

Lao PDR

EST Policies and Initiatives

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Outlines of Presentation

- **Country Background**

- **Policies**
 - Environment
 - City planning
 - Transport planning
 - Health Prevention and Promotion
- **Initiatives**
 - Objectives outlined in the Aichi Statement (Country Response Sheet)
- **Case Study: Vientiane Sustainable Transport Initiatives (VISTI)**

Country Background

Country Background



- Land Area : 236,800 km²
- Population: 5.62 millions
- Population density: 22 persons/km² (2.5%)
- Located in South East Asia
- Border with Vietnam, China, Myanmar, Thailand and Cambodia
- The economy Base is Agriculture accounting for 50% of GDP

Policies

National Environment Policy

Science Technology and Environment Agency (STEA)

National Environmental Committee (NEC)

- Vice Prime Minister is Chairman
- President of STEA is deputy chairperson,
- Vice Minister from line Ministries are members including vice ministers for MCTPC and MOH....

A. National Environmental Strategy 2020 and Action Plan 2010

B. Environmental Protection Law

C. Environmental Impact Assessment (EIA) Regulations

Environmental Action Plan 2006-2010

Goal and Objective

- To develop and improve instruments and the foundation for environmental protection by creating policy, strategy, legal framework and other measures for national environmental management
- To establish EMUs and provision of sufficient staff to enable the units to operate effectively.
- To integrated environmental study into formal and non-formal education, including vocational training ; and to raise public awareness on environmental matters; and promote public participation in environmental management.

Urban Planning Policy

- Urban Planning Laws
- Urban Planning Regulations no. 1366/MCTPC
- Transport in Big City by Hierarchy and Its Environmental Protection
 - Capital City
 - Secondary City
 - Thirdly City
- Promotion of the three City Clean (AWGESC) pilots projects
 - C-land (Xayabury),
 - C-air (Luangprabang) and
 - C-water (Vientiane capital)

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Transport Sector Strategy 2006-2020

- **A. Laws and Regulations**
 - Road, Transport, Traffic Laws
 - National Road Safety Strategy and Action Plan

- **B. National Transport Committee (NTC)**
 - Vice Minister of MCTPC is Chairman
 - Vice Ministers of Ministry of Finance, Minister of Industry and Trade are deputy chairpersons,
 - High ranking officers from line Ministries are members including MOH, MOFA, MPS, STEA....

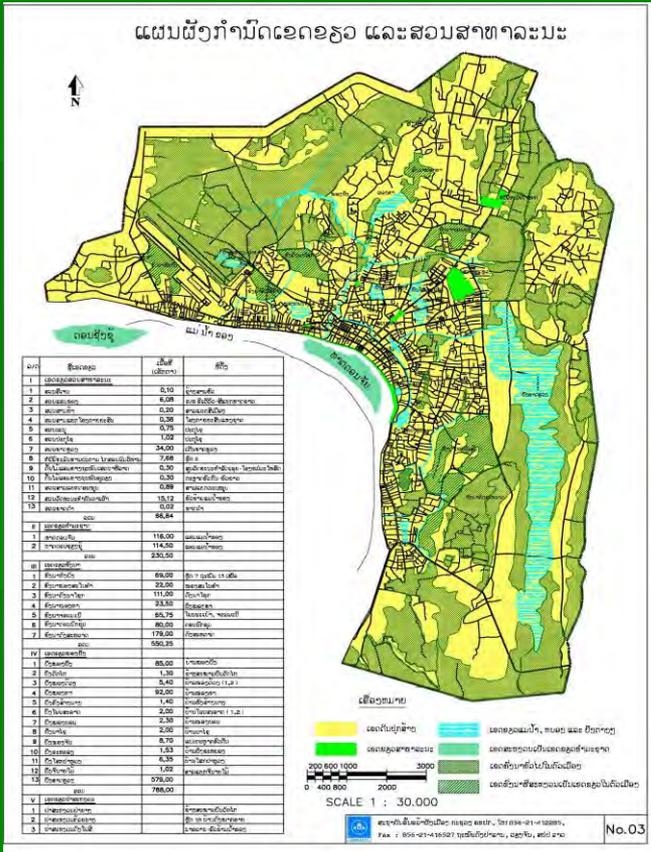
- **C. National Road Safety Council (NRSC)**
 - Deputy Prime Minister, Chairman
 - Minister of MCTPC, Public Security, Dep. Chairmen
 - Minister of Public Health, Education, Information and Culture are Members
 - Director General Transport Department, Secretary

