The details are as explain in Addendum 4-4 Forecasted number of flights and aircraft models.</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<p>not able to compensate all those impacted.</p> <p>- Noise should be measured in decibels or NEF should be converted into decibels.</p>	<p>Meeting clarifications Comment acknowledged.</p> <p>Additional post-meeting clarifications</p> <ul style="list-style-type: none"> - NEF (Noise Exposure Forecast) are predicted noise levels from aircrafts, usually expressed as a noise contour. - NEF values can be approximated into decibels in the form of Day-Night Average Sound Level (L_{dn}). Although NEF does not directly correlate with L_{dn}, the approximate correlation between L_{dn} and NEF can be formulated as follows: $L_{dn} \cong NEF + 35$ <p>(Source : US EPA, 24CFR Subtitle A Part 51 Environmental Criteria and Standards)</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<ul style="list-style-type: none"> - No VOC impact assessments were mentioned in this meeting, only noise impacts. 	<p>Meeting clarifications</p> <p>The study and VOC impact assessments have been completed and the details can be found in the main report. However, it was not presented today as this meeting is focused mainly on noise impacts. The assessment uses AEDT mathematical models to forecast air pollution rates from aircraft exhaust and ground support equipment, and assess the spread of air pollutants. Both acute and chronic impacts were considered, and potential exposure to health impacts were assessed for both noncancerous effects and cancer risks. Indices studied include carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), P10 and PM2.5 particulates, and volatile organic compounds (VOCs).</p> <p>To assess acute impacts, the maximum flight scenario was used, comprising up to 1,364 flights per day. The 24-hour average pollution value was compared with Thai standard or surveillance range. Chronic impact assessments were based on the 2048 forecasted maximum flight scenario (2 runways). The 1-year average value was compared with the allowable exposure without comprising health range (RfC: Reference Concentration) to predict the risk of cancer. The acute impact assessment results found that the 24-hour average concentrations of benzene and 1,3-butadiene in community areas surrounding the airport did not exceed Thai surveillance range, while the 24-hour average of acrolein exceeded surveillance range, requiring that the project establish measures to prevent and resolve the impacts. When assessing chronic impacts, it was found that the 1-year average</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<p>concentrations of acetaldehyde, benzene, 1,3-butadiene, cumene, ethylbenzene, naphthalene, styrene, toluene, and xylene, did not exceed allowable range or $HQ < 1$, while the 1-year average of acrolein still exceeded allowable range or $HQ > 1$. Risk areas include the airport vicinity and the north and east surrounding areas, comprising: Huai Yai Subdistrict, Bang Lamung District and Phlu Ta Luang Subdistrict, Sattahip District, Chonburi; and Phala Subdistrict, Sam Nak Thon Subdistrict, Ban Chang Subdistrict, Ban Chang District, Rayong.</p> <p>The project also assessed cancer risks from inhalation exposure to type 1 carcinogens, namely benzene, 1,3-Butadiene, and formaldehyde. It can be seen that, when people in inhalation risk areas are exposed to the forecasted concentrations of benzene, 2-4 out of 10 million people exposed may have a chance of developing cancer. There are actually less than 10 million people living in the area, and thus the chance of developing cancer is also lower. This is also true for 1,3-butadiene, in which there is a 3 in 1 million chance of developing cancer. For formaldehyde, there is a 7 in 1 million chance of developing cancer. The key measures to reduce the possibility of such impacts include cooperation between agencies to consider management approaches to reduce the impact of air pollution and efficient management of ground traffic to reduce pollution. Also, in terms of health, cooperation with public health agencies have been established to monitor the health of risk groups. In this regard, environmental impact monitoring results must be</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		analyzed together with health status to consider potential impacts on risk groups after initiating operations to provide appropriate solutions to the impacts.
8	People from Village No. 3, Sam Nak Thon Subdistrict - Impact forecasts should be as comprehensive as possible.	Meeting clarifications The project has forecasted the level of aircraft noise impacts from NEF contour maps based on the 2048 flight situation, which is comprehensive in accordance with the U-Tapao Airport master plan.
9	People from Village No. 3, Sam Nak Thon Subdistrict - In the air quality assessments, in the future, if it does not go as expected, will there be any measures to provide care for health as well as noise impacts?	Meeting clarifications To monitor the impact on air quality, the project has established monitoring measures that measures air quality from 4 permanent air quality monitoring systems (AQMS) and measures air quality in the general atmosphere in the community 2 times a year at 5 stations. There are also additional health measures for the project to cooperate with public health agencies in monitoring the health of at-risk groups. This will require analysis of environmental impact monitoring results together with health status in order to consider the potential impacts on the risk group after initiating operations and to provide appropriate solutions to the impact. There are also measures to set up a fund to provide care for those affected by U-Tapao International Airport to mitigate potential impacts that the public may receive caused by airport operations overall, including environmentally and in regard to public health.
	- Why do the impact assessments use different standards?	Meeting clarifications Comment acknowledged.

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<p>Nonetheless, good remedial measures are requested for those affected.</p>	<p>Additional post-meeting clarifications In addition to the compensation measures prescribed in accordance with the conditions for the area affected by aircraft noise, the project also requires the establishment of a compensation fund for people affected by U-Tapao International Airport to mitigate the impact that people may suffer from the operations of U-Tapao International Airport, both in terms of the environment and public health, which has already been specified in the measures.</p>
	<p>- If interested in relocating, the RTN will provide land. The villagers' land have title deeds. If the provided land is government land, this will not be appropriate.</p>	<p>Meeting clarifications Comment acknowledged.</p>
	<p>- The villagers are concerned and are anxious about how to proceed. The agencies are requested to conduct a preliminary survey and appraisal. It is also requested that compensation is provided as a single payment to help alleviate the concerns of the villagers in the area.</p>	<p>Meeting clarifications Public concern acknowledged. The project has established measures to provide compensation for constructions built up to the date that the EHIA report is approved by the National Environment Board (NEB). Additional post-meeting clarifications Payment conditions after conducting purchase negotiations will prescribed as deemed to be appropriate by the committee.</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
10	<p>People from Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - If considering the NEF > 40 contour at the widest, more impacted parties must be compensated. In doing so, the project is easier to implement by using guidelines for land purchase negotiations with impacted parties. 	<p>Meeting clarifications</p> <p>The project has considered the impact level from the highest noise contours for 2048 and negotiated the purchase of land and buildings in the NEF > 40 area or provided an option for building renovations to reduce impacts in cases preferring not to sell.</p>
11	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - Noise contour assessments using forecast models lack statistical data collection from other airports in operation. 	<p>Meeting clarifications</p> <p>The project has collected noise level statistics from actual flight situations in the U-Tapao Airport area, which can be compared with the noise impact assessment using models to verify the accuracy of the model.</p> <p>Additional post-meeting clarifications</p> <p>Project noise assessments have forecasted the number of passengers and flights at U-Tapao International Airport at peak development in 2028, 2038 and 2048 using 2 sets of actual flight data to assess the data as follows:</p> <ol style="list-style-type: none"> 1) Actual flight situation at U-Tapao International Airport in 2019 (1 open runway). 2) Actual flight situation at Suvarnabhumi Airport in 2018 (2 open runways).

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<p>The reason for choosing to use actual flight situation data from Suvarnabhumi Airport in 2018 as a representative model for using 2 runways is due to it being appropriate as follows:</p> <ul style="list-style-type: none"> - The average number of flights required by U-Tapao Airport once the project is developed is forecasted to be 889 flights per day. At this time, there are 2 airports with 2 runways and similar to an average of 800 flights per day, namely Suvarnabhumi Airport (1,032 flights per day) and Don Mueang Airport (842 flights per day). - The form and origin-destination cities of flights serviced at Suvarnabhumi Airport include both domestic and international flights. International flights are mostly intercontinental long-haul flights, such as Russia, which is in a similar format to the flights to be in service at U-Tapao Airport in the future (during project developments in 2028, 2038, and 2048). <p>Details are as shown in Addendum 4-4 Forecasted number of flights and aircraft models</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
12	Sam Nak Thon Subdistrict Community - There are 93 households that are impacted. Should the house numbers of the impacted parties be specified?	Meeting clarifications Comment acknowledged. Additional post-meeting clarifications The project owner has hired an advisor to conduct surveying, compose plans, and conduct appraisals for household buildings again. Surveying will take 6-12 months.
	- Management of forecasted air and environmental pollutants is for the future, however, the public already have mental health problems and anxiety. This should also be assessed in this section.	Meeting clarifications The project has assessed the anxiety and mental health of the people in the construction phase, and has requested to assess the people's anxiety and mental health in the operation phase to be further added to the measures.
13	Sam Nak Thon Subdistrict Community - What are the remedies for a resort or rental home?	Meeting clarifications Acknowledged comment. In the case of rental homes with a permanent resident, the project will contact the homeowner.
	- Will the airport conduct sea reclamation?	Meeting clarifications Please confirm whether the study and impact assessments in this EHIA report contains sea reclamation activities.
14	People from Ban Chom Chuen, Village No. 3, Sam Nak Thon Subdistrict - Ban Chom Chuen is next to the yellow contour line, but no surveying is conducted in this area.	Meeting clarifications The study results presented in this instance are noise forecasts. However, after this report is approved by the NEB, the project will conduct surveys, compile a database, and prepare compensation plans for those impacted by noise to completion before opening Runway 2. Also, when the project is in operation, noise levels can be monitored from permanent noise monitoring

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<p>stations, which must be installed to completion before opening Runway 2.</p> <p>Ban Chom Chuen is in the NEF 30-40 area. A representative can be sent to join various committees to help monitor the impacts and various activities conducted by the project owner.</p>
15	<p>People from Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - The impacts on 93 households may not be comprehensive. The project is likely to have more impacts. 	<p>Additional post-meeting clarifications</p> <p>The results of the study presented here are the forecasted noise contours. However, after this report has been approved by the NEB, the project will conduct surveying, compile a database, and prepare noise impact compensation plans to completion before opening Runway 2. Some households may have buildings from a construction year that is eligible for additional compensation. which requires a more detailed survey.</p>
	<ul style="list-style-type: none"> - For sensitive areas in the NEF > 40 zone, there will be negotiations to purchase land and residences. For the impacts on Ban Sa Kaeo Subdistrict Health Promotion Hospital or Wat Sa Kaeo, what measures will be taken? 	<p>Additional post-meeting clarifications</p> <p>Such area is a sensitive area that needs special management if in an NEF>40 zone and intending to not relocate. The RTN and EECO has special measures for managing special areas by providing engineers to inspect the schools, temples, subdistrict health promotion hospitals that don't want to relocate and determining what special building improvements are needed. For example, in the case of King Mongkut's Institute of Technology Ladkrabang above Suvarnabhumi Airport, which could not be relocated, the building was renovated by installing 2 layers of glass and tested to see whether teaching could still be conducted. However, if intending to relocate, there must be special negotiations. However, this must wait until this EHIA</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		report has been approved by the NEB and a resolution is passed by the Cabinet. All measures in the report can be implemented immediately.
	- Monitoring measures by measurement of aircraft noise	<p>Additional post-meeting clarifications</p> <p>The project has set up noise monitoring measures for the operation phase and specified general level and aircraft level measurements in the community areas, comprising 7 permanent noise monitoring stations and 4 noise level monitoring stations. The project will determine measures to monitor noise levels before opening Runway 2 and will notify the public.</p>
	- Which area is Station 7, Ban Chak Mak (Sam Nak Thon Subdistrict Municipality) in?	<p>Additional post-meeting clarifications</p> <p>Permanent noise level monitoring station 7, Ban Chak Mak (Sam Nak Thon Subdistrict Municipality), is located in Village No. 2, Ban Chak Mak, Sam Nak Thon Subdistrict Municipality. From the results from the aircraft noise impact assessment, the project has designated aircraft noise measuring points, in which there are 7 stations designated as permanent noise level monitoring stations, namely:</p> <ol style="list-style-type: none"> 1. North orientation of runway 18R/36L 2. South orientation of runway 18L/36R 3. Southwest orientation of Runway 1 4. Southeast orientation of Runway 2 5. Village No. 13, Ban Nong Phakut, Huai Yai Subdistrict Municipality 6. Wat Sombun Naram School (Tem Rat Memorial)

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<p>7. Village No. 2, Ban Chak Mak, Sam Nak Thon Subdistrict Municipality</p> <p>Installation must be completed before opening Runway 2 to prevent noise impacts. Details of the installation locations are in the plans/procedures for surveying monitoring points as set out in the measures of this EHIA report.</p>
16	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - Why not separate which groups of people have to move and not move out of the affected areas in advance? 	<p>Additional post-meeting clarifications</p> <p>The project has classified those impacted as referenced from study results on areas affected by aircraft noise. Measures have been established to compensate for buildings that were built up to the date that the EHIA report is approved by the National Environment Board (NEB), namely:</p> <ul style="list-style-type: none"> • For NEF > 40 areas, negotiate the purchase of land and buildings or renovate buildings to reduce impacts in the event they are not sold. • NEF 30-40 Support building and structural improvements to reduce noise impacts.

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<ul style="list-style-type: none"> - My house is between two contour lines. Whenever an aircraft passes by, the roof shakes and flutters. What measures will the project have in place? 	<p>Additional post-meeting clarifications</p> <p>When U-Tapao Airport opens Runway 2, there will be increased aircraft takeoffs and landings. There may be vibrations from aircrafts along flight paths that may be impacted by wingtip vortices. What measures does the project have in place for this?</p> <ul style="list-style-type: none"> - Provide a primary channel for receiving complaints. The public should report matters to the U-Tapao International Airport Environmental Impact Resolution Coordination Center located at U-Tapao International Airport, every day during business hours (8.00 am - 5.00 pm). - An officer will be assigned to inspect the condition of the damages and records will be composed as proof in all cases to assess the cost of repairs. All expenses incurred will be reimbursed by the environmental impact and quality of life development fund within the appraised amount. There will be an emergency damage insurance fund committee for considering compensation for damage caused by sonic boom in all cases. - The RTN and EECO will conduct operations in accordance with the objectives of the fund for the remedy of environmental impacts and improving quality of life in cases of resolving impacts from falling objects caused by aircrafts and sonic boom.
	<ul style="list-style-type: none"> - The project has studied impacts from the burning of carcinogenic substances such as benzene 	<p>Meeting clarifications</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<p>falling from aircraft engine compartments. When the wind changes direction, what will be the effects and what measures are in place?</p>	<p>The project has considered the air quality index in accordance with the impacts that may occur from the aircraft as follows:</p> <ol style="list-style-type: none"> 1) 24-hour average total suspended particulates (TSP) 2) 24-hour average particulate matter with a diameter of less than 10 microns (PM₁₀) 3) 24-hour average particulate matter with a diameter of less than 2.5 microns (PM_{2.5}) 4) 1-hour average nitrogen oxide (NO₂) 5) 1-hour average and 8-hour average carbon monoxide (CO) 6) 3-hour average non-methane hydrocarbon (NMHC) 7) 3-hour average total hydrocarbon (THC) 8) Volatile organic compounds (VOCs) 9) Wind speed and wind direction (WS/WD) <p>When comparing VOCs to Thai standard range, values did not exceed standard VOC range for 1-year average benzene and 1,3-butadiene.</p> <p>Health risks were assessed for inhalation exposure (non-cancer risk).</p> <ul style="list-style-type: none"> - Not exceeding allowable range (RfC) or HQ<1: 1-year average acetaldehyde, benzene, 1,3-butadiene, cumene, ethylbenzene, naphthalene, styrene, toluene, xylene. - Exceeding allowable range (RfC) or HQ>1: 1-year average acrolein. Risk areas exceeding allowed RfC range at more than 0.02 micrograms per cubic meter are: <ul style="list-style-type: none"> • U-Tapao International Airport area

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<ul style="list-style-type: none"> • Surrounding north and east areas, comprising: <ul style="list-style-type: none"> - Huai Yai Subdistrict, Bang Lamung District, and Phlu Ta Luang Subdistrict, Sattahip District, Chonburi - Phala Subdistrict, Sam Nak Thon Subdistrict, Ban Chang Subdistrict, Ban Chang District, Rayong
	- Remedies for impacts from NEF > 40 and NEF 30-40 areas are different. Why aren't the same standards used?	<p>Additional post-meeting clarifications</p> <p>Remedies for impacts are based primarily on academic principles for assessing the impacted for affected parties. The NEF 30-40 area will experience noise disturbances from the airport and require resolution measures that support building and structure renovations to reduce noise, while the NEF > 40 area will experience severe noise disturbance from the airport and thus will not be suitable for living. Therefore, there will be negotiations to purchase land and buildings or to renovate buildings in the case they are not sold.</p>
17	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - How can we be sure that the area between the contour lines are safe? - The house numbers of the 93 households in the NEF > 40 area should be specified. Which house numbers are these? 	<p>Additional post-meeting clarifications</p> <p>The study results presented in this instance are noise forecasts. However, after this report is approved by the NEB, the project will conduct surveys, compile a database, and prepare compensation plans for those impacted by noise to completion before opening Runway 2. Also, when the project is in operation, noise levels can be monitored from permanent noise monitoring stations, which must be installed to completion before opening Runway 2.</p>
18	Sam Nak Thon Subdistrict Community	<p>Additional post-meeting clarifications</p> <p><i>In the case of NEF 30-40</i></p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<ul style="list-style-type: none"> - How will the homes located in the NEF 30-40 area be evaluated and compensated? 	<ul style="list-style-type: none"> • The EECO will provide support for building improvements to reduce noise impacts via compensation for self-improvement of buildings and structures for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. • The EECO will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. <p>The basic steps and methods for home improvements are as follows:</p> <ul style="list-style-type: none"> • Building/structure owners are involved in considerations and inspections, beginning with the home appraisal inspections and reviews of detailed engineering survey reports and detailed expense budgets for improvements. • Once the inspection is complete, the improvement appraisal bill will be signed. • Once the owner is compensated, proceed to the improvement of the building per the inspections.
19	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - If living in the NEF > 40 area and not relocating, what are the long-term health effects? 	<p>Additional post-meeting clarifications</p> <p>NEF area > 40 : Severe noise from aircrafts. Not suitable for residence. Prolonged exposure to loud sounds may cause hearing loss, which may be temporary or permanent depending on the volume and duration of exposure. It may also interfere with rest, which can affect people with underlying diseases such</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<p>as hypertension, heart disease, etc. In terms of mental health, this may cause annoyance and lack of concentration. Disturbed rest can also result in anxiety.</p>
		<p>Moreover, the noise from the plane causes more annoyance than motor vehicle noise. Noise in the environment may be a stimulant that affects the sleep cycle, causing people to be unable to sleep continuously for a certain period of time. It can also startle and cause people to wake up in the dark hours of the morning while not fully rested. Epidemiological study results have shown that prolonged exposure may cause high blood pressure and may result in cardiovascular disease. Sleep time may affect hormone changes and metabolism (including enzymes and cellular function). Long-term effects are cardiovascular disease.</p> <p>In addition, variations during day and night may affect the immune system, causing sensitivity. This may cause myocardial cells to become more susceptible to stimulation and thicken or enlarge. Although abnormal sleep test results (Polysomnography) have not been directly associated with cardiovascular disease, this could be an index in long-term risk monitoring. In the case of high blood pressure, loud noise may affect stress hormones such as epinephrine or norepinephrine. This group of substances may affect endothelial wall function, and this change can lead to the development of atherosclerosis.</p> <p>However, past studies have not concluded that noise is a direct cause of high blood pressure or cardiovascular disease. That is,</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<p>loud noise may be a common factor of the aforementioned chronic disease and have a specific impact on vulnerable groups, such as people aged > 35, who are overweight, type 2 diabetics, occupation, physical activity, alcohol and smoking, high fat diet, etc.</p>
	<p>- Regarding building renovation measurements, will compensation be paid only once or will there be maintenance payments every few years too?</p>	<p>Additional post-meeting clarifications The project has set basic steps and methods for home improvements as follows:</p> <ul style="list-style-type: none"> • Building/structure owners are involved in considerations and inspections, beginning with the home appraisal inspections and reviews of detailed engineering survey reports and detailed expense budgets for improvements. • Once the inspection is complete, the improvement appraisal bill will be signed. • Once the owner is compensated, proceed to the improvement of the building per the inspections. <p>Additional post-meeting clarifications At present, the compensation criteria has not been established in accordance with the measures multiple times. It may be proposed that the compensation advisor should consider presenting the comments to the compensation committee for further consideration as suitable.</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<p>- Please provide an example of the worst case scenario for residents in the NEF > 40 area who are impacted by air pollution, noise pollution, and quality of life. Can they choose to continue living there?</p>	<p>Additional post-meeting clarifications According to prevention and resolution measures, compensation for those affected is paid for constructions built up to the date that the EHIA is approved by the National Environment Board (NEB). For the NEF>40 area, negotiations are to be conducted to purchase land and buildings or for building renovations to reduce impacts. This means that residents in the NEF area > 40 can choose to continue living there, but considering the health effects in the NEF area>40, this is not recommended as it will affect hearing and will have impacts on overall health. The project has set health measures in which the EECO will cooperate with public health agencies to provide surveillance for the health of risk groups. However, the environmental impact monitoring results must be analyzed together with health status to consider the potential impacts on the risk group after coming into operation and to provide appropriate solutions for the impacts.</p>
	<p>- What is the frequency of aircraft night flights? How will this impact quality of life? This will be used to help decide on an option in response to the remedial measures.</p>	<p>Additional post-meeting clarifications The daytime to nighttime ratio for U-Tapao International Airport flights is equal to 70% and 30% based on the principles as follows:</p> <ul style="list-style-type: none"> To allow manage the operation of U-Tapao International Airport air service developments for intercontinental flights, with opportunities for more flights during the night for connecting flights between airports in Europe and the Middle East and for connecting flights between airports in

