



United Nations

Department of
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Lao PDR Country Report

By Department of Transport
Ministry of Public Works and Transport

Report Overview

I. Aichi 2030 Data

- Goal 1c – Air Pollution
- Goal 3 – Economic Sustainability
- Goal 5 – Urban Access

II. Urban Transport Masterplan 2040

III. Transition to Electric Mobility

IV. Post-Covid Digital and Transport Connectivity

V. PPPAs Supporting Aichi Declaration



I. Aichi 2030 Data Summary

Goal 1c – Air pollution

Table 1. Base case Scenario on Motor Vehicle Ownership

Vehicle Type		Number of Vehicles				
		2001	2011	2020	2030	
Private	Motorcycle	168,379	899,436	1,395,320	1,875,194	
	Car	Sedan	33,967	27,901	77,372	174,936
		Pick-up/SUV/Van	21,936	121,517	372,507	732,777
Commerce vehicle (Truck)		11,841	28,673	44,481	72,455	
Public	Tuktuk/Minibus	4,405	8,537	11,961	15,311	
	Bus & Medium bus	4,502	25,346	42,821	76,687	
Total motor Vehicle		245,030	1,111,410	1,944,462	2,947,360	

Source: JICA, 2012



Table 2. CO2 Emission from Road Transport

Vehicle Type		Amount of CO2 (000 tons)			
		2010	2020	2030	
Private	Motorcycle (two&three wheels)	190	298	363	
	Car	Sedan	42	134	275
		Pick-up/SUV/Van	310	858	1,527
Commerce vehicle (Truck)		627	991	1,460	
Public	Tuktuk/Minibus	13	122	159	
	Songthaew/Medium bus	126	536	1,139	
	Large bus	119	206	333	
Total motor Vehicle		1,427	3,145	5,256	

Table 3. Number of Vehicle Registration in Reality

Number of Vehicle registration	Number of Vehicles			
	2001	2011	2020	2024
Total motor Vehicle	218,776	1,144,139	2,286,780	2,715,432

Source: DoT

Average percentage per year 24%

Currents policy and Regulation

- National Pollution Control Strategy and Action Plan 2018 –2025 (MNRE, 2017)

- reduce air pollution and propose vehicle standards

- Degree on Accreditation and Promulgate the policy of using electric vehicle in Lao PDR,

30% by 2030

- Nationally Determined Contributions

- 10% transport biofuels by 2025
- 25,000 MW hydro power plants after 2020

I. Aichi 2030 Data Summary

Goal 3 – Economic Sustainability

Transport Infrastructure Development

- Three Dry Port had been developed to support goods transport network from Laos to Vietnam, Thailand and Cambodia
- Connecting Lao-China Railway to Thanaleng Dry Port to facilitate the transit of goods under GMS and ASEAN cooperation.

Southeast Asia Regional Economic Corridor and Connectivity project (SEARECC) in 2022, by WB

- To upgrade the Lao National Road 2 West and local road in five provinces to connect transit transport corridor between Thai and Vietnam.
- Formulating the regulation related to dry port development policy, bilateral agreement, drafting the degree on dangerous goods transportation, and establishing the National integrated multimodal transport Strategy, and so on.

Urban Transport Master Plan of Vientiane Capital 2040

- Data-driven behavior change to increase public transport
- Target 30% public transport mode share by 2040

I. Aichi 2030 Data

Goal 5 – Urban Access

- In Vientiane capital, the rate of public transport mode share was relatively low 5.4% (2007) → **1.4% (2019)**.
- Public transport policy study was conducted in Vientiane capital, respondents 1,490 people, 83% was Gov't officials.

