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Regulatory disparities and operational challenges in ASEAN rail transit: Insights from Thailand and Lao PDR

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Abstract: This study examines the laws and customs procedures that govern transit rail transport between Thailand and Lao PDR. The aim is to identify inefficiencies to formulate an operational framework conducive to cross-border logistics. Although Thailand and Lao PDR are parties to regional agreements such as the ASEAN (Association of Southeast Asian Nations) Single Window (ASW), disparities remain due to each country's unique political priorities, trade practices, and border control mechanisms. Drawing on documentary research and field investigations conducted at key rail logistics points, this study identifies procedural redundancies, digital integration gaps, and documentation and border handling inconsistencies. The research uses comparative analysis to evaluate existing practices against successful models like the One-Stop Border Inspection (OSBI) system. Stakeholder interviews and observational data further inform the development of a harmonized inspection framework tailored to the Thai-Lao context. Current rail transit operations are constrained by fragmented legal mandates and technological incompatibility, causing operational delays, increased costs, and additional complexities. The proposed joint customs inspection model, grounded in regulatory harmonization, sharing digital infrastructure, and coordinated border management, can improve procedural efficiency and regional connectivity. This study presents a policy-oriented solution to streamline rail customs procedures between Thailand and Lao PDR. The proposed solution provides a framework to guide regulatory alignment that purports to facilitate the removal of legal and logistical barriers to transit trade—the framework also overtures the digital integration of customs administrations. The findings offer actionable insights for policymakers seeking to advance ASEAN rail transit integration. The study demonstrates that its findings provide implementable insights for policymakers pursuing ASEAN rail transit integration. It emphasizes the requisite conditions (i.e., bilateral policy coordination and system-level interoperability) that allow logistical advantages from cross-border railways to coexist with national sovereignty.

Keywords: *Common control area, Customs procedures, Laos PDR, Thailand, Transit rail transport.*

1. Introduction

International agreements on transit cooperation define the regulatory framework in which cross-border transportation of goods is implemented. These include the GATT (General Agreement on Tariffs and Trade) [1] TFA (Trade Facilitation Agreement), RKC (the Revised Kyoto Convention), the UN VPoA (Vienna Programme of Action), the Barcelona Convention, and AFAFGIT (ASEAN Framework Agreement on the Facilitation of Goods in Transit). These agreements seek to bring about seamless transportation across borders and help facilitate the movement of goods to enhance economic integration through harmonization of domestic transit legal frameworks [2]. For Thailand and Lao PDR, members of the ASEAN (Association of Southeast Asian Nations), these multiple agreements create multiple requirements to harmonize domestic legal systems into international

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standards [3].

Despite these frameworks, differences in regulations and operational procedures still pose challenges for smooth rail transport across borders, leading to delays and redundancies that translate to higher operator transportation costs [4]. These challenges are exacerbated by different national laws, political governance regimes, and trade policies that influence border management practices [5, 6]. Oversight from a multiplicity of agencies and protective measures also exacerbate inefficiencies of transit rail transport.

The rail transit process between Thailand and Lao PDR exemplifies these challenges (Figure 1), with the Lao-China Railway (the Boten-Vientiane Railway) part of six international economic corridors under China's Belt and Road Initiative (BRI). It runs from the Laotian capital of Vientiane to Boten, on the border with China. While many regulatory concepts are aligned, variations in public order measures, security protocols, and health regulations can disrupt operations. For instance, the Lao-China Railway, a critical segment of China's Belt and Road Initiative (BRI) [7, 8] highlights the potential of enhanced connectivity but also underscores the barriers posed by inconsistent transit procedures. Delays and increased costs stemming from these issues affect operators and impede regional economic growth. Addressing these barriers is essential to fully leverage the economic opportunities offered by rail connectivity.

The rail transit procedure between Lao PDR and Thailand exemplifies operational and legal challenges concerning cross-border connectivity (Figure 1). The Boten–Vientiane railway (Lao-China Railway), with a length of 422 km, is an important part of the six international economic corridors under China's Belt and Road Initiative (BRI) [9]. Although there is a high degree of alignment in the general goals, there is still a divergence in practice and agreement in specific areas of public order enforcement, safety regulations and institutions, traffic and train safety, and public health administration. This divergence may severely restrict rail transit efficiency.

