

Country Reporting Guidelines on the Aichi 2030 Declaration (2021-2030)

I. Introduction

In October 2021, the High-level 14th Regional Environmentally Sustainable Transport (EST) Forum participating countries adopted the Aichi 2030 Declaration (2010-2030), and agreed to report on a regular basis on the implementation of the Declaration. Annex 2 of the Aichi 2030 Declaration explains that reporting by countries on the Aichi 2030 Declaration will focus on policies, programs, and projects adopted and implemented in support of the Aichi 2030 Declaration. The goals of the Aichi Declaration are closely aligned with the SDGs and the Paris Agreement on climate change, among other international agendas and agreements.

In addition, the Asian Transport Outlook, the open data resource knowledge platform that will provide annual status reports on the implementation of the Aichi 2030 Declaration goals (See also Box 1).

Box 1. Role of the Asian Transport Outlook in tracking the implementation of the Aichi 2030 Declaration (2021-2030)

The tracking of the implementation of the Aichi 2030 Declaration is not limited to the reporting by participating countries. In addition, the Goals of the Aichi 2030 Declaration are also tracked by the Asian Transport Outlook (ATO). The ATO was initiated in 2020 by the Asian Development Bank (ADB), with support now also being provided by the Asian Infrastructure and Investment Bank (AIIB) to strengthen the knowledge base on transport in the region. Amongst other objectives, it aims to support Asian governments in transport policy development and delivery and guide their international partners in planning and delivery of assistance. The ATO is available at www.asiantransportoutlook.com.

Prior to the adoption of the Aichi 2030 Declaration the ATO developed the Baseline [Report for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable \(2021-2030\)](#).¹ This report provided an overview of the 2020 baseline status for the goals included in the Aichi 2030 Declaration.

The ATO team, in the annual EST Forums, will provide a status report on each of the Goals that are being discussed. For the High-level 15th Forum 2023 in Malaysia, the ATO team will also provide a status report on the implementation of three selected Goals: **Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 - National access and connectivity.**

This document describes the annual reporting format that will be used by the EST participating countries to report on the implementation of the Aichi 2030 Declaration.

II. Phased reporting on Aichi 2030 Declaration Goals

The country reporting process on the Aichi 2030 Declaration is aligned with the proposed review cycle of the goals of the Aichi 2030 Declaration. Each year three of the Goals of the Aichi 2030 Declaration are reviewed in depth. This three-year cycle will be repeated a few times till 2030. The phased reporting will allow countries to go into more depth in their reporting, compared to reporting on the Bangkok 2020 Declaration when countries were asked to report on more than 20 goals each year.

Year 2 (2023): *Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity*

¹ <https://asiantransportoutlook.com/analytical-outputs/baseline-report/>

Year 3 (2024): Goal 1b – Resilience (climate change adaptation), Goal 3 – Economic sustainability (transport infrastructure), Goal 4 – Rural access

Year 3 (2025): Goal 1c – Air pollution, Goal 5 – Urban access, and Goal 6 – National Access and connectivity

IV. Reporting Format


The Annual Aichi 2030 Declaration Implementation Report has the following parts:

1. Overview of transport-related policies and their alignment with the Aichi 2030 Declaration
2. Detailed review of selected Aichi 2030 Declaration Goals.
3. Selected projects in support of the implementation of the Aichi 2030 Declaration

Countries participating in the EST Forum can benefit in their annual reporting on the implementation of the Aichi 2030 Declaration from the work of the Asian Transport Outlook. The ATO contains an annotated overview of transport related policies for 51 economies in the Asia Pacific region, including the 21 EST Forum participating countries that have adopted the Aichi 2030 Declaration. The overview is available at <https://asiantransportoutlook.com/transportpolicy/>.

In addition, the ATO also documents policy targets adopted by the countries participating in the EST Forum. This overview of policy targets is provided to the countries as an Excel Table see box below with an overview of the Table of Content tab where the different policy targets referenced in the form below are explained.

