



# Country Report - Lao PDR

11<sup>th</sup> EST Forum under the theme  
Sustainable Urban Design and Development ~ Role of EST



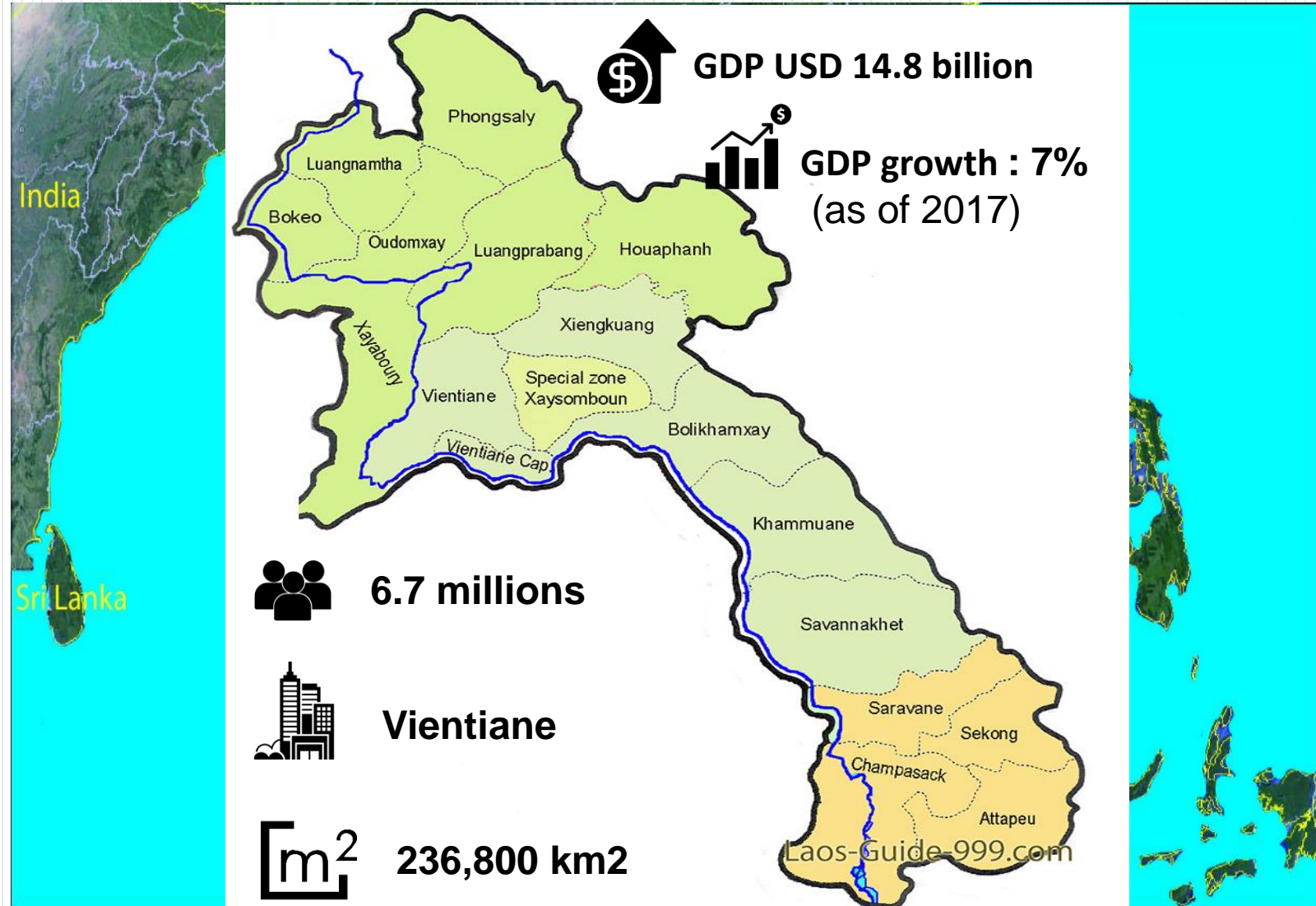
Sengdarith KATTIGNASACK  
Director General,  
Department of Planning and Cooperation  
Ministry of Public Works and Transport  
Lao PDR  
Email: [ksengdarith@yahoo.com](mailto:ksengdarith@yahoo.com)

# Outline

- Country Background
- Sustainable Development Goals
- Lao PDR - Transport Sector Policy and Strategy
  - Bangkok Declaration 2020 & Sector Implementation
- Case Project: Enhance Capacity of Vientiane Capital State Bus Enterprise
- Ways Forward

# Country Background

- Lao PDR is a least developed and landlocked country, sharing Borders with 5 countries (China, Myanmar, Thailand, Cambodia and Vietnam)
- Land Area : 236,800 km<sup>2</sup>
- Capital: Vientiane
- Population: 6.7 millions
- Economy: The Lao PDR economy is grown at around 7%, expected to maintain this growth rate from 2017-2019.