The Lao-China Railway is a flagship development of the BRI [7, 8]. It highlights the potential for enhancing regional connectivity and the risks posed by non-unified transit systems. Differences in legal and operational modalities governing cross-border rail services often cause lengthy delays, increase the cost of operations, and erode the economic benefits of integration. The economic potential of cross-border rail infrastructure cannot be fully realized until systemic barriers are addressed and a harmonized procedure is adopted

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Figure 1.
Lao-China Railway (the Boten-Vientiane Railway).
Source: [8].

2. Literature Review

2.1. ASEAN framework agreement on the facilitation of goods in transit (AFAAFGIT)

AFAFGIT underpins the ASEAN Economic Community (AEC), promoting the free flow of goods, services, and investments. This agreement is instrumental in achieving a harmonized transport and

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customs environment. Signed in Ha Noi in 1998, AFAFGIT established nine high-level protocols to create an efficient regional transit system [9].

2.2. ASEAN single window (ASW) and national single window (NSW)

The ASEAN Single Window (ASW) initiative offers a framework for the simplification of customs clearance through appropriate and expeditious electronic data interchange (EDI) and aligned standards [10]. The initiative aims to (1) provide single submission and processing of trade data; (2) promote 'coordinated or integrated management' along with and among customs administrations and related government agencies; and (3) integrate ASW by linking NSWs member states, such as Thailand and Lao PDR.

The ASEAN Single Window facilitates seamless trade operations by reducing delays, enhancing transparency, and enabling efficient decision-making [11]. The system's geographical coverage spans all ASEAN member states, ensuring a unified approach to customs processes. The ASW fosters stronger collaboration among stakeholders by promoting interoperability and consistency in data exchange while aligning with global trade facilitation standards [12]. Ultimately, the ASW contributes to the ASEAN Economic Community's broader regional integration and economic growth goals.

Regulatory inconsistencies and operational redundancies must be addressed for rail transit to be efficient between the two countries [13]. Concerns about inconsistent national laws with international laws and agreements, non-standard customs procedures, and a lack of understanding of the mechanisms of existing frameworks have been raised by Lao PDR railway system operators. These weaknesses result in expensive and timely delays to cargo moving between borders. Harmonizing national laws with international agreements and accommodating agreed-upon norms and procedures could enhance the efficiency and well-being of Indonesia, Lao, and other ASEAN member states.

2.3. Research objectives

Examine the regulations and procedures governing rail transit customs operations in Thailand and Lao PDR. To identify legislative and practical issues causing delays and increased costs in rail customs operations. To propose a streamlined, transparent, and efficient customs operations framework that balances security and sovereignty for both nations.

2.4. Scope of the study and expected benefits

The research is based on regional international agreements such as AFAFGIT and the ASEAN Single Window which are designed to facilitate the processes of transit customs. It is also based on domestic Thai laws and regulations, such as Thailand's Customs Act B.E. 2560 (2017) and other related notifications, such as Lao PDR's Customs Law No. 81/SPC (2020) and Rail Law No. 62/SPC (2018). This study has three objectives: (1) to propose a practical and efficient customs framework for rail transit between Thailand and Lao PDR, (2) to eliminate regulatory and operational barriers that create additional costs and delays, and (3) to improve the linkage of regions whilst ensuring national security and sovereignty.

2.5. Conceptual framework

Concerning the international railway connecting China, Lao PDR, and Thailand, this research paper examines the intricacy and duplication of customs procedures along railways due to regulatory issues, national laws, and real-world barriers to transporting goods across railroad borders in Thailand and Lao PDR (Figure 2).

