

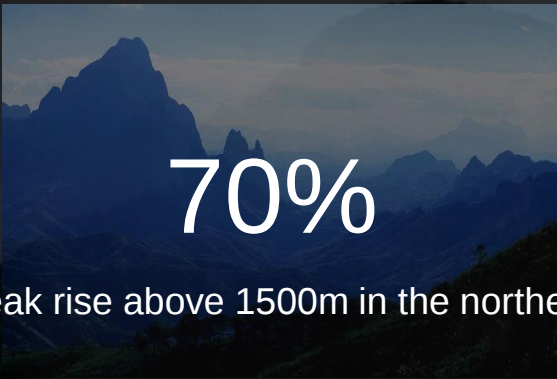


LAOS

A wide-angle landscape photograph of a mountain range in Laos. The scene is dominated by a large, dark, jagged mountain peak in the center-left, partially shrouded in mist. The foreground and middle ground consist of rolling hills covered in dense green vegetation. The sky is filled with heavy, grey clouds, creating a moody and atmospheric setting. The overall color palette is dark and muted, with the green of the hills providing a slight contrast to the darker tones.

LAOS

Geography



70%

Peak rise above 1500m in the northern



20%

The area from the south east of Laos



10%

It is demarcated by Mekong and other
river, mostly western area.

LAOS

Economics



- 
- The economy grew rapidly on the average of 6.2 percent per year.
 - GDP growth rate raised to almost 8% in 2015.

The main sources of this growth are from the foreign investments:

- energy
- mining
- agriculture
- telecommunication
- Transportation
- Another source is from an export of the natural resources, primary from electricity.



one of the poorest countries in the Southeast Asia

The country income per capita was estimated to be only 793 USD

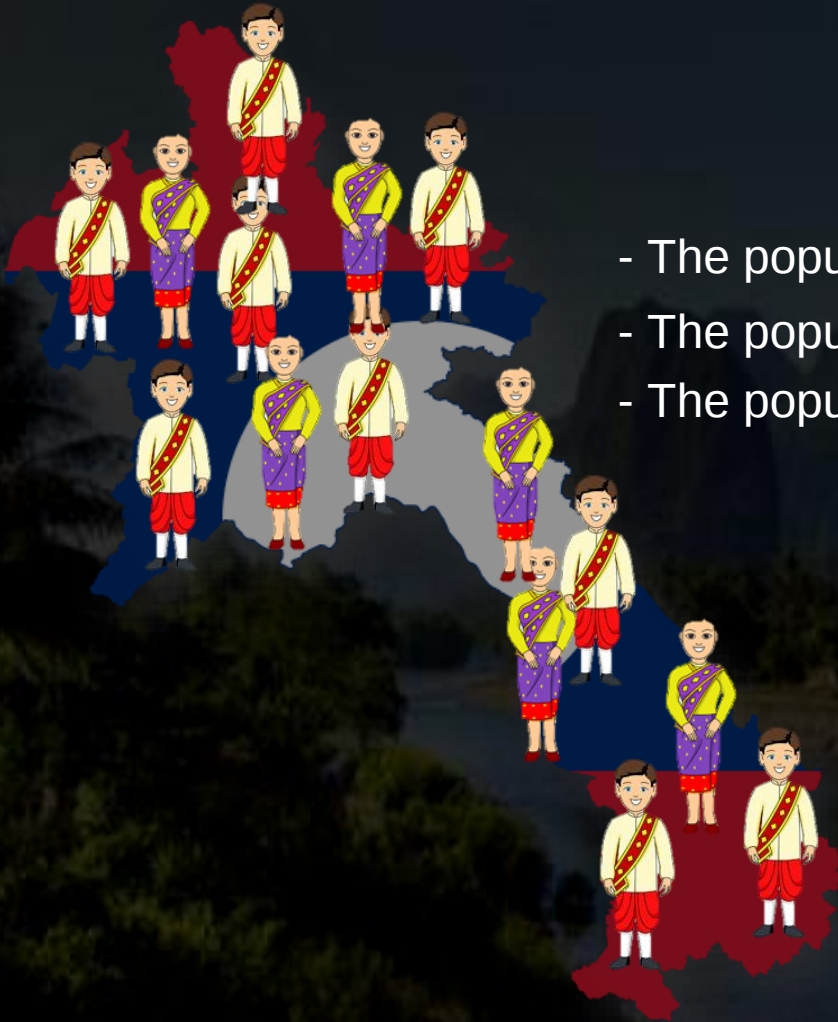
inadequate infrastructure and a largely unskilled worker

GDP: services (42.6%), industry (20.2%), agriculture (37.4%)

A group of approximately ten children, likely of Lao ethnicity, are smiling and posing for a photo. They are wearing light blue or white short-sleeved shirts, which appear to be school uniforms. The children are of various ages, mostly between 5 and 12 years old. The background is slightly blurred, showing what might be a school building or an outdoor area with some greenery. The overall mood is happy and positive.