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
		<p>Europe and North America.</p> <ul style="list-style-type: none"> • Connecting flights with airports in North Asia, in which the outbound flight will arrive at the destination airport in the morning, the departure flight schedule needs to be set at night. This includes connecting flights to airports in South Asia in the form of quick-turn flights as seen in the example showing the number of flights between 4 continents, in which the flight schedule is set at night more than other regional routes. • The intercontinental network is a targeted air service market in line with the strategic location of U-Tapao International Airport, which has been designated as the “Regional Hub”.
20	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - Is the impact survey conducted for every household? There have not been any officers assigned to survey my house (House No. 30/16, Village No. 3). 	<p>Additional post-meeting clarifications</p> <p>All households in the NEF > 40 area will undergo building surveys in order to compensate all households.</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<p>- I disagree with the assessment results as the house next to mine is in the contour line but mine is not, but it is very loud and almost impossible to live there.</p>	<p>Additional post-meeting clarifications</p> <p>The study results presented in this instance are noise forecasts. However, after this report is approved by the NEB, the project will conduct surveys, compile a database, and prepare compensation plans for those impacted by noise to completion before opening Runway 2. Also, when the project is in operation, noise levels can be monitored from permanent noise monitoring stations, which must be installed to completion before opening Runway 2.</p> <p>Additional post-meeting clarifications</p> <p>The project has specified measures as follows:</p> <ul style="list-style-type: none"> • Monitor noise levels by installing permanent noise monitoring station (continuous noise monitoring stations) before initiating operations. • A fund has been established for those impacted by U-Tapao International Airport to mitigate possible impacts to the people caused by U-Tapao International Airport operations overall, including in terms of environment and public health. • Provided channels for filing complaints to investigate and resolve impacts from noise and sonic boom.
21	<p>Sam Nak Thon Subdistrict Community</p> <p>- My home is in the NEF30-40 area. When planes fly past, it is very loud. There are children and adults in the home, and they have earaches. What measures</p>	<p>Additional post-meeting clarifications</p> <p><i>In the case of NEF 30-40</i></p> <ul style="list-style-type: none"> • The EECO will provide support for building improvements to reduce noise impacts via compensation for self-improvement of buildings and structures for buildings constructed up to the date of the EHIA report as approved by the National

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<p>have the project established to help resolve these impacts?</p>	<p>Environment Board.</p> <ul style="list-style-type: none"> • The EECO will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. <p>The basic steps and methods for home improvements are as follows:</p> <ul style="list-style-type: none"> • Building/structure owners are involved in considerations and inspections, beginning with the home appraisal inspections and reviews of detailed engineering survey reports and detailed expense budgets for improvements. • Once the inspection is complete, the improvement appraisal bill will be signed. • Once the owner is compensated, proceed to the improvement of the building per the inspections.
22	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - The coordinates of my house are within the NEF > 40 area (coordinates 12.7164590, 101.0171296). The blue contour crosses the roof of my house, but no survey has been conducted at my home. 	<p>Additional post-meeting clarifications</p> <p>Information acknowledged. After this report is approved by the NEB, the project will conduct surveys and compile a database and compensation plans for those impacted by noise again before opening Runway 2.</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
23	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - In the NEF 30-40 area, it states that there will be compensation provided for building improvements (doors and windows) to reduce noise. Is this only compensation if there are residents in the house? - In real life, there are some activities that need to take place outside of the home. How will the project compensate for this issue? 	<p>Additional post-meeting clarifications</p> <p><i>In the case of NEF 30-40</i></p> <ul style="list-style-type: none"> • The EECO will provide support for building improvements to reduce noise impacts via compensation for self-improvement of buildings and structures for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. • The EECO will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. <p>The basic steps and methods for home improvements are as follows:</p> <ul style="list-style-type: none"> • Building/structure owners are involved in considerations and inspections, beginning with the home appraisal inspections and reviews of detailed engineering survey reports and detailed expense budgets for improvements. • Once the inspection is complete, the improvement appraisal bill will be signed. • Once the owner is compensated, proceed to the improvement of the building per the inspections. • No compensation will be provided for activities performed outside of the home as impact mitigations are determined only from noise impacts arising from aircrafts that affect sleep and rest within the building.

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
24	Sam Nak Thon Subdistrict Community - Has the permanent noise monitoring station been installed yet? If not, when will it be installed?	Additional post-meeting clarifications The permanent noise monitoring station will be installed after initiating construction of Runway 2. Installation must be completed before the opening Runway 2.
25	Sam Nak Thon Subdistrict Community - Please also consider impacts from fighter planes, which are very loud during training, with takeoff and landing patterns that are also for training simulations. This includes low-flowing helicopters that do not have the same approach pattern as aircrafts. It may not be often, but when they pass by, it causes all of the windows in the entire house to shake.	Additional post-meeting clarifications The project does not consider government aircrafts in project noise calculations as impacts have been assessed based on future flight situations, which will be mainly commercial airport operations. Various aircraft sizes have been considered and already covers the impacts.
26	Sam Nak Thon Subdistrict Community - The project should compose a noise contour map that covers the entire impacted area. Suggest to do this in a sense that prevents future impacts.	Additional post-meeting clarifications The project has considered impact levels from noise contour maps at peak 2048 forecasts.

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
27	Sam Nak Thon Subdistrict Community - What survey or compensation plans are in place for Chaiyapruerk Ville Village in Village No. 4?	Additional post-meeting clarifications The project will inspect the location of Chaiyapruerk Ville in Village No. 4 if it is in a noise affected area. Every building will be surveyed in order to provide compensation for structures built up to the date that the EHIA report is approved by the National Environment Board (NEB), with the following compensation criteria: <ul style="list-style-type: none"> • For NEF > 40 areas, negotiate the purchase of land and buildings or renovate buildings to reduce impacts in the event they are not sold. • NEF 30-40 Support building and structural improvements to reduce noise impacts.
28	Sam Nak Thon Subdistrict Community - Why did the project not direct the takeoff-landing route through the sea to reduce impacts?	Additional post-meeting clarifications The runway direction depends on local wind direction, based on meteorological data. For the U-Tapao Airport project, runway use was scheduled based on aforementioned wind direction data and divided into 2 flight seasons as follows: <ul style="list-style-type: none"> - Hot season (February to September): landings onto the land threshold (18R/18L) and takeoffs from the sea threshold (36L/36R). - Cold season (October to January): landings onto the sea threshold (36L/36R) and takeoffs from the land threshold (18R/18L).
Public Participation and Public Relations		
1	People from Village No. 6, Sam Nak Thon Subdistrict	Meeting clarifications

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<p>- I disagree with holding online meetings. There should be a hearing forum for comments or the meeting should be postponed.</p>	<p>The project did this in compliance with the resolution of the Rayong Provincial Communicable Disease Committee from meeting no. 29/2021, held on August 3, 2021 at 1.30-4.30 p.m. at the Phakdi Si Songkhram Conference Room, Rayong Provincial Government Center. Only online meetings are allowed in order to reduce the spread of COVID-19. Meetings are not allowed in the area.</p>
2	<p>Sam Nak Thon Subdistrict Head</p> <p>- What was the rationale for the urgency in holding comment hearings?</p>	<p>Meeting clarifications</p> <p>The rationale for conducting the information explanation (additional) activity is due to the development policy as follows:</p> <ul style="list-style-type: none"> • The Runway and Taxiway 2 Construction Project is an important infrastructure project in the Eastern Economic Corridor (EEC). • The public and private sector have signed a joint investment contract to develop U-Tapao Airport and the Eastern Aerotropolis. The announcement of the invitation for the construction of Runway and Taxiway 2 is one of the conditions before handing over the area to the private sector for further development according to the contract, which is scheduled for preliminary delivery in January 2022. • Before announcing the invitation for construction, it is necessary to expedite the submission of the EIA report for the Runway and Taxiway 2 Construction Project to the relevant agencies for review by August 2021 for approval as soon as possible.

**Table 4.6-80 Summary of issues from questions, comments, and suggestions from
explanation activities (additional) for informing those impacted by noise from
U-Tapao International Airport developments, 14 August 2021**

No.	Questions and Suggestions	Clarifications
		<ul style="list-style-type: none">• Construction will begin in fiscal year 2022 (construction period is approximately 3 years) and will be delivered to the private sector for commercial operation by early 2025.

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
3	<p>Sa Kaeo community and people</p> <ul style="list-style-type: none"> - Not all villagers will have access to technology for the online meetings. 	<p>Meeting clarifications</p> <p>Comment acknowledged.</p> <p>Additional post-meeting clarifications</p> <p>The project did this in compliance with the resolution of the Rayong Provincial Communicable Disease Committee from meeting no. 29/2021, held on August 3, 2021 at 1.30-4.30 p.m. at the Phakdi Si Songkhram Conference Room, Rayong Provincial Government Center. Only online meetings are allowed in order to reduce the spread of COVID-19. Meetings are not allowed in the area. The meeting has tried to publicize the process for using online channels for meetings, with diagrams explaining how to enter the online meeting room through various public relations channels and coordination through the community Line network.</p>
4	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - I attended every meeting, but did not receive a letter for this meeting. - Regarding public or social participation for which villagers were not informed, how are the surveys conducted? What percentage? 	<p>Meeting clarifications</p> <p>Comment acknowledged. The project has engaged in continuous public participation public relations activities since 2019. The results of the public opinion survey found that household groups in each noise contour area agreed with project development, at 81.6-98.6%.</p> <p>Additional post-meeting clarifications</p> <p>The project will provide advance notification via public relations to community leaders and publications for disclosing project facts, public relations signs, public relations posters, and the project website at http://www.ehia-utprw2.com.</p>
5	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - The project has very little public relations. I was informed about 	

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
	<p>the project. I was told by other people. Letters should be sent to each house inviting them to attend the meeting.</p> <ul style="list-style-type: none"> - When setting an order for people asking questions, the queue method should be improved. Attendees should be able to ask questions based on queue sequence numbers. 	
6	<p>People from Ban Chom Chuen, Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - After this meeting, will there be another forum meeting? 	<p>Meeting clarifications After this meeting, the project will collect comments and suggestions and submit them to ONEP. If they agree with the report, it will be forwarded to the NEB for further consideration. Another local public hearing will be held by the approving/licensing authority.</p>
	<ul style="list-style-type: none"> - Where is Ban Chom Chuen, Village No. 3, Sam Nak Thon Subdistrict located on the map? Many villagers have not attended the hearing. I want a forum to be held for commenting. 	<p>Meeting clarifications All hearings for the study and preparation of this report have been completed. This activity is held to explain information (additional) in order to inform the public of additional information for notification of additional noise studies.</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

No.	Questions and Suggestions	Clarifications
7	<p>People from Village No. 3, Sam Nak Thon Subdistrict</p> <ul style="list-style-type: none"> - Where is the location of Wat Sa Kaeo School on the map? Please specify the location on the map. Also, there has not yet been any contact. 	<p>Meeting clarifications</p> <p>Wat Sa Kaeo School is in the Village No. 3 area, which is a NEF > 40 zone to the north of Runway 1. Such area is a sensitive area that needs special management if not intending to relocate. The RTN and EECO has special measures for managing special areas by providing engineers to inspect the schools, temples, subdistrict health promotion hospitals that don't want to relocate and determining what special building improvements are needed. For example, in the case of King Mongkut's Institute of Technology Ladkrabang above Suvarnabhumi Airport, which could not be relocated, the building was renovated by installing 2 layers of glass and tested to see whether teaching could still be conducted. However, if intending to relocate, there must be special negotiations. However, this must wait until the EHIA report has been approved by the NEB and a resolution is passed by the Cabinet. All measures in the report can be implemented immediately.</p> <p>Additional post-meeting clarifications</p> <p>In this regard, for public consultations in 2019-2020, administrators and representatives of Wat Sa Kaeo School had attended the meeting and submitted comments and suggestions.</p>
Other		
1	Sa Kaeo community and people	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p> <p>Additional post-meeting clarifications</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

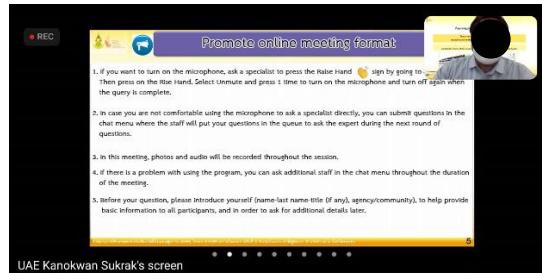
No.	Questions and Suggestions	Clarifications
	- The person running the model should take a training course on using the model.	Advisory group personnel using the AECT mathematical model have been trained in “Assessment of Noise Impacts from Air Transport Systems” from the Department of Environmental Quality Promotion, organized by the Office of Natural Resources and Environmental Policy and Planning.
2	Sam Nak Thon Subdistrict Community - How is the compensation calculated? I would like to know the date when compensation starts to be calculated.	<p>Meeting clarifications</p> <p>Compensation Measures</p> <p>1 Reimbursement Terms</p> <ul style="list-style-type: none"> • Proceed to compensate those affected by the development of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, by considering the level of impact from the NEF contour map for 2048 and considering the building year, compensating for structures that were constructed up to the date of the EHIA report as approved by the National Environment Board. The EECO must publish the construction information to the public in advance for their information. • Conduct a survey, prepare a database and compensation plans for those impacted by noise arising from project developments. The working group will complete the surveys and compensation reviews to completion before Runway 2 is opened. <p>2 Compensation Criteria</p> <p><i>In the case of NEF \geq 40</i></p> <ul style="list-style-type: none"> • The EECO will negotiate for purchasing land with buildings constructed up to the date of the EHIA report as approved
3	Sam Nak Thon Subdistrict Community - For land purchase negotiations, will the price be the same as that paid by the owner at the time of construction? What assessment criteria is used?	

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

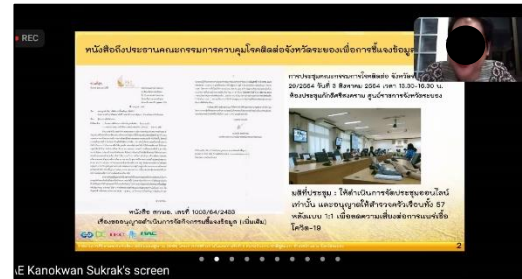
No.	Questions and Suggestions	Clarifications
		<p>by the National Environment Board. In the case that the land owner with the building does not wish to sell the land, provide support to improve the noise impacts by providing compensation for them to improve the building by themselves.</p> <p><i>In the case of NEF 30-40</i></p> <ul style="list-style-type: none"> • The EECO will provide support for building improvements to reduce noise impacts via compensation for self-improvement of buildings and structures for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. • The EECO will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. <p>The basic steps and methods for home improvements are as follows:</p> <ul style="list-style-type: none"> • Building/structure owners are involved in considerations and inspections, beginning with the home appraisal inspections and reviews of detailed engineering survey reports and detailed expense budgets for improvements. • Once the inspection is complete, the improvement appraisal bill will be signed. • Once the owner is compensated, proceed to the improvement of the building per the inspections.
4	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - Agencies authorized to provide data for determining noise contours, such as aeronautical 	<p>Meeting clarifications</p> <p>Acknowledged suggestion.</p> <p>Additional post-meeting clarifications</p>

Table 4.6-80 Summary of issues from questions, comments, and suggestions from explanation activities (additional) for informing those impacted by noise from U-Tapao International Airport developments, 14 August 2021

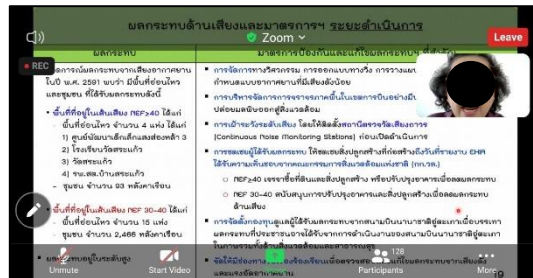
No.	Questions and Suggestions	Clarifications
	<p>radio and the EC, should provide information that has already been inspected in the first place. You are 1 in the 7 stakeholder groups. You shouldn't present the information and keep changing it, the villagers are confused. I know you're using universal principles, but the input data keeps being changed. Is this also because of the agencies that are involved?</p>	<p>The project will propose the results of this meeting to authorized agencies for further noise contour approval.</p>
5	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - Suggest that agencies authorized to approve noise contour lines also participate in the public consultation. 	
6	<p>Sam Nak Thon Subdistrict Community</p> <ul style="list-style-type: none"> - There are plans to build houses next year. Does the project have any suggestions? 	<p>Additional post-meeting clarifications</p> <p>Compensation for those affected by the project will be provided for structures constructed up to the EHIA reporting date as approved by the National Environment Board (NEB).</p> <p>Additional post-meeting clarifications</p> <p>Please follow project progress on the website: www.ehia-utprw2.com</p>



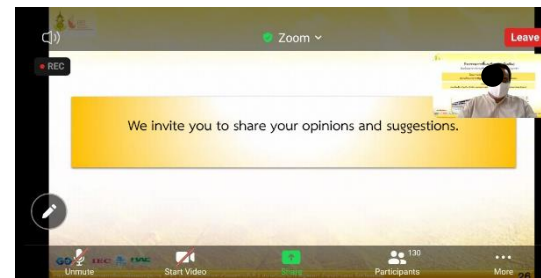
Introduction to the video conference



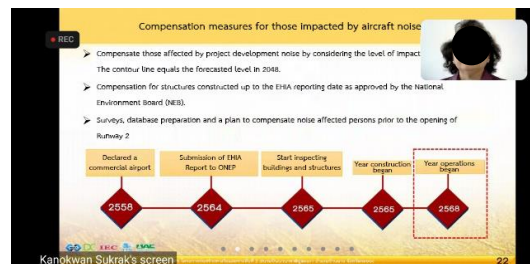
Welcoming the participants



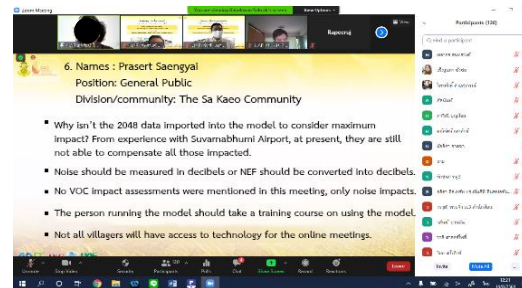
Meeting atmosphere and presentation by advisors



Questions and suggestions from meeting participants



Answering questions by representatives of project owners and advisors



Summary of comments and suggestions by the advisors

**Figure 4.6-48 Atmosphere of activity for explanations (additional) to people impacted by
noise from U-Tapao International Airport developments held on 14 August 2021**

5.3) Additional opinion surveys using questionnaires/individual interviews

Due to the changes in scenario flight forecast data for aircraft noise assessments resulting in the reviewed NEF contour maps from July 2021 being different from the contour maps presented in the third public consultation (PP3) held in August 2020, resulting in changes in the number of households that may be affected by aircraft noise, both for the NEF ≥ 40 area and NEF 30 - 40 area. The project has inspected the number of households located in the differing noise contour areas, totaling 57 households. Details are as shown in **Table 4.6-81**

Table 4.6-81 Number of households in areas with changed noise contours

Area	Original number of households in noise contour (Aug. 2020)	Changed number		New number of households in noise contour (Jul. 2021)
		Additional number	Reduced number	
NEF \geq 40	80	13	0	93
NEF 30 – 40	2,459	32	12*	2,466
Total number of households in areas with changed noise contours		45+12 = 57 households		

Note: *12 households were originally in the NEF30-40 area, but were changed to the NEF<30 area up to to the study area perimeter.