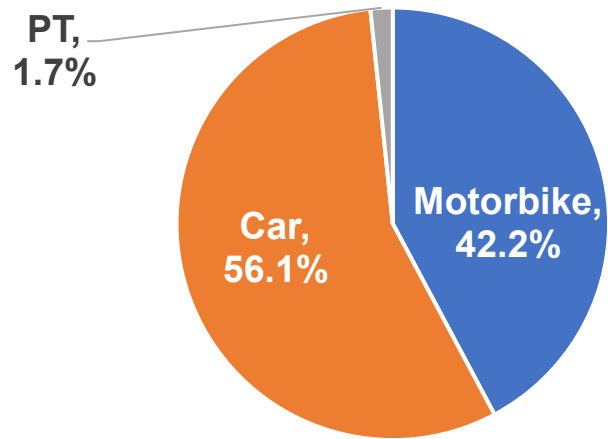
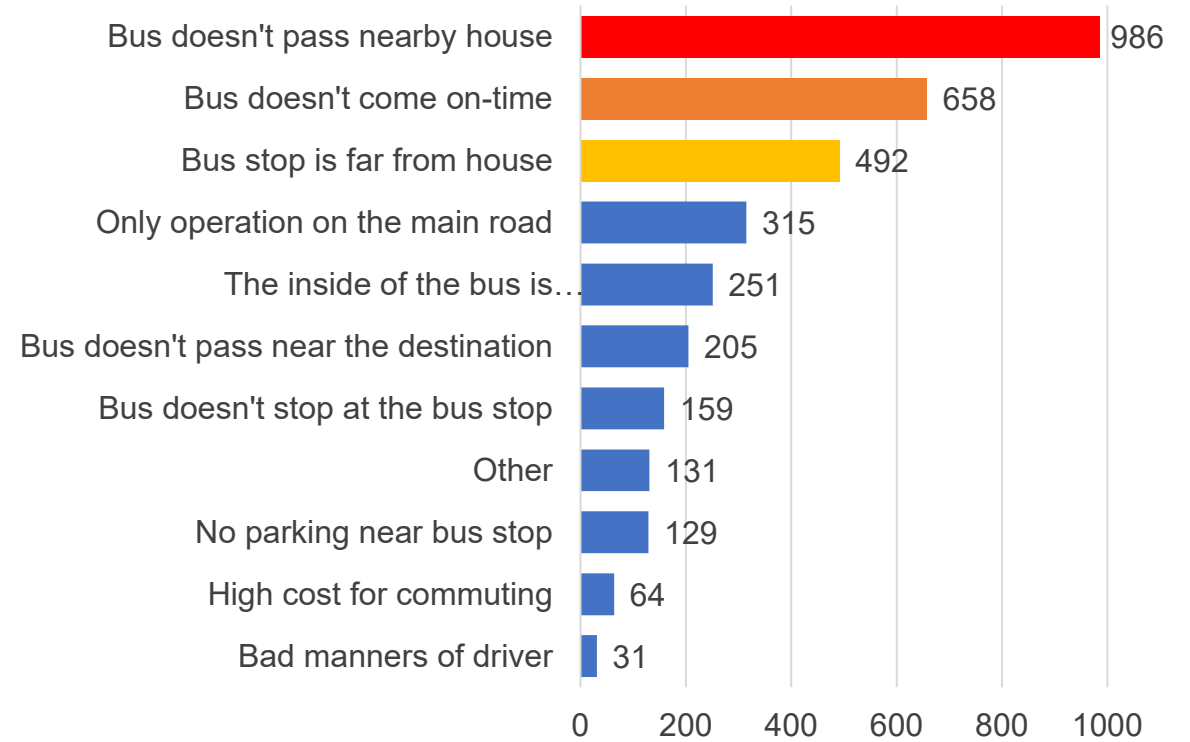


Fig 1. Mode share of gov't officials in Vientiane



- Fig 2. Factors for non-PT users to consider using the bus
- Bus not passing near the house is the main factor for not using the bus.
 - Policy to improve bus driving and accessibility can influence PT mode use

II. Urban Transport Masterplan 2040

Goals 1c, 3, and 5

A. BRT Development and revitalize PT system

- BRT as trunkline
- Paratransit as feeder

A. Address PT infrastructure gaps

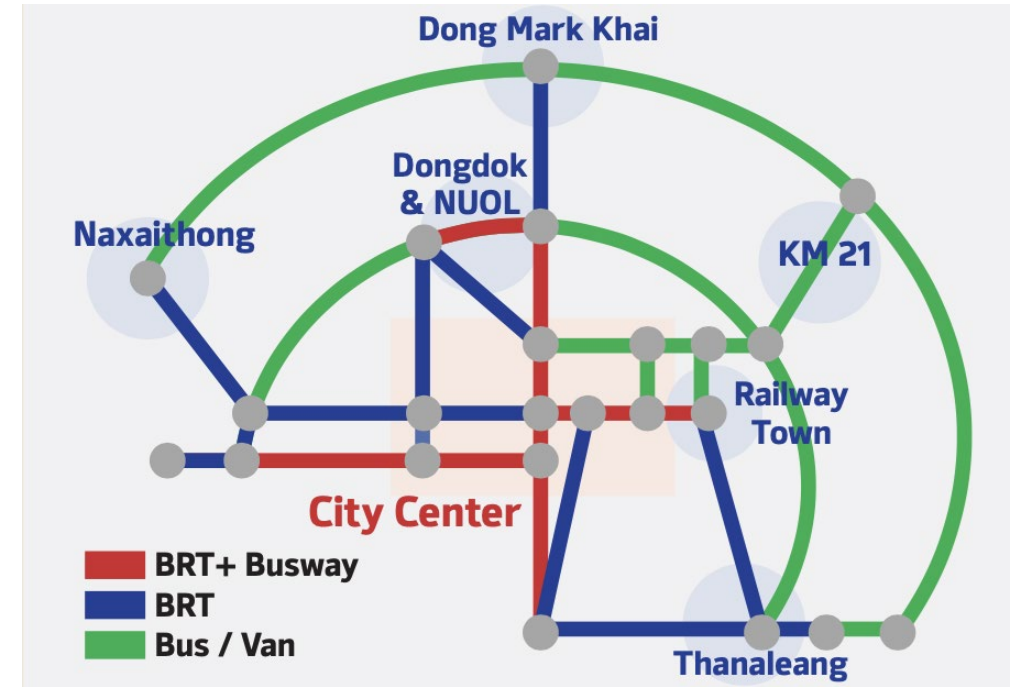
- Circular bus routes
- Improve PT access