EST Initiatives

Public Health

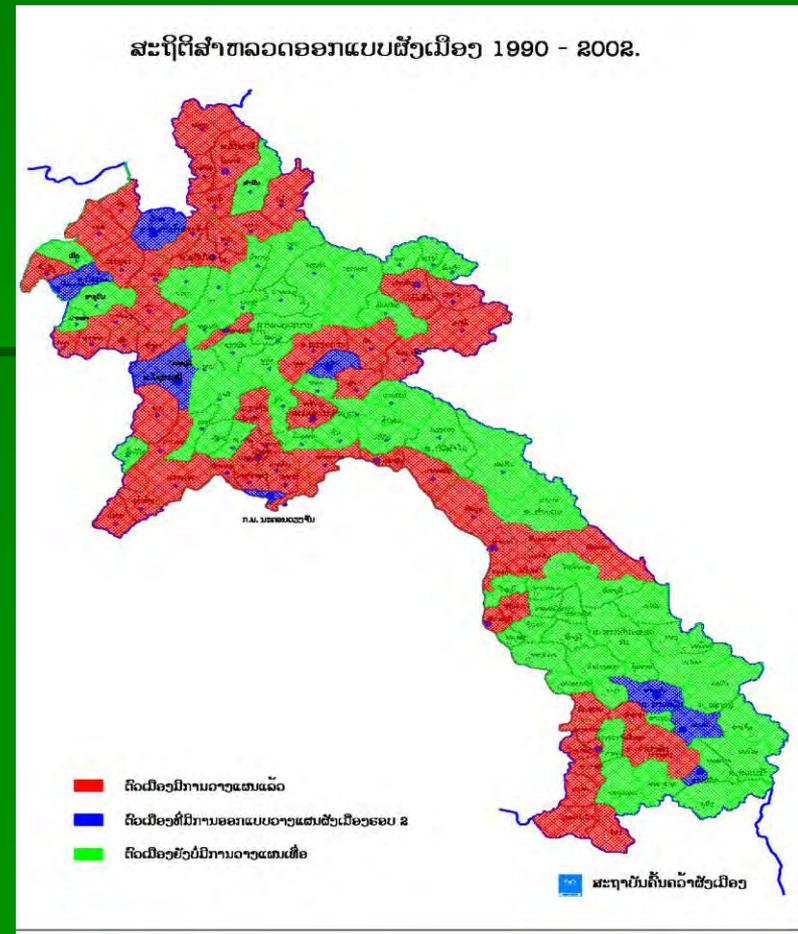
- National Public health Strategy 2020
- Hygiene Prevention and Health Promotion Law
- Public health and road safety are integrated in the National Road Safety Strategy and Action Plan, there are 15 sector projects
- Coordinating mechanism between MOH, MCTPC, MPC and STEA on public health and safety issues: NRSC, NEC....
- MOH only collects information on road accidents from the hospitals and traffic police to show the adverse health impacts (i.e. disease, injury and death due to vehicular emissions (e.g. PM, NOx, HC, Pb, etc.), noise, traffic crashes and other factors related to transport
- TV, Radio, Newspaper used as effective public awareness campaigns and information dissemination mechanism on public health impacts caused by transport and traffic

Land Use Planning



National initiatives for Urban Green and Park (UGP)

Example of Urban Master Plan



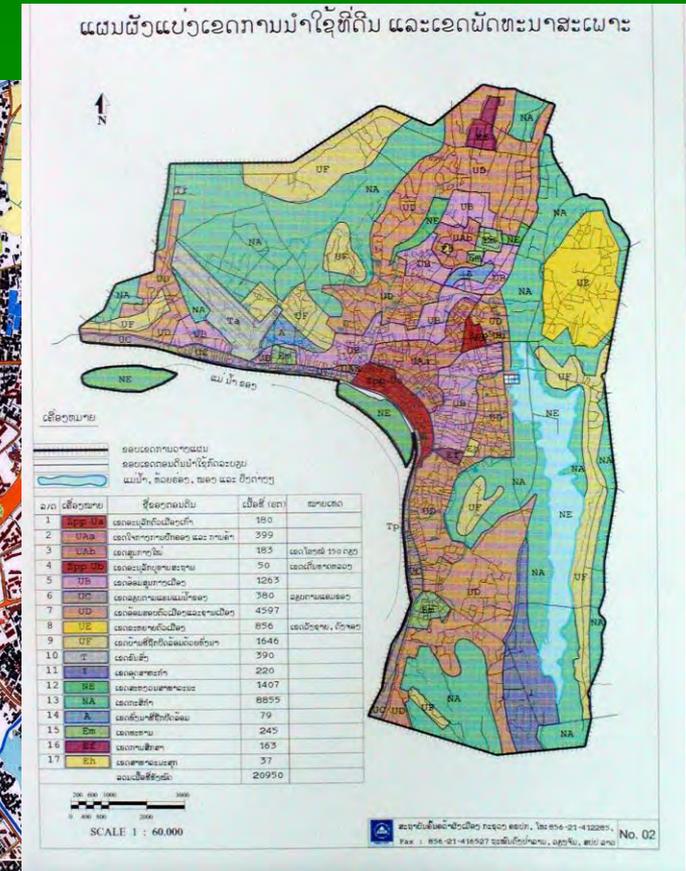
Capital Province-District Land Use Planning by URI in 1990-2002

Red= 66 (had land use planning)

Blue=12 (second round of land use planning)

Green=64 (has no land use planning)

Vientiane Capital City, Mapping, Land Use Master Plan



National initiatives for UGP

Green and Urban in Central of VTE



Green 50 % : Residential 50%

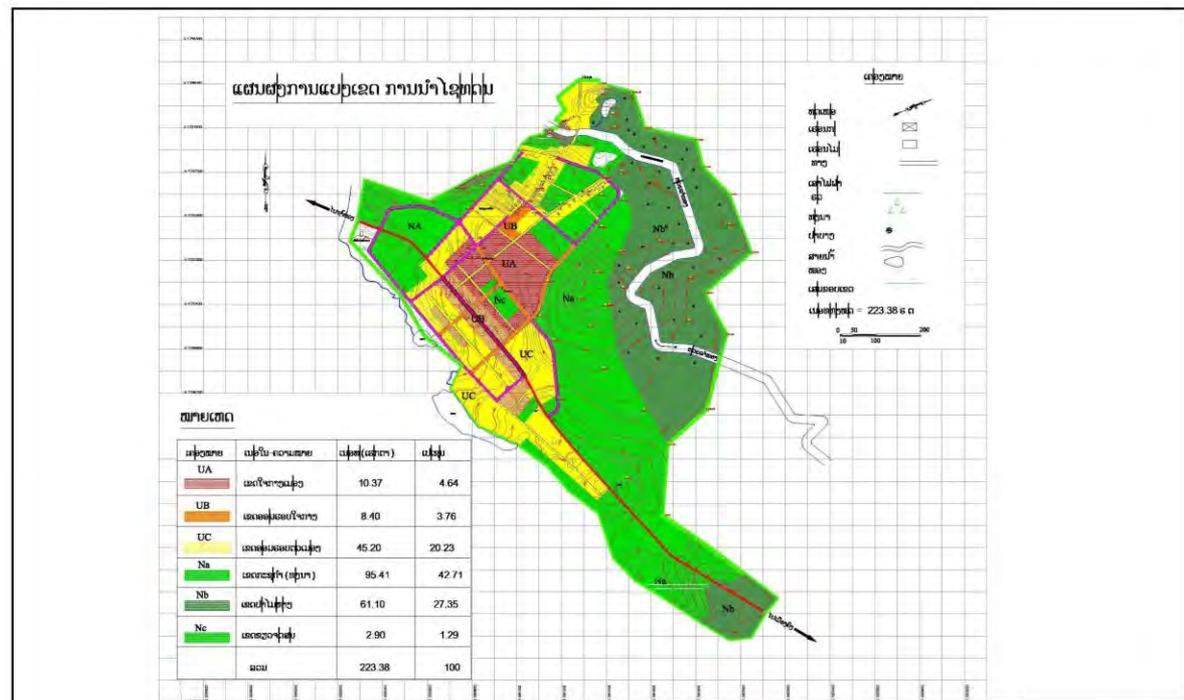
(Green included urban wet land, green space, tree, etc.)