# Sustainable Development Goals (SDGs)

- In general, **17** SDGs
- Specifically for Lao PDR, the 18<sup>th</sup> added Clearance of Unexplored Ordinance
- Among 18 SDGs, Public Works and Transport Sector
  - SDG 6: Clean Water and Sanitation
  - SDG 9: Resilience Infrastructure
  - SDG 11: Sustainable Cities and Communities





# Brief Progress on Goals and Targets

## 6 CLEAN WATER AND SANITATION



ມີນ້ຳທີ່ສະອາດ  
ແລະ ສຸຂະອະນາໄມ

## 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



ສົ່ງເສີມການຫັນເປັນ  
ອຸດສາຫະກຳ,  
ການປະດິດສ້າງ ແລະ  
ສ້າງພື້ນຖານ ໂຄງລ່າງ  
ທີ່ເຂັ້ມແຂງ

## 11 SUSTAINABLE CITIES AND COMMUNITIES



ສ້າງຕົວເມືອງ  
ແລະ ຊຸມຊົນ  
ໃຫ້ມີຄວາມ  
ຍືນຍົງ

Lao PDR has made impressive achievements in safe water and sanitation

- In 2015, 76% & 71% of population respectively had access to improved sources of drinking water and improved sanitation facilities.

Lao PDR has made tremendous progress in developing its transport infrastructure

- Around 85% of the rural population now live in villages with all-whether road access.
- Lao PDR ranks 141 out of 190 in ease of doing business in 2017

Urbanization needs urgent attention

- Census data show that the share of the urban population has increased from 27% in 2005 to 33% in 2015.
- While the current level of urbanization in Lao PDR is low compared to the global average (54% in 2014)

# Lao PDR - Transport Sector Policy and Strategy

## Overall Guiding Connectivity Policy Lao PDR

Lao PDR has a policy to transform from a land-locked to a land-linked country in Greater Mekong Sub-region (GMS) and in the mainland of ASEAN by

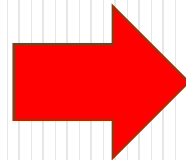
- Providing efficient and reliable transport infrastructure and facilities, particularly transit transport routes;
- Facilitating cross border transport of goods and people mobility between and among neighbors and countries in the region.



Transport sector connectivity policy focuses intensively on:

- Develop and improve multi-modal transport system, mainly: road, rail, inland water and air transports.

National Vision toward  
2030 PWT related areas  
among others

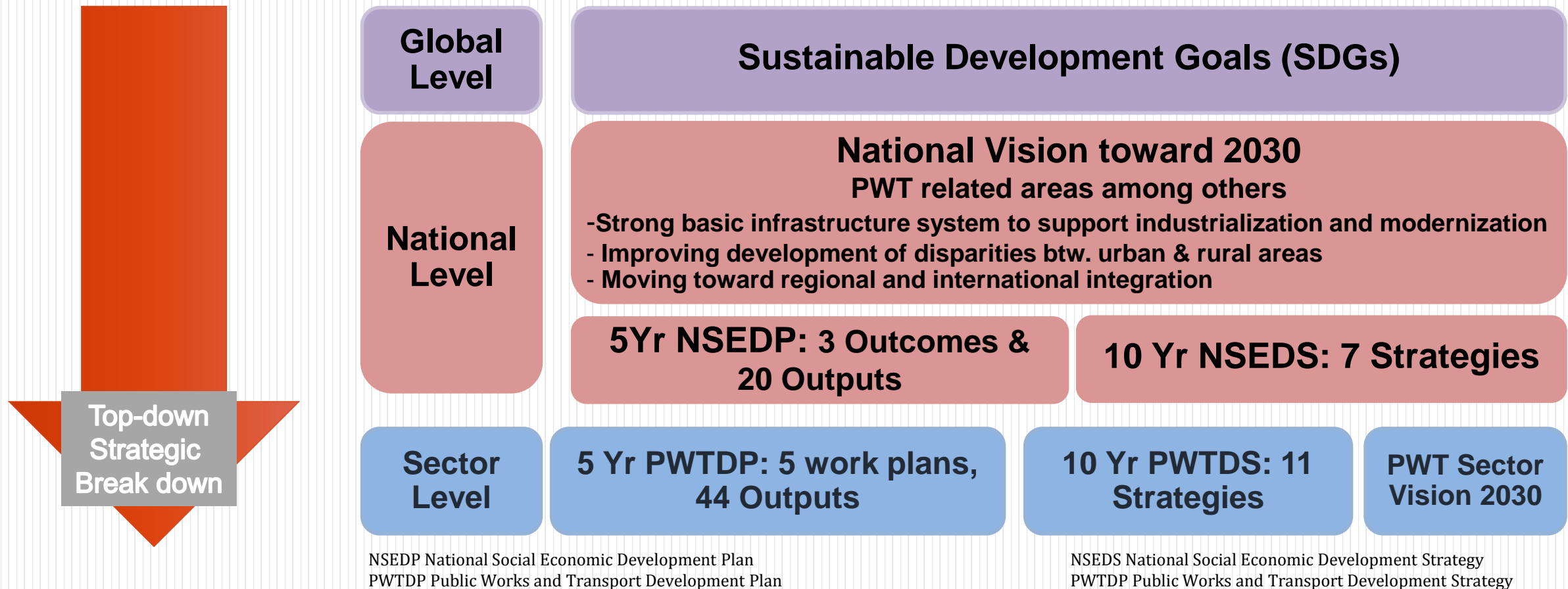


- **Improvement of transport infrastructure system to support industrialization and modernization.**
- **Inclusive development by narrowing the gap btw. urban & rural areas.**
- **Moving toward regional economic integration.**