Snapshot of Table of Content Tab Asian Transport Outlook Policy Targets



TRANSPORT POLICY

Subcategory	Policy/Target/Instrument	ATO CODE	Scope	Mode	Sector	Sheet
Vision Statements (VIS)	Development Vision Statement	POL-VIS-001	National	NA	NA	POL-VIS-001
	Transport Vision Statement	POL-VIS-002	National	NA	NA	POL-VIS-002
Transport Policies (POL)	Transport Policy Overview	POL-POL-001	National	NA	NA	POL-POL-001
	Transport Policy Documents	POL-POL-002	National	NA	NA	POL-POL-002(1) POL-POL-002(2)
	Road Policy Documents	POL-POL-003	National	Road	Combined	POL-POL-003
	Logistics Policy Documents	POL-POL-004	National	All Modes	Freight	POL-POL-004
	Automotive Policy Documents	POL-POL-005	National	Road	NA	POL-POL-005
	Rail Policy Documents	POL-POL-006	National	Rail	Combined	POL-POL-006
Transport Targets (TAR)	Transport Targets Overview	POL-TAR-001	National	NA	NA	POL-TAR-001
	Road Expansion Targets	POL-TAR-002	National	Road	Combined	POL-TAR-002
	Road Maintenance Targets	POL-TAR-003	National	Road	NA	POL-TAR-003
	Rail Targets	POL-TAR-004	National	Rail	Combined	POL-TAR-004
	ICT Targets	POL-TAR-005	National	NA	NA	POL-TAR-005
	Road Safety Targets	POL-TAR-006	National	Road	Passenger	POL-TAR-006
	Air Pollution Targets	POL-TAR-007	National	All Modes	Combined	POL-TAR-007
	Climate Change Targets	POL-TAR-008	National	All Modes	Combined	POL-TAR-008
	E-mobility Targets	POL-TAR-009	National	NA	NA	POL-TAR-009
	Mode Share Targets	POL-TAR-010	National	All Modes	Combined	POL-TAR-010
	Other Targets	POL-TAR-011	National	NA	NA	POL-TAR-011
Transport Institutions (INS)	Transport Ministry	POL-INS-001	National	NA	NA	POL-INS-001
	Special Institutional Structures	POL-INS-002	National	NA	NA	POL-INS-002
	Minister of Transport	POL-INS-003	National	NA	NA	POL-INS-003
	Vertical Coordination	POL-INS-004	National	NA	NA	POL-INS-004
	Existence of seatbelt law	POL-INT-001	National	Road	Combined	POL-INT-001
	Existence of helmet law	POL-INT-002	National	Road	Passenger	POL-INT-002
	Existence of helmet law by occupants	POL-INT-003	National	Road	Passenger	POL-INT-003
	Existence of speed limit	POL-INT-004	National	Road	Combined	POL-INT-004

For assistance in filling in the Country Report Format please contact Stefanie Sohm (sohm@makingofmobility.com), ADB Consultant to the EST Forum Process, and supporting the EST Secretariat in the UNCRD for organizing the High-level 15th Regional EST Forum.

Please state the name of the country for which you are reporting:

A. General Policy Overview

Participating countries in the EST Forum are requested to provide an overview of current and planned policies and projects in support of Goals 1a, 2 and 6 of the Aichi 2030 Declaration. As a starting point, countries can take a look at the overview developed by the Asian Transport Outlook: <https://asiantransportoutlook.com/transportpolicy/>. Additional policies listed by the countries in the country report will be shared with the ATO team for inclusion in the Asian Transport Outlook.

For the reporting purpose, a broad definition of policy is being used. Apart from policies this can also include strategies, action plans, master plans, etc. In many cases this will be transport specific documents, in other cases it may be that the transport sector is covered in broader policy documents, e.g. national development plans or strategies.