In additional household surveys and comments, the guidelines for public participation during the COVID-19 epidemic have been implemented to reduce the risk of spreading COVID-19. Guidelines for household interviews/individual interviews are as follows:

1. Compose plans based on aerial photographs to prepare to enter the field to reverify enumeration. If there is a channel for communicating with households, please set up an appointment and notify them in advance.
2. Specify the name of the interviewing personnel and perform screening for various risks.
3. Throughout the duration of the interview, keep at least 1 meter apart and wear protective equipment with full coverage. Also notify interviewees to wear masks throughout the interview.

The public opinion survey was conducted by interviewing the households in changed noise contour areas group, comprising 57 homes, for public relations and to provide information on the changes in aircraft impacts for both NEF \geq 40 areas and NEF 30 – 40 areas. This was conducted on 8-13 August 2021. Details are as shown in **Table 4.6-82**, and images of the atmosphere from field surveys for each group are as shown in **Figure 4.6-55**.

Table 4.6-82 Number of households in areas with changed noise contours, classified by village

Date	Affected groups	Village / Subdistrict	Number (households)	Number surveyable (households)	No residents found ⁽¹⁾	No residents ⁽²⁾
Between 8-13 August 2021	Household groups in NEF \geq 40 area	Village No. 3, Sam Nak Thon Subdistrict	13	10	2	1*
	Household groups in NEF 30-40 area	Village No. 1, Sam Nak Thon Subdistrict	32	24	4	4
	Group of households in NEF<30 area	Village No. 1, Sam Nak Thon Subdistrict	4	4	-	-
		Village No. 4, Sam Nak Thon Subdistrict	3	2	-	1**
		Village No. 8, Sam Nak Thon Subdistrict	3	2	1	-
		Village No. 11, Huai Yai Subdistrict	2	2	-	-
Total			57	44	7	6

Note ⁽¹⁾ No residents found refer to houses that have residents, but surveyors were unable to locate the residents with at least 3 follow-up attempts.

⁽²⁾ No residents refer to houses that are empty and found to have no residents, with repeated surveys for 3 days.

* No house as shown in map due to already being demolished. ** House for sale.

Opinion surveys of groups of households in areas with changed noise contours. Study results are as follows:

Part 1: Personal information

Interviewees were comprised of 29 females (65.9%) and 15 males (34.1%). The average age was 47. The average duration of residence was 19 years. There were 40 homeowners (90.9%) and 4 other residents of the household that had reached legal age, assigned and confirmed by the head of the household (9.1%), such as children who had reached legal age, comprising 3 interviewees (6.8%) and 1 father (2.3%). There were 26 interviewees residing in NEF 30-40 areas (59.1%) and 10 residing in NEF \geq 40 areas (22.7%). There were 8 households in the NEF $<$ 30 area (18.2%). If classified by household, it was found that 28 interviewees (63.8%) were from Village No. 1, Sam Nak Thon Subdistrict; 10 interviewees (22.7%) were from Village No. 3, Sam Nak Thon Subdistrict; 2 interviewees (4.5%) were from Village No. 4, Sam Nak Thon Subdistrict; 2 interviewees were from Village No. 8, Sam Nak Thon Subdistrict; and 2 interviewees (4.5%) were from Village No. 11, Huai Yai Subdistrict, respectively, as shown in **Figure 4.6-49**

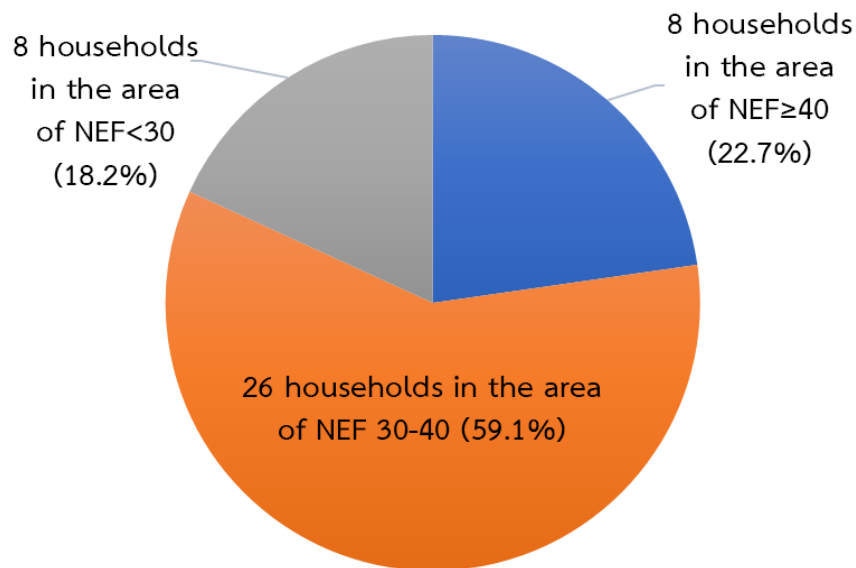


Figure 4.6-49 Households in noise affected areas

Part 2: Comments on awareness of project study information

There were 27 interviewees (61.4%) that were previously informed of the study on the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, and 17 interviewees (38.6%) that were not previously informed, as shown in **Figure 4.6-50**

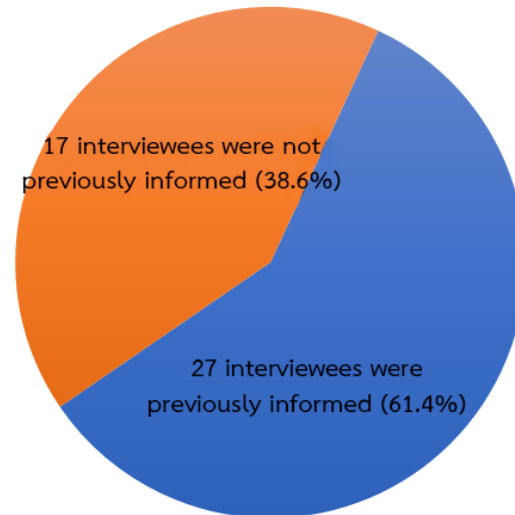


Figure 4.6-50 Knowledge of study information for Runway and Taxiway 2 Construction Project,
U-Tapao International Airport

Part 3: Comments on current aircraft noise impacts and forecasted impacts from project developments

There were 34 interviewees (77.3%) that reported that they were currently impacted by noise from aircrafts and 10 interviewees (22.7%) that were not impacted. The impacted group was affected by noise at a moderate level, comprising 14 interviewees (31.9%); and high level and low level, comprising 10 interviewees (22.7%), at an equal amount. After project developments entered operation phase, 32 interviewees (72.7%) still specified that they are impacted by noise and 12 interviewees (27.3%) were not impacted by noise. The impacted group was affected by noise at moderate level

comprising 19 interviewees (59.4%); followed by high level comprising 12 interviewees (37.5%), and low level comprising 1 interviewee (3.1%), as shown in **Figure 4.6-51** and **Figure 4.6-52**.

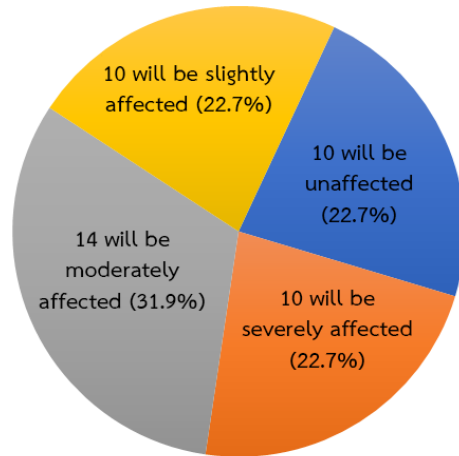


Figure 4.6-51 Comments on current noise impacts from aircrafts

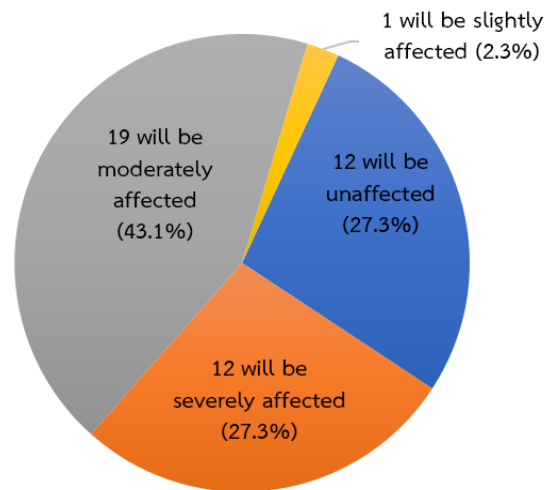


Figure 4.6-52 Comments on noise impacts from project developments

Part 4: Comments on project draft prevention and resolution measures for noise impacts

After the interviewees were informed of the changes in noise contour data, comprising the latest update of noise contours as of June 2021, all interviewees were of the opinion that credibility was correct and appropriate, comprising 44 interviewees (100%). All interviewees expressed that the overview of the project noise impact prevention and resolution measures were suitable, comprising 44 interviews (100%), as shown in **Figure 4.6-53**.

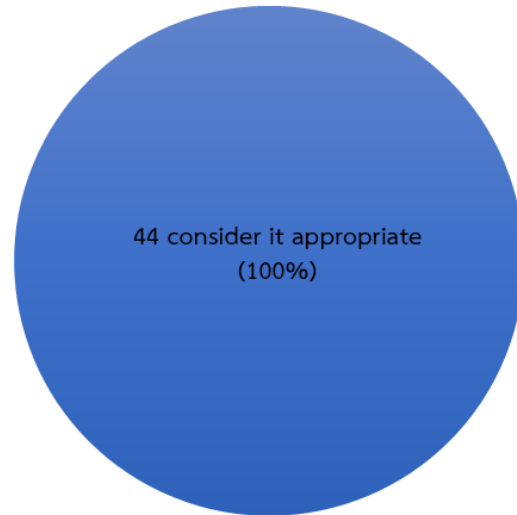


Figure 4.6-53 Comments on draft prevention and resolution measures for noise impacts

Part 5: Comments and suggestions on the Project

For comments on the development guidelines for the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong, 36 interviewees (81.8%) expressed their agreement with project developments; followed by 5 (11.4%) interviewees who did not agree with project developments, and 3 (6.8%) interviewees preferring not to comment, as shown in **Figure 4.6-54**.

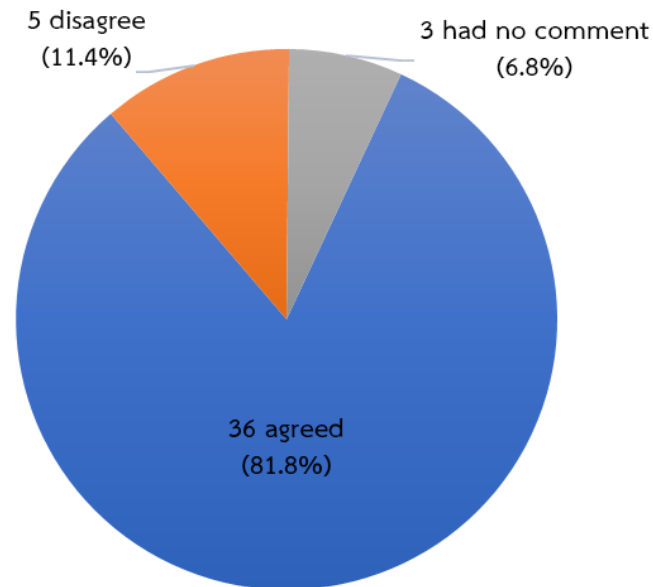


Figure 4.6-54 Comments on development guidelines for Runway and Taxiway 2 Construction Project, U-Tapao International Airport

When asked about anxiety and confidence in project developments, 19 interviewees (43.1%) responded that they did not have any anxiety; followed by 16 interviewees (36.4%) having moderate anxiety; 5 interviewees (11.4%) having high anxiety; and 4 (9.1%) interviewees having low anxiety.

Most interviewees did not have any suggestions on the project, comprising 37 interviewees (84.1%). For those with suggestions on the project, comprising 7 interviewees (15.9%), details of the suggestions were as follows:

Suggestion 1 While the project is undergoing construction, good care must be taken of the community.

Suggestion 2 Reduce the number of planes flying at night, as noise is very loud at night.

Suggestion 3 I don't the project to have flight paths going through the community.

Suggestion 4 This impacts a large number of people.

Suggestion 5 I don't think Runway 2 is necessary. The current number is sufficient.

Suggestion 6 The project is requested to provide suitable compensation for those impacted.

Suggestion 7 I also want the project to take care of noise from aircraft takeoff-landings.

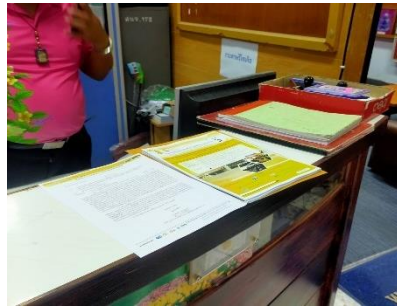




Figure 4.6-55 Images of opinion surveys conducted from 8-13 August 2021



Submission of summary report
(Office of Natural Resources and Environmental Policy
and Planning)



Preparation of summary report
(Chonburi Provincial Office)



Putting up notifications for summary report
(Rayong Municipality)



Website public relations
(www.ehia-utprw2.com)



Putting up notifications for summary report
Regional Environment Office 13



Putting up notifications for summary report
Chonburi City Hall

Figure 4.6-56 Images of dissemination of summary reports on results from explanation activities (additional) (partial)

4.7 Overall summary of public participation activities for the project

Results from the project public participation activities, including the first, second, and third public consultation and explanation (additional), achieved the objective of engaging stakeholders to share their comments and suggestions for project developments, study results, and analysis of environmental and health impacts, in addition to environmental and health measures for the project. The various comments and suggestions that were received were also taken into consideration to update the EHIA report, health and environmental impact prevention and resolution measures, and health and environmental impact monitoring measures to be comprehensive and complete before presentation to the Office of Natural Resources and Environmental Policy and Planning (ONEP) for further consideration. The supplementary comments and suggestions on important issues in relation to the project, health and environmental impact prevention and resolution measures, and health and environmental impact monitoring measures can be collected as seen in **Table 4.7-1**.

The symbol (●), a filled circle, indicates that concerns, questions, and comments were shared on that topic in each public participation activity (first, second, third, and explanations (additional)). The questions, comments and suggestions proposed in each public participation activity are clarified in the meeting, with the consultation summary reports prepared and disclosed for each topic, with explanations, at various related agencies and community offices in project study areas.

In addition, the project has plans for receiving complaints and steps in accordance with operations, with the duration of each step as shown in **Figure 4.7- 1** and **Figure 4.7-2** Environmental Complaint Response Procedures of U-Tapao International Airport

Draft Version

Environmental Impact Assessment Report for Projects, Businesses or Operations that May Have Severe Impacts on Natural Resources,

Environmental Quality, Health, Sanitation, and the Quality of Life of People in the Community

Runway and Taxiway 2 Construction Project, U-Tapao International Airport, Ban Chang District, Rayong

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
1. Project details					
Suggestion to provide access to entrances and exits on Sukhumvit Road to ensure convenience when the airport became operational as commercial service airport.	•	•	•		The project plans to open entrances-exits at the north of the airport, at the Rayong side, to connect Highway Number 7 and the high-speed railway linking 3 airports, which are connected to support the mass transit system as a supporting service for Suvarnabhumi Airport, Don Mueang Airport, and U-Tapao International Airport.
How does the project plan to link up with the mass transit systems?	•	•			
How are the traffic network systems and mass transit systems for getting in and out of the airport and surrounding paths? The project is requested to coordinate with transport agencies in all aspects.	•	•	•		
Suggest considering the opening of new airport entrances to transport construction materials in order to reduce traffic congestion at current entrance areas.	•	•	•		
Define air safety zone and how to enforce it.	•	•	•		Safe air travel zones consist of the area surrounding the airport as defined in the announcement of the Ministry of Transport, designated as a building, structure, and tree control area in order to not hinder air navigation for aircrafts taking off and landing at that airport. It is prohibited for any persons to construct buildings or structures or plant perennial trees in this area unless written permission has been obtained from a competent official (Civil Aviation Authority of Thailand). The project will coordinate with the provincial Public Works and Town & Country Planning office and other relevant agencies so that noise contour map can be sent and incorporated into the respective comprehensive city planning in order to impose appropriate control for land use and construction of buildings around the U-Tapao International Airport that is conducive to the airport's activities and the Air Transport Security Zone, and the areas impacted
Provide the public with knowledge and understanding of air safety zone.		•			
Propose that the project shall notify the Department of Public Works and Town & Country Planning of activities to be carried out in the project area and surrounding area, information on the noise contour areas, air safety zone, for inclusion in the integrated Town and Country Planning.		•			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					by the development of the U-Tapao International Airport. This has been notified to the public for their information in the second public consultation.
The airport name should match the current name, and such name should be used consistently in all documents.	•	•			The project uses the name “ <i>U-Tapao International Airport</i> ”, which is consistent with all documents.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
<p>Propose to step up preparedness in terms of public utilities, electricity, tap water, waste and wastewater management in anticipation of the development of the project that is taking place.</p>	●	●	●		<p>The project has already prepared the public utility systems.</p> <ul style="list-style-type: none"> - Electricity use within the U-Tapao International Airport development project and the Eastern Aerotropolis will be powered by electricity from B.Grimm Power Public Company Limited. - Water use within the U-Tapao International Airport development project and the Eastern Aerotropolis will have water supply systems constructed by East Water Co., Ltd., with a supply capacity of 20,000 cubic meters/day. - Resulting waste will be arranged in containers corresponding to the type and source of solid waste. This will be done as follows: <ol style="list-style-type: none"> 1) General solid waste <ul style="list-style-type: none"> - Food waste: The project will assign persons authorized by government agencies or as required by law to remove such food waste to be disposed of in a sanitary manner. - Recyclable solids: Private vehicles will be brought in to purchase recyclables within the transfer station. - Solid waste remaining from segregation: Stored in the waste segregation building to await daily transfer for disposal using proper and sanitary disposal methods. 2) Hazardous waste <p>Hazardous waste is stored in a building for storing hazardous waste and are to be sent for disposal by operators licensed by government agencies.</p> 3) Contaminated waste <p>Contaminated waste will be stored in a temperature-controlled room not exceeding 10 degrees Celsius to await transfer for disposal outside of the U-Tapao International Airport area by incineration in infectious waste incinerators by authorized government agencies.</p>

