



# **GMS Regional Investment Framework (RIF) 2022**

## **Progress Report**

### **Transport Sector**





#### **Lao PDR**

Jan 2021

Reported at the 24<sup>th</sup> Meeting of the  
GMS Subregional Transport Forum (STF-24)  
21 Jan 2021, Ney Pyi Taw, Myanmar (Video conference)



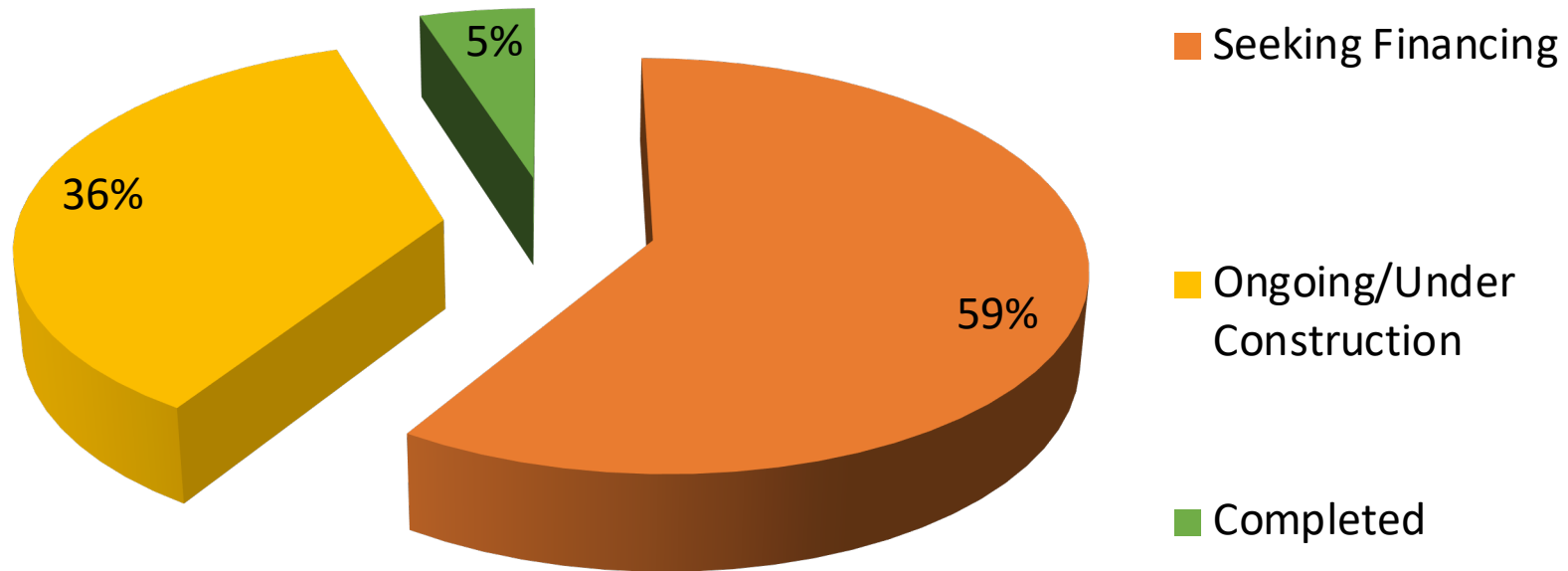
# Overview: 22 Transport Projects – RIF 2022

	No. Projects	Completed	Ongoing/Under Const.	Seeking Financing for FS
	11	1	5	4
	4		2	2
	3		1	3
	4			4
<b>Total</b>	<b><u>22</u></b>	<b>1</b>	<b>8</b>	<b>13</b>



# Overview: 22 Transport Projects – RIF 2022

Status of Projects





# All 22 Project Approximate Locations

- Xiengkok River Port
- Dak Chung Border-Crossing Point (NR16)
- Luang Namtha–Xiengkok–Lao PDR–Myanmar Friendship Bridge (NR17)
- Hongsa (Xayaboury)–Chomphet (Luang Prabang) Construction (114 km)
- Vientiane–Boten Railway Project (414 km)
- Thanalaeng–Nong Khai Railway Extension Project (7.5 km)
- The Capital City Vientiane to Vang Vieng Section of Lao PDR Capital City Vientiane to PRC Mohan Port Highway Project
- Vang Tao Border–Crossing Point
- Phiafay–Attapeu: NR18A (106 km parts of ASEAN Highway: AH132 East–West Transport Route)