# Lao PDR - Transport Sector Policy and Strategy



## Relations between Sector, National and Global Level Plans



# Lao PDR - Transport Sector Policy and Strategy



Land-locked

Transform

Land-linked

Transform

Land-bridge

Master Plan of ASEAN  
Connectivity 2016-2025  
(MPAC 2025)

EST Theme: improve  
urban mobility toward  
building safe, efficient,  
resilient, livable and  
sustainable cities and  
communities

Public Works and Transport Sector and  
Sub-sector Strategies and Investment  
plans  
e.g. Transport Connectivity Strategy and  
Land Transport Master Plan



# Bangkok Declaration 2020 & Sector Implementation

## Bangkok Declaration 2020

### Strategies to Avoid Unnecessary Travel

- Goal 1: land-use and transport planning
- Goal 2: Achieve mixed-use development

### Strategies to Shift Towards More Sustainable

- Goal 4: Non-Motorized Transport (NMT)
- Goal 5: Improve public transport services
- Goal 6: Transportation Demand Management (TDM)
- Goal 7: Inter-city passenger and goods transport

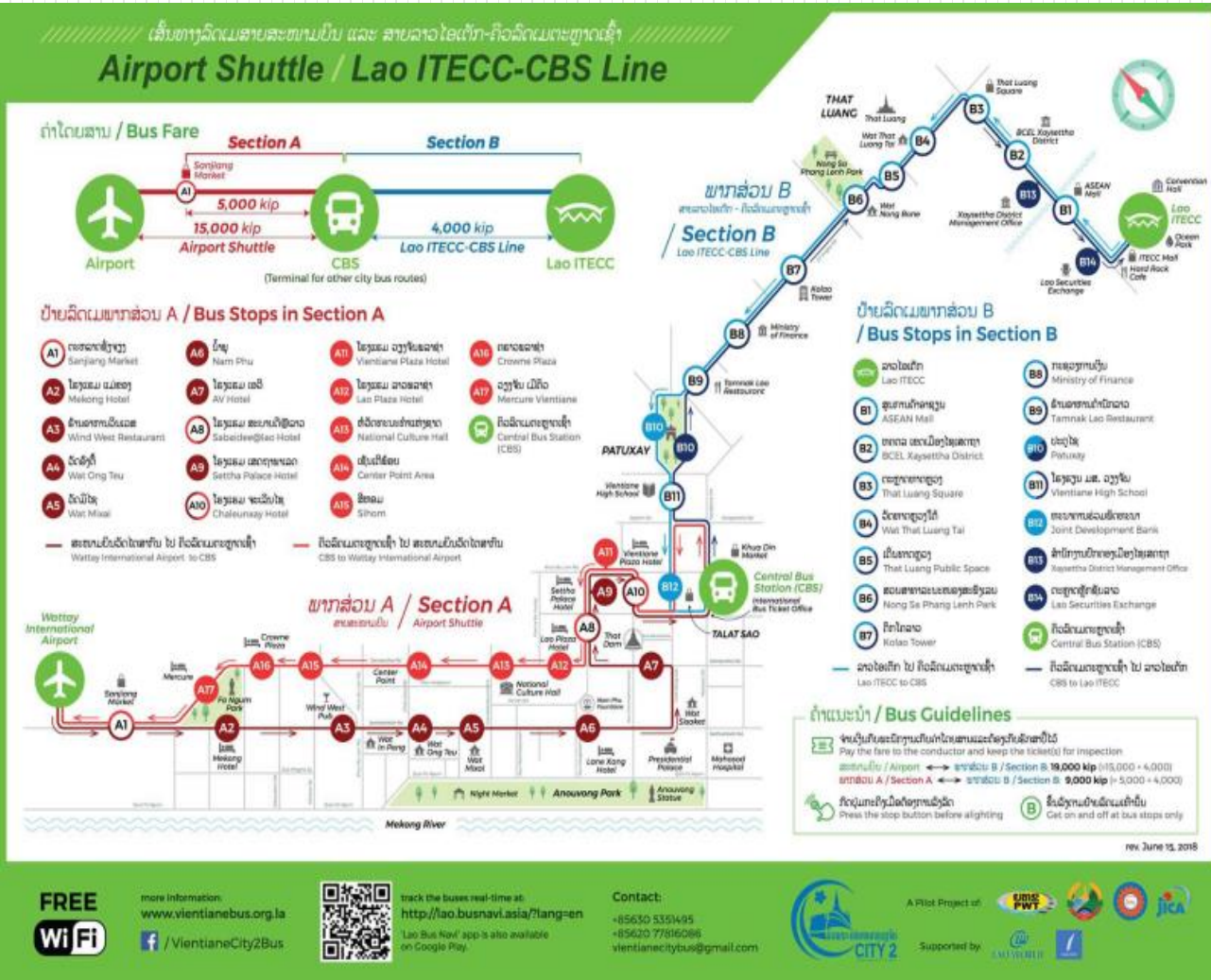
### Strategies to Improve Transport

- Goal 8: Transport fuels and technologies,
- Goal 11: Intelligent Transportation Systems (ITS)
- Goal 12: Achieve improved freight transport efficiency