National initiatives for UGP

Park in Vientiane Urban Center



District Urban Master Plan, Land Use Planning Consultation with Community



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Area of Land, Number and Area per Capita

- Difficult to identify that how many land and area of G&P. In case of Vientiane Urban Center,,,
- There is no any survey team and does not control in G&P inventory
- Also what areas per capita does not clearly, but as general initiate estimated under urban planning that show below:

Vientiane = 6.7% (184 p/ha)

Parkse = 4.82% (251 p/ha)

Oudomxay = 7.42% (102 p/ha)

Khongsadone = 0.92% (732 p/ha)

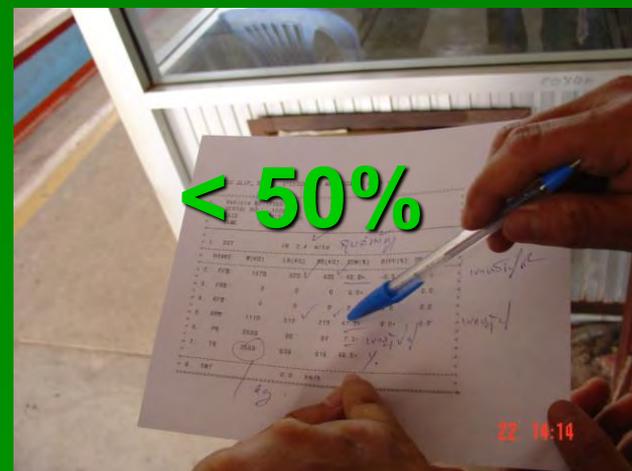
Implications of UGP Promotion issues



Implications of UGP Promotion issues



Vehicle Emissions Control & Standards &IM (1)



Vehicle Emissions Control & Standards & IM (2)



Private Vehicle Inspection Center

Public Transport Planning, TDM & NMT (1)



Bus Terminal Expansion,
previously only one Bus Terminal
in Vientiane



2005 7 16

Public Transport Planning, TDM & NMT (2)



JICA Funded Comprehensive Transportation Study, will be commenced by late 2005 but has been delayed until now



Public Transport Planning, TDM & NMT (3)



**Public Park
Improvements
in Vientiane
capital**



Public Transport Planning, TDM & NMT (4)



BRT and NMT Seminar, June 28, 2005

Environment & People Friendly Urban Infrastructures

Vientiane Urban Development Administration Authority (VUDDA)
- Weekly Village Cleaning



Road Safety/Maintenance (1)

- Road Safety Strategy for Laos, April 2005

- Short-term: 2005
- Middle-term: 2006-2007
- Long-term: 2008-2010

- National Road Safety Committee

- 15 Projects

- Road Maintenance Fund



Road Safety/Maintenance (2)



Rally and Stage

Road Safety/Maintenance (3)

Helmet Survey



Road Safety/Maintenance (4)



School
Visits



Roadside Air Quality Monitoring & Assessment

- Drafting decree ambient standard
 - Drafting guidelines on emission standard
 - Some monitoring equipments were purchased
-

Traffic Noise Management



Horn < 100 db



Vientiane Sustainable Transport Initiatives (VISTI)

VISTI Project Components

1. Bus Rapid Transit (BRT)
2. Pedestrian upgrades
3. Cycleway development
4. Bicycle taxis
5. Vehicle restrictions and land-use measures



Overall Financing Sources

Organisation	Contribution (US\$)
Global Environment Facility	US\$ 999,150
Lao Ministry of Communication, Transport, Construction, and Post	US\$ 355,350 (in-kind)
UN Centre for Regional Development (UNCRD)	US\$ 175,000
Clean Air Initiative for Asian Cities (CAI-Asia)	US\$ 176,000
Japanese International Cooperation Agency (JICA)	US\$ 310,000
German Technical Cooperation (GTZ)	US\$ 15,520
Development bank (financing for full construction)	US\$ 23,534,500
<i>Total</i>	<i>US\$ 25,565,520</i>

Overall Financing Sources (Cont.)