Countries are requested to list transport related policy documents in the table below, including their alignment with the Goals of the Aichi 2030 Declaration.

Name of adopted policies	Year adopted	URL where policy document can be found	Goal 1a	Goal 2	Goal 6
National road safety strategy 2021-2030	2022	Legislation Ministry of Public Works and Transport (mpwt.gov.la)	✓		

Government resolution of EV No 08	2021		✓		

It is also important to highlight any transportation-related policy initiatives that are under development should be reported as these give an indication of the future implementation of the Aichi 2030 Declaration. Having an overview of policies under development will also be helpful for the international community interested in providing support to the development of these policies.

Topic for which policy is being developed	Year the policy is expected to be adopted or approved	Goal 1a	Goal 2	Goal 6
Vientiane Urban Transport Master Plan	2024	✓	✓	✓
Luang Prabang Urban Transport Master Plan	2026	✓	✓	✓

B. 2023 Review of Policy Targets linked to Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity

EST Forum participating countries are asked to fill out a number of tables to indicate what policy targets are in place. Countries can make use of the information in the ATO overview of policy targets. The additional information on policy targets provided by the countries in the country report will be shared with the ATO team for inclusion in the Asian Transport Outlook.

Goal 1a – Low-Carbon (climate change mitigation)

1. Climate Neutrality Target

(see ATO indicator POL-TAR-008 column C)

Does your country have an economy-wide Climate Neutrality target?

Yes No (please check)

If yes, please provide details:

Climate Neutrality Target		Remarks
Description target :	National level 2030 unconditional mitigation target 60% GHG emission reductions compared to baseline scenario, or around 62,000 ktCO ₂ e in absolute terms.	Lao PDR would reduce the import of carbon-intensive products. This would create additional GHG emission reductions in other countries of approximately 2.2 million tCO ₂ e/year.
for which year	Lao PDR raised ambition in its revised NDC with an unconditional emission reduction target of 60% by 2030, relative to the baseline scenario.	

Climate Neutrality Target		Remarks
	And By 2050, the country hopes to be carbon-neutral.	
Source document Title	Nationally Determined Contribution (NDC)	
Source Document URL	https://undp-climate.exposure.co/in-lao-pdr-the-future-is-lowcarbon-and-circular	
If No, is it under discussion and for what year		

2. Economy Wide Emissions Reduction Target (see ATO indicator POL-TAR-008 column D)

Does your country have an economy-wide Emission Reduction target ?

Yes No (please check)

What are the economy-wide emission reduction targets? This can be in absolute terms, or in relative terms e.g. compared to Business as Usual, or per GDP Unit.

Economy Wide CO2 Emissions Reduction Target		Remarks
Description target :	<ul style="list-style-type: none"> Lao PDR is among a handful of countries worldwide focused on the intersection between climate action and improved resource efficiency – in particular, the realization of a more circular economy. the benefits would also extend to Lao PDR’s neighbours. By adopting circular economy strategies domestically, The revised NDC references circular economy as a key instrument to pursue a low carbon development pathway. 	
for which year:		
If Yes, source document:	Nationally Determined Contribution (NDC)	
Source Document URL:	https://undp-climate.exposure.co/in-lao-pdr-the-future-is-lowcarbon-and-circular https://climatepromise.undp.org/what-we-do/where-we-work/lao-pdr	
If No, is it under discussion and for what year:		

Please indicate whether this is a conditional, or unconditional target.

3. Transport-specific Emissions Reduction Target (see ATO indicator POL-TAR-008 column E)

Does your country have specific transport CO2 emission reduction targets?