- Vientiane–Thakhek–Mu Gia Railway Project (450 km)
- Mu Gia–Vung Ang (119 km)
- Vientiane–Ha Noi Expressway Project (Portion from Vientiane to Nam On–335 km)
- Mekong Bridge at Luang Prabang
- Thanaleng Border–Crossing Infrastructure Improvement Project
- Upgrading of NR8 East–West
- Transport Route; ASEAN Highway AH15 (Ban Lao–Nam Phao)
- Savannakhet–Lao Bao Railway Project (220 km)
- NR13 Improvement and Maintenance Project (Vientiane to Phon Hong) NR 13 North, AH 12 and NR 13 South, AH 11
- Upgrading 13S (portion Savannakhet Province to Bolikhamxay) (253 km)
- Dak Chung Border–Crossing Point (NR16)

**GMS Economic Corridors**

- North–South
- Southern
- East–West
- East–West Potential Extension

**GMS TSS Corridors\***

- Current Transport Corridor
- Potential Extension

\* GMS Transport Sector Strategy 2006–2015

- ★ National Capital
- City/Town
- Provincial Boundary
- International Boundary

**LAO PDR** Lao People's Democratic Republic  
Boundaries not necessarily authoritative.



# 11 Roads and Bridges Projects

New Highway Construction Project (Boten, Luang Namtha Province, Lao PDR to Houay Xai, Bokeo Province, Lao PDR)

Luang Namtha–Xiengkok–Lao PDR–Myanmar Friendship Bridge (NR17)

Hongsá (Xayaboury)–Chomphet (Luang Prabang) Construction (114 km)

The Capital City Vientiane to Vang Vieng Section of Lao PDR Capital City Vientiane to PRC Mohan Port Highway Project

Phiafay–Attapeu: NR18A (106 km parts of ASEAN Highway: AH132 East–West Transport Route)



Luang Prabang–Dien Bien Phu (107 km section Phu Thi; Pheung–Na Sone/Lao PDR–Viet Nam Border)

Vientiane–Ha Noi Expressway Project (Portion from Vientiane to Nam On–335 km)

Mekong Bridge at Luang Prabang

Upgrading of NR8 East–West Transport Route; ASEAN Highway AH15 (Ban Lao–Nam Phao)

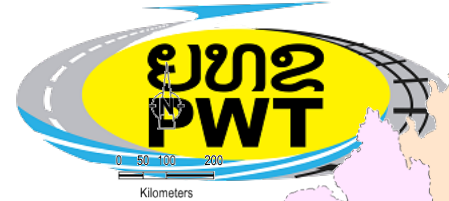
NR13 Improvement and Maintenance Project (Vientiane to Phon Hong) NR 13 North, AH 12 and NR 13 South, AH 11

Upgrading 13S (portion Savannakhet Province to Bolikhamxay) (253 km)



No.	Project Title	Description	Year of Approval	Latest Cost Estimate (\$ million)	Latest Potential Funding Source and Amount (\$ million)	Status Updates	Key locations and GMS Economic Corridor Alignment	Expected/Planned Measurable Outputs
1	Vientiane– Ha Noi Expressway Project (Portion from Vientiane to Nam On: 335 km)	This is the first expressway project linking the two capitals, and it is the top priority project under the Lao PDR and Viet Nam national investment plans.	2020	4,250.0	JICA	<b>Proposed.</b> Preliminary data collection completed in April 2018. Request for a further study from JICA on the best alignment option in Lao side.	Closely parallel with NSEC	
2	The Capital City Vientiane to Vang Vieng Section of Lao PDR Capital City Vientiane to PRC Mohan Port Highway Project	The capital city Vientiane to Vang Vieng section of Lao PDR capital city Vientiane to PRC Mohan port highway project, about 113.5 kilometers long, the construction period is planned to be 3 years.	2017	1,300.8	PRC	<b>Completed.</b> Section Vientiane to Vang Vieng, Opened 20 December 2020.  <b>Ongoing.</b> Section Vang Vieng to Luang Prabang on detail design.		