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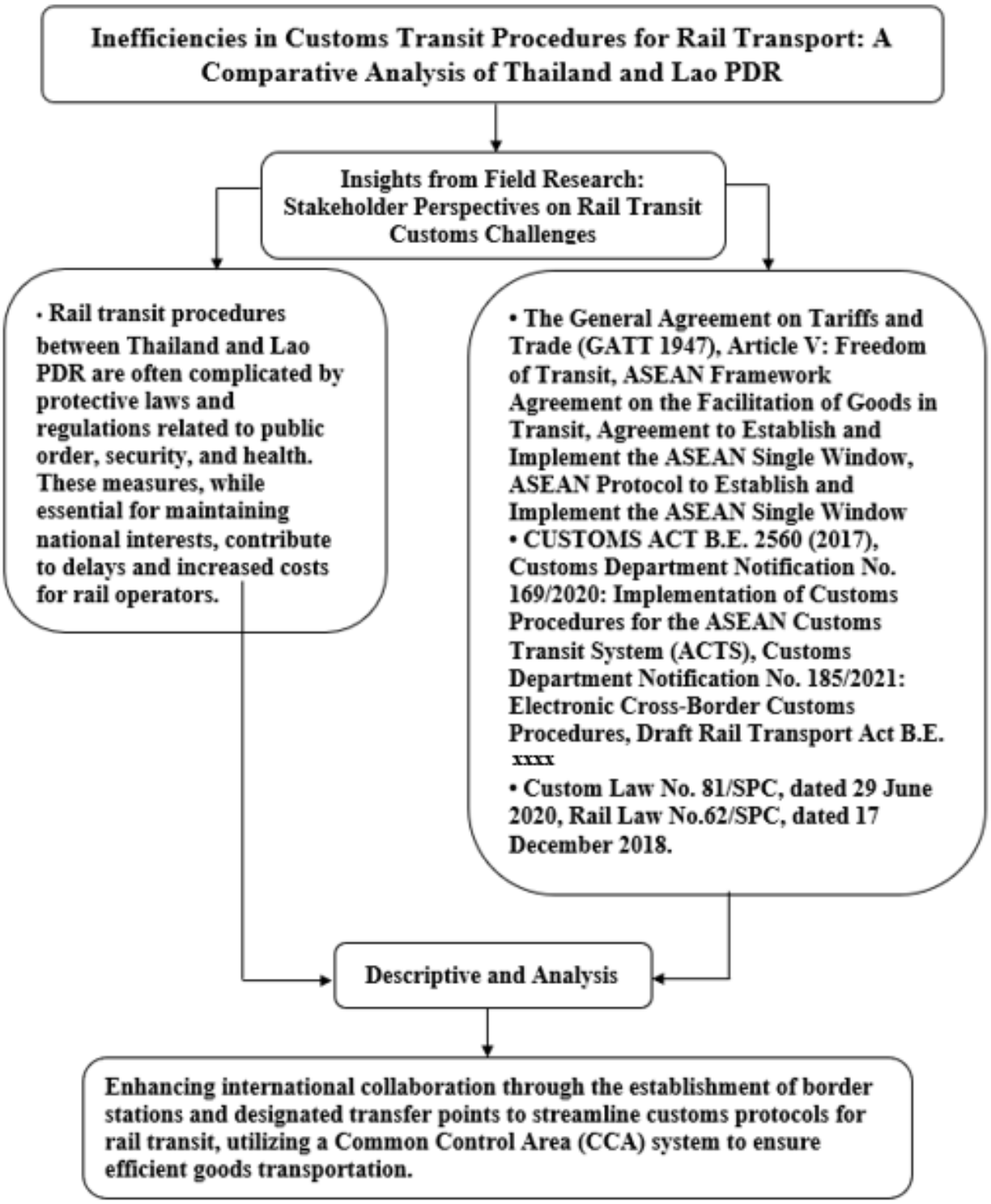

Figure 1.
A conceptual model for streamlining rail transit through a common control area (CCA) system: Collaborative border solutions between Thailand and the Lao PDR.

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3. Methods

This research employs documentary and field research to comprehensively analyze customs transit procedures in rail transport. The methodological approach includes:

3.1. Population and target groups

This study engaged three main groups of stakeholders to gather comprehensive insights into transit rail transport challenges between Thailand and Lao PDR. These groups were selected based on specific criteria to ensure the relevance and depth of the information collected.

The first group consisted of business entities in transit goods transportation in Thailand and internationally. This included five Thai businesses, three Lao businesses, and two Chinese businesses, with ten informants. Participants were chosen based on at least three years of direct experience in the field and were under 60 years of age, ensuring their familiarity with current industry practices.

The second group comprised customs officers and government officials administrating and overseeing rail-based goods transit. This included five informants: two officers from the Nong Khai Customs Office, two from Thai Customs, and one from Lao Customs. Like the first group, participants were selected based on their extensive experience in customs operations.

The third group included representatives from relevant government and trade organizations. This group of ten informants represented entities such as the Department of Rail Transport, the Department of Foreign Trade, the Nong Khai Chamber of Commerce, and the Lao Consul in Thailand, among others. An academic specializing in international trade was also included. The selection emphasized individuals with expertise and direct involvement in managing transit rail transport challenges.