Organisation	Contribution (US\$)	
Global Environment Facility	US\$ 999,150	Considering
Lao Ministry of Communication, Transport, Construction, and Post	US\$ 355,350 (in-kind)	Confirmed
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<i>Total</i>	<i>US\$ 25,565,520</i>	

Financing by Project Component

Project component	GEF (US\$)	Co-financing (US\$)	Total (US\$)
Project development activities	\$ 0	\$ 18,820	\$ 18,820
BRT component	\$ 647,930	\$ 21,900,550	\$ 22,548,480
Pedestrianisation component	\$ 158,400	\$ 489,500	\$ 647,900
Cycle way component	\$ 26,250	\$ 660,750	\$ 687,000
Pedicab component	\$ 123,750	\$ 226,650	\$ 350,400
TDM / land-use component	\$ 16,820	\$ 1,112,000	\$ 1,128,820
Dissemination and outreach	\$ 9,600	\$ 158,100	\$ 167,700
Project evaluation	\$ 16,400	\$ 0	\$ 16,400
Totals	\$ 999,150	\$ 24,566,370	\$ 25,565,520

Expected Medium & Long-term Outcomes

Medium-term (5-9 years)

Public transport	Pedestrians	Bicycles	Motorised vehicles
Full implementation of Phase II and Phase III of the BRT plan	Full pedestrianisation of riverfront area	Phase II of cycle way network completed	Implementation of selected restrictions on motorised vehicle usage
	Full pedestrianisation of Chinatown area	Full pedicab system in place	

Longer-term (10 years and beyond)

Continued sharing of Vientiane's experience → Planning of adopted measures in other cities of the region → Implementation of measures in other cities of the region