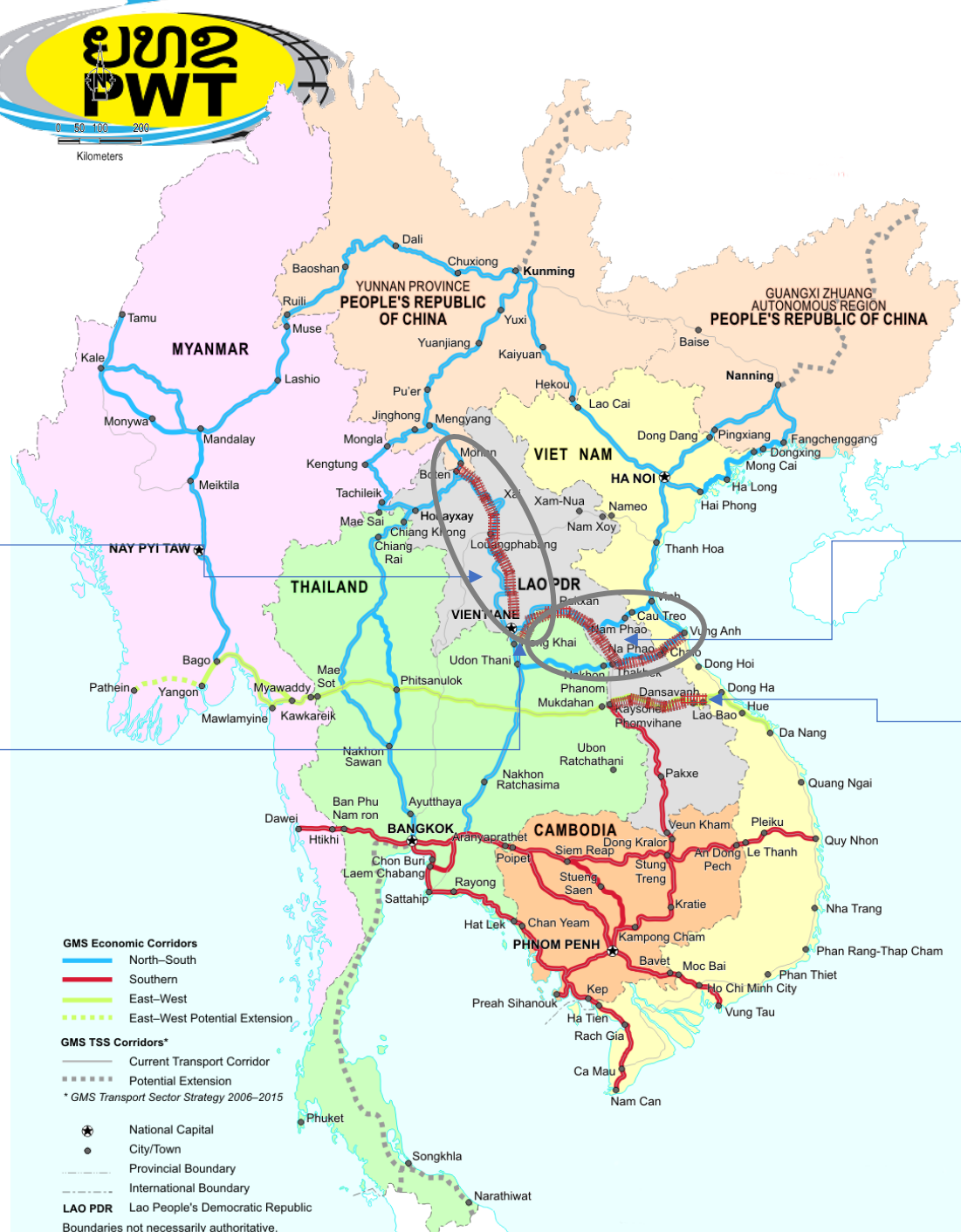
# 5 Railway Projects

Vientiane–Boten  
Railway Project  
(414 km)

Thanalaeng–  
Nong Khai  
Railway  
Extension  
Project (7.5 km)

Vientiane–  
Thakhek–Mu Gia  
Railway Project  
(450 km)  
Mu Gia–Vung Ang  
(119 km)

Savannakhet–Lao  
Bao Railway  
Project (220 km)