By engaging these diverse groups, the study ensured a well-rounded perspective on the complexities of rail transit between Thailand and Lao PDR, contributing to significant and actionable findings.

3.2. Data collection

This study engaged three main groups of stakeholders to gather comprehensive insights into transit rail transport challenges between Thailand and Lao PDR. These groups were selected based on specific criteria to ensure the relevance and depth of the information collected.

Documentary Research: A thorough review of domestic and international documents, including books, articles, journal papers, theses, legal texts, regulations, and electronic media from institutional libraries and relevant agencies. This phase focuses on identifying regulatory frameworks and operational practices.

Field Research: In-depth interviews with key stakeholders, including business operators transporting goods across Thailand, Lao PDR, and China, and government officials involved in rail transit operations. These interviews aim to uncover practical challenges and operational inefficiencies.

3.3. Interview framework

The interview tool was designed to collect data across three primary sections systematically:

(1) G*eneral Information:* Gathering demographic and contextual background of respondents.

(2) *Agency Information:* Identifying roles, responsibilities, and practices of relevant organizations involved in rail transport.

(3) *Challenges and Obstacles:* Exploring specific issues in transit freight transport, including redundant regulations, procedural delays, and barriers caused by conflicting laws. Key interview topics focused on regulatory complexities, procedural redundancies, and the practical implications of customs operations—insights from interviews guided research identifying actionable solutions to improve rail transit efficiency.

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3.4. Data Analysis

This study engaged three main groups of stakeholders to gather comprehensive insights into transit rail transport challenges between Thailand and Lao PDR. These groups were selected based on specific criteria to ensure the relevance and depth of the information collected.

Data from documentary reviews and interviews will be synthesized using descriptive and analytical techniques. The analysis aimed to (1) identify the root causes of inefficiencies in customs transit procedures and (2) propose recommendations for harmonizing regulations and streamlining operations.

Efficient rail transit between Thailand and Lao PDR requires addressing regulatory inconsistencies and operational redundancies. Harmonizing national laws with international agreements, implementing streamlined customs procedures, and leveraging frameworks like AFAFGIT and ASW can reduce delays and costs. This study's findings aim to enhance connectivity and foster regional economic integration while respecting national sovereignty and security.

4. Results

4.1. Registration and Qualifications for Transit Operators

Operators intending to transport goods via rail in Thailand must register as authorized representatives with the State Railway of Thailand. Key qualifications include possessing licenses for transit transport and authorization as an Authorized Economic Operator (AEO). Operators must choose between the ASEAN customs procedure and the electronic customs transit procedure, offering similar operational frameworks. Additionally, approved transporters must submit a manifest, referred to as the Cargo Manifest, alongside a transit cargo declaration in electronic format, per Customs Department specifications.

4.2. Required Documentation

Essential documents for transit rail customs procedures include (1) a bank guarantee letter, (2) transit procedure request, (3) route details, (4) proof of origin transporter, (5) cargo manifest, (6) through bill of lading, (7) commercial invoice, and (8) import license (if applicable).

4.3. Customs Procedures for Rail Transport

Customs procedures encompass inspecting incoming and outgoing goods to ensure compliance with documentation and legal requirements. These processes are vital for maintaining operational integrity and adherence to transit agreements.

4.4. Legal Provisions

Numerous laws govern transit operations, such as the Hazardous Substances Act, Military Equipment Control Act, and Plant Quarantine Act (Please see Appendix A). These regulations ensure that transit goods comply with safety, security, and environmental standards.

4.5. Custom Officers' Roles

Customs officers have the authority to inspect or search goods based on reasonable suspicion of illegal activity or threats to national security. Goods unclaimed within 30 days may be forfeited to the state.

4.6. Customs Transit Procedures in the Lao PDR

4.6.1. Qualifications for Rail Operators

Rail operators in Lao PDR must register as legal entities and secure necessary permits, including a Railway Transport Operator License from the Ministry of Public Works and Transport. Supporting documentation includes proof of financial viability, a business plan, and safety protocols.

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4.6.2. Documentation and Procedures

Operators must register in Lao PDR's electronic customs system and electronically submit necessary documents such as the Railway Transit Declaration, Packing List, and Certificate of Origin.