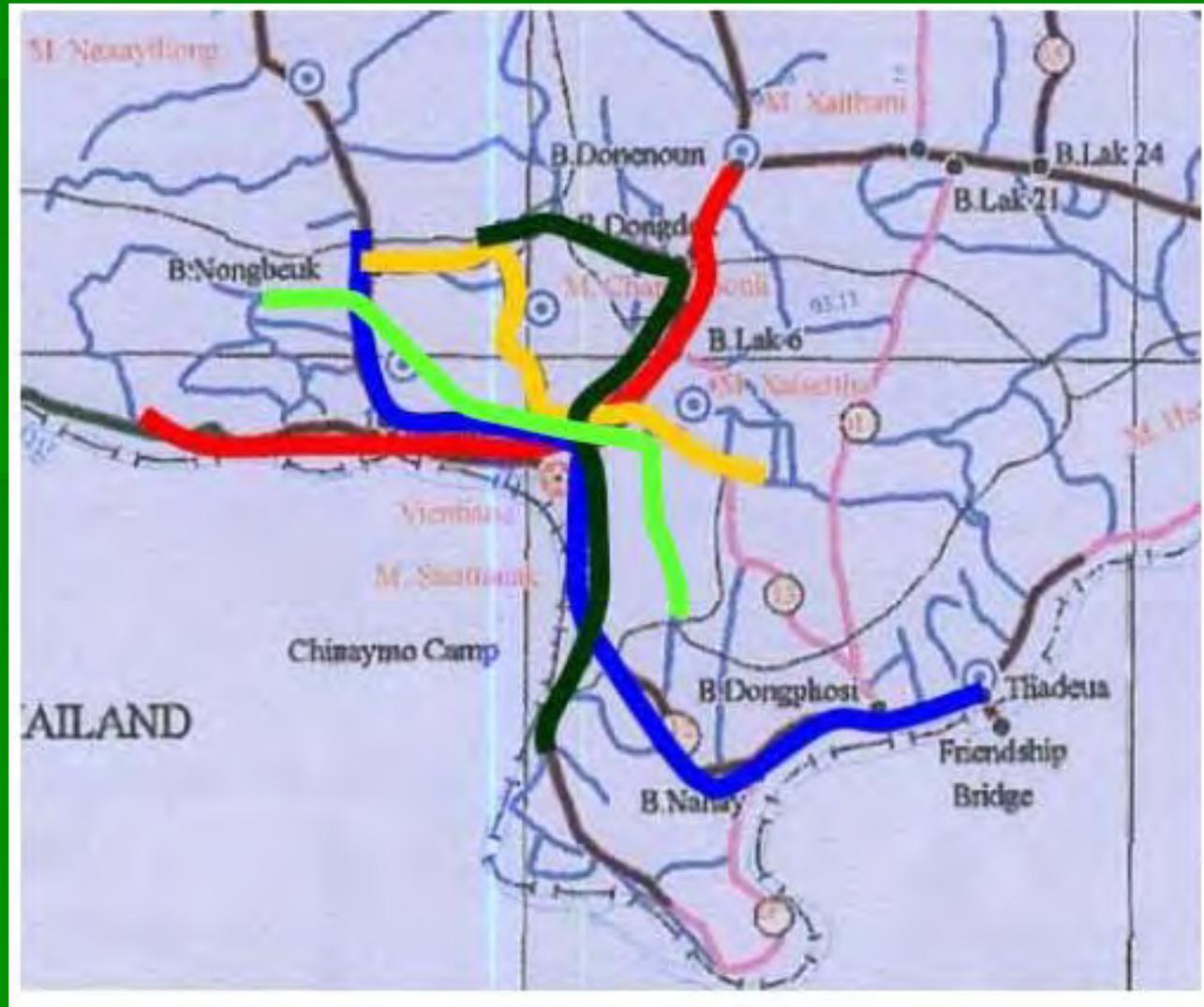
South East Asian (SEA) Games

Vientiane is hosting the 2009 Southeast Asian Games

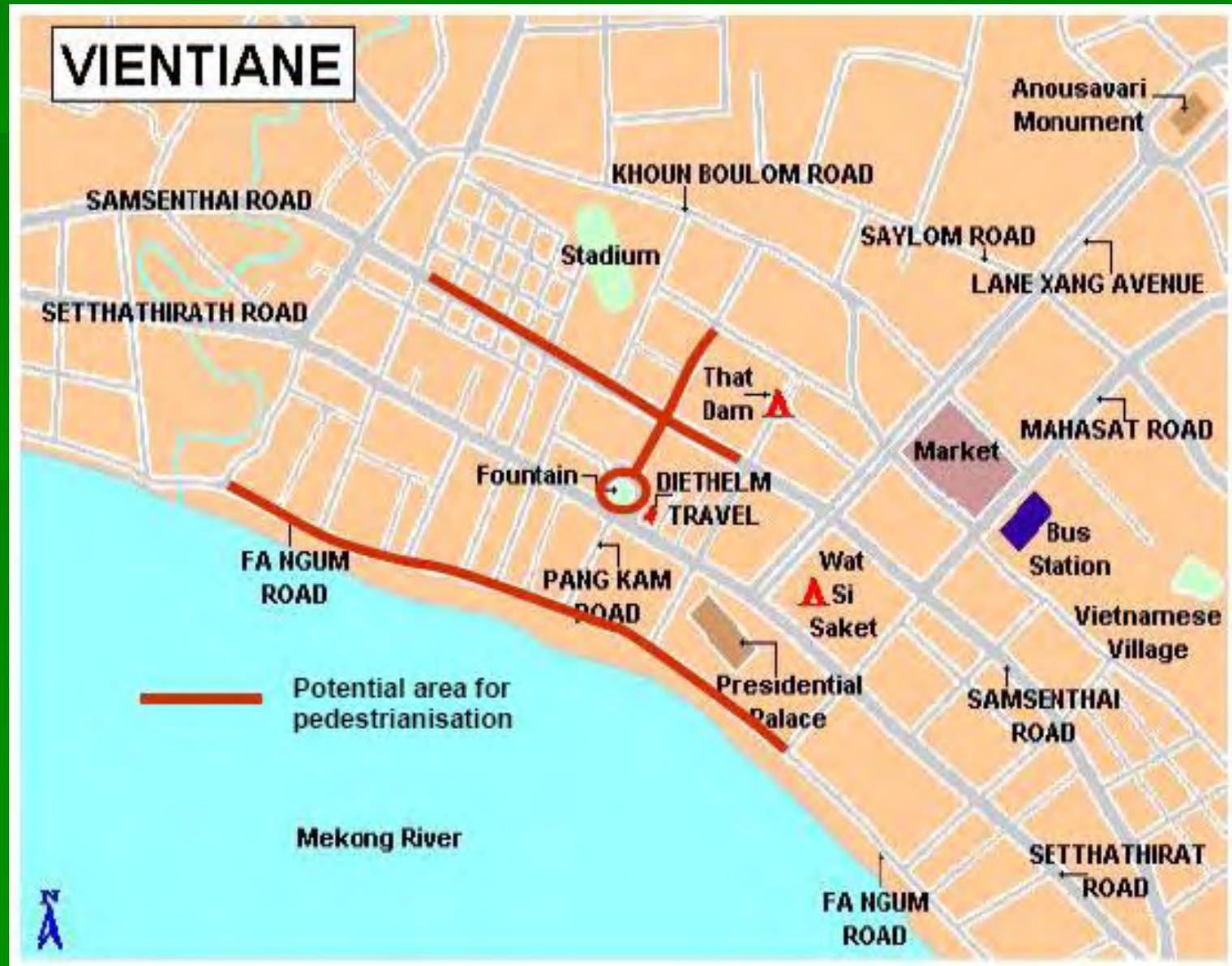
The Vientiane Sustainable Transport Initiative will serve as the principal planning mechanism for addressing athlete and visitor transport during the Games



Preliminary BRT Structure for Vientiane



Phase I Area for Pedestrianisation



Creating a New Riverfront Area



The tourist potential of the riverfront can be enhanced by creating a pedestrian paradise

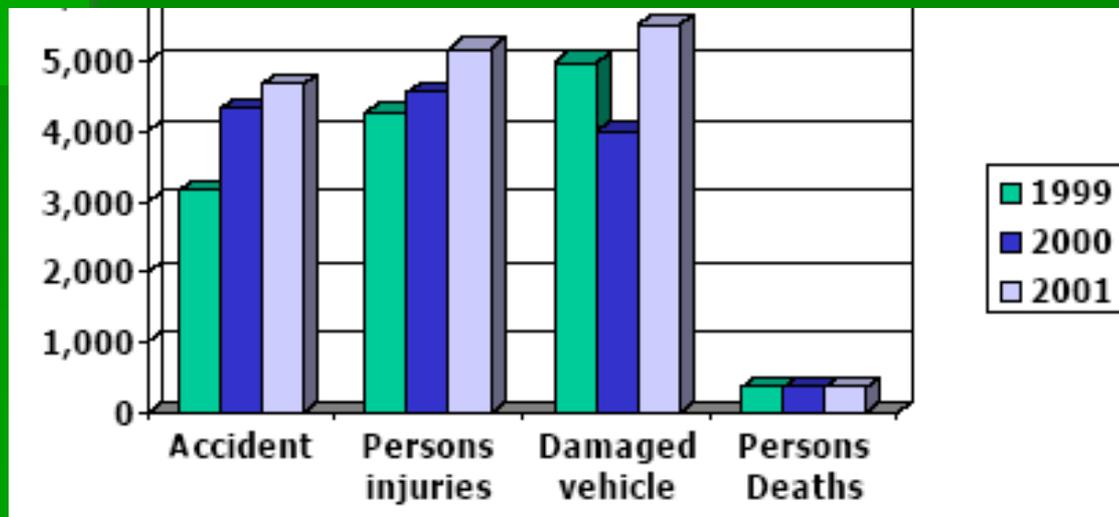


Car noise, traffic, and illegally parked vehicles all harm the local tourist economy