LAOS

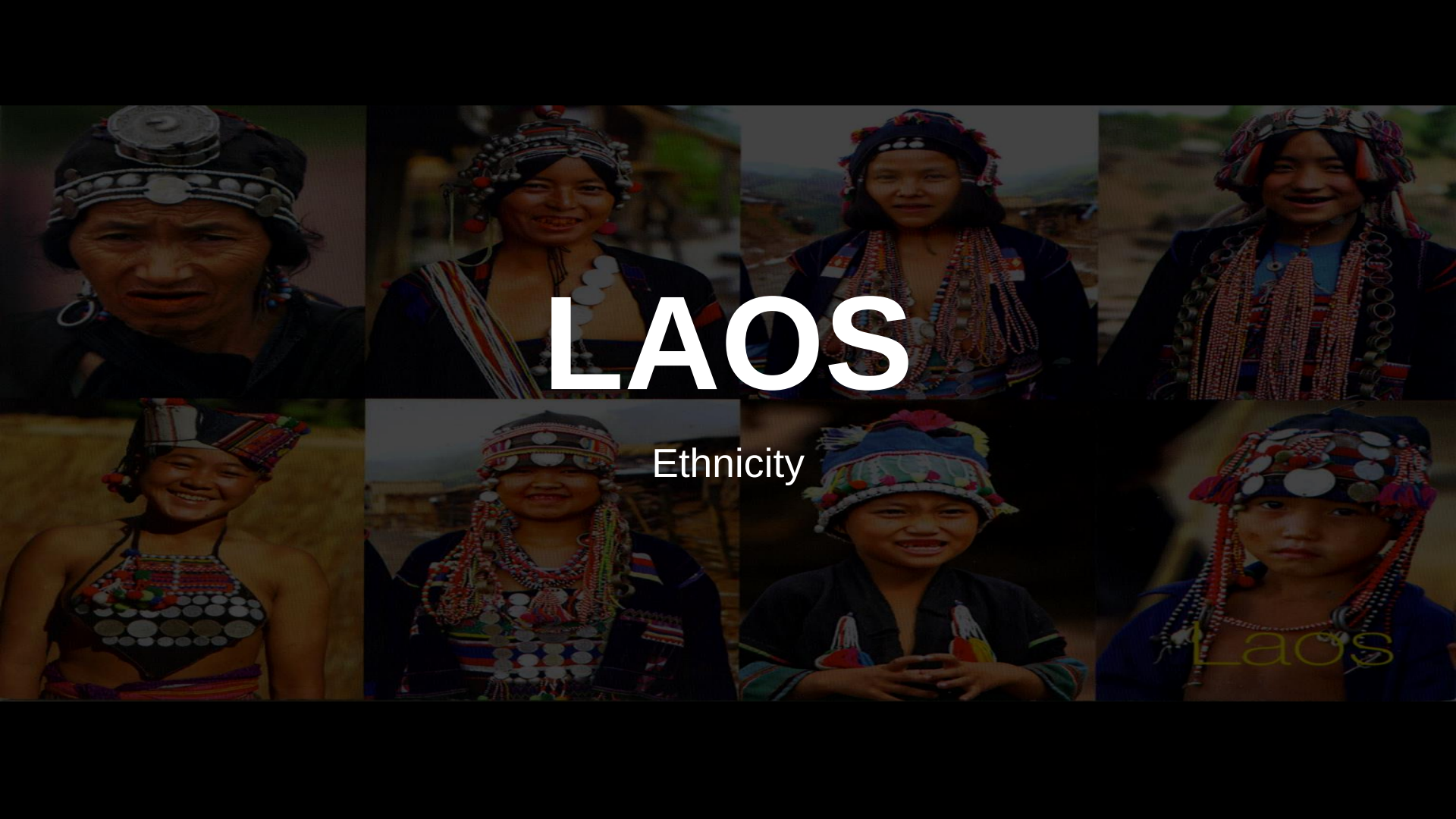
Demographics



- The population of approximately 6.6 million
- The population density 29 people per square kilometers
- The population growing at 1.6% per annum



- Most people live in valleys of the Mekong River
- Vientiane ,the capital and largest city of Laos, had about 740,000 residents.



LAOS

Ethnicity

Laos



- 1) Lao Loum (lowland people): The majority of the population is from this group of people, Lao Loum, more than half, 68%. Mostly live in the Mekong river area.



- 2) Lao Theung (highland people) constitute 20% of the population living in the central and southern mountains.



- 3) Lao Soung (mountain range people) constitute only 9% of the population. This tribe mostly are on the hill



LAOS

Government and Politics

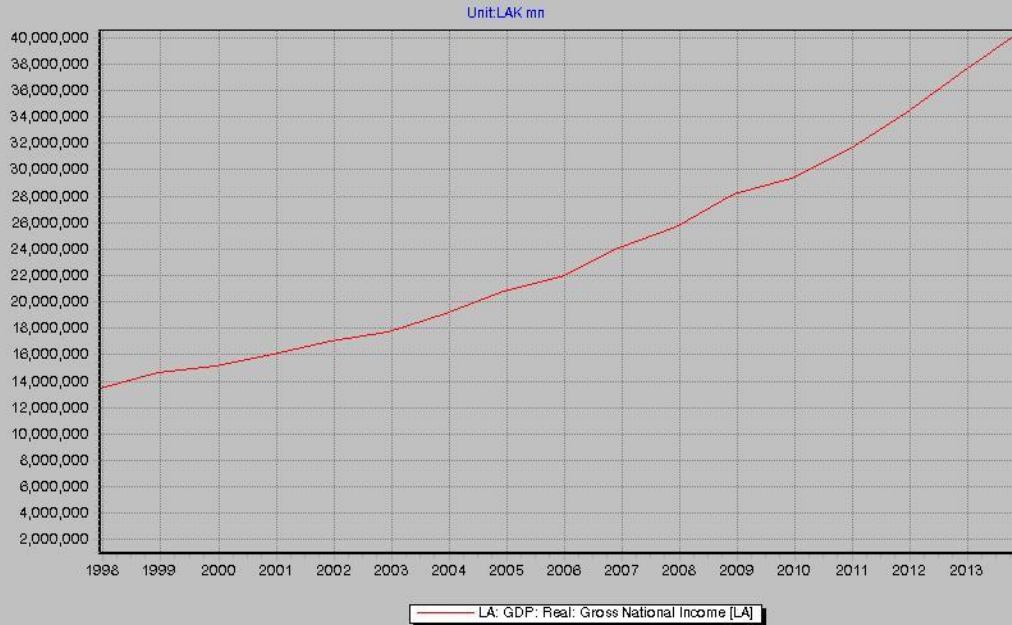
- 
- A man in a dark suit and glasses is speaking, gesturing with his right hand. He is positioned in the foreground. In the background, there is a large, ornate, light-colored building with multiple windows and a central entrance. A flagpole with a red flag is visible in front of the building. The scene is set outdoors with some trees and a fence in the distance.
- The only legal political party is the Lao People Revolutionary(LPRP)
 - Senior of the Lao People's Revolutionary Party (LPRP)

Thongsing Thammavong

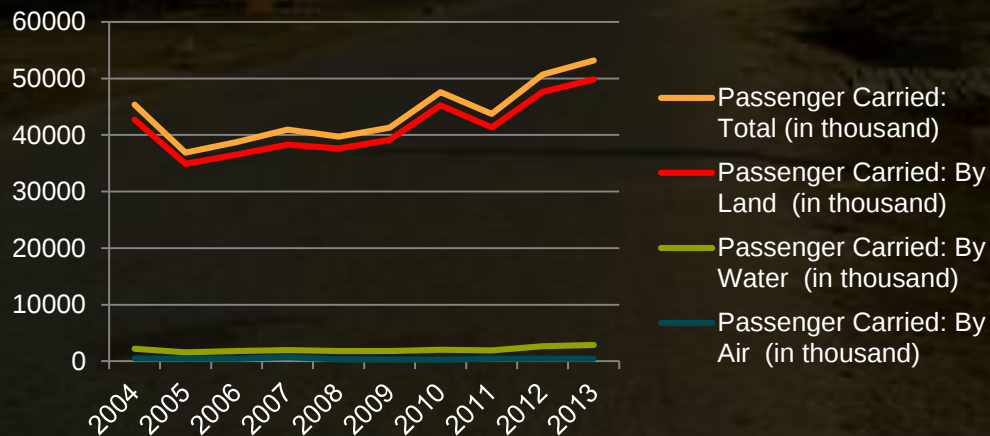
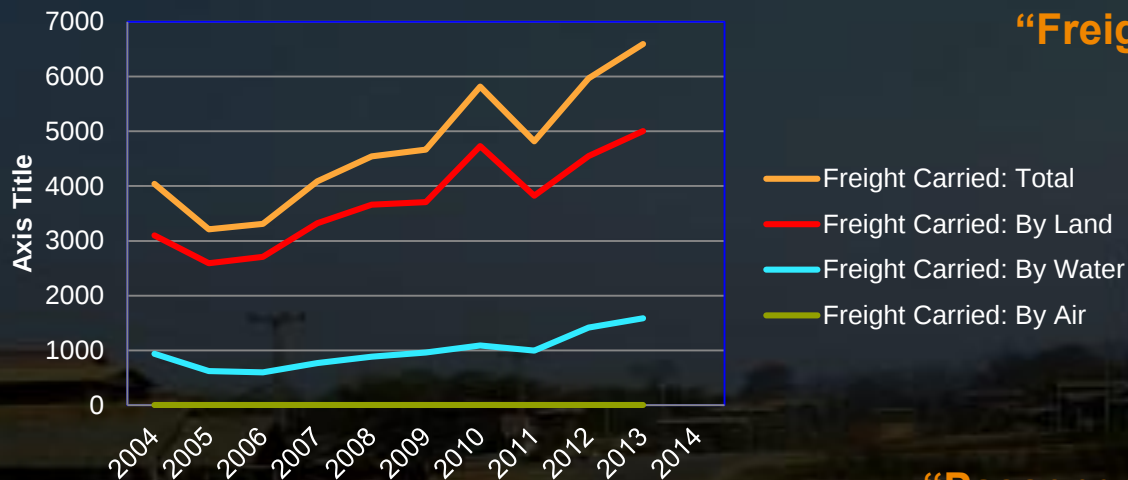
Government Policy