## Lao PDR Implementation

- GMS Corridor Town Development 1 (EWEC)
  - Create centers of trade and investments in the EWEC, transforming of the transport corridors to economic corridors by providing adequate urban infra. And services in project town.
- GMS Corridor Town Development 2 (NSEC)
  - Maintaining economic growth, achieving poverty reduction targets, ensuring sustainable development and supporting regional integration.
- GMS Corridor Town Development 4 (NSEC)
  - Accelerate urban node development along the GMS North-South Economic Corridor to deliver sustainable, inclusive, equitable and resilient growth achieved.
- Vientiane Urban Transport Management Project
  - Integrate Transport, Paid parking System
  - Improve Traffic, Reduce Congestion, Non-motorized transport In Vientiane
- **The Project to Enhance Capacity of Vientiane Capital State Bus Enterprise**
- E-Tuktuk Public Transport in Luangprabang
  - Low carbon transport, Green Transport
- Lao Road Sector Project 2
  - Climate Resilient Road Maintenance & Climate Road Asset Management

# Case Project: Enhance Capacity of Vientiane Capital State Bus Enterprise

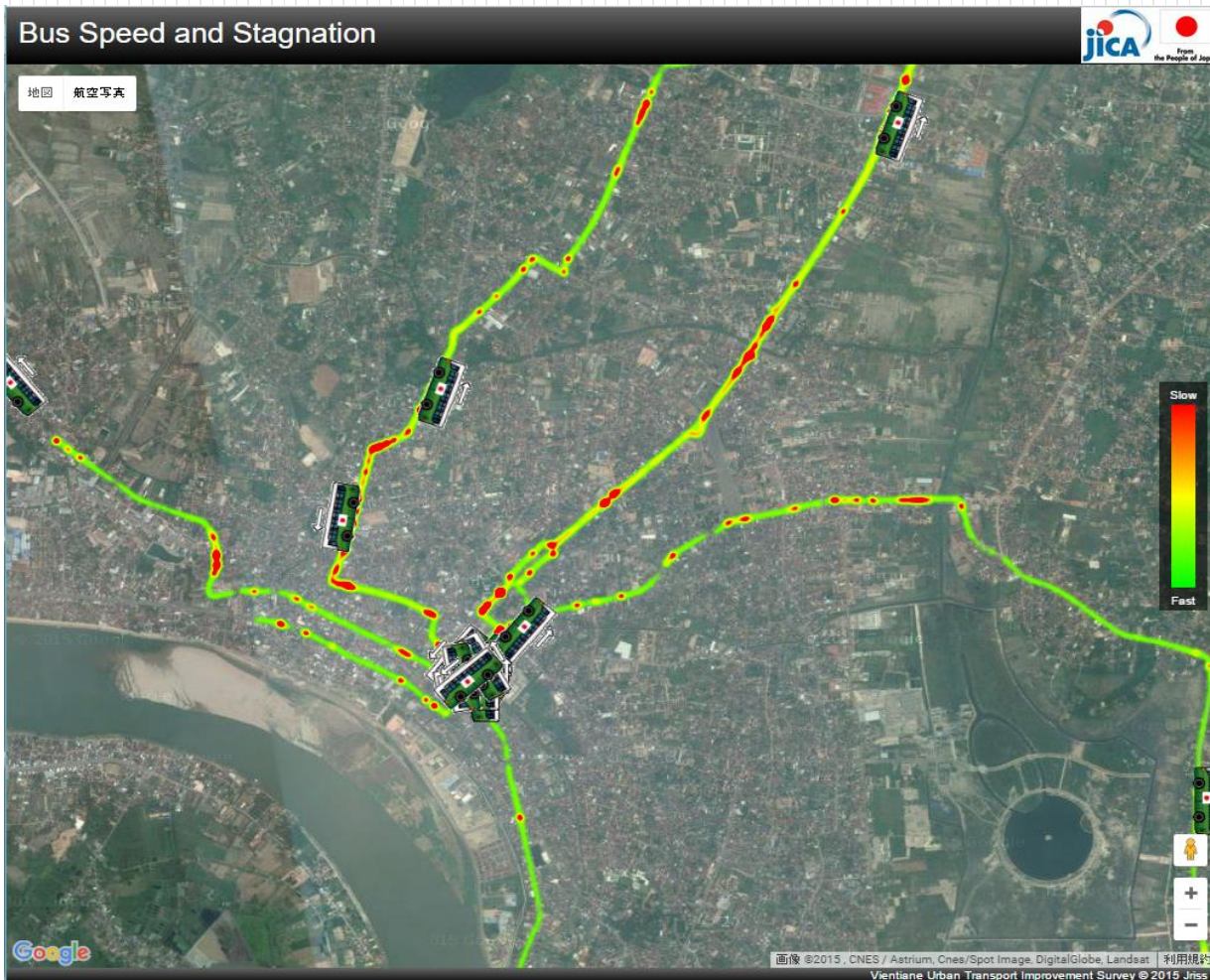


- **Location** : Vientiane Capital, Lao PDR
- **Stake holders** : MPWT, VCSBE, JICA
- **Period** : Aug 2016- Jul 2019 (3 Years)
- **Project Cost**: 3 million USD (JICA Grant Aid)
- **Objectives**:
  - Shifting to Public Transport
  - Enabling Safe and Efficient Transport Mode
  - Facilitating Movement of Passenger in Urban Areas
  - Moving forward to Intelligent Transport System (ITS)
- **Areas of Support in SDG 11**: Improving Public Transport to cope with rising population

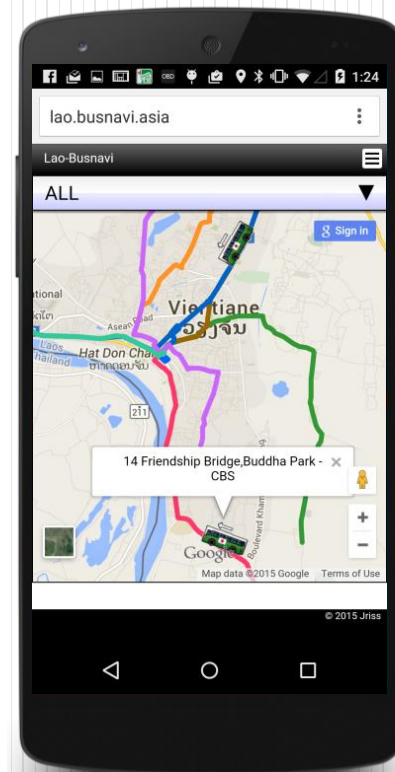


# Case Project: Enhance Capacity of Vientiane Capital State Bus Enterprise

- Users able to track and monitor real-time bus movement through personal devices

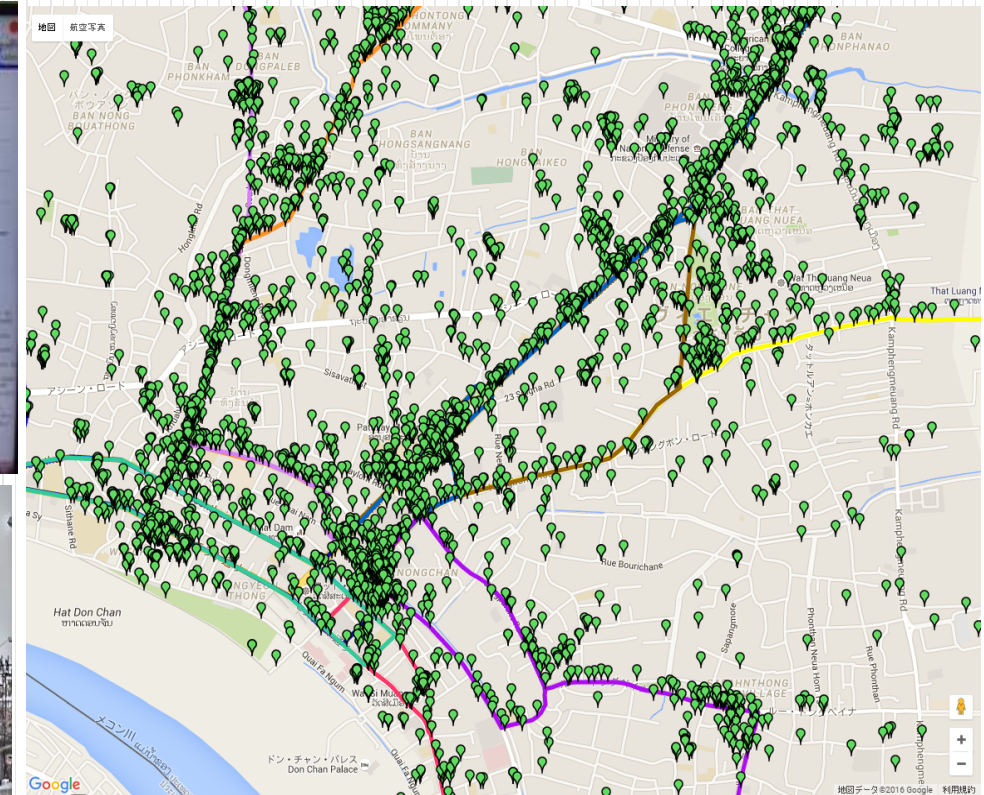
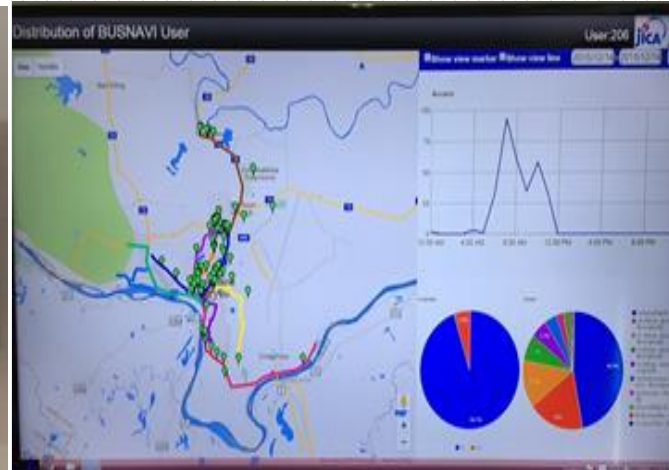
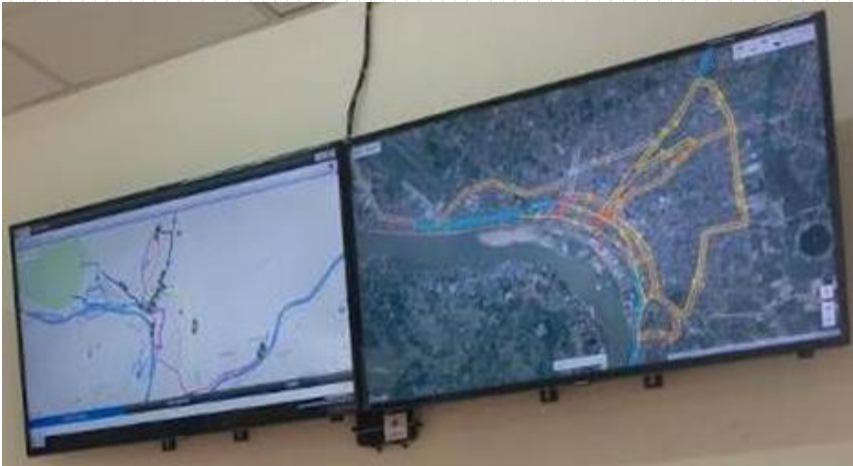