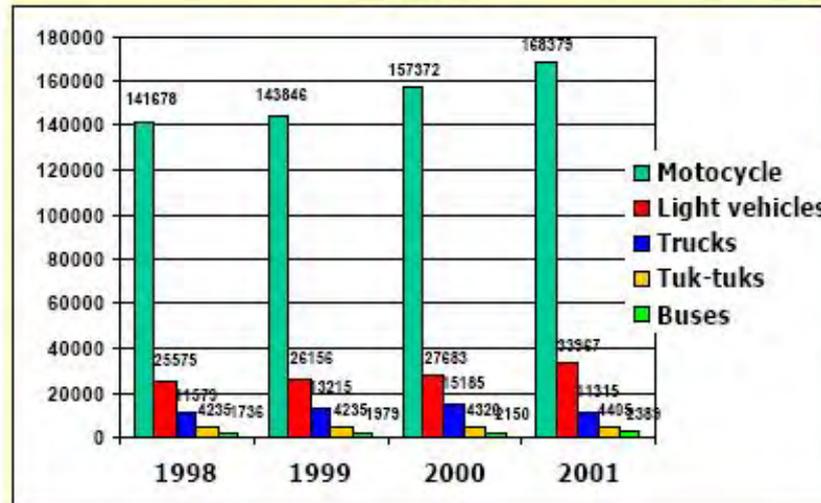
Reducing Accidents in Vientiane

Project will also seek to significantly reduce accidents and injuries in Vientiane