Government policies are determined by the party through the all full power and important government decisions are vetted by the Council of Ministers. However, Laos remains one of the most corruption in the world ranked in the 138th place. This has create a major problems in its own national the foreign investment with the contract and business regulation

The Real GDP of Laos in million Laos kip unit

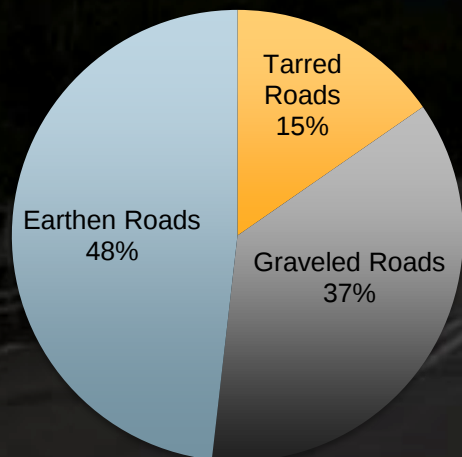


- In 1998, 14,000,000million Laotian Kip to 38,000,000 million Laos Kip in 2013

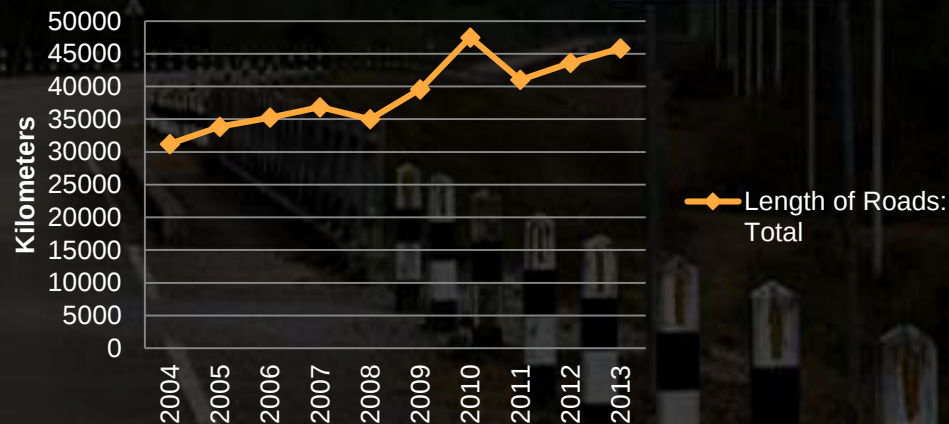


Type of road	Length in Km	Percentage
Tarred Roads	6888	15.0311%
Graveled Roads	16360	35.7010%
Earthen Roads	21619	47.1773%