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
How is the scope of study areas determined under what criteria and principles? Is there international standards or best practices on this matter?	●	●			The project has designated the scope of the study area to cover the farthest forecasted noise impacts based on experience from environmental impact studies of Don Mueang Airport and Suvarnabhumi Airport.
For the construction of the runway, will the Thai Airways MRO also need to be demolished, or will there be measures to provide care for employees and those affected?		●	●		As the Thai Airways MRO was originally located in the area where Runway 2 will be constructed, it was necessary to relocate the MRO to a new location, which will be within the Eastern Aerotropolis promotion area (6,500 rai).
Does the project need to be reviewed by the National Environmental Board?		●			The project must be reviewed by the National Environment Board (NEB) as it is a government project.
Which agency is the owner and/or responsible for the management of this project?		●			The RTN and the EECO or EEC are the project owners. The project manager may be the Royal Thai Navy or EEC or other operating agencies.
When will the project construction start?	●	●			The number of forecasted flights according to the master plan is predicted to have greater growth than baseline in order to support activities that exceed the capacity of Suvarnabhumi Airport and Don Mueang Airport, resulting in many airlines using the services of U-Tapao International Airport, divided into 3 phases: <ul style="list-style-type: none"> ● Phase 1 (forecasted up to year 2028, developments from 2021-2023), comprising 78,000 flights per year with a capacity of 14 million passengers. ● Phase 2 (forecasted up to year 2038, developments from 2030-2033), comprising 189,000 flights per year with a capacity of 38 million passengers. ● Phase 3 (forecasted up to year 2048, developments from 2040-2033), comprising 305,000 flights per year with a capacity of 70 million passengers. Construction of Runway 2 is in Phase 1 of development, which must be developed within 2021-2023 after the EHIA has been approved by ONEP and the NEB.
In the future, how many flights and routes and what types of aircraft will U-Tapao International Airport be able to accommodate?		●	●		
What are the projections of flights based on each stages of the development under the master plan? The current development is at what stage of the project development?		●			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
What is the rationale for determining the Runway 1 and Runway 2 clearance of 1,140 meters, and in accordance with what standard?		●			The project has considered that the runway distance of 1,140 meters is the most appropriate to avoid limitations due to Khao Khrok Tabak, which could pose a hindrance to flight, and reducing the height of Special Highway No. 7 (motorway). In addition, from the governments' considerations with the Eastern Economic Corridor Office of Thailand, per the resolutions of the meeting held on 4 October 2018, the runway has been designated to have a distance of 1,140 meters in the development plans for U-Tapao International Airport.
Does the project restrict entry for fishing and how much distance is required for restricted zones. Fishermen in the area have been fishing for squids using light lures, which may interfere with the takeoffs and landings of aircraft.		●			The study has not designated additional restriction zones other than those previously set.
Suggestion to use Zero Waste concepts in environmental studies and waste, refuse and wastewater management.	●		●		The project has established a waste management system that has a segregating station, in which the segregating system will separate recyclable waste from landfill waste and will consider recirculating treated wastewater to be utilized in the area, such as for watering plants, for efficient use of resources and to minimize the amount of water discharged to the environment or natural water sources.
Suggestions					
Install additional traffic signs pointing to entrance of airport. The airport management agency will coordinate with and seek permission from the Department of Highways.		●			The project will further coordinate with relevant agencies.
Rayong Rural Highway Office, which is planning road networks around U-Tapao International Airport, requires expert advice for suitable design.		●			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggestion to apply learning experiences from Suvarnabhumi Airport for consideration in the study.	●		●		Comments and suggestions acknowledged.
We agree that this is a good project. Our country should be further developed.		●	●		
It is expected that this will have positive impacts on tourism. Tourists will see that some flights are more convenient if departing-arriving at U-Tapao International Airport as it is a small airport and not as busy as Suvarnabhumi Airport.		●			
Suggest implementing Green Airport principles by adding more green areas inside the airport and landscaping, using alternative energy for beautification/to feel less cramped/for relaxation/to create a good impression.		●			
Please consider architectural concept to showcase the uniqueness of the East.		●			
2. EIA report preparation process					
What are the impact issues of this project? Does the study cover all activities both in the construction phase and in the operation phase?	●	●			The project will study the impacts covering 4 types of environmental resources: physical environmental resources, biological environmental resources, human use value, and quality of life value. The issues studied are as follows: <ol style="list-style-type: none"> 1) Physical environmental resources comprise topography, meteorology and air quality, noise, vibration, geology and earthquakes, soil resources, surface water hydrology, surface water quality, groundwater quality, and marine water quality. 2) Biological environmental resources comprise terrestrial ecology and aquatic ecology.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>3) Human use value comprises waste management, land use, transportation, public utilities and facilities (water, electricity and communications) and drainage and flood protection.</p> <p>4) Quality of life value comprises the economy and society, property relocation and replacement, public health (health), occupational health and safety, attractions and scenery, and archaeological and historical sites.</p> <p>The impact study has covered all activities in the construction phase and operation phase by considering the overview of the future development of U-Tapao International Airport in order to support the maximum passenger capacity, maximum flight capacity, and airport facility requirements.</p>
Propose that the project determines measurement locations at appropriate intervals and cover all sensitive areas likely to be affected by impacts.		●	●		<p>The project has set up appropriate measurement locations and measurement intervals that cover sensitive areas that are likely to be affected by impacts.</p> <p>The measurement locations have been designated and commented on in the first public consultation, and additional measurement locations have been added according to the comments.</p>
The proposed measures are comprehensive and complete. However, there is concern that the project will not comply with the specified measures. What methods will the project use to oversee that contractors will comply with the measures? Also, in the event that the contractor does not comply with the measures, how will the project be carried out?		●	●		<p>The measures specified in the project measures are legally binding to contractors, and must be strictly followed. If there is non-compliance or avoidance, it will be punishable by law. In this regard, if people in the area encounter any problems from construction, or from operation, they can submit a complaint to the project owner for inspection and further action.</p>
We would like to propose that the project set up a tripartite committee to monitor impacts of the project.	●	●	●		<p>1.3 The RTN and EECO must hire a third party to conduct monitoring and inspection in compliance with the health and environmental impact prevention and resolution measures and health and environmental impact monitoring</p>

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggest that the public sector is also involved in the monitoring of results from the implementation of measures by the construction contractor.	•	•	•		measures as proposed in the EHIA report by the RTN and EECO, located at U-Tapao International Airport, Ban Chang Subdistrict, Ban Chang District, Rayong. The budget must be included in the RTN and EECO costs under the supervision of the RTN and EECO. A committee must also be appointed for monitoring and compliance with the environmental measures, comprising representatives of the RTN, EECO, the Attorney General's Office, Office of Natural Resources and Environmental Policy and Planning, Office of Transport and Traffic Policy and Planning, Pollution Control Department, Office of the National Economic and Social Development Board, Royal Irrigation Department, Department of Public Works and Town & Country Planning, Rayong Province, Office of the Consumer Protection Board, local administrative organizations, non-governmental development organizations, and qualified persons, etc.) to oversee the monitoring and implementation of environmental measures for the project.
After the project has been approved, how do we monitor implementation of measures?		•	•		The project has already established such measures and also requires representatives of agencies or communities to be involved in inspecting compliance with measures.
Does the project conduct marine survey? If not, we would like the project to conduct marine environmental impact assessments as many people in the area are engaged in fishing occupations.		•			The project monitors marine water quality and surveys marine ecology, phytoplankton, zooplankton, and benthic animals at 6 stations covering the areas expected to be affected by the project, which will be used to further assess the impacts on marine ecology.
The assessment of transportation impacts should start with sources of construction materials outside the study area of the project.	•	•	•		The project sources construction materials from Petchaburi and Ratchaburi at Juk Samet Pier (Road No. 3126). If materials are insufficient, additional sources of construction materials will be considered from Pluak Daeng District, which is in the Khao Chi Chan area (Road No. 312). The project has assessed the impacts from transporting construction materials from the construction material source via the transportation routes into the project area.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Propose that the project inform the public on results of noise and vibration measurements.		•			Noise and vibration measurements were taken to monitor noise levels (measured 24 hours a day continuously over 7 days). The first measurement was taken during rainy season, between 18-24 July 2019, at 6 locations comprising Pattanavechsuksa School, the staff operation building area, the project airside area, Wat Khiri Pawanaram School, Wat Phala School, Ban Khlong Bang Phai School, and Wat Sa Kaeo School. The second measurement was taken during the dry season, between 3-9 November 2019, at 7 locations, with 1 additional location at Wat Sa Kaeo School, which was deemed a sensitive area that may be impacted. It was found that all values were within standards at all locations. The results have been presented in the health and environmental impact report and presented to the public for their information in the public consultation.
Suggest that the project must be implemented with utmost care during the construction phase and operation phase to minimize impacts.		•		-	<ul style="list-style-type: none"> - For the pre-construction phase, construction phase, and operation phase, the project has established measures to minimize impacts. - The project will publicize news on project operations, construction plans and activities, and construction material transportation routes as well as complaint channels for residents in the vicinity and road users to stay informed through various channels periodically. <p>In the event that a complaint is received due to constructions, such complaint must be considered and resolved per the guidelines for environmental impact prevention and resolution measures as soon as possible.</p>
3. Noise and vibration levels					
What is the NEF value? What instruments were used to measure it? Can NEF value be converted to decibel so it can be readily understood by the public?		•		•	<ul style="list-style-type: none"> - NEF (Noise Exposure Forecast) are predicted noise levels from aircrafts, usually expressed as a noise contour. - NEF values can be approximated into decibels in the form of Day-Night Average Sound Level (Ldn). Although NEF does not directly correlate with

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					Ldn, the approximate correlation between Ldn and NEF can be formulated as follows: $Ldn \cong NEF + 35$ (Source : US EPA, 24CFR Subtitle A Part 51 Environmental Criteria and Standards)

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
What tools are used to calculate the NEF values in running the noise models? What data is imported?		●	●	●	<p>NEF or Noise Exposure Forecast calculations are the standard method used to assess noise to predict human disturbance levels in areas impacted by aircrafts.</p> <p>For projections of the noise contours (2028, 2038, and 2048), the advisors used the AEDT mathematical model for calculations. Input data is comprised of:</p> <ul style="list-style-type: none"> - Forecasted number of flights and aircraft models - Determination of Study Scenarios - Flight path outlines - Information on the number of flights and types of aircraft models expected to increase in operating year - The runway’s capability to handle flights - Future runway management - U-Tapao International Airport physical data - U-Tapao International Airport meteorological information
Is the NEF calculation conducted in the event of an irregular flight patterns and in the case of hovering?		●	●		
I have been affected by impact from hovering aircraft awaiting permission to land.		●	●		
Having read about the determination of noise control area, it looks like the emphasis was given to Runway 1. Does the study and determination of noise contour area also cover Runway 2 or not?		●	●		
Do the NEF calculations include government flights in the model input for impact assessment?		●		●	<p>The project’s aircraft impact assessment only uses input from commercial aircraft data. No government aircraft data has been imported. Forecasts have included aircraft types to cover the impact in future aviation situations. Another reason that military flight data has not been imported for “forecasting” impacts is due to the quantity and model of military aircrafts being unpredictable as they are security activities, and thus it is not possible to determine flight data for use in “forecasting” future impacts.</p> <p>The advisors have used the maximum “runway flight capacity” in their considerations. Therefore, even though there may be military aircrafts taking off and landing on the runway, they are included in this number.</p>
Where is the model input data sourced from? Why not use data from current flight situations? A flight				●	<p>The project has assessed impact levels from noise contour projections forecasted for 2048 using the AEDT (Aviation Environmental Tool) mathematical model.</p>

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
<p>demonstration should be performed to obtain accurate information.</p>					<p>NEF noise contours are values made up of 4 main components, namely: noise intensity, which we are familiar with, in decibel units; the duration of that noise; flight frequency; and time period of the passing flight (day or night). When calculating the noise intensity at 90 decibels, there are still NEF values that do not reach the noise contour.</p> <p>The U-Tapao Airport project has imported data into the model, which is data on the number of flights and aircraft model, in which the forecasted number of flights is in accordance with the Full Version of Complete Feasibility Study Master Plan for U-Tapao Airport Development Project and Surrounding Areas, Rayong (December 2019), in which the number of passengers and flights for U-Tapao International Airport is forecasted for peak development in years 2028, 2038, and 2048 based on actual flight situation data used in the assessments of 2 data sets as follows:</p> <ol style="list-style-type: none"> 1) Actual flight situation at U-Tapao International Airport in 2019 (1 open runway). 2) Actual flight situation at Suvarnabhumi Airport in 2018 (2 open runways). <p>The reason for choosing to use actual flight situation data from Suvarnabhumi Airport in 2018 as a representative model for using 2 runways is due to it being appropriate as follows:</p> <ul style="list-style-type: none"> - The average number of flights required by U-Tapao Airport once the project is developed is forecasted to be 889 flights per day. At this time, there are 2 airports with 2 runways and similar to an average of 800 flights per day, namely Suvarnabhumi Airport (1,032 flights per day) and Don Mueang Airport (842 flights per day). - The form and origin-destination cities of flights serviced at Suvarnabhumi Airport include both domestic and international flights. International flights are mostly intercontinental long-haul flights, such

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					as Russia, which is in a similar format to the flights to be in service at U-Tapao Airport in the future (during project developments in 2028, 2038, and 2048). Details are as shown in Addendum 4.-4 Forecasted number of flights and aircraft models
Is there certification for using the noise models from US aircrafts?				●	The AEDT mathematical model used by advisors to calculate noise contours has a valid license.
Does the project use data from the Department of Environmental Quality Promotion’s study on the management of noise pollution problems from aircraft to prepare for its study?		●			The project has used data from the Department of Environmental Quality Promotion’s study on the management of noise pollution problems from aircraft to prepare for its study.
What areas fall within the noise contour areas, and what are the combined size of those areas?		●	●		

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					Areas affected by noise, consisting of: <ul style="list-style-type: none"> - NEF \geq 40 areas in Sam Nak Thon Subdistrict, Ban Chang District, Rayong: <ul style="list-style-type: none"> ● Village No. 3, Ban Sa Kaeo (Sam Nak Thon Subdistrict) - NEF 30-40 areas in Phala Subdistrict, Sam Nak Thon Subdistrict, Phlu Ta Luang Subdistrict, and Huai Yai Subdistrict: <ul style="list-style-type: none"> ● Village No. 1, Ban Sam Nak Thon (Sam Nak Thon Subdistrict) ● Village No. 2, Ban Chak Mak (Sam Nak Thon Subdistrict) ● Village No. 3, Ban Sa Kaeo (Sam Nak Thon Subdistrict) ● Village No. 4, Ban Khlong Phai (Sam Nak Thon Subdistrict) ● Village No. 6, Ban Khao Khrok (Sam Nak Thon Subdistrict) ● Village No. 7, Ban Nong Takhian (Sam Nak Thon Subdistrict) ● Village No. 8, Ban Cherng Khao (Sam Nak Thon Subdistrict) ● Village No. 5, Ban Khao Bai Si, (Phlu Ta Luang Subdistrict) ● Village No. 11, Ban Map Fakthong (Huai Yai Subdistrict) Note : NEF contour map as of July 2021

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
What are the practical guidelines for sensitive areas (educational institutes, medical facilities, and religious sites) affected by the noise and vibration from the aircraft?		●	●		The project has specified measures as follows: 1 Reimbursement Terms <ul style="list-style-type: none"> Proceed to compensate those affected by the development of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, by considering the level of impact from the NEF contour map for 2048 and considering the building year, compensating for structures that were constructed up to the date of the EHIA report as approved by the National Environment Board. The EECO must publish the construction information to the public in advance for their information. Conduct a survey, prepare a database and compensation plans for those impacted by noise arising from project developments. The working group will complete the surveys and compensation reviews to completion before Runway 2 is opened. 2 Compensation Criteria <i>In the case of NEF ≥ 40</i> <ul style="list-style-type: none"> The EECO will negotiate for purchasing land with buildings constructed up to the date of the EHIA report as approved by the National Environment Board. In the case that the land owner with the building does not wish to sell the land, provide support to improve the noise impacts by providing compensation for them to improve the building by themselves. <i>In the case of NEF 30-40</i> <ul style="list-style-type: none"> The EECO will provide support for building improvements to reduce noise impacts via compensation for self-improvement of buildings and structures for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. The EECO will provide support to prevent noise in places which require
What measures will the project take to remedy noise impact on affected people?		●	●	●	
For compensated constructed buildings, in what year must they be constructed before/please provide the criteria for compensation.				●	

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHIA report as approved by the National Environment Board.</p> <p>The basic steps and methods for home improvements are as follows:</p> <ul style="list-style-type: none"> • Building/structure owners are involved in considerations and inspections, beginning with the home appraisal inspections and reviews of detailed engineering survey reports and detailed expense budgets for improvements. • Once the inspection is complete, the improvement appraisal bill will be signed. • Once the owner is compensated, proceed to the improvement of the building per the inspections. <p>The project will provide compensation for constructions built up to the date that the EHIA report is approved by the National Environment Board (NEB).</p>
<p>If my house is not in the noise contour area, but is somehow impacted by the noise, and if in the future the noise impact becomes more intense, what measures can the project take to take care of this problem?</p>	•	•	•	•	<p>The study has specified measures to resolve noise in case of complaints as follows:</p> <ul style="list-style-type: none"> - The U-Tapao International Airport Environmental Impact Resolution Coordination Center is the main agency for complaint handling. It is responsible for assessing, analyzing, inspecting, and informing the public of complaints, information on noise, and/or other problems arising from aircraft operations, with electronic databases that identify and link to the geographic coordinates in the area around U-Tapao International Airport, which must include at least the following details: <ul style="list-style-type: none"> - Name of person/agency filing complaint - House no. - Building

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> - Number of residents - Claims statistics - NEF forecast area - NEF monitoring area (if any) - Land use - Other related matters <p>- There is a channel for receiving complaints 24 hours a day. In the event of complaints regarding noise impacts from U-Tapao International Airport operations, the RTN and EECO/or project managers or project maintenance will consider inspecting the noise levels in NEF or Ldn units for further inspection of the noise impacts. In this respect, if the impacts are found to be true, the RTN and EECO/or project managers or project maintenance will provide further compensation in accordance with the guidelines held the RTN or EECO/or project managers or project maintenance.</p> <p>The study results presented in this instance are noise forecasts. However, after this report is approved by the NEB, the project will conduct surveys, compile a database, and prepare compensation plans for those impacted by noise to completion before opening Runway 2. Also, when the project is in operation, noise levels can be monitored from permanent noise monitoring stations, which must be installed to completion before opening.</p>
During the construction phase, the level of noise generated by construction activities at the airport should be monitored and measured.		●	●		<p>The project has established prevention and correction measures (construction phase) as follows:</p> <ul style="list-style-type: none"> - Reduce noise levels and vibrations from construction by choosing machinery/construction equipment that is in good condition and choosing the construction method techniques that produce the least noise and vibrations. Also, install the noise-reducing equipment on machinery or equipment that cause noise.
How does the project address the impact of noise and vibration?		●	●		