- More efficient time management for users





# The project to enhance capacity of Vientiane Capital State Bus Enterprise

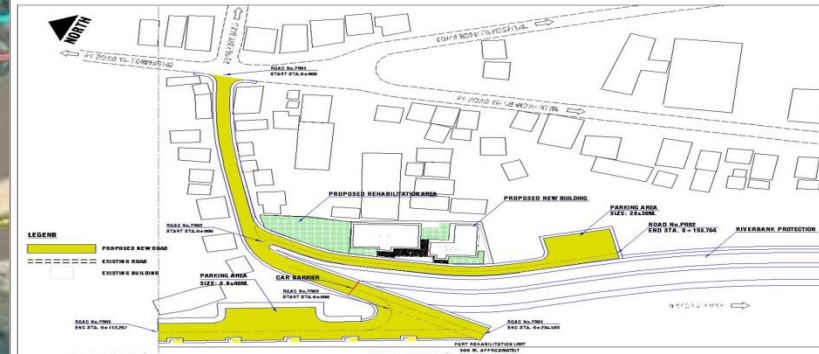
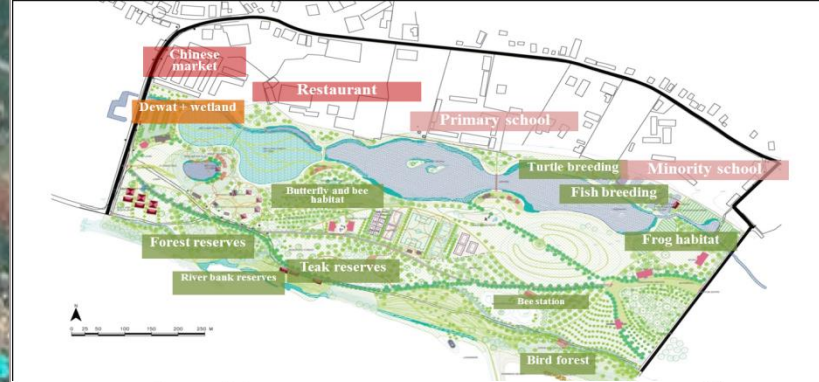
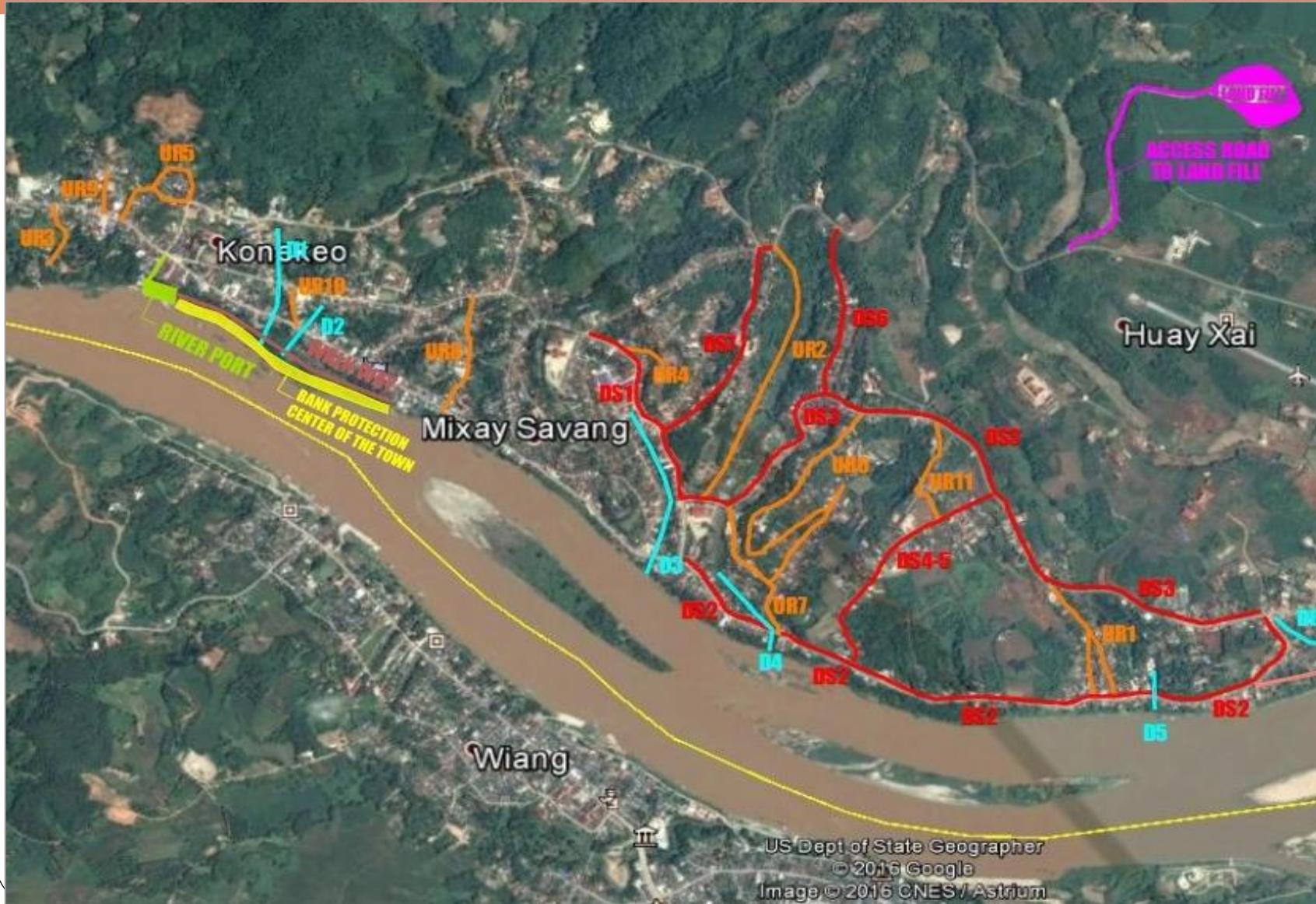