Total length of Road: 45825 Km



Length of Roads: Total





LAOS

Transportation

LAOS

Domestic Transportation



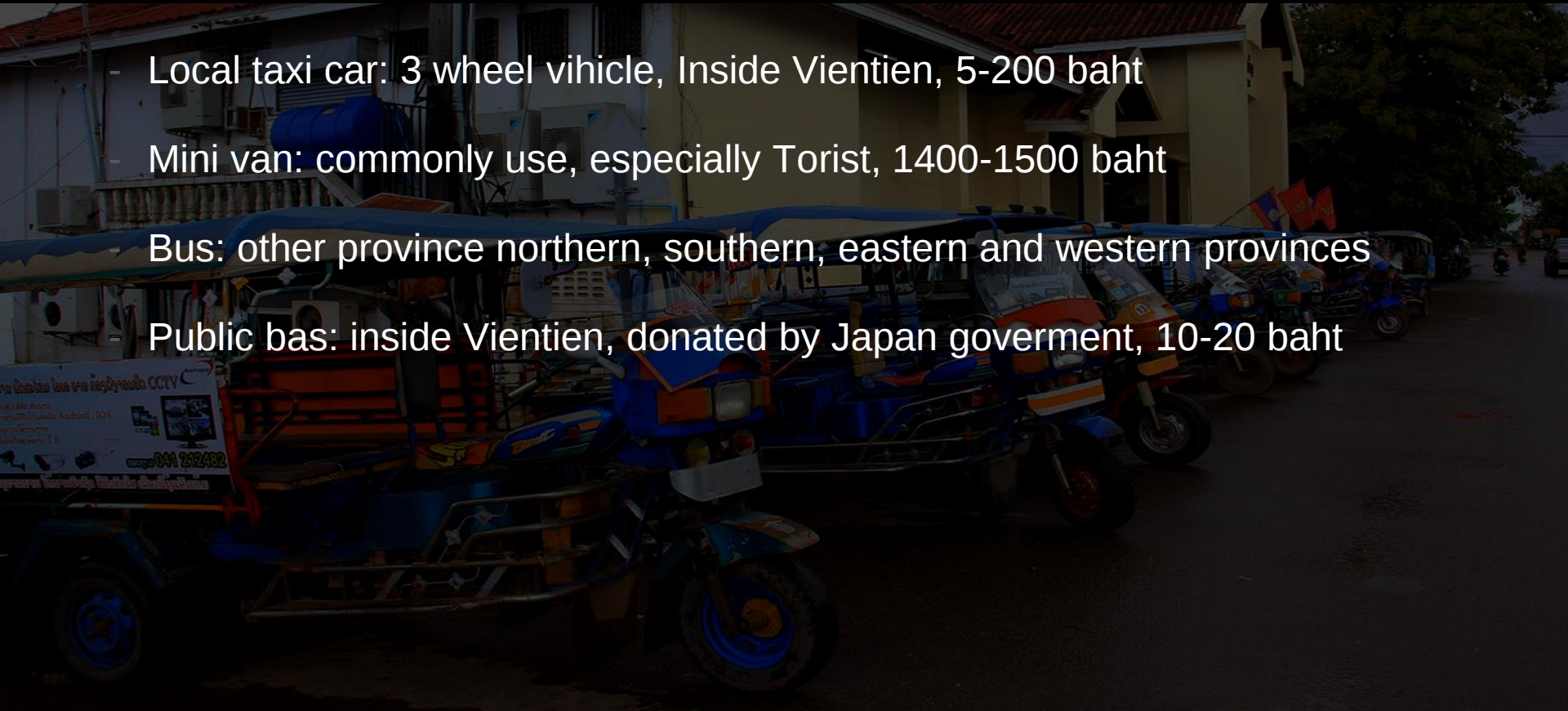
Domestic Transportation

- Local taxi car
- bus
- public bus
- mini van
- public boat
- plane



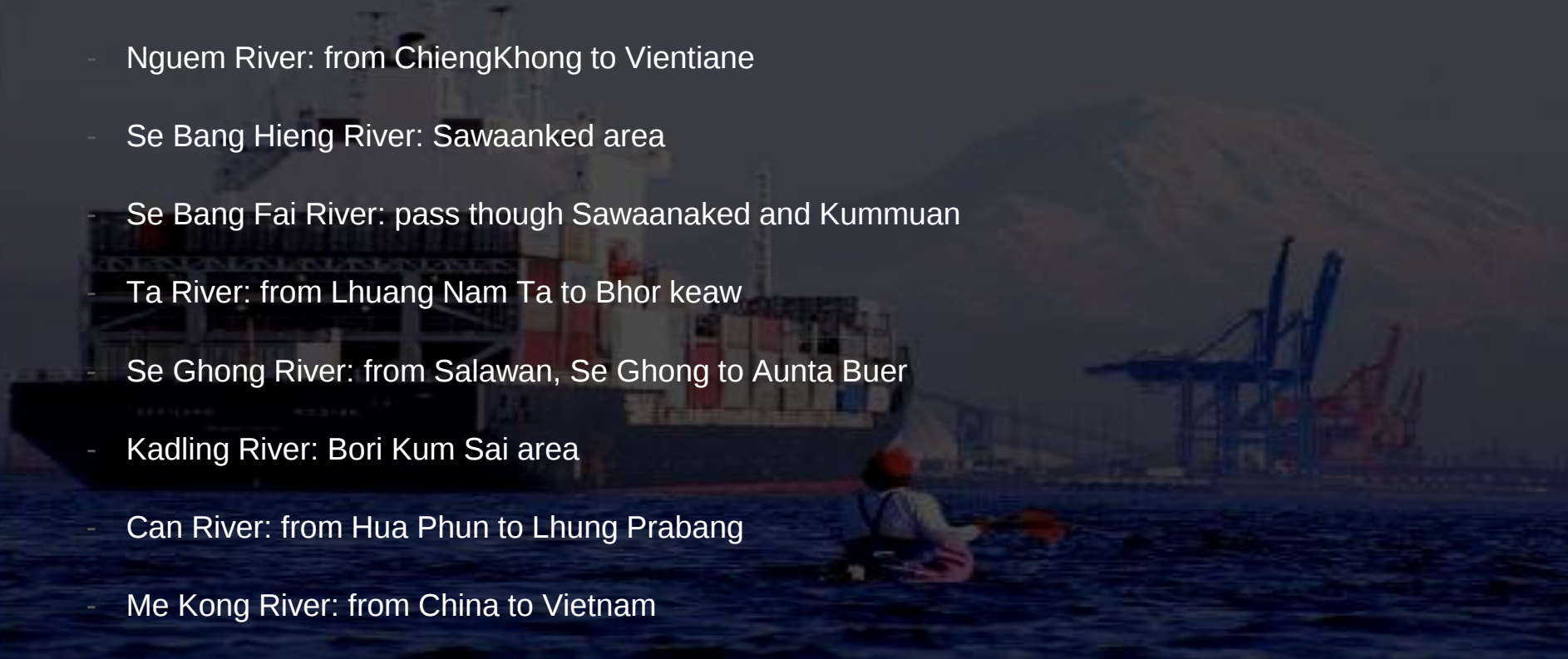
Land transportation

- Local taxi car: 3 wheel vehicle, Inside Vientien, 5-200 baht
- Mini van: commonly use, especially Torist, 1400-1500 baht
- Bus: other province northern, southern, eastern and western provinces
- Public bus: inside Vientien, donated by Japan government, 10-20 baht



Water Transportation

- Auu River: from Pongsalee to Lhung Prabang
- Nguem River: from ChiengKhong to Vientiane
- Se Bang Hieng River: Sawaanked area
- Se Bang Fai River: pass though Sawaanaked and Kummuan
- Ta River: from Lhuang Nam Ta to Bhor keaw
- Se Ghong River: from Salawan, Se Ghong to Aunta Buer
- Kadling River: Bori Kum Sai area
- Can River: from Hua Phun to Lhung Prabang
- Me Kong River: from China to Vietnam



Air Transportation

Laos Airline: The national airline of Laos, headquartered in Vientiane. It operates domestic as well as international services to countries such as Cambodia, China, Thailand, Vietnam, Singapore, and Korea. Its main operating base is Wattay international airport in Vientiane. It is subordinate to the Ministry of public work and transport.

- Luang Namtha - Louangnamtha Airport
- Luang Prabang - Luang Prabang International Airport Focus City
- Oudomxay - Oudomsay Airport
- Pakse- Pakse International Airport
- Savannakhet - Savannakhet Airport
- Vientiane - Wattay International Airport Base
- Xieng- Khung- Xieng Khouang Airport



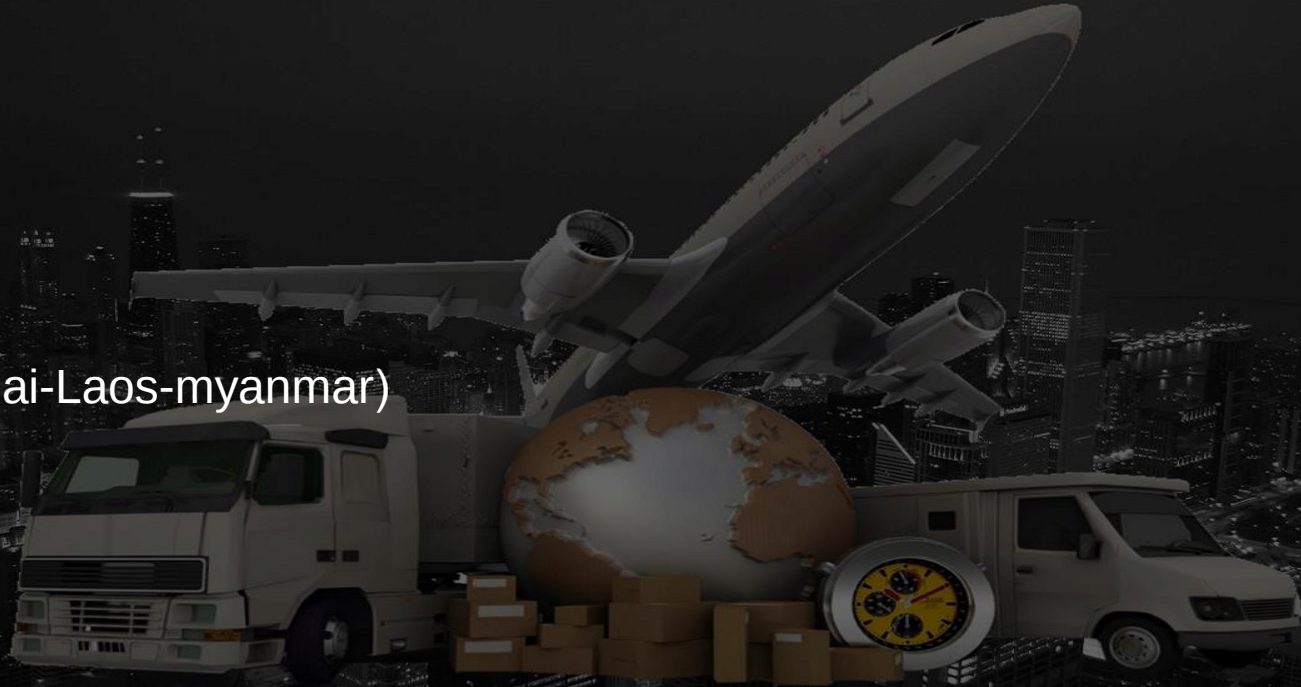


LAOS

International Transportation

International transportation

- Van
- Train
- Bus
- Boat(Thai-Laos-myanmar)
- plane



Land transportation

Bus

- Northern Line: China and Khun Mhing (2500 baht)
- Southern Line: Sawanaked, Pakse and Hojichi min(500 baht)
- Eastern Line: Thailand (200 baht)
- Weatern Line: Vietnam(500 baht)