B. Traffic Management

- Parking facilities
- Road safety
- Traffic rules enforcement

C. Behavior change as key to success

- Gov't officials using PT
- Commuter feedback
- Education campaign



Hierarchical PT Network 2040



Source: VTMP,
2024

III. Transition to Electric Mobility 2024

Goals 1c and 5

A. Vientiane BRT 2026

- 12.9 km BRT corridor, 27 location of BRT station and 34 station stations
- All electric bus fleet

B. EV standards development

- Charging infrastructure
- EV promotion

C. EV policy

A. Shared e-mobility

- DRT and paratransit integration



Lao paratransit



Vientiane BRT

IV. Post-Covid Digital and Transport Connectivity

Goals 1c, 3, and 5

A. Development of ICT Infrastructure

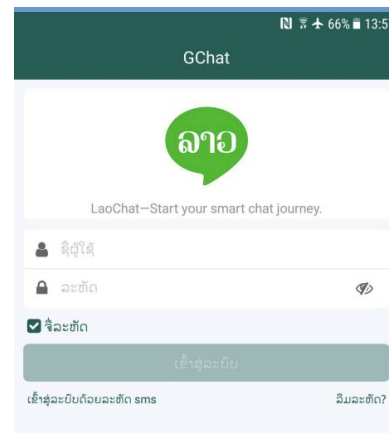
- Lao Digital Economy Development Vision, Strategy and Plan 2021-2040
- Mobile network coverage and transmission

B. Government Network and Digital Services

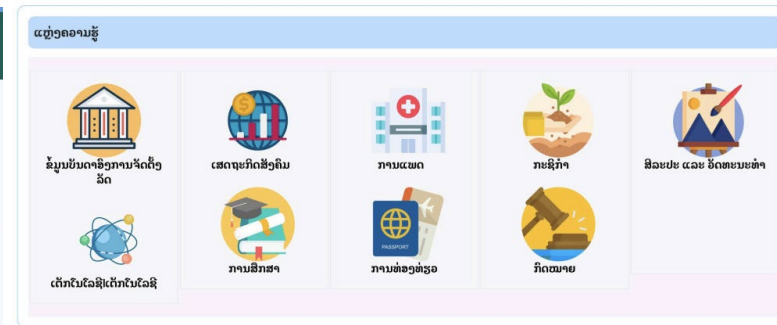
- Government chat (G-chat)
- Laopedia (search gov't services and info)

C. Smart Mobility with Private sector

- LOCA (RHS)
- DRT service using paratransit



G-chat



<https://laopedia.gov.la/>

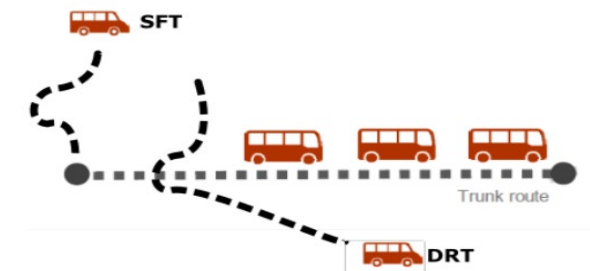
Laopedia

Source: Phommasand, 2023



LOCA

Source: LOCA, 2023



DRT + paratransit

Digital and Transport Connectivity for the Socioeconomic Resilience of Rural Communities during the post-COVID-19 Period in Asia-Pacific



Source: ESCAP, 2023

V. PPPAs Supporting Aichi Declaration

Program, Project, Policy, and Activity	Year	Goal		
		1c	3	5
The Project for Institutional Capacity Building for Sustainable Urban Transport System in Lao People’s Democratic Republic	2018	✓		✓
Sustainable Design of Urban Mobility in Middle-sized Metropolitan Regions in ASEAN – Phase II	2021	✓		✓
Digital and Transport Connectivity for the Socioeconomic Resilience of Rural Communities during the Post-COVID-19 Period in Asia-Pacific Countries	2022	✓	✓	✓
Enhancing Social Inclusion and Innovations in Urban Transport System in Asia-Pacific Cities	2022	✓		✓
The project on Sustainable Urban and Transport Management in Luangprabang	2022	✓		✓
Accelerating the transition to electric mobility for public transport in Asia and Pacific	2024	✓		✓
Urban Transport Master Plan of Vientiane Capital	2024		✓	✓

THANK YOU