Yes No (please check)

If yes, please provide details:

Transport specific CO2 Emissions Reduction Target(s)	Target 1	Target 2	Target 3
Description target(s)	• New Bus Rapid Transit system in Vientiane Capital and associated Non-Motorized Transport (NMT) component	• Lao-China Railway	
If Yes, for which year			
If Yes, source document	<u>Nationally Determined Contribution (NDC)</u>	<u>Nationally Determined Contribution (NDC)</u>	
Source Document URL	https://unfccc.int/sites/default/files/NDC/2022-06/NDC%202020%20of%20Lao%20PDR%20%28English%29%2C%2009%20April%202021%20%281%29.pdf	https://unfccc.int/sites/default/files/NDC/2022-06/NDC%202020%20of%20Lao%20PDR%20%28English%29%2C%2009%20April%202021%20%281%29.pdf	

For transport-related emission reduction targets please indicate whether it concerns the entire transport sector or whether it concerns a sub-sector of the transport sector.

Please indicate what the base year is for any target.

If not, are Transport-specific Emissions Reduction Target(s) being planned and if so please provide some details.

4. *Vehicle specific CO2 Target(s)*

(see ATO indicator POL-TAR-008 column F, for electric vehicle targets, see below, 7.)

Does your country have specific targets to reduce CO2 emissions from vehicles?

Yes No (please check)

What are the specific targets to reduce emissions from Vehicles ?

Vehicle related CO2 Target(s)	Target 1	Target 2	Target 3
Description target(s)	transform transport – including a target of 30 percent electric vehicles (EVs) in the national vehicles mix		
If Yes, for which year	(2020-2030)		
Source document Title	<u>Nationally Determined Contribution (NDC)</u>		
Source document URL	https://undp-climate.exposure.co/in-lao-pdr-the-future-is-lowcarbon-and-circular		

For vehicle-related emission reduction targets please indicate whether it concerns the entire vehicle fleet or whether it concerns a specific type of vehicle/s.

Please indicate what the base year is for any target.

If not, are Vehicle-related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

5. Fuel related CO2 Target(s)

(see ATO indicator POL-TAR-008 column G)

Does your country have specific targets to reduce CO2 emissions from Fuels?

Yes No (please check)

If yes, what are the specific targets to reduce emissions from Fuels?

Fuel related CO2 Target(s)	Target 1	Target 2	Target 3
Description target(s)	Introduction of 50,000 energy efficient cook stoves	Biofuels to meet 10% of transport fuels	renewables energy: SOLAR and WIND: 1 GW total installed capacity in the country 100 BIOMASS: 300 MW total installed capacity in the country
If Yes, for which year	(2020-2030)	(2020-2030)	(2020-2030)
If Yes, source document	Nationally Determined Contribution (NDC)	Nationally Determined Contribution (NDC)	Nationally Determined Contribution (NDC)

Please indicate for which fuel types the CO2 target applies.

Please indicate what the base year is for any target.

If not, are Fuel related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

6. Modal share Target(s)

(see ATO indicator POL-TAR-010)

Does your country have specific targets to change modal shares of different types of transport?

Yes No (please check)

What are the specific targets to change modal share with the objective to reduce CO2 emissions?

Modal share Target(s)	Target 1	Target 2	Target 3
Description target(s)	Public transport 30%		
If Yes, for which year	2040		
If Yes, source document	Vientiane Urban Transport Master Plan		
URL source document			

In describing the modal share targets please describe which subsectors e.g. road, rail, walking, cycling, or public transport are targeted.

If not, are Modal share-related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

7. E-mobility related Target(s)

(see ATO indicator POL-TAR-009)

Does your country have specific targets on e-mobility?

Yes No (please check)

What are the specific targets to improve e-mobility?

Existing E-mobility related Target(s)	Target 1	Target 2	Target 3
Description target(s)	E-bus for BRT in Vientiane	EV 30%	
If Yes, for which year	2025	2030	
If Yes, source document	Vientiane Sustainable Urban Transport Project	Lao government Decree No 8	
URL Source document			

Please indicate for what type of vehicles the E-mobility targets apply.

Please indicate what the base year is for any target.

Goal 2 – Road safety,

1. Targets to reduce number of road safety fatalities and/or serious injuries

(see ATO indicator POL-TAR-006)

Does your country have specific targets to improve road safety?