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> - Inspect and maintain construction machinery/equipment on a regular basis so that they are in good condition and do not cause abnormal noise. - Build a 2 meter high fence around the construction area and construction sites near sensitive areas using 0.64 mm thick sheet metal (with a transmission loss value of 18 dBA), installed 10-15 meters away from the source of noise to reduce noise from machinery and construction activities. - Loud construction activities may be carried out only during the day (6.00 a.m. - 6 p.m.). No construction may be carried out at night. In the event that construction is needed during the night, the contractor shall inform agencies and those impacted of the plans in advance. - Provide personal protective equipment, such as ear plugs or ear muffs for construction workers. - Limit the duration of work for construction workers in loud areas to no more than 8 hours of work for areas with a volume exceeding 90 dBA. - Provide a place that can reduce noise produced by aircrafts for construction workers to rest during working hours. - Publicize news on project operations, construction plans and activities as well as complaint channels for residents in the vicinity and road users to stay informed through various channels periodically, such as U-Tapao International Airport public relations web boards, online media, etc. - Assess activities that will result in an increase in noise from the baseline volume (90th percentile volume: L90) to prevent complaints from the impact of noise. - The RTN and EECO/or project operators will coordinate or notify contractors to cooperate in reducing loud activities to reduce noise levels during the construction phase.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>- Provide channels for receiving complaints about noise impacts caused by project constructions at the construction control office or in the U-Tapao International Airport area for acknowledgement of the problems and impacts, and expedite corrective action.</p> <p>The project has established monitoring measures (construction phase) as follows:</p> <ul style="list-style-type: none"> - The RTN and EECO/or project operators must coordinate and monitor general noise levels for 24 hours continuously over 7 days at 2 locations, namely: <ul style="list-style-type: none"> • Early Childhood Daycare, RTN 6, Royal Thai Naval Air Division • Eastern-Nong Muang Community <p>This is done once a month during the construction of Runway and Taxiway 2.</p>
Please provide the current noise measurement locations and the measurement results.		•	•		<ul style="list-style-type: none"> - Noise level measurements (measured for 24 hours continuously over 7 days), taken 2 times as follows:
We propose the installation of automatic air quality and noise measurement systems and provide members of the public to access real-time measurements.		•	•		<ul style="list-style-type: none"> - 1st time, rainy season : Between 18-24 July 2019, at 6 locations comprising Pattanavechsuksa School, the staff operation building area, the project airside area, Wat Khiri Pawanaram School, Wat Phala School, and Ban Khlong Bang Phai School. - 2nd time, dry season : Between 3-9 November 2019, at 7 locations, with 1 additional location at Wat Sa Kaeo School, which was deemed a sensitive area that may be impacted. It was found that all values were within standards at all locations.
Monitoring measures by measurement of aircraft noise				•	<p>The project has set up noise monitoring measures for the operation phase and specified general level and aircraft level measurements in the community areas, comprising 7 permanent noise monitoring stations and 4 noise level monitoring stations. The project will determine measures to monitor noise</p>

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					levels before opening Runway 2 and will notify the public to monitor noise at 7 permanent noise monitoring stations, namely: <ol style="list-style-type: none"> 1. North orientation of runway 18R/36L 2. South orientation of runway 18L/36R 3. Southwest orientation of Runway 1 4. Southeast orientation of Runway 2 5. Village No. 13, Ban Nong Phakkut, Huai Yai Subdistrict Municipality 6. Wat Sombun Naram School (Tem Rat Memorial) 7. Village No. 2, Ban Chak Mak, Sam Nak Thon Subdistrict Municipality Installation must be completed before opening Runway 2 to prevent noise impacts. Details of the installation locations are in the plans/procedures for surveying monitoring points as set out in the measures of this EHIA report.
We would like to know whether aircraft make more noise while taking off or while landing.		●			<ul style="list-style-type: none"> - Takeoffs are louder but shorter. - Landings are not as loud, but continuous and take longer.
How does the noise contour area in the sea affect marine life?		●			<ul style="list-style-type: none"> - Noise is characterized as wave energy. When passing by an aqueous medium, the energy level will decrease. In summary: <ul style="list-style-type: none"> ● Noise from airplanes does not have as much effect as ships. ● Noise from ships have effects. There are global IMO* guidelines to follow in regard to ship design standards to not exceed standard noise criteria. Reference: https://wildwhales.org/threats/noise-and-cetaceans/ * International Maritime Organization (2014). Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life, MEPC.1/Circ.833. London, U.K.: IMO Publishing. 8pp
What is the noise level that does not harm human health allowable under the law?		●			WHO states that dangerous noise is noise that is above 85 dBA at all frequencies.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Are the noise contour areas presented by the project considered final?		•	•		The projected noise contour lines are based on preliminary data. After discussions with various related agencies, the data is subject to change.
Why did the project not direct the takeoff-landing route through the sea to reduce impacts?				•	The runway direction depends on local wind direction, based on meteorological data. For the U-Tapao Airport project, runway use was scheduled based on aforementioned wind direction data and divided into 2 flight seasons as follows: <ul style="list-style-type: none"> - Hot season (February to September): landings onto the land threshold (18R/18L) and takeoffs from the sea threshold (36L/36R). - Cold season (October to January): landings onto the sea threshold (36L/36R) and takeoffs from the land threshold (18R/18L).
Suggestions					
Suggest setting up an audio laboratory to stimulate actual aircraft noise at NEF30 and NEF40 levels to allow impacted persons to perform self-testing to check whether they can tolerate the noise.		•			Acknowledged suggestion.
Ban Chang Subdistrict Municipality has asked the project to provide the information regarding noise contour area so that the municipality can make appropriate area development plan in line with the EEC strategies to develop smart city and eastern aviation city.		•			Information acknowledged.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
4. Air quality					
<p>What fuel does the plane use? If in the future, the number of flights increases, will this lead to more serious impacts on people in the area, such as fumes from aircraft exhaust emissions?</p>		<ul style="list-style-type: none"> • 			<ul style="list-style-type: none"> - The aircrafts use Jet A-1 jet fuel, which is a blend of benzine/gasoline/diesel at different ratios depending on the aircraft type. The project has established measures to control ground air pollution within U-Tapao International Airport as follows: <ul style="list-style-type: none"> - The RTN and EECO/or project managers or project maintenance will coordinate with Aerothai, airlines and ground service agencies to jointly manage ground traffic in the airspace to effectively reduce waiting times for aircraft runways and to reduce pollutant emissions into the environment. - Promote the use of environmentally friendly vehicles, such as electrical powered vehicles. - Encourage the use of ground support equipment (GSEs) that use low-emission fuels. For instance, use electric fuel within the airside area and use natural gas or electricity within the landside area. - The RTN and EEC/or project managers or project maintenance will develop/improve ground power units and pre-conditioned air service systems to cover aircraft stand taxilanes and establish measures for airlines to use such systems instead of the aircraft’s auxiliary power unit (APU).
<p>We would like to ask the project to create measures to mitigate the impacts of dust on the communities both at the construction phase and operation phase.</p>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • 		<p>The project has established air quality measures as follows:</p> <ul style="list-style-type: none"> - Construction areas with vehicles and work that may cause particulates, including roads within U-Tapao International Airport used for transporting materials, equipment and workers during the construction phase that have not yet been paved or concreted must be sprinkled with water at least 2 times a day or as suitable to prevent and reduce the effect of particle dispersion into the atmosphere.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> - Cover the loading compartment of vehicles used to transport materials and construction equipment that may cause dispersions using canvas or similar materials. - Erect a 2-meter high fence around the construction area to clearly designate the construction area and to reduce the dispersion of dust and exhaust from construction machinery, including the ricocheting of construction materials outside of the area. - Wash or clean the wheels of all vehicles leaving the construction area to ensure that they are free of dirt, mud, or sand before taking the vehicle onto an external road by providing a suitable washing or cleaning area. - Increase protection against vehicles to prevent pollution from exceeding standard range by checking construction machinery and engine conditions. If exhaust emissions exceed standard range or are defective, they must be corrected to good condition before use. - Limit the speed of vehicles used for transporting materials in compliance with the law, with a speed limit of 60 kilometers per hour for trucks weighing over 1,200 kilograms and 45 kilometers per hour for towing trucks and trailers. In this regard, the speed limit for construction areas is 30 kilometers per hours.
<p>Has there been any air quality models? What are the values of inputs such as PM2.5 particulates and Total VOCs?</p>		●		●	<p>The assessment uses AEDT mathematical models to forecast air pollution rates from aircraft exhaust and group support equipment, and assess the spread of air pollutants. Both acute and chronic impacts were considered, and potential exposure to health impacts were assessed for both noncancerous effects and cancer risks. Indices studied include carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), P10 and PM2.5 particulates, and volatile organic compounds (VOCs).</p>

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>To assess acute impacts, the maximum flight scenario was used, comprising up to 1,364 flights per day. The 24-hour average pollution value was compared with Thai standard or surveillance range. Chronic impact assessments were based on the 2048 forecasted maximum flight scenario (2 runways). The 1-year average value was compared with the allowable exposure without comprising health range (RfC: Reference Concentration) to predict the risk of cancer. The acute impact assessment results found that the 24-hour average concentrations of benzene and 1,3-butadiene in community areas surrounding the airport did not exceed Thai surveillance range, while the 24-hour average of acrolein exceeded surveillance range, requiring that the project establish measures to prevent and resolve the impacts. When assessing chronic impacts, it was found that the 1-year average concentrations of acetaldehyde, benzene, 1,3-butadiene, cumene, ethylbenzene, naphthalene, styrene, toluene, and xylene, did not exceed allowable range or HQ<1, while the 1-year average of acrolein still exceeded allowable range or HQ>1. Risk areas include the airport vicinity and the north and east surrounding areas, comprising: Huai Yai Subdistrict, Bang Lamung District and Phlu Ta Luang Subdistrict, Sattahip District, Chonburi; and Phala Subdistrict, Sam Nak Thon Subdistrict, Ban Chang Subdistrict, Ban Chang District, Rayong.</p> <p>The project also assessed cancer risks from inhalation exposure to type 1 carcinogens, namely benzene, 1,3-Butadiene, and formaldehyde. It can be seen that, when people in inhalation risk areas are exposed to the forecasted concentrations of benzene, 2-4 out of 10 million people exposed may have a chance of developing cancer. There are actually less than 10 million people living in the area, and thus the chance of developing cancer is also lower. This is also true for 1,3-butadiene, in which there is a 3 in 1 million chance of developing cancer. For formaldehyde, there is a 7 in 1 million chance of</p>

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					developing cancer. The key measures to reduce the possibility of such impacts include cooperation between agencies to consider management approaches to reduce the impact of air pollution and efficient management of ground traffic to reduce pollution. Also, in terms of health, cooperation with public health agencies have been established to monitor the health of risk groups. In this regard, environmental impact monitoring results must be analyzed together with health status to consider potential impacts on risk groups after initiating operations to provide appropriate solutions to the impacts.
I would like to propose a review of the index and frequency used in air quality measurements.		●	●		The project has established monitoring measures for air quality during the construction phase as follows: <ul style="list-style-type: none"> • 24-hour average total suspended particulates (TSP) • 24-hour average particulate matter with a diameter of less than 10 microns (PM₁₀) • 24-hour average particulate matter with a diameter of less than 2.5 microns (PM_{2.5}) • 1-hour average nitrogen dioxide (NO₂) • 1-hour average and 8-hour average carbon monoxide (CO) • 3-hour average non-methane hydrocarbon (NMHC) • 1-hour average total hydrocarbon (THC) • 24-hour average volatile organic compounds (VOCs) • Wind direction and wind speed (WD/WS) This is done once a month during the construction of Runway and Taxiway 2. The project has established monitoring measures for air quality during the operation phase as follows: 1) General Atmospheric Air Quality

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> • 24-hour average total suspended particulates (TSP) • 24-hour average particulate matter with a diameter of less than 10 microns (PM10) • 24-hour average particulate matter with a diameter of less than 2.5 microns (PM2.5) • 1-hour average and 8-hour average carbon monoxide (CO) • 1-hour average nitrogen dioxide (NO2) • 1-hour average total hydrocarbon (THC) • 24-hour average volatile organic compounds (VOCs) • Wind direction and wind speed (WD/WS) <p>2) Air Quality Monitoring Systems</p> <ul style="list-style-type: none"> • 24-hour average and 1-year average particulate matter with a diameter of less than 10 microns (PM₁₀) • 24-hour average and 1-year average particulate matter with a diameter of less than 2.5 microns (PM_{2.5}) • 1-hour average and 8-hour average carbon monoxide (CO) • 1-hour average and 1-year average nitrogen oxide (NO₂) <p>2 times a year throughout the duration of the project.</p>

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
<p>The project has studied impacts from the burning of carcinogenic substances such as benzene falling from aircraft engine compartments. When the wind changes direction, what will be the effects and what measures are in place?</p>				<ul style="list-style-type: none"> • 	<p>The project has considered the air quality index in accordance with the impacts that may occur from the aircraft as follows:</p> <ol style="list-style-type: none"> 1) 24-hour average total suspended particulates (TSP) 2) 24-hour average particulate matter with a diameter of less than 10 microns (PM₁₀) 3) 24-hour average particulate matter with a diameter of less than 2.5 microns (PM_{2.5}) 4) 1-hour average nitrogen oxide (NO₂) 5) 1-hour average and 8-hour average carbon monoxide (CO) 6) 3-hour average non-methane hydrocarbon (NMHC) 7) 3-hour average total hydrocarbon (THC) 8) Volatile organic compounds (VOCs) 9) Wind speed and wind direction (WS/WD) <p>When comparing VOCs to Thai standard range, values did not exceed standard VOC range for 1-year average benzene and 1,3-butadiene.</p> <p>Health risks were assessed for inhalation exposure (non-cancer risk).</p> <ul style="list-style-type: none"> - Not exceeding allowable range (RfC) or HQ<1: 1-year average acetaldehyde, benzene, 1,3-butadiene, cumene, ethylbenzene, naphthalene, styrene, toluene, xylene. - Exceeding allowable range (RfC) or HQ>1: 1-year average acrolein. Risk areas exceeding allowed RfC range at more than 0.02 micrograms per cubic meter are: <ul style="list-style-type: none"> • U-Tapao International Airport area • Surrounding north and east areas, comprising: <ul style="list-style-type: none"> - Huai Yai Subdistrict, Bang Lamung District, and Phlu Ta Luang Subdistrict, Sattahip District, Chonburi

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					- Phala Subdistrict, Sam Nak Thon Subdistrict, Ban Chang Subdistrict, Ban Chang District, Rayong

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Which agency is responsible for measuring the air quality of the project?		●			In the project EHIA study, the environmental advisor (United Analyst and Engineering Consultants Co., Ltd.) measures air quality for the project. As for monitoring in the construction and operation phase, the Royal Thai Navy, EECO and/or project managers may hire a third party to carry out further measurements.
Suggestions					
Suggest planting trees as buffer zones.		●			In the planting of trees to create a buffer zone, air safety should be considered as the main basis.
5. Surface water quality/marine water/water ecology					
Has the project planned for rainwater runoff? Is there a rainwater runoff management system to keep rainwater under control before releasing it into the outside environment?		●	●		The project has established measures for marine water ecology as follows: The project has designed a rainwater drainage system for Runway and Taxiway 2, The drainage system design is divided into 2 parts: 1) a secondary drainage system that drains water from the Runway and Taxiway 2 shoulder into an open chute system that can support approximately 50.25 cubic meters per second of rainwater, which will be transported to the main drainage system; and 2) the main drainage system, which can support up to 242.70 cubic meters per second of water, in which the water will be transferred into a pond. The project has designed a pond that is capable of holding water for 1 hour before discharge into the sea. The holding duration will help precipitation, which will not affect marine life.
Aircraft tire debris may affect aquatic animals in the ocean. What measures will the project take to prevent this?	●	●	●		
Could you please provide methods and results of the marine water quality and marine ecology measurements of the project?		●		-	- Marine water quality and marine ecology measurements for the project will be done at 6 sampling stations (in accordance with the distance of the freshwater and saltwater mixing zone) during the rainy season and dry season. There are 3 stations located 300 meters from the shore and 3 stations located 500 meters from the shore.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					- When comparing analysis results with marine water quality standards for types 3, 4, and 5 in accordance with the announcement of the National Environment Board Re: Determination of Marine Water Standards 2017, it was found that marine water quality in the project study area was within standard range (type 3) at all stations and can be used for aquaculture in accordance with fisheries laws.
Regarding surface water quality measurements: Does the survey also cover areas where industrial effluent discharge originates, such as factories or places of businesses?		●		-	- The project has set up 4 surface water sampling stations, comprising Station 1: Khlong Bang Phai, above the water discharge point; Station 2: Khlong Bang Phai, at the end of the water discharge point; Station 3: Khlong Bang Phai, at the sea discharge point; and Station 4: Khlong Phala. - Measurement : 2 times 1) Rainy season (18 July 2019) 2) Dry season (31 October 2019) The measurement station does not have wastewater sources from factories or establishments.
Does U-Tapao International Airport currently release wastewater into Khlong Bang Phai, which is a main water source for military units and surrounding communities?	●	●			The project has established measures for surface water quality as follows: <ul style="list-style-type: none"> • Provide a central wastewater treatment system that can handle wastewater volume of not less than 8,000 cubic meters per day to be generated when the number of passengers using the airport reaches 70 million per year. • Oversee the activation of the central wastewater treatment system and regularly monitor the efficiency of the central wastewater treatment system. • Monitor the characteristics of the treated wastewater to ensure compliance with the control of wastewater discharge standards for type A
Results of surface water quality measurements at Khlong Bang Phai turned out to be of poor quality. What does the project plan to do about it?	●	●			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					buildings in accordance with the Announcement of the Ministry of Natural Resources and Environment Re: Determination of Standards for the Control of Wastewater discharge from Certain Types and Sizes of Buildings (2005), or according to the latest version, before discharge into the drainage canal within and outside of U-Tapao International Airport. <ul style="list-style-type: none"> Reuse wastewater that has been treated to meet standards as much as possible, such as by watering trees in green areas within U-Tapao International Airport, in restrooms, etc. and do not discharge the treated wastewater into public canals outside of U-Tapao International Airport (zero discharge).

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Seawater quality measurements could lead to discovery of heavy metals, such as arsenic and manganese released from mineral deposits underground.		●		-	<p>- Results of assessments for arsenic (As) and manganese (Mn) concentrations in marine water found that:</p> <p>1) Rainy season</p> <ul style="list-style-type: none"> ● Arsenic equal to 8.06 micrograms/liter ● Manganese equal to 0.150-1.11 micrograms/liter <p>2) Dry season</p> <ul style="list-style-type: none"> ● Arsenic equal to 0.556-0.985 micrograms/liter ● Manganese equal to 0.310-0.760 micrograms/liter <p>Results from the measurement of arsenic and manganese in marine water show that values do not exceed standard range (standard range for arsenic not exceeding 10 micrograms/liter, manganese not exceeding 100 micrograms/liter). Reference: Marine water quality standards, Pollution Control Department.</p>
6. Waste management					
How does the project manage waste, wastewater, and toilet waste from worker's quarters outside of the airport?	●	●	●		<p>The project has established the waste management measures as follows: Measures to be taken outside of U-Tapao International Airport (construction workers' quarters)</p> <p>1) Segregation and collection of solid waste</p> <ul style="list-style-type: none"> • Segregation of general solid waste and toxic or community-generated hazardous waste, such as contaminated materials, flammable substances, corrosive substances, highly volatile substances or other substances that may cause or are likely to cause harm to persons, animals, plants, property or the environment. • The contractor must set aside a designated area and provide separate containers for different types of waste in the worker's quarters, namely dry solid waste, wet waste, recyclable solid waste and toxic or community-generated hazardous waste.