Land transportation

Thai-Laos

Chiang Khong - Houy Xai (Chiang Rai Province to Bokeo province)

Nakaxeng - Kaenthao (Loei province to Sayabouly Province)

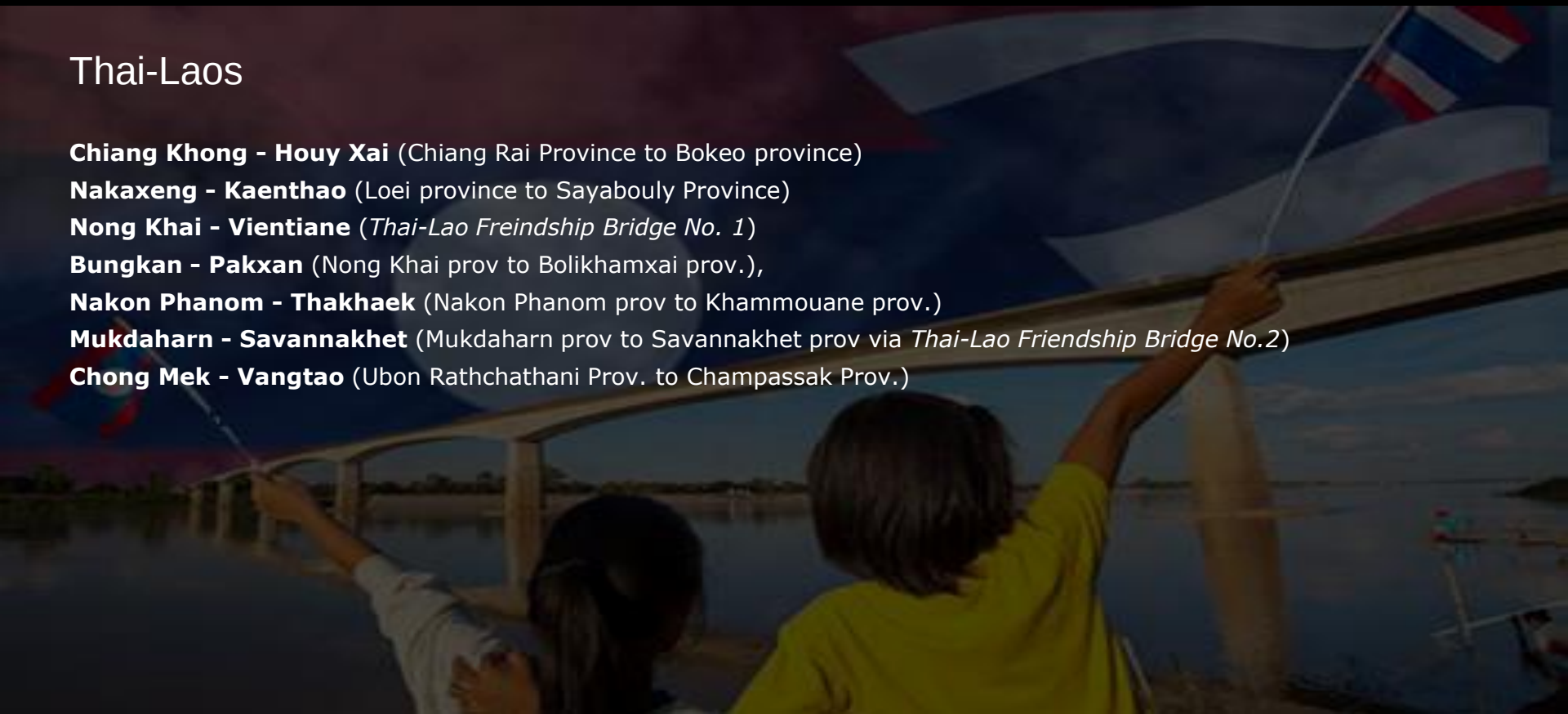
Nong Khai - Vientiane (*Thai-Lao Freindship Bridge No. 1*)

Bungkan - Pakxan (Nong Khai prov to Bolikhamxai prov.),

Nakon Phanom - Thakhaek (Nakon Phanom prov to Khammouane prov.)

Mukdaharn - Savannakhet (Mukdaharn prov to Savannakhet prov via *Thai-Lao Friendship Bridge No.2*)

Chong Mek - Vangtao (Ubon Rathchathani Prov. to Champassak Prov.)



Land transportation

Vietnam-Laos

Tay Trang- Sobboun (Laichau, Vietnam to Pongsaly Province)

Nameo - Banteui (Thanh Hua to Huaphanh province)

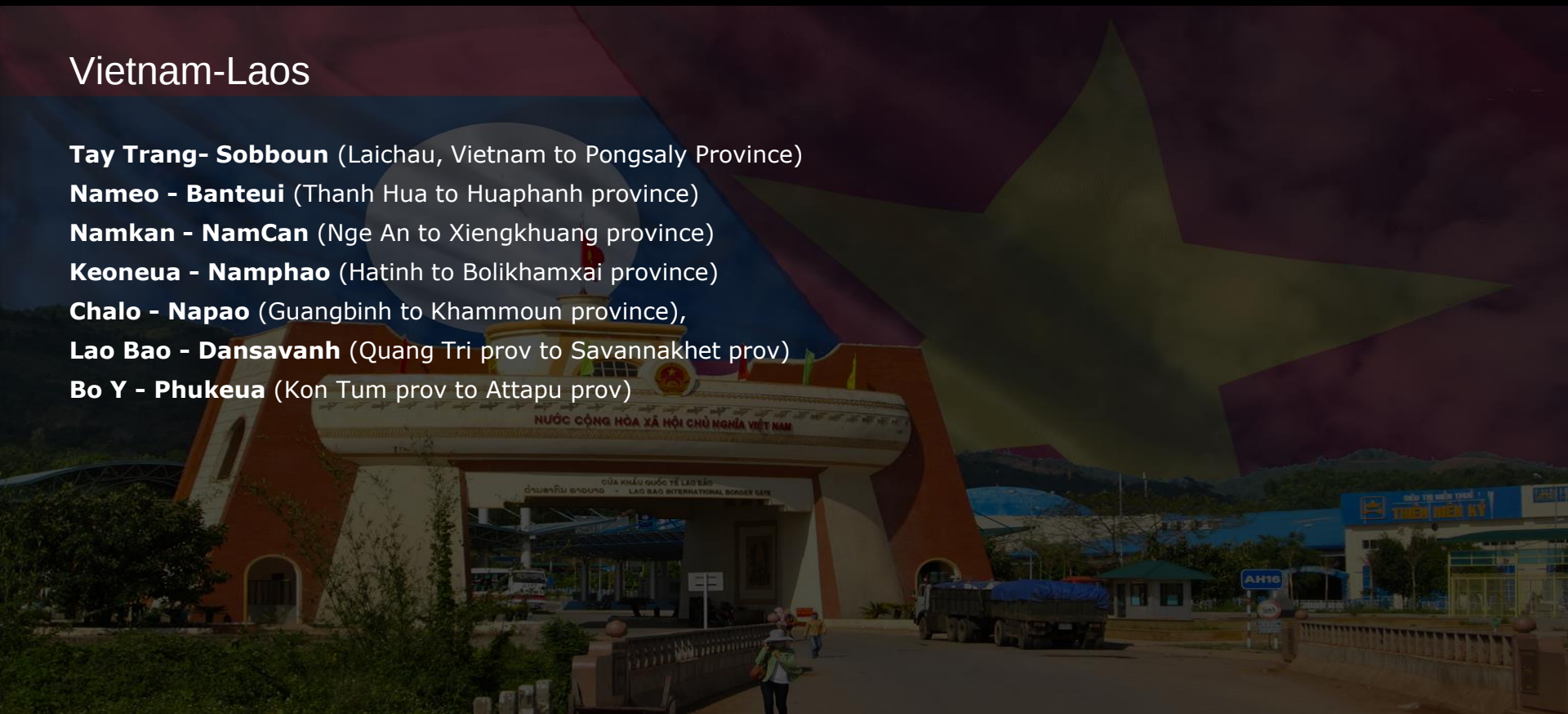
Namkan - NamCan (Nge An to Xiengkhuang province)