4.6.3. Legal and Operational Challenges

Customs procedures in Lao PDR face challenges, such as incomplete digitalization of processes and regulatory discrepancies between countries. Additionally, operational delays arise from public holidays and transshipment complexities.

4.6.4. Field Research Findings

Key interview findings reveal significant obstacles in customs clearance requirements and documentation practices between Thailand and Lao PDR. Practical issues such as limited digital integration and the need for unified customs clearance systems hinder efficient rail transit. Stakeholders emphasize the importance of joint customs clearance systems to streamline operations and reduce delays.

5. Discussion

The findings from this study highlight significant challenges in the customs transit procedures for rail transport between Thailand and Lao PDR. Insights from field research further reveal both legal and practical issues impacting efficiency.

5.1. Legal and Regulatory Issues

The findings from this study highlight significant challenges in the customs transit procedures for rail transport between Thailand and Lao PDR. Insights from field research further reveal both legal and practical issues impacting efficiency.

The Lao National Single Window (LNSW) system, implemented in 2013, was designed to facilitate trade document sharing across ASEAN member states. While Thailand's implementation of the ASEAN Customs Transit System (ACTS) has faced minimal regulatory challenges [9] differences in customs clearance requirements between the two countries create uncertainties for transporters. These discrepancies underscore the need for harmonized legal frameworks and unified systems to reduce complications.

5.2. Legal and regulatory issues

Operational challenges also pose significant barriers. E-customs implementation in Lao PDR is still in its infancy, with many processes relying on traditional systems. Public holidays and staff transition often delay customs procedures, while differences in documentation practices between officials in both countries further increase difficulties. Moreover, logistical complexities such as transshipment between Lao-Chinese and Thai trains add to handling times and costs.

5.3. Addressing the challenges

A joint customs clearance system is imperative to enhance transit rail transport efficiency. This would involve unified inspection points and integrated operations across agencies and countries. Drawing on models such as the One Stop Border Inspection implemented at the Lao Bao-Dansavanh checkpoint, Thailand and Lao PDR can adopt similar strategies to streamline procedures. Combined with improved digital integration, joint inspections can minimize delays and foster excellent connectivity.

5.4. Infrastructure and technical barriers

In addition to procedural challenges, railway infrastructure discrepancies, such as differing gauge sizes, hinder seamless connectivity. Addressing these technical barriers will require collaborative

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investment and planning to align infrastructure standards, further facilitating trade and economic integration.

5.5. In-depth interview results

The field research findings were obtained through in-depth interviews with government officials involved in transit freight transport by rail in Thailand and Lao PDR and business owners engaged in transit freight transit between China, Thailand, and Lao PDR. An example of one interview question was, "What regulations and procedures related to customs transit procedures in rail transport between Thailand, Lao PDR, and China present obstacles to transport operations?" The conclusions from the responses can be summed up as follows:

5.6. Legal and regulatory issues

The Lao National Single Window (LNSW) system was implemented in Lao PDR in 2013, with its creation and management formalized by the Ministry of Finance in 2015. This system is compatible with the ASEAN Single Window, enabling the sharing of trade document information among ASEAN member countries. It is recognized as the world's first region-wide electronic data exchange system. In contrast, Thailand's implementation of the ASEAN Customs Transit System (ACTS) has faced minimal regulatory challenges. The operational system is stable, and personnel are proficient in its usage. However, differing customs clearance conditions between the two countries create uncertainties and complications for transporters.

5.7. Practical Issues

5.7.1. E-Customs Implementation Challenges

Lao PDR is still transitioning to a digital economy. While the Lao National Single Window (LNSW) is operational, some processes cannot yet be fully completed electronically, requiring traditional systems to be used concurrently.

5.7.2. Impact of Public Holidays

Transit rail transport between Thailand and Lao PDR can face delays when personnel are unavailable during public holidays. Staff transitions can further slow down customs procedures, increasing operational costs.

5.7.3. Complexity of Transshipment

The transfer of goods between Lao-Chinese trains and trains connecting to Thailand complicates logistics, leading to increased handling times.

5.7.4. Documentation Submission Issues

Despite data connectivity between the two countries, differing practices among customs officials result in complications and delays in the shipment process.

5.7.5. Need for Joint Customs Clearance

Establishing a unified customs clearance system at a single inspection point could significantly reduce clearance time and improve efficiency across agencies and countries.