- Centralized Monitoring and Management System
- Analysis of User Distribution



# 2<sup>nd</sup> GMS

# CORRIDOR TOWN DEVELOPMENT PROJECT





# E-Tuktuk Public Transport in Luangprabang



30 Nos. of Portable Lithium-ion Battery



2 units of Miletto, the electric motorbike.



JICA donates to Luangprabang DPWT 14 units of 3-wheels EV “Pecolo”, and 2 units of the battery exchange station .



# Lao Road Sector Project 2 – Climate Resilient Road Infrastructure Project

**Project Development Objective** is to strengthen maintenance systems to improve reliable road connectivity in Lao PDR, and to provide immediate and effective response in case of an Eligible Crisis or Emergency

**Physical Component** : Climate Resilient Road Maintenance through periodic maintenance and spot improvements

**Institutional Component** : Climate Resilient Road Asset Management, including (1) develop sector climate change action plan, (2) operationalize the hazard maps into practical vulnerability maps for planning of infrastructure maintenance or investments, (3) review and update current planning tools for road management and maintenance planning, (4) prepare a medium-term climate resilient national road preservation plan, (5) review and update road sector designs, standards and guidelines to incorporate climate resilience aspects, and (6) design mechanisms to strengthen emergency road repair management.

# Ways Forward (1) Optimizing benefit from difference cooperation platforms seeking coherence with Bangkok Declaration 2020 to achieve SDGs



## Cooperation Framework

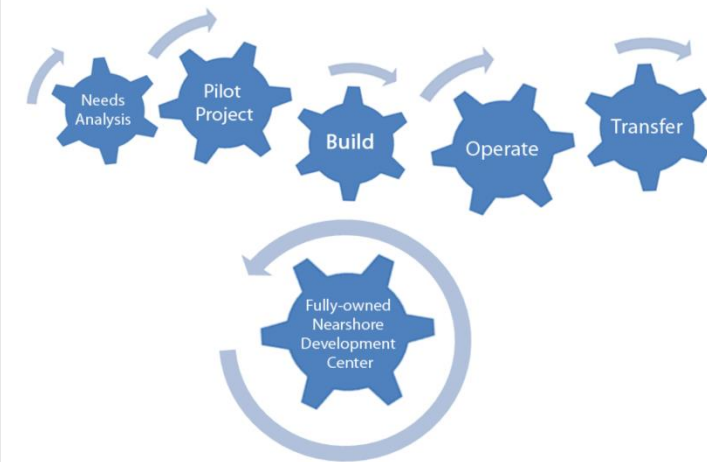
- GMS
- ASEAN
- ASEAN + China
- ASEAN + Japan
- ASEAN + Korea
- ASEAN + EU
- Mekong-Japan
- Mekong-Korea
- Mekong-Lanchang
- Mekong-Kongkha
- ACMECS
- CLMV
- CLV