Keoneua - Namphao (Hatinh to Bolikhamxai province)

Chalo - Napao (Guangbinh to Khammoun province),

Lao Bao - Dansavanh (Quang Tri prov to Savannakhet prov)

Bo Y - Phuкеua (Kon Tum prov to Attapu prov)



Land transportation

China-Laos

Mohan - Boten (Yunnan to Luang Namtha province)

Xiengkok riverport on Mekong River to Luang Namtha province.

Sobhun checkpoint (Yunnan to Phongsaly province).

Cambodia-Laos

Dong Kralor - Veun Kham - The checkpoint links the Laos province of Champasak with the Cambodian province of Strung Treng, where Laos national road No.13 meets Cambodia national highway No.7. It is sometimes referred to as Stung Treng/Dong Kralor (some even spell it Dom Kralor) which can be confusing, but don't be confused. Whatever it's called or referred to, just remember that there is only one border crossing point between Laos and Cambodia that is currently open.

Water Transportation

Immigration purpose



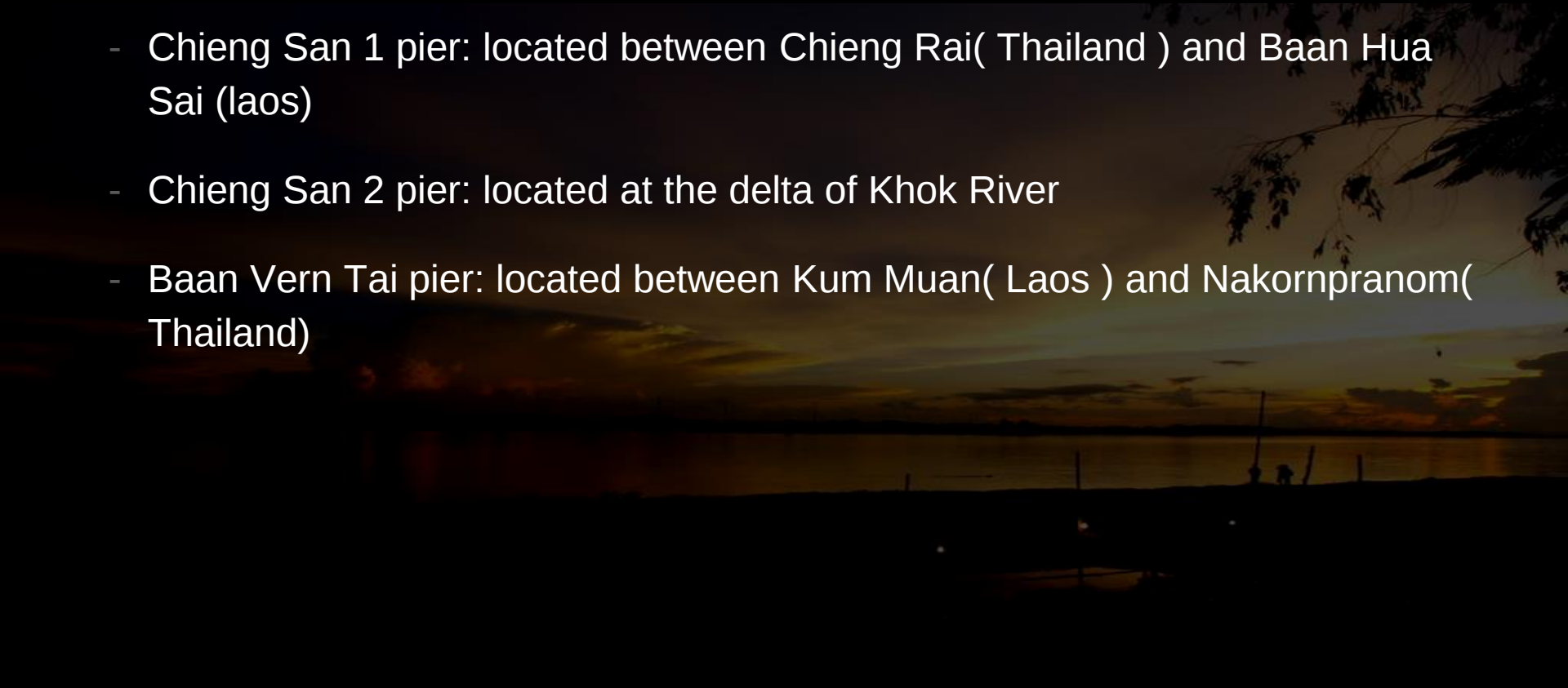
Water Transportation

Export and import product purpose



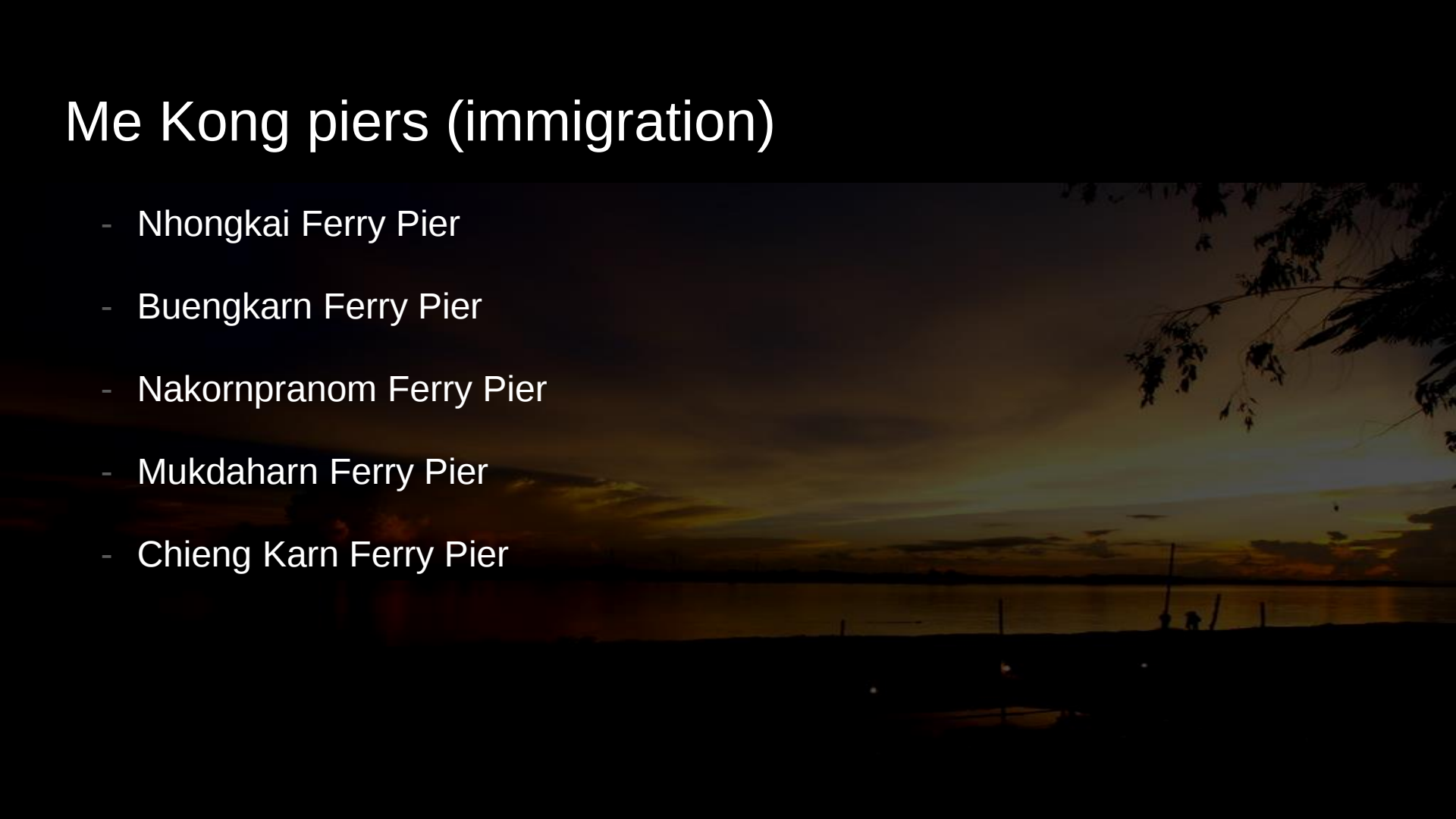
Me Khong Piers (export and import)