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Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> • Clearly label the separate areas and containers of different types of solid waste • Provide enough containers for the volumes of segregated solid waste being generated during each collection interval in areas throughout the construction workers' living quarters. • The waste container must have a capacity of at least 3 times the volume of solid waste being generated each day. It must be made of durable material that is fire resistant. Its inner surface must be smooth and water resistant, be in good condition, not leaking, have a lid that can protect against rainwater, flies, rats, cats, dogs and other animals that may become carriers of diseases through scavenging or contact with such waste. • The waste container placement yard must be well ventilated to prevent odors and to keep out rainwater and flies, rats, cats, dogs and other animals that may become carriers of diseases through scavenging or contact with such waste. • The container size is suitable for the place and convenient for cleaning. • The solid waste placement yard must be at least 4 meters away from food preparation and storage areas. However, if the total waste placement yard contains over 3 cubic meters of waste, the distance must be at least 10 meters away from the said locations, and the waste must be placed where it can be moved conveniently. <p>2) Collecting and disposing of solid waste</p> <ul style="list-style-type: none"> • Dispose of solid waste every day to avoid being a breeding ground of insects and other disease carriers • Disposing of solid waste by burning outdoor burning in construction workers'

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>living quarters is prohibited.</p> <ul style="list-style-type: none"> • Prohibit contractors from transferring, dumping or disposing of general solid waste or toxic or hazardous waste in a public place or way. Such waste must be transferred, discarded or disposed of at the place or in accordance with the method prescribed or place provided by the local governments only. • The solid waste container must be in good condition, not leaking, and is covered with a lid to prevent scavenging pets or pests and to avoid becoming a breeding ground for insects and other disease carriers. <p>3) Hazardous waste management</p> <ul style="list-style-type: none"> • Follow the same hazardous waste management measures as those taken inside U-Tapao International Airport. • Contractor supervision measures • Specified in the employment contract regarding the management of solid waste and hazardous waste being generated during the construction of the project, both inside and outside of U-Tapao International Airport, including the delivery for disposal. The waste pick-up contractor must implement such work through an operator granted an appropriate permit from a relevant government agency, and report to the RTN and EECO and/or the project management or project maintenance. • Records of general solid waste, construction waste, and hazardous waste collected each day shall be tallied for the preparation of a monthly report for inspection and audit. <p>2) Wastewater management</p> <ul style="list-style-type: none"> • The construction control office area must have a sufficient number of sanitary restrooms for the number of workers and staff, with at least 3 toilets for the first 80 workers and 1 toilet for the next 50 workers and so

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Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>on. An on-site septic tank must be installed that is capable of treating at least the daily amount of generated wastewater and stopping wastewater from draining into water sources in U-Tapao International Airport. Require contractors to drain wastewater into the U-Tapao International Airport central wastewater treatment system.</p> <ul style="list-style-type: none"> • Construction workers’ living quarters located outside the project area must have adequate sanitary facilities for the number of workers, with at least 1 toilet per 20 workers and equipped with an on-site septic tank with the capacity to process wastewater at least equal to the amount of wastewater being generated each day in order to treat wastewater according to the standard of effluent discharge from the building according to the Ministry of Natural Resources and Environment Notification of 2005 or the latest version before releasing into public drainage systems or public water sources. • Store construction materials and equipment in an orderly manner, and build embankments or use material barriers according to drainage lines within U-Tapao International Airport near construction sites to reduce soil sediment leaching or construction debris falling into drainage canals. • Limit the spaces and areas that generate wastewater to the minimum • Provide a system to prevent wastewater from construction activities and cleaning of equipment and tools going into the drainage systems of U-Tapao International Airport. This may involve the construction of embankment, absorption trench or evaporation sites. Upon completion of construction, on-site wastewater treatment tanks must be removed from the area. • Encourage workers to conserve water to generate less wastewater
What measures are in place to control infectious waste from worker’s quarters?		•			<p>The project has establishment waste management measures as follows:</p> <ul style="list-style-type: none"> • The removal of general solid waste, infectious waste, and various types of

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>hazardous waste for disposal outside the U-Tapao International Airport must be accompanied by a waste transportation manifest every time, and the waste hauling trucks must be covered with canvas or other means to prevent leakage, dropping of solid waste and hazardous waste debris along the entire transportation route, in compliance with the legal requirements.</p> <ul style="list-style-type: none"> • Select the contractor to dispose of infectious waste generated inside the U-Tapao International Airport, which has the capability to conduct air quality monitoring from the stack emission of an incinerator to ensure compliance with air quality standards and is licensed by government agencies as required by the law on a yearly basis. • Randomly inspect the operations of the contractor hired for the disposal of solid waste, infectious waste and hazardous waste as well as other contractors involved in waste management activities in U-Tapao International Airport at least twice a year and conduct an on-site inspection of the waste disposal facility on standby (for all 3 waste types) at least once a year to assess their capability and efficiency in the waste disposal, and to check whether they meet the technical standards or observe the contractual terms. Failing that the RTN and EECO and/or the project management or the project maintenance management have the right to terminate the relevant contract(s) and replace the contractor hired for the disposal of solid waste, infectious waste and hazardous waste, as appropriate.
<p>How will the project manage wastewater within the airport during the operation phase?</p>	<p>•</p>	<p>•</p>			<p>The project has established waste management measures (wastewater management):</p> <ul style="list-style-type: none"> • Provide a central wastewater treatment system that can handle wastewater volume of not less than 8,000 cubic meters per day to be generated when

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>the number of passengers using the airport reaches 70 million per year.</p> <ul style="list-style-type: none"> • Ensure that the central wastewater treatment system is operational and staffed by personnel with knowledge and capability to control and operate the central wastewater treatment system in an efficient manner at all time. • Record keeping is required for the operation of central wastewater treatment system, including records of day-to-day operational issues that can be used as input data for the control of the treatment system and to prevent problems that may arise as per Form TS 1 (record-keeping form for detailed statistics and data on the operational status of the wastewater treatment system of the source of pollution). Prepare a summary report on the operation of the wastewater treatment system and the results of inspection of the effluent discharge quality standard once a month, and submit a report as per Form TS 2 to local authorities before the 15th of the following month, in compliance with the ministerial regulations determining rules, methods and statistical record keeping and record keeping for details relating to the wastewater treatment system and a summary report on the performance of the wastewater treatment system 2012. • Establish regular maintenance plans for central wastewater treatment system • Monitor the characteristics of the treated effluent discharge to ensure compliance with the control of effluent discharge standard for type A buildings in accordance with the notification of the Ministry of Natural Resources and the Environment Re: determination of standards for the control of effluent discharge from certain types and sizes of buildings (2005), or according to the latest version of the notification, before releasing into the drainage canal within the U-Tapao International Airport.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> Reuse wastewater that has been treated to meet standards as much as possible, such as by watering trees in green areas within U-Tapao International Airport, in restrooms, etc. and do not discharge the treated wastewater into public canals outside of U-Tapao International Airport (zero discharge).
Suggest having a proper waste disposal area in the area.		●	●		The project has established waste management measures (solid waste management) as follows:
There are concerns about illegal dumping of refuse and waste in public places. What measures does the project have in place?		●			<ul style="list-style-type: none"> For general solid waste that is recyclable and non-recyclable, the following requirements must be observed: <ul style="list-style-type: none"> - Solid waste must be collected and stored in the waste storage building. - Non-reusable solid waste, such as sludge from central wastewater treatment system, must be stored in covered containers and used as soil amendments. The rest must go to the landfills or disposed of by operators with the permit to dispose of waste in a sanitary manner.
Airport developments have resulted in waste issues. I would like to know about the means of segregation, transportation and disposal due to the current problems with waste management.		●			Asphalt scraps from Runway and Taxiway repairs must be collected and stored only at the scrap yard specified by the RTN, EECO and/or the project management or project maintenance management.
Which agency is responsible for waste management? In the event that the localities need to become involved in waste management, the project should send letters notifying the localities and receive approval first.		●			<ul style="list-style-type: none"> - Non-recyclable solid waste must be stored in a container that can prevent leakage and diffusion and must be collected for disposal outside of U-Tapao International Airport strictly on a daily basis, including during weekends and public holidays, to ensure no buildup at the waste storage. Such waste must go to sanitary landfills or treated or disposed of as appropriate by authorized operator with a permit from government agency under the law. Compostable solid waste including food scraps from restaurants within U-Tapao International Airport must be collected in the food scrap storage containers

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>placed at the sources to prevent such waste from being discarded along with general solid waste. Restaurants are required to separate plastic scraps, drinking straws, chopsticks, water bottle caps, and other contaminants into the containers for non-recyclable waste so that food scraps can be used as animal feeds. Such waste must be collected and removed from the U-Tapao International Airport on a daily basis to avoid buildup of waste.</p> <ul style="list-style-type: none"> • Infectious solid waste from a medical facility in U-Tapao International Airport upon being collected must be kept in a storage container with temperature control to keep it at 10° C or below for up to 30 days and must be delivered for disposal outside the U-Tapao International Airport by incineration in an incinerator for infectious waste or other methods as required by law, by authorized operator with a permit from government agencies or by law. • Solid and liquid hazardous waste must be segregated and stored at specific areas separate from other types of solid waste. Hazardous waste containers must be leak-proof and diffusion-proof. Hazardous waste may be stored for up to 90 days (as required by law) and delivered for treatment, disposal or recycling in accordance with technical requirements by authorized operators with permits from government agencies to engage in treatment, disposal or recycling of hazardous waste. • Minimize solid waste disposal by maximizing utilization of general solid waste and by reducing the moisture of segregated solid waste. • Develop a plan and explore appropriate technology for waste management within U-Tapao International Airport and deliver waste for disposal outside the airport as appropriate for the volumes and characteristics of general solid waste and hazardous waste that may increase in the future. • Inspect the containers for the storage of solid waste and hazardous waste to

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>ensure they are in good condition to prevent spillage, leakage or diffusion of solid waste and hazardous waste during transportation.</p> <ul style="list-style-type: none"> • Provide appropriate solid waste and hazardous waste hauling trucks in sufficient number for the volumes of solid waste and hazardous waste being generated. Such waste hauling trucks must be maintained in good condition ready for sustained services at all time. In case of emergency, there must be replacement trucks on standby ready for hauling services at any given time. • Wastewater and wastewater runoff generated during the normal waste transfer and waste segregation activities must be collected and channeled into the primary wastewater treatment system at the solid waste transfer station, and must be treated to meet the effluent discharge standards of U-Tapao International Airport before being released into the central wastewater treatment system. • Solid waste storage areas in waste storage buildings and machinery used to segregate general solid waste should be cleaned regularly to reduce odors that may cause nuisance to nearby communities. • The recyclable material inventory area should have its floor cleaned regularly, and such materials should not kept for too long to prevent fire hazard and nuisance odors as well as to avoid problems relating to scavenging rodents and breeding ground of insects. • Machinery and tools used for segregating waste must be maintained in good condition and be ready for use at all time. • The removal of general solid waste, infectious waste, and various types of hazardous waste for disposal outside the U-Tapao International Airport must be accompanied by a waste transportation manifest every time, and the waste hauling trucks must be covered with canvas or other means to

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>prevent leakage, dropping of solid waste and hazardous waste debris along the entire transportation route, in compliance with the legal requirements.</p> <ul style="list-style-type: none"> • Hire a contractor to manage solid waste generated within U-Tapao International Airport that have the ability to meet the waste management standards, have the capability to provide adequate spaces for waste disposal throughout contract period, and which has the appropriate permits from government agencies. • Select the contractor to dispose of infectious waste generated inside the U-Tapao International Airport, which has the capability to conduct air quality monitoring from the stack emission of an incinerator to ensure compliance with air quality standards and is licensed by government agencies as required by the law on a yearly basis. • Randomly inspect the operations of the contractor hired for the disposal of solid waste, infectious waste and hazardous waste as well as other contractors involved in waste management activities in U-Tapao International Airport at least twice a year and conduct an on-site inspection of the waste disposal facility on standby (for all 3 waste types) at least once a year to assess their capability and efficiency in the waste disposal, and to check whether they meet the technical standards or observe the contractual terms. Failing that the RTN and EECO and/or the project management or the project maintenance management have the right to terminate the relevant contract(s) and replace the contractor hired for the disposal of solid waste, infectious waste and hazardous waste, as appropriate.
Suggestions					

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggest that the project promotes awareness for waste management for the people in the area and from the increased number of tourists.		•	•		Acknowledged suggestion.
7. Transportation					
Suggest that project vehicles passing through should have the name, telephone number, and complaint channels of the project clearly stated on the side, as their may be multiple construction operations being carried out in the area.		•		•	<ul style="list-style-type: none"> Trucks and vehicles must be clearly labeled with logos and name of construction project along with phone numbers and vehicle ID number and name of transportation contractor, to indicate that they were transporting materials for the project, and so that members of the public may be able to verify or lodge a complaint when problems arise. These vehicles are also required to have GPS installed for tracking purpose.
Suggest installing GPS to strictly control vehicle speed limits to be within legal requirements to reduce accidents.		•		•	
During the construction phase, suggest putting up signs indicating transportation routes for the public to be aware and avoid transportation routes.		•	•	•	

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
We would like to propose measures requiring contractors to take responsibility for damage caused to roads and increase in road accidents, etc. during the construction phase.	•	•		•	<ul style="list-style-type: none"> In the event that the transportation of construction materials of the project causes damage to the road, the contractors under the supervision of the RTN and EECO/or project operators, must coordinate with relevant agencies and immediately proceed to make repairs or take corrective measures. Require construction contractors to ascertain that trucks used for shipping construction materials stay within the maximum allowable weight under the law, and that drivers observe a maximum speed 60 kilometers per hour for trucks with a load of over 1,200 kilograms, and a maximum speed of 45 kilometers per hour for trailers, and a maximum speed of 30 kilometers per hour for all vehicles within the construction area.
Suggest establishing road maintenance measures in the case of damage from project transportations for restoration to original condition.	•	•	•		
Suggest having measures to control the weight of transported materials and equipment from the source, such as at the stone mill, as this can cause roads to become damaged.		•			
Where are project materials sourced from? Which transportation routes are used? Suggest avoiding transportation through communities, temples, schools, and traffic congested routes.		•		•	<ul style="list-style-type: none"> Require construction contractors to propose a plan for the transportation of construction materials, machinery and equipment, workers and personnel involved in the construction to be submitted to the RTN and EECO/or project operators before commencing such transportation. Such requirement shall be set as a condition attached to the contract of employment. Require construction contractors to maintain records of trips made for the transportation of materials and workers, detailing points of departure and destination along with volume of materials and number of workers, occurrence and cause of traffic accidents within the U-Tapao International Airport for reviewing, improvement and monitoring. Install temporary traffic signs in areas where trucks make a U-turn, which may cause traffic congestion and unsafe conditions. Install temporary signs, textual warnings, and flashing lights at construction sites in accordance with
There are problems with traffic congestion caused by carrying out multiple construction projects at the same time in areas near the project.		•	•		
Suggest avoiding morning rush hour at 6.00-9.00 a.m./evening 4.00 - 7.00 p.m. and public holidays as these areas are already currently traffic congested.		•	•		
Suggest that the project considers measures to avoid rush hours in the Sattahip KM.10 area, intersection 331, as it is a large community area and has high traffic volume.		•			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggest establishing safety measures for worker transportation.		●			<p>the Road Traffic Act 1979, or the latest notification, in traffic problem or accident-prone areas, such as entry-exit points of construction sites and inside construction area. All signs must be clearly visible day and night.</p> <ul style="list-style-type: none"> • Avoid transporting construction materials during the morning rush hours (06:00-09:00) and evening rush hours (16:00-20:00), or as required by law. • Require construction contractors to ascertain that trucks used for shipping construction materials stay within the maximum allowable weight under the law, and that drivers observe a maximum speed 60 kilometers per hour for trucks with a load of over 1,200 kilograms, and a maximum speed of 45 kilometers per hour for trailers, and a maximum speed of 30 kilometers per hour for all vehicles within the construction area. • Select the transportation routes for materials and workers that do not interfere with the main access routes at the entry-exit points of the U-Tapao International Airport used by passengers and members of communities around the airport. Areas with heavy traffic should also be avoided. Highway 3 linking to the the U-Tapao International Airport from the north is designated as the main transportation route, regardless of the materials' point of origin. • Coordinate with traffic police to facilitate the use of the transportation routes and inform motorists and people living along the routes in advance of the date and time set for transportation of materials, tools and equipment and heavy machinery. • Together with the Department of Highways, formulate a contingency plan in the case of emergencies and major accidents to mitigate traffic congestion by taking measures such as periodically opening the central separation barrier to allow reversible lanes to enable traffic to flow around accident

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					sites, etc.
Suggest covering trucks with tarps to prevent dust and falling soil/sand while in transit to reduce accidents.		•			<ul style="list-style-type: none"> Cover the loading compartment of the trucks used in the transportation of construction materials and equipment with canvas or similar materials to prevent construction materials from falling off along the transportation route. In the case of construction materials falling off on the traffic surface or the roadside, dispatch workers to clean up as soon as possible.
Suggest that vehicles are inspected to ensure that they are ready for safe use at all times.		•			<ul style="list-style-type: none"> Inspect vehicles and machinery of the construction companies used in construction work to ensure that they are maintained in good working order, to prevent vehicles or machinery from breakdown while in use, and conduct regular inspection of trucks transporting construction materials on a regular basis.
Suggest considering the transportation of large equipment as they may not be able to pass under bridges.		•			<ul style="list-style-type: none"> Coordinate with traffic police to facilitate the use of the transportation routes and inform motorists and people living along the routes in advance of the date and time set for transportation of materials, tools and equipment and heavy machinery.
Suggest adding water sprinklers as appropriate for the activity or activity area during construction phase, such as adding water sprinklers around stone mills.		•			<ul style="list-style-type: none"> Construction areas with vehicles and work that may cause particulates, including roads within U-Tapao International Airport used for transporting materials, equipment and workers during the construction phase that have not yet been paved or concreted must be sprinkled with water at least 2 times a day or as suitable to prevent and reduce the effect of particle dispersion into the atmosphere.
Which agency is responsible for monitoring contractors for compliance with transportation measures and checking whether actions have actually been carried out? There should be serious penalties.		•	•		<ul style="list-style-type: none"> Require construction contractors to propose a plan for the transportation of construction materials, machinery and equipment, workers and personnel involved in the construction to be submitted to the RTN and EECO/or project operators before commencing such transportation. Such requirement shall be set as a condition attached to the contract of employment.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> Require construction contractors to maintain records of trips made for the transportation of materials and workers, detailing points of departure and destination along with volume of materials and number of workers, occurrence and cause of traffic accidents within the U-Tapao International Airport for reviewing, improvement and monitoring.
Suggestions					
Suggest putting up indicators/signs/traffic signs to provide clear directions inside the airport and to increase parking space within the airport.		•			Acknowledged suggestion.
Suggest opening the K.16 road to Phala Beach to adjust the scenery for beautification as the airport can be seen.		•			
Suggest transporting equipment at night for large vehicles.		•	•		
8. Socio-economics					
Suggest having complaint channels that are easily accessed by the public and actual resolution.		•	•		<ul style="list-style-type: none"> Publicize news on project operations, construction plans and activities, and construction material transportation routes as well as complaint channels for residents in the vicinity and road users to stay informed through various channels periodically, such as U-Tapao International Airport public relations websites, websites, online media, etc. Provide channels for receiving complaints on impacts caused by project constructions at the construction control office or in the U-Tapao International Airport area to acknowledge the problems and various impacts and to expedite corrective action. In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem and corrective