## Development Partners

- |         |              |
|---------|--------------|
| - WB    | - UNDP       |
| - ADB   | - UNICEF     |
| - AIIB  | - UNOPS      |
| - EIB   | - UN HABITAT |
| - EU    | - UNCDF      |
| - KfW   | - NDF        |
| - JICA  | - GGGI       |
| - KOICA | - Handicap   |
| - NEDA  |              |

## Private Sector Participation in Public Infrastructure Investments

- All types of necessary PPP models





# Ways Forward (2) Institutional Strengthening

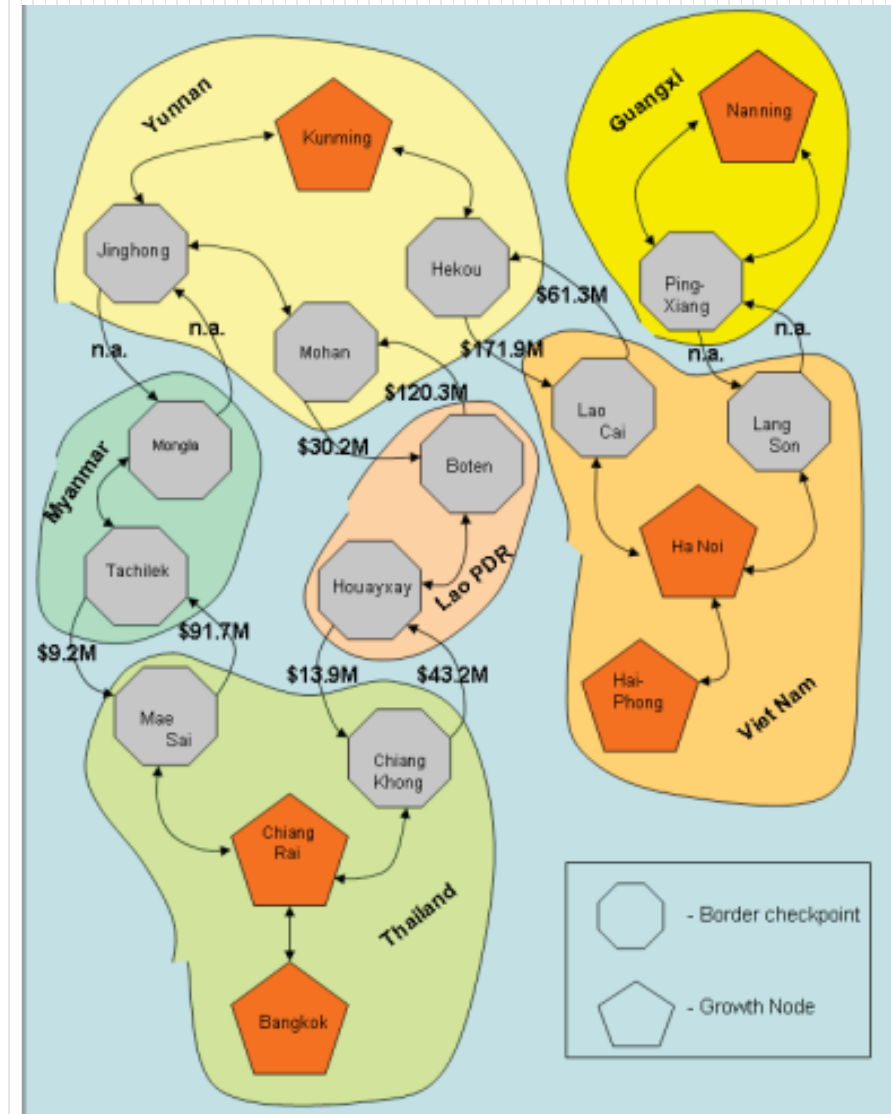


- **Building Capacity of Sector Human Resources, especially, sustainable and climate resilient infrastructure area**
  - Incorporate the area in sector HRD medium and long term plan
- **Strengthening Sector Institutions related to EST**
  - Materialize Lao -Environmental an Sustainable Transport Strategy
  - Implement the draft law on Multi-model Transports

# Ways Forward (3) Integrate the sustainable and green infra. development concept with economic development investment plan and projects



- Development urban centers with environmentally sustainable concept with a close link to regional urban development to ensure realistic economic and social benefits
- Links and incorporate the environmentally sustainable concept to country priority projects, which support the transformation of land-locked to land-linked and land-bridge





Thank you for your kind attentions

**баярлалаа**

**ຂອບໃຈ**