- Chieng San 1 pier: located between Chieng Rai(Thailand) and Baan Hua Sai (laos)
- Chieng San 2 pier: located at the delta of Khok River
- Baan Vern Tai pier: located between Kum Muan(Laos) and Nakornpranom(Thailand)



Me Kong piers (immigration)

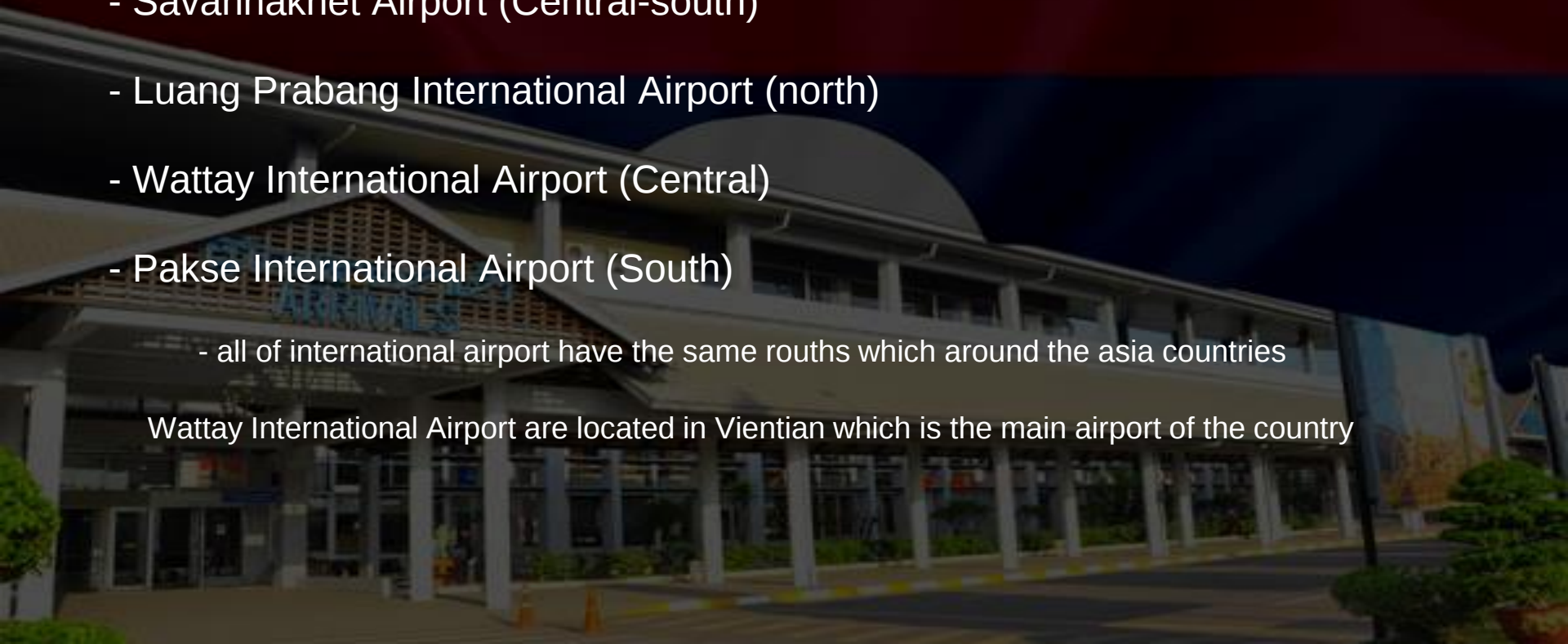
- Nhongkai Ferry Pier
- Buengkarn Ferry Pier
- Nakornpranom Ferry Pier
- Mukdaharn Ferry Pier
- Chieng Karn Ferry Pier



Air Transportation for Immigration and export and import goods

- Savannakhet Airport (Central-south)
- Luang Prabang International Airport (north)
- Wattay International Airport (Central)
- Pakse International Airport (South)
 - all of international airport have the same rouths which around the asia countries

Wattay International Airport are located in Vientian which is the main airport of the country



Airline list for export and import

- Laos Airline: Thailand-Singapore-China-Vietnam-Korea-Malaysia in commercial airline only
- Laos Central Airline: Between Thailand and Laos in commercial airline only
- Thai Airline: Between Thailand and Laos in both cargo and commercial
- Jin Airline: Between Korea and Laos in both cargo and commercial
- China Eastern Airline: Between China and Laos in both cargo and commercial
- Vietnam Airline: Between Vietnam and Laos in both cargo and commercial
- Air Asia Airline: Between Malaysia and Laos in commercial airline only



A close-up, slightly blurred photograph of a fountain pen with a silver and blue finish, resting on a document. The pen is positioned diagonally, with its nib pointing towards the bottom left. The document has some faint, handwritten blue ink markings and the word "printed" is visible in the lower right corner. The entire image is overlaid with a semi-transparent dark red and blue gradient.

Development of Transportation policy

Toward International Transportation

Road Transportation

Road development linking with neighboring countries



Policy of economic corridors

Policy of economic corridors

Land-locked country



Land-link country

Between Myanmar, Thailand, Laos, and Vietnam

Land-link country

Between Myanmar, Thailand, Laos, and Vietnam



International Transportation

International Transportation

1. Friendship Bridge

-Laos PDR is able to transport domestic products to international markets via two main port

1. Lam cha Bung, Thailand
2. Other port, Vietnam

2. North-South economic corridors via routs number R3A

- Chiang Rai – Laos – China (247-kilometer)

International Transportation

3. Road Development linking with neighboring countries

- Road 9 - link between Lao PDR, Thailand and Vietnam
- Road 18B – link between Lao PDR and southern part of Vietnam
- Road 3 - link between Lao PDR, Thailand and China
- Road 8 – link between Lao PDR, Thailand and Vietnam
- Road 12 – link between Lao PDR, Thailand and Vietnam



Development of Transportation policy

Toward Domestic Transportation

Policy of urban transportation system

Traffic congestion is increasing in Vientiane and regional cities, urban transport and modern logistics called for small and large truck and other modes, such as railways to provide a coordinated end-to-end service. Each mode or vehicle type is selected for its appropriateness to function that is required

- 1.The comprehensive study on logistics system in 2010 (JICA prepared for MPWT)
2. Public transport
- 3.Urban Roads

The background image shows the interior of a public bus. It features rows of seats, overhead handrails, and large windows. Several passengers are visible, including a person in the foreground wearing a patterned headscarf. The image is overlaid with a semi-transparent dark red filter.