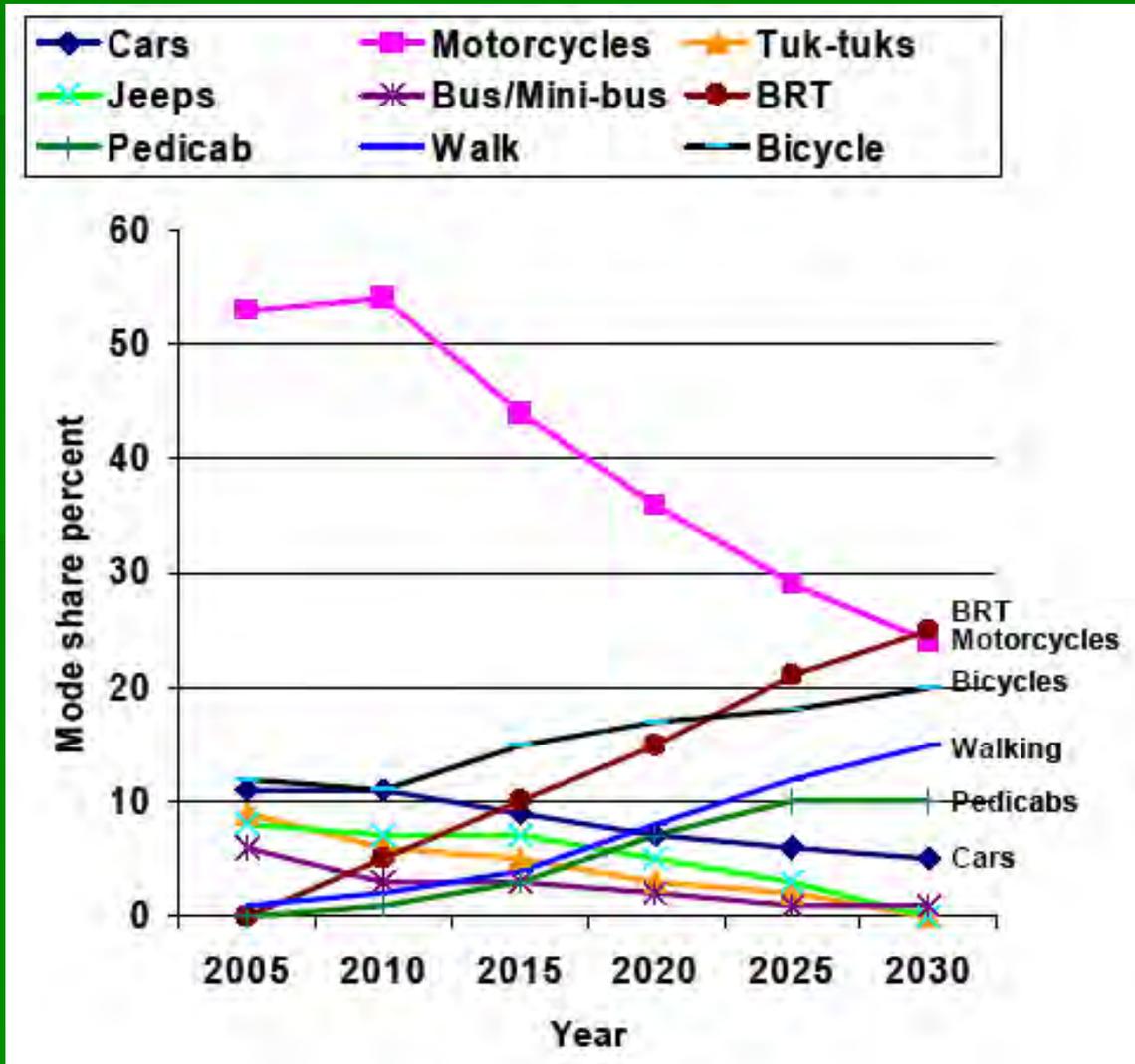


Vientiane Accident Rate

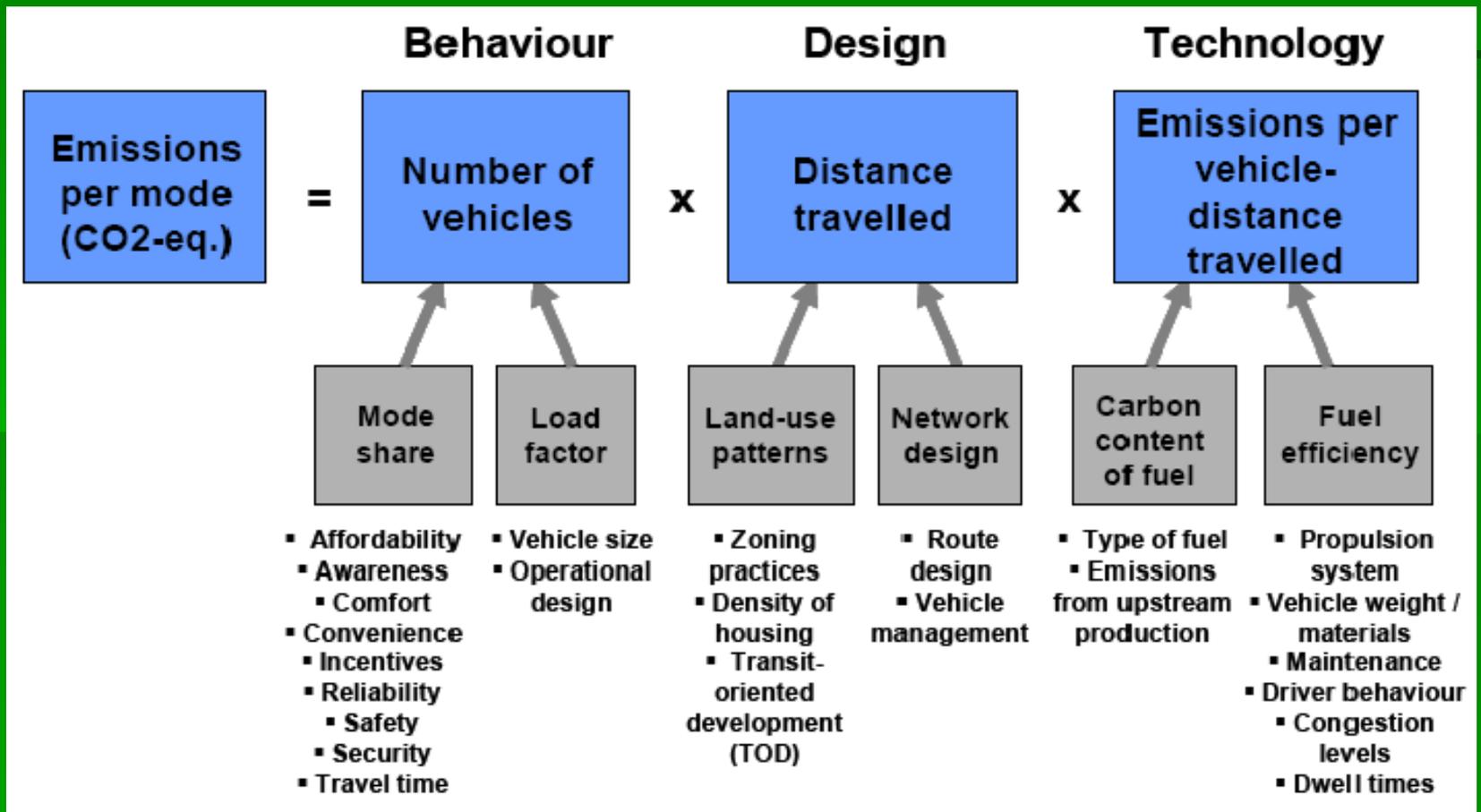
Reversing the Growth of Private Vehicles