Yes No (please check)

Road Safety Improvement Target(s)	Target 1	Target 2	Target 3
Description target(s)	reduce the rate of serious injuries and deaths by 50%	development of a sustainable transportation system	creating a safe environment as well as mobilizing the entire society to participate
If Yes, for which year	2021-2030	2021-2030	2021-2030
If Yes, source document	Decree on Endorsement and Promulgation of National Road Safety Strategy for 2021-2030 and Action Plan for 2021-2025	Decree on Endorsement and Promulgation of National Road Safety Strategy for 2021-2030 and Action Plan for 2021-2025	Decree on Endorsement and Promulgation of National Road Safety Strategy for 2021-2030 and Action Plan for 2021-2025

Please indicate what the base year is for any target.

2. Policy instruments in support of improved road safety

The ATO National Policies Database contains information taken from WHO reporting 2017 (see POL-INT 001 - POL-INT 008). If possible, please provide more detailed and more recent information.

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
Seat belt law <i>See POL-INT-001</i>	Yes	Seat belt use is consistently enforcement is contain traffic law number 23/ National Assembly Issue on 12 December 2012 there is specific in article 84	Issue 2012-now	https://na.gov.la/wp-content/uploads/2021/11/43Traffic-Raod-Law17-1-2013-.pdf
Helmet law <i>See POL-INT-002</i>	Yes	Motorcycle must use helmet enforcement is contain traffic law number 23/ National Assembly Issue on 12 December 2012 there is specific in article 84	Issue 2012-now	https://na.gov.la/wp-content/uploads/2021/11/43Traffic-Raod-Law17-1-2013-.pdf
Helmet law passenger <i>See POL-INT-003</i>	Yes	Helmet law passenger enforcement is containing traffic law number 23/ National Assembly Issue on 12 December 2012 there is specific in article 84	Issue 2012-now	https://na.gov.la/wp-content/uploads/2021/11/43Traffic-Raod-Law17-1-2013-.pdf
Speed limit <i>See POL-INT-004</i>	Yes	Speed limit and distance according to speed is contain traffic law number 23/ National Assembly Issue on 12 December 2012 there is specific in article 19	Issue 2012-now	https://na.gov.la/wp-content/uploads/2021/11/43Traffic-Raod-Law17-1-2013-.pdf
Maximum speed urban road <i>See POL-INT-005</i>	Yes	Maximum speed urban road is 40 km/h contain traffic law number 23/ National Assembly Issue on 12 December 2012 there is specific in article 19	Issue 2012-now	https://na.gov.la/wp-content/uploads/2021/11/43Traffic-Raod-Law17-1-2013-.pdf
Maximum speed rural road <i>See POL-INT-005</i>	Yes	Maximum speed rural highway is 90 km/h for car, motorcycle light motor vehicle under 3500 kg and Truck and trailer big and heavy vehicle is 70 km/h Reference contain traffic law number 23/National Assembly Issue on 12 December 2012 there is specific in article 19	Issue 2012-now	https://na.gov.la/wp-content/uploads/2021/11/43Traffic-Raod-Law17-1-2013-.pdf
Alcohol limit <i>See POL-INT-006</i>	Yes	<u>1.Private car</u> <ul style="list-style-type: none"> 0.24 micrograms per 1 millilitre of breath (the 'breath limit') 50 milligrammes of alcohol per 100 millilitres of blood (the 'blood limit') 	Issue 2012-now	https://na.gov.la/wp-content/uploads/2021/11/43Traffic-Raod-Law17-1-2013-.pdf