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>measures must be taken in accordance with the required environmental impact prevention and resolution measures without delay.</p> <ul style="list-style-type: none"> • Comply with the environmental impact prevention and resolution measures for transportation during the construction phase. • The RTN and EECO/or project managers or project maintenance must publicize or inform the public of noise level measurement results on a regular basis. • Comply with the environmental impact prevention and resolution measures regarding noise during the operation phase. • Comply with the environmental impact prevention and resolution measures regarding transportation during the operation phase. • Give priority to recruiting people in the communities around U-Tapao International Airport who are qualified for suitable jobs.
<p>Where are the construction worker living quarters? Suggest to keep away from the communities due to concerns about community disturbance, such as fighting, gambling, drugs and pets.</p>	•	•	•		<ul style="list-style-type: none"> • The construction contractor will select and investigate workers' background histories for those working on the project as legally required. The construction worker register will be recorded, with photos, at the project office. If problems or complaints arise, investigations can be conducted immediately.
<p>The relocation of non-locals cause social changes and develops more urban communities. This causes problems with public utilities, which may not be able to keep up with the developments and may lead to shortages.</p>		•	•		<ul style="list-style-type: none"> • Require the employment of local workers or support for local businesses. • Provide suitable accommodation for construction workers that is clearly distributed. Also, establish control measures for the construction site and workers' living quarters to prevent workers from causing problems and trouble. For example, prohibit gambling, drugs, and loud noises etc. Require strict penalties.
<p>Approximately how many workers are there? Suggest hiring workers in the local area and not foreign workers.</p>	•	•	•		<ul style="list-style-type: none"> • Provide security guards to maintain order in the construction site or in workers' living quarters at all times, and foremen to control and supervise

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					the behavior of construction workers to help alleviate public concerns about safety, such as crime and theft, etc.
As the project is developed, the economy will improve, and the area will become more prosperous. This is both an advantage and disadvantage. Therefore, coordinate and cooperate with local authorities to benefit all sectors.		•			<ul style="list-style-type: none"> Collaborate with relevant agencies to support community activities, such as occupational training in agriculture and crab breeding and culture, community development, health promotion, education, traditional culture, ecotourism, etc. There is an impact monitoring committee that allows the public to also become involved in the monitoring.
Suggest considering the creating of jobs, promotion of quality of life, and strengthening people in affected areas first.	•	•	•		
Suggest having local travel groups set up booths and public relations inside the airport.		•	•		
Suggest allowing local people to work in the airport area, such as for trade and hired drivers.	•	•	•		
Suggest having CSR units visit the area to meet with agencies or local people frequently and work strictly.		•			
Suggest that the project proposes ideas relating to activities that provide care for the society, community, and fishery groups affected by the project.		•	•		
Suggest undertaking activities that will provide care in terms of education, such as scholarships. Allow students to observe/take internships at the airport.		•	•		
Suggest measures to reduce impacts on fishery occupations arising from surrounding project		•			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
developments and blocking out of safety zones until there are little occupation areas left.					<p>- A fund has been established to provide care for impacts arising from U-Tapao International Airport, to mitigate the impacts that may affect people arising from U-Tapao International Airport operations, to alleviate environmental and public health impacts as a whole.</p>
Suggest measures to reduce impacts on quality of life/mental health of people needing to relocate.	•	•	•		
Economic development must be accompanied by social development.		•	•		
Suggest that the project considers those impacted a priority, with appropriate corrective action.		•	•		
The public wants a fund to be set up to provide care for those affected before initiating project construction.		•	•		
Suggest establishment of a fund for airport developments and surrounding communities from the onset. How will the project provide concrete management for the fund? The components should be clearly stated and should truly benefit the community.	•	•	•		
Suggest having representatives from the public and from various sectors in the local community also be involved in the fund management committee.		•	•		
When was the compensation fund established and how much is it? Who manages the fund? When will payment be considered? What is the consideration criteria?		•	•		
Suggest that the project surveys current community conditions and inform interviewees of the impacts.		•			<p>- The second public consultation is a hearing for the public that is comprised of many activities, including group meetings, in-depth interviews, and public</p>

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>opinion surveys by questionnaires. According to legal procedural regulations, appropriate advance notice is required. Community leaders have been coordinated to inform them of the invitation to attend the meeting. Documents can be studied in advance from the project website.</p> <ul style="list-style-type: none"> - The study has prepared a semi-structured interview with closed-ended and open-ended questions, which are used as opinion surveys for the project to allow informants to have the opportunity to fully share their comments. The interviewer will have a flip chart explaining the information before every interview. - The project website, http://www.ehia-utprw2.com/, currently provides channels for answering questions via the project email ehia-utprw2@gmail.com and tel. 0-2763-2828 ext. 4083, 4086.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggestions					
Suggest that U-Tapao International Airport observes examples of mitigation for impacted persons from Suvarnabhumi Airport.	•	•	•		Acknowledged suggestion.
Suggest collection of airport fares to add to the fund.	•	•			
It is a beneficial project that will help generate income to improve the economy in areas such as tourism and education.		•	•		
Suggest additional conservation measures to also promote the conservation of plants and wildlife.		•			
9. Property relocation and replacement					
For compensation criteria for NEF 30-40 and NEF ≥ 40 impacted areas, are there governing laws?		•			The project has specified measures as follows: 1 Reimbursement Terms <ul style="list-style-type: none"> Proceed to compensate those affected by the development of the Runway and Taxiway 2 Construction Project, U-Tapao International Airport, by considering the level of impact from the NEF contour map for 2048 and considering the building year, compensating for structures that were constructed up to the date of the EHIA report as approved by the National Environment Board. The EECO must publish the construction information to the public in advance for their information. Conduct a survey, prepare a database and compensation plans for those impacted by noise arising from project developments. The working group will complete the surveys and compensation reviews to completion before Runway 2 is opened. 2 Compensation Criteria <i>In the case of NEF ≥ 40</i>
Suggest considering compensation to cover NEF 30-40 as the noise impacts are not that different from NEF ≥ 40.		•	•		
Suggest adding opportunity costs for those compensated and having to relocate from more prosperous areas.		•	•		
Suggest combining the impacted areas in the blue contour zones (NEF 30-40) and red contour zones (NEF ≥ 40) together and summarizing the needs of the public into two categories, between negotiating purchases and residential improvements.			•		
For the people not wanting to relocate from NEF ≥ 40 areas,		•	•		

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
will compensation be provided? Is there any way to continue to stay in the area?					<ul style="list-style-type: none"> • The EECO will negotiate for purchasing land with buildings constructed up to the date of the EHIA report as approved by the National Environment Board. In the case that the land owner with the building does not wish to sell the land, provide support to improve the noise impacts by providing compensation for them to improve the building by themselves. <p><i>In the case of NEF 30-40</i></p> <ul style="list-style-type: none"> • The EECO will provide support for building improvements to reduce noise impacts via compensation for self-improvement of buildings and structures for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. • The EECO will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHIA report as approved by the National Environment Board. <p>The basic steps and methods for home improvements are as follows:</p> <ul style="list-style-type: none"> • Building/structure owners are involved in considerations and inspections, beginning with the home appraisal inspections and reviews of detailed engineering survey reports and detailed expense budgets for improvements. • Once the inspection is complete, the improvement appraisal bill will be signed. • Once the owner is compensated, proceed to the improvement of the building per the inspections.
Suggest paying compensation at a fair price, as the compensation received may not be enough to purchase land in other places as the price is higher than that received.		●	●		
In the case that the house does not have a building permit and house number, and is built upon SPK. PBT. 5 land or etc., how will compensation be provided?		●	●		
If compensation is not initially accepted, then after a while things become intolerable, will I still be able to claim compensation?		●			
What are the details of property compensation or care for those affected by noise? Which agency is responsible for processing?		●	●	●	
For noise contours in NEF ≥ 40 zones, if there are no structures built in that area, will compensation be provided? Who would we be able to sell it to in the future?		●	●		
In the case of residential improvements, what guidelines are there? Who inspects whether it has actually been done? Suggest providing additional compensation in the case of material deterioration.		●	●	●	

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggest that the project considers compensation measures both for the year of construction and compensation valuation.		•	•	•	The project will provide compensation for constructions built up to the date that the EHIA report is approved by the National Environment Board (NEB).

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
In the case of temples and schools that cannot be relocated, suggest installing air conditioners, sound filters, and paying electricity bills to resolve problems arising from being in noise contour areas. Is this possible?		●	●		The RTN and EEC/or project managers or project maintenance will provide support to prevent noise in places which require extra silence, such as schools, hospitals, religious sites, etc., for buildings constructed up to the date of the EHA report as approved by the National Environment Board.
Relocation of religious sites, educational institutions, and medical facilities requires a high budget to proceed. Who will be responsible for the payments?		●	●	●	
Relocation of religious sites, education institutions, and medical facilities may affect people commuting in the community.		●		●	
In the case of a temple or school, if there is a lot of impact, relocation will be necessary, but a suitable location with sufficient space needs to be found.		●			
When will the project begin to pay compensation and when will relocation need to proceed? After the project has completed the purchase, please provide at least 1 year advance notice.		●	●		Compensation details must be studied in detail for further processing by the RTN. The EECO and/or construction operator must notify the public in advance.
Regarding compensation for those affected, the address and telephone number of the complaint agency should be clearly stated. Which agency will be monitoring the measures and will take responsibility if the required measures are not met?		●	●		<ul style="list-style-type: none"> Publicize news on project operations, construction plans and activities, and construction material transportation routes as well as complaint channels for residents in the vicinity and road users to stay informed through various channels periodically, such as U-Tapao International Airport public relations websites, websites, online media, etc. Provide channels for receiving complaints on impacts caused by project constructions at the construction control office or in the U-Tapao International Airport area to acknowledge the problems and various impacts

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					and to expedite corrective action. <ul style="list-style-type: none"> In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem and corrective measures must be taken in accordance with the required environmental impact prevention and resolution measures without delay.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggestions					
Agencies providing care for the impacted parties that are unable to find new places to live by themselves, such as the Housing Authority, the Community Organization Development Institute (public organization).		●			Information and suggestion acknowledged.
Royal property can be utilized. In the case of the public, this will be in the form of rentals. Treasury areas can be rented in 3 forms, namely housing, farming, and other use. In the case of agencies, an application can be submitted to request land utilization. The treasury will have criteria for consideration. For instance, temples can request to utilize 6 rai of royal land and government schools or medical institutions can request to rent land in accordance with available criteria.		●			
In the event that relocation is required to move out of noise contour zones, the Rayong provincial area has allocated 3 districts for residential use, namely: Wang Chan District, Khao Chamao and Klaeng.		●			
Suggest special arrangements for residential areas for people impacted by airport constructions.		●	●		
In the U-Tapao area, land is currently being purchased for commercial and residential purposes. If		●			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
action is really taken, how will building constructions be controlled?					
Suggest that the project utilizes large amounts of land from compensation payments for highest benefits.		●	●		

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
10. Public Health (Health)					
Suggest to provide health measures consistent with the impacts of project activities.		•	•		The project has established measures that are consistent with impacts that will arise from project activities.
Suggest the project monitors the hearing ability of people in the noise affected community.	•	•	•		Noise pollution <ul style="list-style-type: none"> Implement measures to prevent and resolve environmental impacts regarding noise and economic and social conditions during the implementation phase. Implement continuous noise level measurement and surveillance. Set up funds to provide care for impacts from U-Tapao International Airport, to mitigate impacts that the public may receive from U-Tapao International Airport operations, to mitigate environmental and public health impacts as a whole. Coordinate and collaborate with local public health authorities to plan the surveillance on hearing ability of people affected by noise pollution from the operations of the U-Tapao International Airport. Promote and support the capability to monitor noise pollution by health agencies and health promotion volunteers. Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN website and EECO website and online media, etc.
Suggest that the project provides additional details on the impact of noise levels on physical and mental health, as well as prevention methods.	•	•	•		
Suggest plans for preventing spread of disease from workers, tourists, and latent populations entering the area and increasing new/recurring diseases in the area.	•	•	•		Social fabric of the community/life and property safety <ul style="list-style-type: none"> Implement measures to prevent and resolve environmental impacts regarding economic and social aspects during the construction phase.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggest health checks and a register with worker background histories before starting work, with annual follow ups.		•	•		<ul style="list-style-type: none"> It is required to submit workers' dossier to local authorities before they begin working in the project, and the dossier must be inspected once a year. <p>Common communicable diseases (main disease group that causes illnesses/water and food-borne diseases)</p> <ul style="list-style-type: none"> Comply with environmental impact prevention and resolution measures for waste and wastewater management in the construction phase. The contractor is required to prepare a operational plan for the prevention of communicable diseases in the construction workers' living quarters, for submission to the RTN and EECO/or construction operators. The RTN and EECO/or project operators are required to coordinate with local public health authorities to plan the implementation and prevention of environmental and health impacts in construction workers' living quarters of the project. Notify the local health department of activities, number of workers, and duration of work. Establish procedures for sanitation of living quarters, solid waste and wastewater management along with prevention and elimination of disease vectors, under strict supervision. Provide health check up and submit workers' dossier along with health reports to local public health authorities before they begin work in the project. Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN website and EECO website and online media, etc. <p>Accidents</p> <ul style="list-style-type: none"> Implement measures to prevent and resolve the environmental impacts
Suggest emphasizing primary prevention and vaccination in high-risk groups.		•			
There are concerns about the number of workers and latent population entering the area and competing against local people for health care services.		•	•		
Suggest that workers move into the area house registrar in order for medical budgets to be allocated.		•	•		
There are concerns about injuries and accidents arising from increased traffic due to construction.		•	•		
Suggest that the project provides sanitary management systems for workers' quarters, with a primary care facility and training sessions for information on proper cleanliness to reduce incidence of disease.		•	•		

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					regarding transportation and the economic and social conditions of the community during the construction phase. <ul style="list-style-type: none"> • Determine procedural guidelines for construction contractors/subcontractors, monitor their operations. • Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN website and EECO website and online media, etc.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggest adding health measures: “Coordination with local health authorities to plan health operations”.		●			<p>Availability and capacity of health service systems, including personnel and medical supplies</p> <ul style="list-style-type: none"> The RTN and EECO/or project operators are required to coordinate with local public health authorities to plan the implementation and prevention of environmental and health impacts in construction area and at workers’ living quarters of the project. Require the RTN and EECO/or project operators to engage or identify a local health facility or public health system to provide health services to the contractor’s workers, which must not pose a burden to the primary healthcare facility used by local residents in the area. Require the RTN and EECO/or project operators to provide communication channel with local public health authorities as well as to support local health authorities to ensure readiness in terms of personnel and other resources to provide health services. Create a list of health facilities/health authorities nearby the project area together with names and contact information, including telephone numbers, of coordinator to ensure close coordination on activity details. Prepare health promotion media and publicize communication channels with the RTN and EECO/or project operators, and notify local public health authorities for acknowledgement, and keep record of activities in support of health authorities. Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN and/or project operator or project maintenance website and online media, etc. <p>Operation Phase</p> <ul style="list-style-type: none"> Implement environmental impact prevention and resolution measures for
Suggest providing health examinations and recording the health status of the local population to monitor impacts to raise local awareness.		●	●		
Suggest measures to provide care for mental health of people in areas impacted by the project.	●	●			
I agree with the measures for cooperating with public health agencies and the establishment of compensation funds for those impacted. Also, it is requested that compensation should be sustainable.		●			
Suggest that the EECO promote public health service systems and increase medical personnel numbers and support local budgets to provide support for various future developments.	●	●	●		
Suggest developments for Ban Chang Hospital, to become a large hospital with standards to support and adequately serve international patients.	●		●		

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					transportation, noise and vibration, air quality, waste management, economic and social aspects, and public safety. <ul style="list-style-type: none"> A fund has been established to provide care for impacts arising from U-Tapao International Airport, to mitigate the impacts that may affect people arising from U-Tapao International Airport operations, to alleviate environmental and public health impacts as a whole.
Suggest monitoring air inside the airport to find ways to reduce impacts from respiratory diseases.		●			Air pollution <ul style="list-style-type: none"> Comply with environmental impact prevention and resolution measures regarding air quality during the operation phase. Comply with general health and public health measures. Conduct regular air pollution monitoring, especially in areas prone to air pollution risk. Cooperate with public health agencies to monitor the health of risk groups. Data from environmental impact monitoring results must be assessed together with health status to review potential impacts on risk groups after initiating operations. Also, resolution approaches must be suitable for the impacts.
Suggest establishing public health measures as suitable for the COVID-19 epidemic situation.		●			The project has implemented prevention and resolution measures for health impacts (operation phase) as follows: <ul style="list-style-type: none"> Strictly comply with public health measures to control the spread of infectious diseases, such as the coronavirus (SARS-CoV, COVID-19), Bird Flu, Influenza 2009, by complying with both national and international laws and regulations, such as (1) Communicable Diseases Act 2015; (2) Notification of the Department of Public Health Re: Rules, Procedures, and Prevention of Risk from coronavirus disease 2019 (COVID-19) for government sites, private workplaces and establishments 2020 (3) Notification of the Department of

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<p>Health Re: Criteria, Procedures, and Prevention against Risk from coronavirus disease 2019, or COVID-19, for public transport service providers 2020 (4) Operational considerations for managing COVID-19 cases or outbreak in aviation (WHO, 2020) (5) Aircraft cleaning and disinfection during and post pandemic (IATA, 2020) (6) Preventing spread of disease on commercial aircraft: Guidance for cabin crew (CDC, 2020) (7) Suspected communicable disease universal precaution Kit (IATA, 2017); (8) ICAO Guidelines for managing communicable disease in aviation (9) Communicable disease surveillance and response systems: Guide to monitoring and evaluating (WHO, 2006).</p> <ul style="list-style-type: none"> • Coordinate with local public health authorities to plan the implementation and prevention of environmental and health impacts in communities around U-Tapao International Airport. • Require aircraft operation permit holders to provide communication channels for local health authorities, and to support public health agencies in terms of health service availability and personnel ability. • Inform local health authorities of the emergency management plan and invite them to participate in the emergency management activities, such as the development of the plan, emergency management drills, especially those relating to infectious pathogens and quarantine. • Implement public information campaign and participate in emergency management drills, especially regarding infectious pathogens and quarantine. • Promote and support the capability in emergency management of public health agencies and volunteer groups. • Keep a record of communication plans and emergency management plans, especially those related to infectious diseases and quarantine.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN website and EECO website and online media, etc.
11. Occupational health and safety					
Suggest that the project establishes prevention and control measures, and sets a clear emergency response plan and comprehensive rehabilitation plan.	•	•	•	•	<ul style="list-style-type: none"> Analyze the causes of accidents, prepare accident statistics, and analyze accident trends to find appropriate solutions and establish guidelines to prevent accidents. Develop a plan to prevent and reduce work-related accidents. Comply with the Safety, Occupational Health and Work Environment Act. Establish a safety committee. Appoint safety officers. Develop an occupational health and safety plan that address the following issues: <ul style="list-style-type: none"> For risk assessments, identify risk areas such as confined spaces, hot work, areas with noise levels not meeting standard criteria, and areas or work with risk of chemical exposure in the work environment. Establish work environment surveillance plan. Provide health check up based on risk profiles. Implement health promotion plan. Implement work-related accident prevention and surveillance plan. Implement emergency response plan. <p>In this regard, the work plan and performance of the occupational health and safety plan must be reported to the safety committee for review at least once a year.</p>
Does the project have an emergency plan in place for accidents?	•	•	•		
Suggest being prepared in terms of security by practicing emergency response plans for a specified period of time.		•	•		
Suggestions					
CDVs in the area are prepared to provide support for various materials and sufficient personnel for future		•			Information and suggestion acknowledged.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
support plans, including in joint practices for plans to create cooperations between external agencies and within the airport area.					
There are only health care facilities in the area to handle emergencies.		•			
Suggest developing potential of water disaster mitigation by providing adequate knowledge and support.		•			
12. Forestry and wildlife					
Do aircraft takeoffs and landings through mountaintop areas affect the mountain ecosystem and life cycles?		•			<p>During the operation phase of runway and taxiway 2, the number of aircraft takeoffs - landings will increase. This may cause the number of accidents caused by bird strikes to increase. Based on reviews of statistical data on bird strikes between January 2017 and July 2019, there was an average of less than 1 bird strike incident per month. Bird strike statistics were highest in 2017, comprising 9 incidents. From the data, it was found that the highest number of incidents was in December, which is when birds migrate into the U-Tapao International Airport area.</p> <p>For the assessment of the risk level from birds in U-Tapao International Airport, Rayong - Pattaya, the Department of Airport Safety and Standards, Airports of Thailand Public Company Limited in 2018 found that birds most likely to cause harm are large birds, medium birds and small birds, respectively. From the results of the survey of wildlife resources in the study area, with Survey 1 (during the rainy season) conducted between 15-17 July 2019 and 19-22 July 2019, it was found that most of the birds were small (weighing less than 300 grams), followed by medium-sized birds (weighing between 300-1000 grams) and found large birds (weighing more than 1000 grams). Therefore, the</p>
What are the results of the current forest and wildlife resource survey?		•			
What is the purpose of presenting bird survey data in the airport area?		•			
What are the management methods/measures for the elimination of Asian openbill birds? There are concerns about the ecosystem.		•			
Management of birds within the airport to avoid affecting the environment.	•				