Development of public Transportation system

In Laos



Future transportation plan

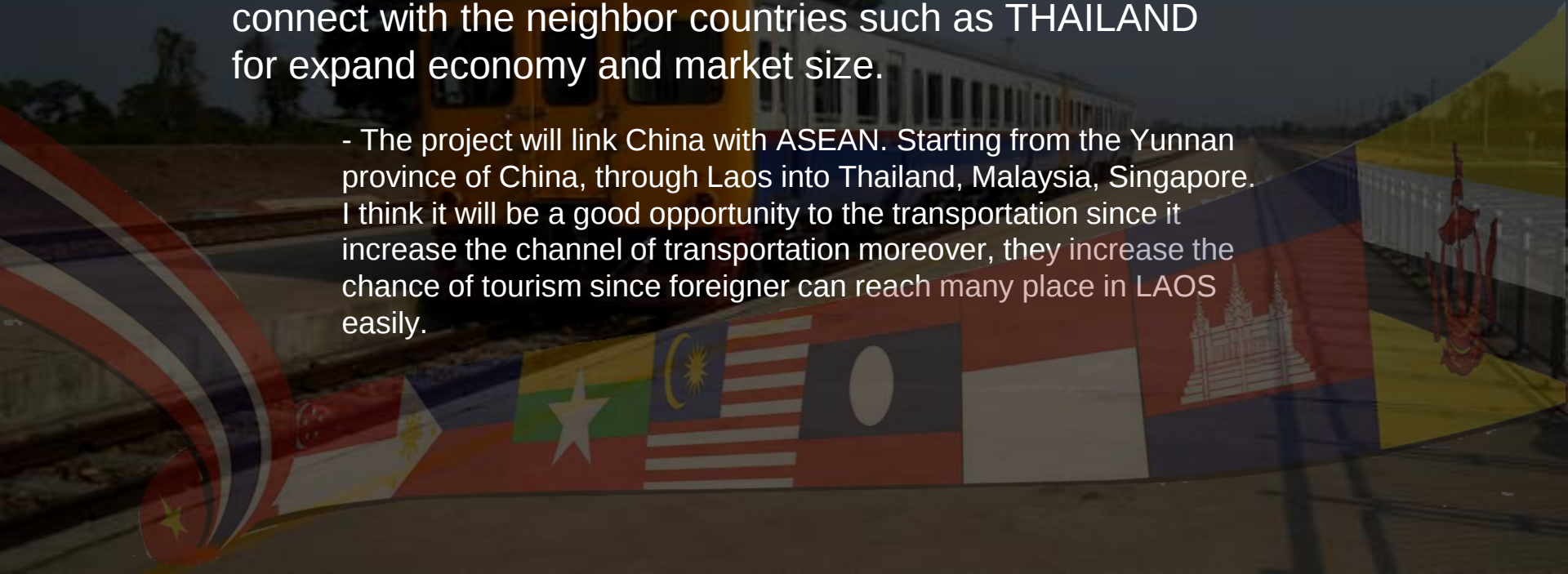
Toward AEC



LAOS has project to increase the transport channel

- The high speed train which cooperate with CHINA to connect with the neighbor countries such as THAILAND for expand economy and market size.

- The project will link China with ASEAN. Starting from the Yunnan province of China, through Laos into Thailand, Malaysia, Singapore. I think it will be a good opportunity to the transportation since it increase the channel of transportation moreover, they increase the chance of tourism since foreigner can reach many place in LAOS easily.



Satellite CHINA-LAOS

- First communication satellite
- Live television broadcast
- Improve the quality communication
- Promote tourism
- Increase the channel of transportation



Pro

- LAOS is the developing economic areas and located among CHINA, VIETNAM, THAILAND - CAMBODIA so it benefit to trade with other countries.
- Fertility of natural resources and bio-energy power plants. Suitable as a base for industrial production in the future.
- LAOS was one of the poorest countries so they received help from many countries.
- Cheap resource lead to be the Manufacturing Base of other countries.

Con

- Geography of LAOS almost is mountain and plateau.
- Lao Kip currency instability makes it difficult to plan for marketing and investment.
- Lack of database used for planning and has poor management.
- Almost of worker have low skills.
- Lack of infrastructure and skill to manage limited resources.

A photograph of a large conference room with a U-shaped table. Numerous people are seated around the table, facing each other. The room has wood-paneled walls and a large screen at the far end. The image is dimly lit and has a dark overlay. A semi-transparent circle is centered over the back of a person in the foreground.

2 current transportation related policy



1. Presents Business Case for National Road 13 Public-Private Partnership in Lao PDR

Routes 13

- The most important highways in Laos
 - begins at Boten in the North of Laos where the Chinese border lies, connecting Vientiane with Luang Prabang in the north. It roughly moves along the Mekong River and reaches the border of Cambodia.
- Route 13 then continues on National Highway 7 in Cambodia.
- Route 13 also connects all three international airports of Laos; Vientiane Airport, Luang Prabang Airport and Pakse Airport
- Route 13 is a part of two Asian Highways; AH3 and AH12.
- Route 13 passes through the cities of Vientiane, Vang Vieng and Luang Prabang
- The route characteristic are narrow lane with sharp curves. Moreover there are no markings or lighting on the road

A photograph of a road construction site. Four workers in high-visibility vests and hard hats are working on a large pile of dark material, likely asphalt or concrete, in the foreground. In the background, a white pickup truck is parked on the road, and several orange and white striped traffic barrels are visible. The scene is set in an open area with trees and a building in the distance. The text "Routes 13 development policy" is overlaid in white on the lower half of the image.

Routes 13 development policy

Outcome

- Has a land link with other countries
- Improve the road's quality
- Ready to the opening of AEC
- Ready to react with the increasing in number of user



2. LONG TERM TRANSPORTATION INFRASTRUCTURE

LONG TERM TRANSPORTATION INFRASTRUCTURE

- Laos government decide to developing their transportation infrastructure which are enabling, safe and efficient road transportation throughout the country .
- Laos response to the opening of AEC by a land bridge connecting with neighbors in order to make economic integration.
- There are other main development program that Laos government try to launch are preservation of transport assets, capital investment, capacity building, enhance transport business and transit transport facilitation.

A background image showing a group of children in a classroom, sitting at desks and looking towards the front. The image is dimmed to allow text to be overlaid.

Outcome

- Reducing the traveling time and cost saving
- Economic balance for every province in Laos
(35 percent of poverty in Suwannakhet was reduce)
- accessing to seaport because Laos do not connect to the seaport

The background of the slide features a sunset scene. On the left, a bright sun is partially obscured by dark, silhouetted trees. To the right, the silhouette of a large, multi-towered castle or cathedral is visible against the twilight sky. The overall color palette is dark, with shades of brown, orange, and black.

Q & A

THANK YOU