Mode Shift Objectives

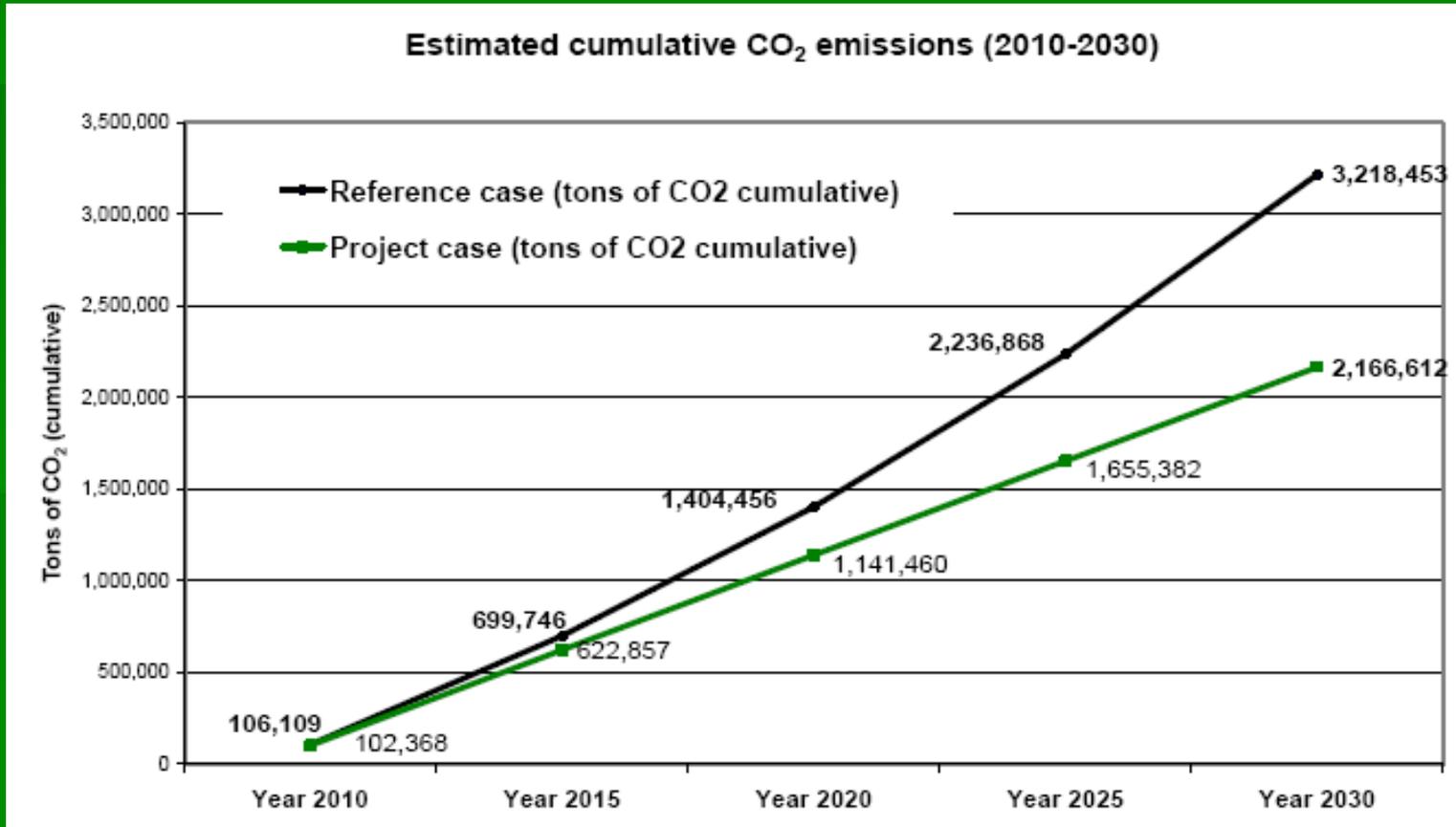


Expected greenhouse gas emission reductions



Source: Wright and Fulton, 2005.

Expected greenhouse gas emission reductions



Project will result in a reduction of over 1 million metric tons of CO₂ during a 20-year period

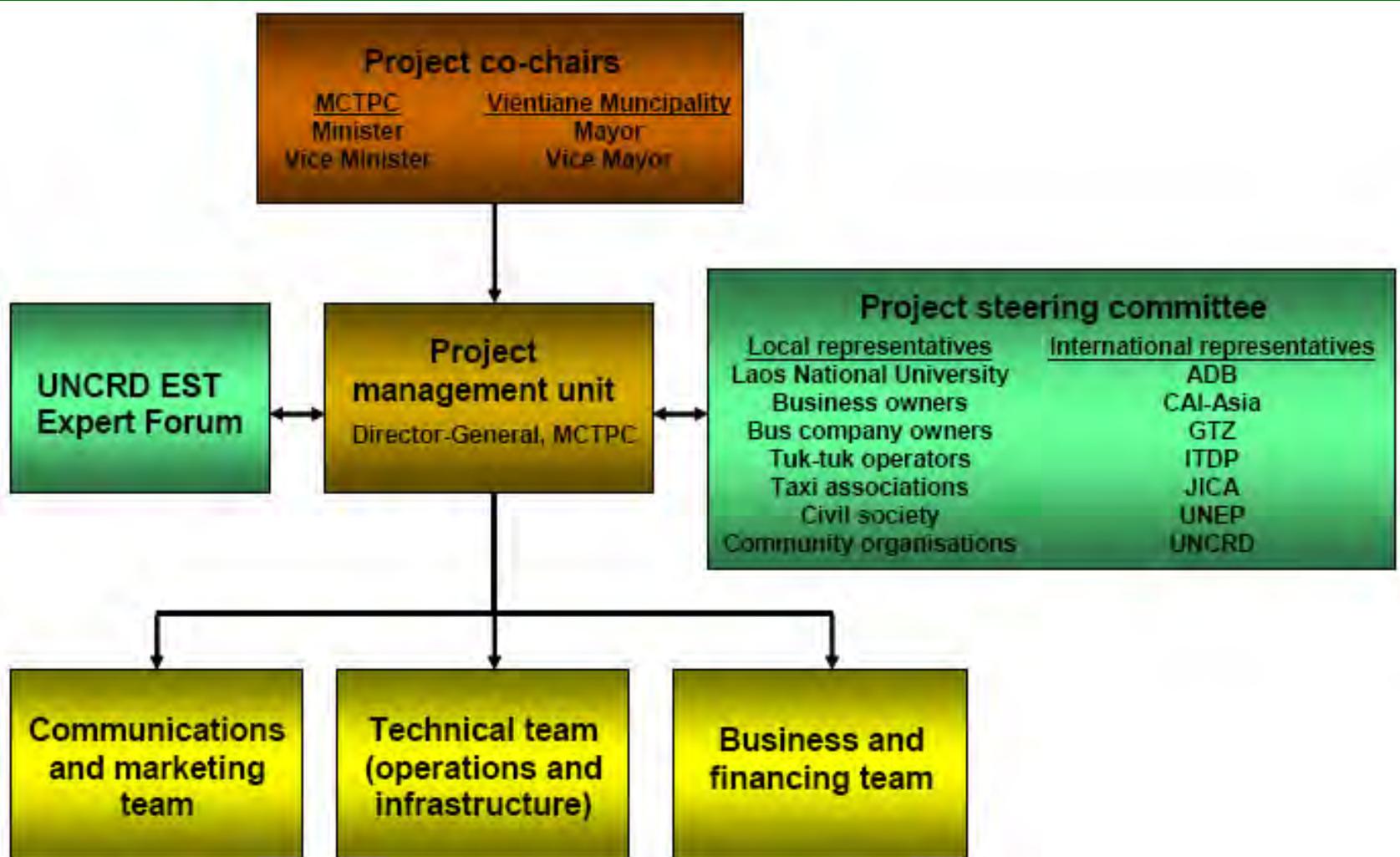
Sharing Vientiane's Experience

With the help of UNCRD, the experience of the VISTI will be shared with other cities in the region

Vientiane will become a world leading example of sustainable transport options

Country	City	Population
Laos	Savannakhet	156,000
	Luang Prabang	110,000
Cambodia	Phnom Penh	1,114,000
	Batdambang	195,000
	Siem Riep	142,000
China (Yunnan Province)	Qujing	225,800
	Gejiu	219,000
	Dali	175,000
Thailand	Samut Prakan	390,000
	Udon Thani	227,000
	Chiang Mai	173,000
	Lampang	152,000
	Khon Kaen	145,000
	Nakhon Pathom	124,000
Vietnam	Haiphong	572,000
	Danang	446,000
	Hue	267,000
	Nha Trang	265,000
	Can Tho	248,000

Project Organizational Structure



Thank you for your attention !