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					likelihood of a bird causing a serious aircraft accident is low. The project has also implemented a plan to prevent aviation accidents caused by birds and animals.
Suggestions					
Suggest that the project promotes the conservation of forests in the Khao Khrok Tabak area.	•	•			Acknowledged suggestion.
Suggest that the project replaces green areas before converting the land into an airport.		•			
Forest areas in accordance with Cabinet Resolution 2541 slows down the arrest of forest intruders, allowing them to stay. The Cabinet Resolution states the names of those receiving such rights.		•			Information acknowledged.
The Khao Chion wildlife breeding station is an area for the rehabilitation, conservation and breeding of wild animals, in which animals from various prosecuted cases are brought here. If this is disturbed, it can affect these animals, especially weaker animals such as magpies, and may interfere with animal feeding.		•			
13. Public engagement and public relations					
Suggest holding meetings to clarify valuation, purchase, and compensation again before conducting the purchases.		•	•		Suggestion acknowledged. This will be the next step in compensation negotiations.
Suggest that the project publicizes various information through leaders such as the district chief, subdistrict head, village head, and SAO for further coordination with residents.		•	•		<ul style="list-style-type: none"> Publicize news on project operations, construction plans and activities as well as complaint channels for residents in the vicinity and road users to stay informed through various channels periodically, such as U-Tapao

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggest public relations via Line and Facebook.		●			International Airport public relations web boards, online media, etc. <ul style="list-style-type: none"> Communicate through at least 3 channels, including websites, to inform communities of the noise contour map approved by the Cabinet to local communities. Open complaint channels, such as on the U-Tapao International Airport public relations website, RTN website and EECO website and online media, etc. Publicize news on project operations, construction plans and activities, and transportation routes for construction materials to the public thoroughly in advance so commuters can avoid taking such routes or avoid commuting during such periods. Have public relations with the relevant agencies and the public for acknowledgement of the runway closure and impact reduction measures via various channels such as the U-Tapao International Airport information board, online media, public relations activities, etc. Coordinate with the Rayong and Chonburi Office of Public Works and Town & Country Planning and other relevant agencies so that noise contour map can be sent and incorporated into the respective comprehensive city planning in order to impose appropriate control for land use and construction of buildings around the U-Tapao International Airport that is conducive to the airport's activities and the Air Transport Security Zone, and the areas impacted by the development of the U-Tapao International Airport. Coordinate with local agencies in enforcing the Building Control Act, along with the specific city planning law for areas surrounding the U-Tapao International Airport to control the granting of permits for new structures.
Suggest providing future factual data from operations to thoroughly inform the public.		●	●	●	
Suggest that the project thoroughly publicizes the problems that people in the area will be impacted by.	●	●	●		
Suggest communicating with the public through various channels immediately if an incident/emergency arises.		●			
Suggesting informing the public about operation plan, regarding which stage it is in and how long it will take.		●	●		
The project should regularly and consistently inform the public of updates on project progress.		●	●	●	
Is there any way to contact the project owner?		●			
Can a website be created with a Q&A channel?		●			
Public relations may need to be in multiple languages are there are foreigners in the area.		●			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> Coordinate and provide information for local agencies to announce and inform the public on the Air Safety Zone, and areas exposed to noise from the development of the project. Submit the reviewed noise contour map to authorizing agencies in the locality for use as guidelines to consider approving or permitting construction of buildings in the area. Publicize the noise contour map PR as approved by the Cabinet, with current noise monitoring results from permanent noise monitoring stations, on the website.
For the next big meeting, suggest that the project provides public broadcasting vehicles for announcements and to thoroughly invite all meeting attendees.		●			For the third public consultation meeting, the project will provide public broadcasting vehicles for announcements and to thoroughly invite all attendees.
Establish complaint channels for those affected by the project that is easily accessible to the public and assign persons to handle complaints and resolve issues.		●	●		<ul style="list-style-type: none"> Provide channels for receiving complaints on impacts caused by project constructions at the construction control office or in the U-Tapao International Airport area to acknowledge the problems and various impacts and to expedite corrective action. In the case that a complaint relating to impact from construction activities is received, every effort must be made to resolve the problem and corrective measures must be taken in accordance with the required environmental impact prevention and resolution measures without delay. Complaint channels are available 24 hours a day. <p>In the case of complaints from the community about impacts from noise, use noise level data from permanent noise monitoring stations connected with the flight database or from noise monitoring mobile units to consider measuring noise levels in NEF or Ldn units to investigate the level of impact on a case-by-case basis. In this regard, if the impact is true,</p>

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
					<ul style="list-style-type: none"> the RTN and EECO/or project managers or project maintenance will further proceed with compensation in accordance with the guidelines set by the RTN and EECO/or project managers or project maintenance. Provide a primary channel for receiving complaints from damages arising from sonic boom or objects falling off aircrafts. The public should report matters to the U-Tapao International Airport Environmental Impact Resolution Coordination Center located at U-Tapao International Airport, every day during business hours (8.00 am - 5.00 pm). Dispatch officers to inspect damages and record evidence from every case to evaluate the cost of repairs. Then, building owners are to arrange for contractors to carry out the repair by themselves. Expenses can be reimbursed from the RTN and EECO/or project managers or project maintenance within the assessed amount. The working group will consider paying for damages from sonic boom in all cases. Or, in the case that the building owner is unable to find contractors to conduct the repairs by themselves, the RTN and/or project manager or project maintenance will recruit a contractor on their behalf. The RTN and EECO/or project managers or project maintenance shall act in accordance with the objectives for the establishment of the U-Tapao International Airport Impact Fund in the event of corrective action for impacts caused by objects falling from aircrafts and sonic boom.
Suggest that the project enters the area to arrange group meetings with those impacted so the public will receive correct information.		•			The project has heard the comments from those directly impacted by noise as follows:

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
The third public hearing should be held in the NEF \geq 40 area, targeting people in 4 villages: Village No. 3, 4, 6, 8 of Sam Nak Thon Subdistrict.		●			<ul style="list-style-type: none"> - First public consultation in the form of a public forum held in Ban Chang District, in which all affected in the study area were invited to join. - Second public consultation in the form of group meetings at the local administrative organization and in the areas of Village No. 3, 4, 6, and 8 of Sam Nak Thon Subdistrict. - Third public consultation in the form of a public forum for sharing opinions, held as 2 forums. The first forum was held in the Sam Nak Thon Subdistrict area for those impacted by noise and the second forum was held in the Ban Chang District area for all agencies and persons affected in project study areas.
Was the second public hearing part of the procedures required by the law or not? What is the progress status and whether those involved have been given prior notice. Did the consulting company distribute relevant information in advance as per the specified timeline or not?		●			The second public consultation was a hearing for the public consisting of multiple activities, including group meetings, in-depth interviews, and public opinion surveys using questionnaires. The project provided advance notification via publications used to disclose project facts, public relations signs, public relations posters, and the project website at http://www.ehia-utprw2.com .
Give members of the public access to impact assessment report of the project.		●	●		<p>For public relations on public consultations, notified the Office of Natural Resources and Environmental Policy and Planning and stakeholders before the day of the hearing forum via not less than 3 communications channels as follows:</p> <ul style="list-style-type: none"> - Notified the Office of Natural Resources and Environmental Policy and Planning and stakeholders by providing information on the schedule for the public consultation via 7 channels: 1) invitations, 2) signs, 3) posters, 4) websites, 5) local radio stations, 6) local newspapers, and 7) public broadcasting vehicles. <p>Disclosure of the project documents and draft report to stakeholders and the</p>
There should be a briefing session to provide information to those who attend public hearing before the meeting begins.		●	●		
Have copies of the summary report of the first public consultation been delivered or distributed to members of the public for acknowledgement?		●			
Deliver copies of report on the second public consultation to the local people to make sure that		●			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

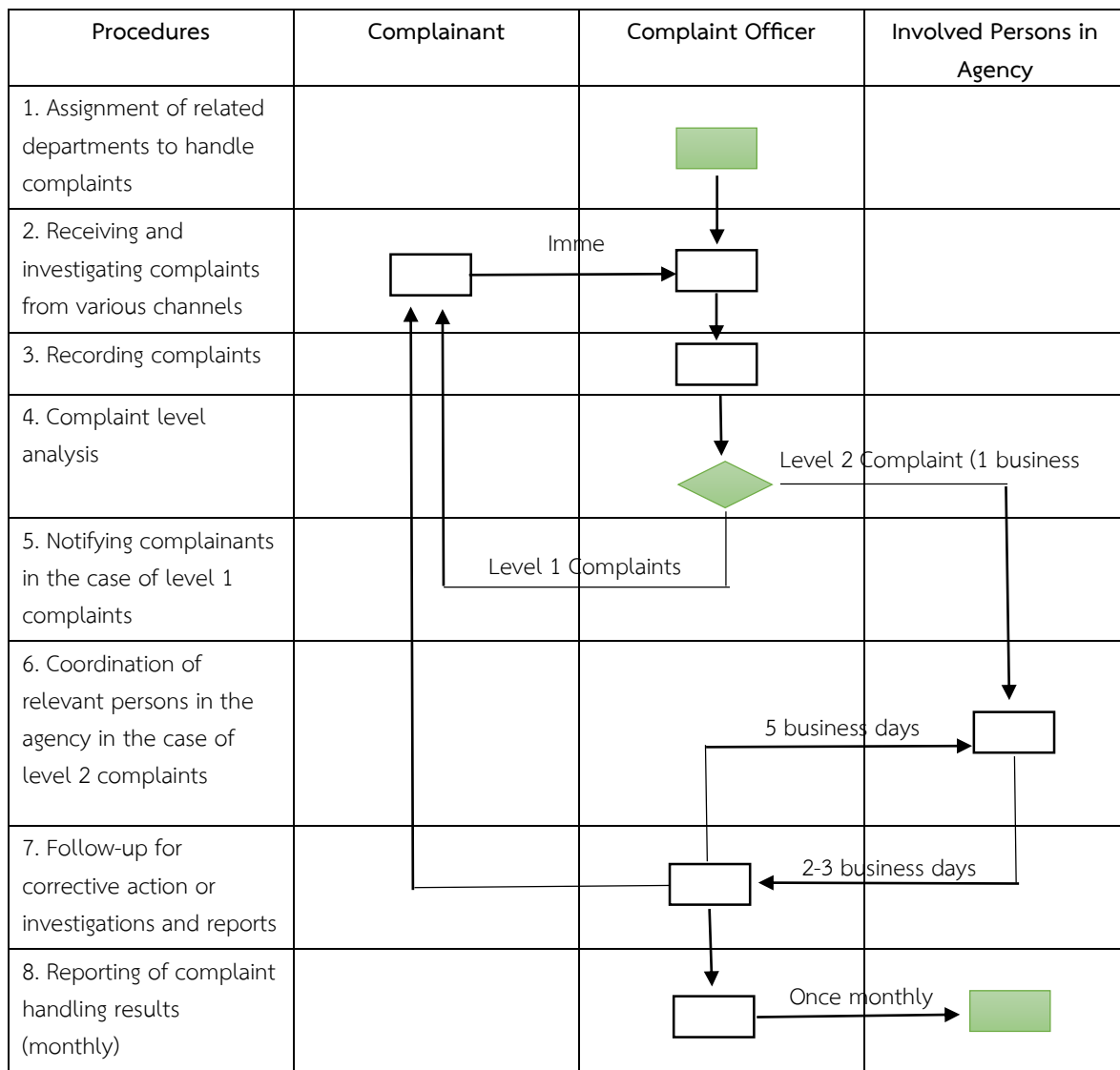
Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
<p>what the comments and feedback they gave had been taken into consideration.</p>					<p>public not less than 15 days before holding the consultation via various channels, including 3 channels as follows:</p>
<p>Deliver copies of report on the third public consultation to the local people to make sure that what the comments and feedback they gave had been taken into consideration.</p>			<p>●</p>		<ul style="list-style-type: none"> - Letter submitting study documents to ONEP and stakeholder groups. - Posted announcements or placed project documents in relevant government agencies, hospitals, local administrative organizations. and community leaders in project study areas, comprising a total of 47 places. - Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website. <p>Disseminated the stakeholder and public consultation summary report for the EIA scope and guidelines by specifying the concerns and comments on the EIA scope and guidelines, with explanations, for dissemination through various channels, including 3 channels as follows:</p> <ul style="list-style-type: none"> - Letter submitting study documents to ONEP and stakeholder groups. - Posted announcements or placed project documents in relevant government agencies, hospitals, local administrative organizations. and community leaders in project study areas, comprising a total of 47 places. - Website. Project documents can be downloaded from the website www.ehia-utrprw2.com. Details of the channels used to disclose project documents are also shown on the aforementioned website.

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
Suggestions					
Ban Khong Wanphen Subdistrict Health Promotion Hospital has served as the center for distribution of information regarding the stone mill project to local community. We are happy to serve as channel for dissemination of information to the community as well.		•			Information acknowledged.
14. Additional comments					
Can I see the U-Tapao International Airport master plan?		•			Such master plan is the result of a study by AECOM Consulting (Thailand) Co., Ltd., version dated December 2018, which still needs to be studied in more detail for other aspects. It is just a preliminary design plan for 6,500 rai of the Eastern Aerotropolis promotion zone. In the future, various elements are subject to change.
When was the master plan composed? What is cost recovery period of the project?		•			
I would like to have a copy of EHIA report file of the project to be kept as a database.		•			After the EHIA report has been approved by the EC and NEB, a full version of the report will be published and further distributed.
From actual events occurring at Suvarnabhumi Airport, is there any comparable data on projected noise and true noise? How different are they?		•			The forecasted noise and true noise values are similar.
The stone mills in the Khao Chi Chan area have caused a lot of disturbance for people in the area. Transportation measures are not being followed and there are frequent complaints.		•			Information and comment acknowledged.
The designation of Rayong, Chonburi and Chachoengsao provinces as special economic zone has resulted in higher land prices.		•			

Table 4.7-1 Public and stakeholders comments and suggestions received from the first, second, third and additional public consultations

Issues raised in opinions and suggestions	First	Second	Third	Additional	Project operations/project environmental measures
It is more convenient for people from Chonburi to travel to Suvarnabhumi than it is for them to travel to U-Tapao.		•			
For management of military areas, are there any restrictions on security or is it free like the private sector?		•	•		
The general feeling is that Rayong does not benefit that much from the airport as tourists go directly to Pattaya – not Rayong.		•			
Provide locale people with benefits or discounts when using the airport, such as reduced costs or utilizing profits to increase prosperity in the community.			•		
It promotes tourism in the country.			•		
As there are many projects happening all at once and there are several agencies organizing public hearings in this area, can all these projects be integrated into big projects so people can make sense of the overall development of the area and be able to see what kind of impacts on their communities they can expect?		•			
A wave barrier should be built that can also be used for aquatic breeding as part of the effort to rehabilitate marine resources. As Phala is an open-sea area, artificial coral reef may be damaged in the event of a storm or by fishing trawlers.		•			



Indicator explanations:  start/end  process  consideration

Figure 4.7- 1 Procedures for complaints and resolution of environmental impact issues

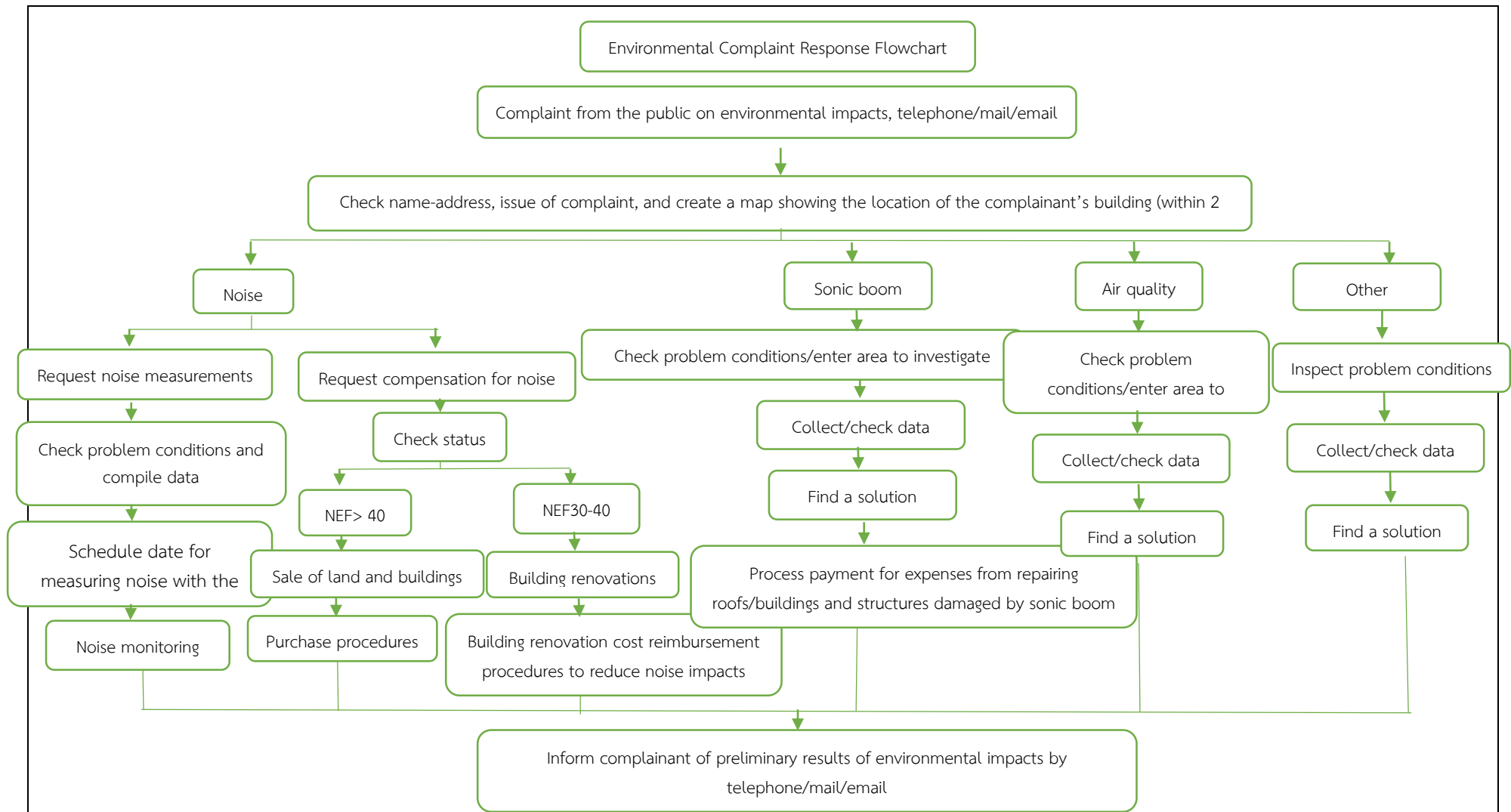


Figure 4.7-2 Environmental Complaint Response Procedures of U-Tapao International Airport

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