5.8. Analysis of Customs Procedures and Collaboration Potential

An analysis of customs procedures for transit rail transport between Thailand and Lao PDR reveals domestic regulatory requirements and areas where international collaboration could significantly improve efficiency. Key domestic dimensions include regulations for obtaining transport licenses, systems for inspecting goods in transit, and legal provisions imposing prohibitions or restrictions on transit activities. However, developing a "comprehensive joint inspection system" presents collaboration

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opportunities. This system would integrate customs procedures, supporting documentation, and formalities associated with rail transit.

5.9. Enhancing integration through the ASEAN Single Window

Thailand and Lao PDR, as ASEAN member states, have formalized agreements under the ASEAN Single Window (ASW) framework to enhance customs operations. The "Agreement to Establish and Implement the ASEAN Single Window" and the "ASEAN Protocol to Establish and Implement the ASEAN Single Window" provide a collaborative framework to develop an integrated data linkage system among member countries. These agreements mandate each member state to establish a "National Single Window," facilitating electronic transactions and enabling comprehensive data connectivity between government and private sector agencies.

5.10. Implementation Timelines and Challenges

Under the ASEAN framework, countries like Thailand, Brunei, Indonesia, Malaysia, and the Philippines must operationalize their National Single Window systems. For example, while Thailand has implemented the ASEAN Customs Transit System (ACTS) effectively, Lao PDR faces operational inefficiencies due to incomplete digitalization and limited resources [9]. Addressing these disparities is critical to achieving seamless connectivity and reducing transit delays.

5.11. National Single Window System Utilization

Thailand and Lao PDR have developed and implemented their own respective systems in the context of using the National Single Window system for transit goods transport. Thailand's National Single Window operates through the ASEAN Customs Transit System (ACTS) [9]. Transport operators must register to utilize the system and comply with the customs procedures outlined in the ASEAN Customs Transit System User Manual, as specified in Customs Department Announcement No. 169/2020.

The ASYCUDA+ system represents the Lao PDR's National Single Window. Transport operators must scan a QR code to register their goods electronically and declare imported items under the transit declaration via the designated website (e.g., https://vcust.gov.la).

Both nations have adopted the National Single Window and E-Customs systems and are currently testing data connectivity between their platforms. However, despite integration under the ASEAN Single Window framework, significant challenges remain when goods enter other jurisdictions. These include delays caused by differing inspection requirements, operational methodologies, working hours, and customs procedures, which vary according to each country's legal and regulatory framework.

Furthermore, the railway infrastructures in Thailand and Lao PDR face connectivity issues with the Laos-China railway due to differing gauge sizes. This technical incompatibility complicates and prolongs customs procedures, increasing operator transportation costs. Addressing these structural and procedural inefficiencies is critical to improving the overall effectiveness of the transit rail transport system.

5.12. One-Stop Service (OSS)

In 2005, the governments of Vietnam and Lao PDR signed a memorandum of understanding on a system to implement a "One Stop Border Inspection" at the Lao Bao international border checkpoint in Vietnam's Lao Bao Special Economic Zone (SEZ) and the Dansavanh border checkpoint in the Dansavanh SEZ in Lao PDR. The "single window entry" system introduced an e-customs system and a Common Control Area (CCA) to improve customs procedures' efficiency, accuracy, and time.

The researchers investigated the One Stop Service (OSS) model as a possible guideline for the joint customs procedures for railway transport between Thailand and Lao PDR [14, 15]. Officially commenced on 14 June 2019, the OSS integrates document-related data and operations in a spatial context.

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5.13. Greater Mekong Subregion (GMS) Cross-Border Transport Agreement (CBTA)

The Common Control Area (CCA) facilitates cross-border transportation of passengers and goods under the Greater Mekong Subregion (GMS) Cross-Border Transport Agreement (CBTA). This arrangement streamlines inspection and clearance processes at a point where both countries officially conduct checks jointly [16-18]. The CCA reduces transportation costs, minimizes delays, and standardizes inspection and documentation procedures, ensuring goods' timely and efficient movement across borders.

Implementing the "One Stop Border Inspection" model at the Lao Bao international checkpoint has demonstrated significant benefits. This model has facilitated smoother trade exchanges and bolstered economic development for citizens and businesses in both countries [19]. Key achievements include resolving legal and infrastructural challenges and enhancing human resource capabilities. The Lao Bao and Dansavanh checkpoints are now critical gateways within the East-West Economic Corridor, underscoring their strategic importance in regional trade.