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
		<ul style="list-style-type: none"> • 66.5 milligrammes per 100 millilitres of urine (the 'urine limit') <p>2. <u>Public driver or Truck, trailer driver enterprise</u></p> <ul style="list-style-type: none"> • 0 micrograms per 1 millilitre of breath (the 'breath limit') • 0 milligrammes of alcohol per 100 millilitres of blood (the 'blood limit') • 0 milligrammes per 100 millilitres of urine (the 'urine limit') <p>3. <u>Motorcycle and Tricycles</u></p> <ul style="list-style-type: none"> • 0.14 micrograms per 1 millilitre of breath (the 'breath limit') • 30 milligrammes of alcohol per 100 millilitres of blood (the 'blood limit') • 39.9 milligrammes per 100 millilitres of urine (the 'urine limit') <p>Reference contain traffic law number 23/National Assembly Issue on 12 December 2012 there is specific in article 20</p>		
<p>Drink-drive law See POL-INT-007</p>		<p><u>1. Private car</u></p> <ul style="list-style-type: none"> • 0.24 micrograms per 1 millilitre of breath (the 'breath limit') • 50 milligrammes of alcohol per 100 millilitres of blood (the 'blood limit') • 66.5 milligrammes per 100 millilitres of urine (the 'urine limit') <p><u>2. Public driver or Truck, trailer driver enterprise</u></p> <ul style="list-style-type: none"> • 0 micrograms per 1 millilitre of breath (the 'breath limit') 	<p>Issue 2012-now</p>	<p>https://na.gov.la/wp-content/uploads/2021/11/43Traffic-Road-Law17-1-2013-.pdf</p>

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
		<ul style="list-style-type: none"> • 0 milligrammes of alcohol per 100 millilitres of blood (the 'blood limit') • 0 milligrammes per 100 millilitres of urine (the 'urine limit') <p>3. Motorcycle and Tricycles</p> <ul style="list-style-type: none"> • 0.14 micrograms per 1 millilitre of breath (the 'breath limit') • 30 milligrammes of alcohol per 100 millilitres of blood (the 'blood limit') • 39.9 milligrammes per 100 millilitres of urine (the 'urine limit') <p>Reference contain traffic law number 23/National Assembly Issue on 12 December 2012 there is specific in article 20</p>		
Child restraint law See POL-INT-008	No	Not contain in law and any Regulation		

Please add any additional road safety related policy instruments that are in place or that are being planned.

C. Goal 6 - National access and connectivity: By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).

1. Road Expansion Targets
(see ATO indicator POL-TAR 002)

Does your country have specific targets to expand the road network?

Yes No (please check)

Please provide details:

Target	Time Frame	Document	URL
AH12 (NR 13N) Section from Vientiane km 6 – Phonghong km 70, total length 64 km	Project will be completed by 2025	The progress of road improvement for 58 Km was completed in 2023, additionally 6 Km expected to be completed in 2025.	

		Note: 25 km section from km 6 – km 31 will be upgraded to 4 lanes, in the currently 19 km was completed in 2023 and remaining 6 km will be completed in 2025.	
AH15 (NR8) on section Banlao to Nam Phao (132 km)	Project will be completed by 2025	The Feasibility Study was completed since 2018 with the supporting of KOICA. In addition, Lao PDR has received funding support form KOICA for the construction of six (6) bridges, the construction would be started in the first quarter in 2024.	
AH13 (NR2W and 2E) on NR 2W section from Oudomxai – Pakbeng Dist. 136 km and NR 2E section from Oudomxai – Khua Dist. 100 km.	Project will be completed by 2028	Funding Supported by EIB and IDA. In the currently, consultation will be procured for Feasibility Study and Detailed Design and there was completed in December 2021. The construction will be started on middle 2024 and the project expected to be completed by 2027.	
AH131(NR12) on section Thakhek-Na Phao (146 km)	project will be completed by 2025	Feasibility Study and Detailed Design are completed, in the currently on the process of Loan negotiation with Neighbouring Countries Economic Development Cooperation Agency (NEDA)	
AH132 (NR18A and NR18B) on section Phia Fay – Phoukeua/Boder Lao - Vietnam (221 km)	109 km, Plan will be completed by 2025	<ol style="list-style-type: none"> 1. Section NR 18A (Km 109 – km 221): Loan received from ADB for Performance Base Maintenance that completed in November 2021. 2. Section Ban Phia Fay-Attapeu (Km0- 	