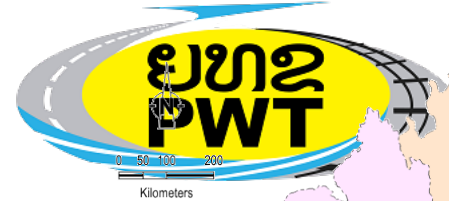


No.	Project Title	Description	Year of Approval	Latest Cost Estimate (\$ million)	Latest Potential Funding Source and Amount (\$ million)	Status Updates	Key locations and GMS Economic Corridor Alignment	Expected/Planned Measurable Outputs
1	Vientiane– Boten Railway Project (414km)	The Vientiane–Boten Railway Project will connect the Chinese railway in the north of Lao PDR at the Chinese border to Vientiane and can potentially connect soon to the Thai rail line via Nong Khai in the near future. This standard gauge railway with a speed of 160 km/h-200km/h for passenger train and 120 km/h for freight train will form part of the substantial 3,000 km Singapore-Kunming Rail Link	2016	5,800.0	Government of the PRC— (70%) = 4,060 million \$  Government of the Lao PDR (30%) 1,740 million \$  with total 5,800 million \$	<b>Ongoing.</b> The overall progress up to June 2020 is 90% for fundamental construction	NSEC	
2	Vientiane–Thakhek–Mu Gia Railway Project (450 km) Mu Gia-Vung Ang (119 km)	The Vientiane–Thakhek–Mu Gia Railway Project covers a portion of the spurline of the SKRL. This spurline will connect the Thai railway network to the Vietnamese railway network. The Republic of Korea assisted with a feasibility study.	2020			<b>Proposed.</b> Section: Vientiane–Thakhek (285.82 km): Seeking for investor Section: Thakhek–Mu Gia (139.18 Km): in Progress of Review the Feasibility Study and Complete the Detailed Design, with plan to start the construction before 2025 with PPP investment.	NSEC	





# 3 Border crossing facility projects



Vang Tao Border-Crossing Point



Thanaleng Border-Crossing Infrastructure Improvement Project

Dak Chung Border-Crossing Point (NR16)

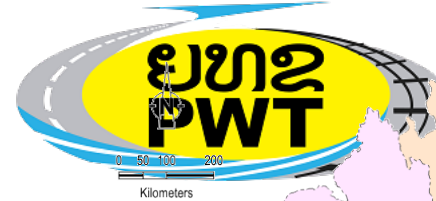


No.	Project Title	Description	Year of Approval	Latest Cost Estimate (\$ million)	Latest Potential Funding Source and Amount (\$ million)	Status Updates	Key locations and GMS Economic Corridor Alignment	Expected/Planned Measurable Outputs
1	Vang Tao Border–Crossing Point	Chong Mekalong National Road(NR)16isone of the border-crossing points between southernmost Lao PDR and Thailand. The border-crossing facility does not meet the implementation requirements of the GMS Cross-Border Transport Facilitation Agreement (CBTA).	2013	15.0	Government of Lao PDR—15.0	<b>Ongoing.</b> Progress to date is 82%. The project has got postponed to 2019 budget. It is expected to be completed in the 1st quarter of 2020.	NSEC	
2	Thanaleng Border-Crossing Infrastructure Improvement Project	The existing Thanaleng border crossing operates restrictively and inefficiently for both passenger and freight traffic, and this will become more severe as daily freight traffic grows beyond the present 300 trucks and 1,000 passenger cars and buses. There is also an urgent need to separate freight traffic from passenger traffic, and to significantly upgrade the road and other infrastructure.	TBD			<b>Proposed</b> Proposing ADB to provide a study support in order to meet the standard under CBTA requirement like SSI Operation	NSEC	



# 4 Port and Waterway Projects

Xiengkok River Port  
 Dak Chung Border-Crossing Point (NR16)





No.	Project Title	Description	Year of Approval	Latest Cost Estimate (\$ million)	Latest Potential Funding Source and Amount (\$ million)	Status Updates	Key locations and GMS Economic Corridor Alignment	Expected/Planned Measurable Outputs
1	Pakbeng River Port (Oudomxay Province)	The town of Pakbeng is situated on the Mekong River, on NR2. It is also on the border between Sayabouly and Oudomxay provinces, at the midpoint between Bokeo and Luang Prabang. As inland transport is becoming more important, especially for tourism, building this river port is necessary.	TBD	13.0	Government of the PRC	<b>Proposed.</b>		
2	Houei Sai River Port	As inland transport is becoming more important, especially for tourism, building this river port is necessary.		1.93		<b>On going.</b> Under GMS2	NSEC	



# Summary and Observation

## Overall Progress

- In general, around 59% of projects under RIF 2022 remains at the stage of Seeking Financing, while only 1 of the total 23, Completed
- Road & Bridges and Rail being the two sub-sectors showing satisfactory progress
- BC Facilities and Port/Waterways making a very slow progress

## Request

- Line agencies requesting ADB to consider providing TA supports for BC Facility Need Assessment / Study, esp. most congested Thanaleng Border Crossing Infrastructure Improvement Project.
- Line agencies requesting ADB/JICA to consider a Feasibility Study For Vientiane-Hanoi Express way.

## Future Project

- Lao PDR working with WB to develop, Economic Corridor Development Project along NR 2 or Northern EWEC connecting Vietnam and Thailand.



ADB

# Thank You

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