6. Conclusion

Customs procedures for rail transport between Thailand and Lao PDR present opportunities for national improvement and bilateral collaboration, with licensing rules for rail transport, customs inspection systems, and transit regulation laws being the main domestic challenges. Collaborative efforts could address redundancies and inefficiencies by establishing a comprehensive joint inspection framework. Such a framework would harmonize customs protocols, streamline documentation, and improve operational processes.

Currently, the customs processes between Thailand and Lao PDR are independently operated, albeit with document exchanges via the ASEAN Customs Transit System, resulting in duplicated verification efforts. This also leads to latency in goods clearances and increased costs, to the detriment of transit rail operators. Harmonization protocols and joint inspection frameworks are needed to resolve such problems while respecting national sovereignty and security.

Efficient rail transit requires regulatory alignment with international agreements, streamlined customs procedures, and the integration of frameworks like the AFAFGIT and the ASW. By addressing these challenges, this study aims to enhance regional connectivity and foster economic integration within the ASEAN region. The findings contribute to creating a more efficient, harmonized transit rail system, benefiting stakeholders across Thailand, Lao PDR, and the broader region.

7. Recommendations

Relevant entities, including the Department of Rail Transport, Customs Department, and Ministry of Foreign Affairs, should strengthen international cooperation on customs protocols. This includes designated border stations and transfer points to support transit goods transportation under a Common Control Area (CCA) system. Efforts should also prioritize upgrading rail transport infrastructure to facilitate smoother cross-border operations. Simplify and standardize documentation and procedural frameworks to eliminate redundancies and reduce complexity. Advance the integration of electronic data exchanges via the ASEAN Single Window (ASW) while ensuring personnel from both nations are trained to use EDI systems effectively. Collaborate on developing a National Single Window (NSW) system to link seamlessly with other relevant systems, reducing customs processing times and costs for transit rail transport. By implementing these recommendations, stakeholders can create a more efficient, transparent, and secure rail transit system that supports regional trade and economic growth.

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Institutional Review Board Statement:

This study received approval and ethics clearance (Certificate No: HE663007) from the Research Ethics Committee for Human Research based on the Belmont Report and GCP in Social and Behavioral Research before engaging experts in the questionnaire design process. Furthermore, adherence to the principles outlined in the Declaration of Helsinki was ensured throughout the study. Informed consent forms were provided to all experts, members of the pilot survey group, and primary study respondents, and their signatures were obtained. Measures were taken to maintain the anonymity of participants, with assurances provided that no private information would be disclosed.

Transparency:

The authors confirm that the manuscript is an honest, accurate and transparent account of the study that no vital features of the study have been omitted and that any discrepancies from the study as planned have been explained. This study followed all ethical practices during writing.

Competing Interests:

The authors declare that they have no competing interests.

Authors' Contributions:

All authors contributed equally to the conception and design of the study. All authors have read and agreed to the published version of the manuscript.

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Appendix A.
Legal provisions governing prohibitions or restrictions on transit.

- Firearms, Ammunition, Explosives, Fireworks, and Imitation Weapons Act B.E. 2490 (1947)
- Export Control Act for Military Equipment and War Material B.E. 2495 (1952)
- Plant Quarantine Act B.E. 2507 (1964)
- Plant Variety Protection Act B.E. 2518 (1975)
- Fertilizer Act B.E. 2518 (1975)
- Narcotic Drugs Act B.E. 2522 (1979)
- Military Equipment Control Act B.E. 2530 (1987)
- Hazardous Substances Act B.E. 2535 (1992)
- Animal Epidemic Act B.E. 2558 (2015)
- Import and Export of Goods Act B.E. 2522 (1979), amended by the Import and Export of Goods Act (No. 2) B.E. 2558 (2015)
- Animal Pathogens and Toxins Act B.E. 2558 (2015)
- Elephant Ivory Act B.E. 2558 (2015)
- Fisheries Royal Decree B.E. 2558 (2015)
- Psychotropic Substances Act B.E. 2559 (2016)
- Nuclear Energy for Peace Act B.E. 2559 (2016)
- High-Power Destructive Weapons Non-Proliferation Control Act B.E. 2562 (2019)
- Wildlife Conservation and Protection Act B.E. 2562 (2019)

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