		Km109) is still SEEKING FUND. 3. Section NR 18B (Attapeu-Phoukeua) is still SEEKING FUND.	
AH11(NR13S) on Four lane highway project Vientiane-Ban Hay section (Km 21-Km71)	Project will be completed by 2025	20 Km will be upgraded into 4 lanes for ASEAN Highway Classification II, the remaining 30 Km will be upgraded to two lanes, expected to be completed in 2026 (funding supported by AIIB and Abudhabi fund for Development)	
AH11(NR13S) on section Km 71-Km 346, total length 275 km	Project will be completed by 2024	The improvement and maintenance national road 13 south project, funding supported by IDA, EIB and AIIB. 40 km, section from km 71 – km 111 was completed in 2023, the remaining 235 km will be completed in 2024.	
LAO – THAI Friendship Bridge crossing Mekong river between Bolikhamxai - BuengKen	Project will be completed by 2024	The construction works in progress, in the currently is 83 percent and expected to be completed by 2024.	

2. Road Maintenance Targets

(see ATO indicator POL-TAR 003)

Does your country have specific targets for road maintenance?

Yes No (please check)

Please provide details:

Target	Time Frame	Document	URL
National Roads	Every year	The national road network is maintained by routine maintenance, periodic maintenance and rehabilitation method, there are using a Road Maintenance Fund which available budget for 504 billion LAK per year.	
Local Roads	Every year	The local road network is maintained by routine maintenance,	

Target	Time Frame	Document	URL
		periodic maintenance and rehabilitation method, there are using a Road Maintenance Fund which available budget for 126 billion LAK per year.	

3. Rail Targets

(see ATO indicator POL-TAR 004)

Does your country have specific targets to expand and maintain the Rail network?

Yes No (please check)

Please provide details:

Target	Time Frame	Document	URL
Target 1: Vientiane – Thakhek – Mu Gia (452km)	2025-2030	Strategy Development Plan	
Target 2: Savannakhet -Lao Bao (220 km)	2025-2030	Strategy Development Plan	

In describing the targets please differentiate between expansion and maintenance of rail network. Also, please indicate if it concerns a High-Speed Rail Network project.

D. Key Illustrative Projects

Please list 2 -3 projects that **best illustrate** the commitment of your country towards the implementation of the Aichi 2030 Declaration and that you would like to share with the other participating countries of the Regional EST Forum. We understand that it is not possible to list all the projects undertaken in your country. We hope that it will be possible to provide some more information on the projects listed below.

Name Project:	Short description of Project and Objectives	List Contribution to Aichi 2030 Declaration Goals	URL where more information can be found on the project
Project 1: Vientiane Sustainable Urban Transport Project (VSUTP)	The project will improve the quality of life in Vientiane by improving access and mobility. The project will do this by establishing a urban transport management sector (UTMS), a high-quality public bus transport system, a parking management system, and a national	Goal 1a – Low-Carbon Goal 2 – Road safety Goal 6 - National access and connectivity.	Vientiane Sustainable Urban Transport Project: Updated Initial Environmental Examination (adb.org)

Name Project:	Short description of Project and Objectives	List Contribution to Aichi 2030 Declaration Goals	URL where more information can be found on the project
	electronic vehicle registration system, and by improving traffic management and accessibility for pedestrians and nonmotorized transport (NMT). The project promotes gender mainstreaming, greenhouse gas reduction, and public private partnership.		
Project 2: Lao-China Railway project	This project made Lao PDR connected with China and neighbor countries. It transformed Lao PDR from land-locked country to land-linked country.	Goal 1a – Low-Carbon Goal 6 - National access and connectivity.	
Project 3:			