



16th Infrastructure Working Group

Session 2: Sector Strategic Planning Updates

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Vientiane Capital, 29th October 2024



1. The policy framework
2. Progress on current 5-Year Plan (2021-25) and addressing actions from the 15th ISWG
3. Drafting Sector 5-Year Development Plan for 2026-30
4. Identified Integrated Laos Multimodal Transport Corridors
5. The concept of the MPWT Infrastructure Prioritisation Framework (IPF)
6. Needs for Emergency Response and Rehabilitation
7. Conclusion

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The hierarchy of plans ensures consistency from the regional level through to Lao National and Provincial Plans



International: Globalisation Trends

- The global economy is limping along, not sprinting;
- Geo-political tensions;
- Reduction of poverty on a livable planet

Regional challenges and opportunities

- Land locked to land linked;
- ASEAN strategic positioning at the heart of the GMS;
- Sub-regional economic corridor trade facilitation & railway connectivity

National Plan Fulfillment Roles

- Implementation of 9th NSEDP 2021-25;
- Graduation from least developed country tatus;
- Realising the development potential of the Lao-China Railway Corridor;
- 10th NSEDP goals and outcomes;
- Sustainable development: Net zero green house emissions by 2050

Sector Challenges and bottlenecks to reform:

- **Economic development**
- Low levels of trade, industrial development and urbanization
- **Limited connectivity**
- Infrastructure deficit
- Poor condition of infrastructure assets is exacerbated by overloading of trucks
- An under-developed and uncompetitive logistics sector
- **Vulnerability to climate change**
- Challenging terrain
- **Safety**
- Increasing road traffic accidents
- **Limited fiscal space**
- Limited revenue and variety of financial resources
- Project lists that far exceed budgets
- Need for additional funding from DPs and private sector
- **Capacity constrained**
- Weak institutional capacity
- A lack of evidence based strategic planning, business processes and prioritisation tools

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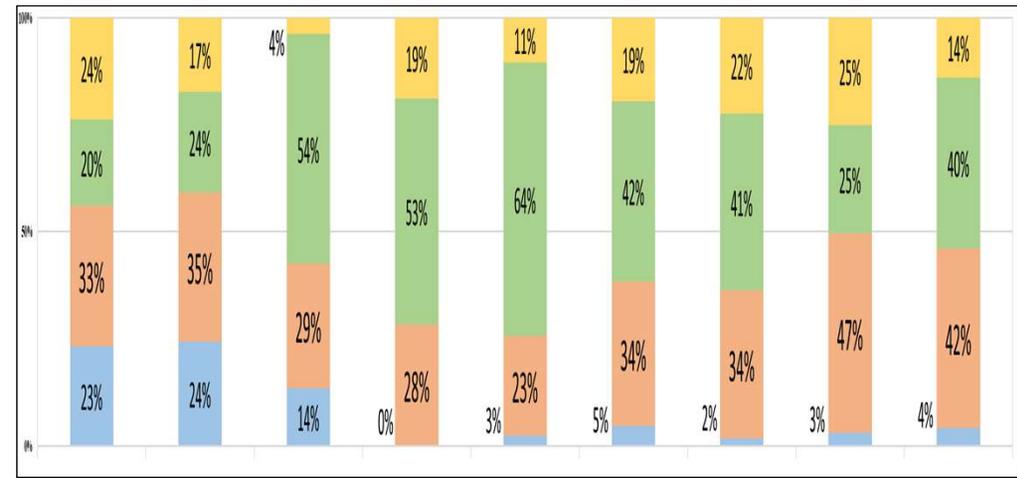
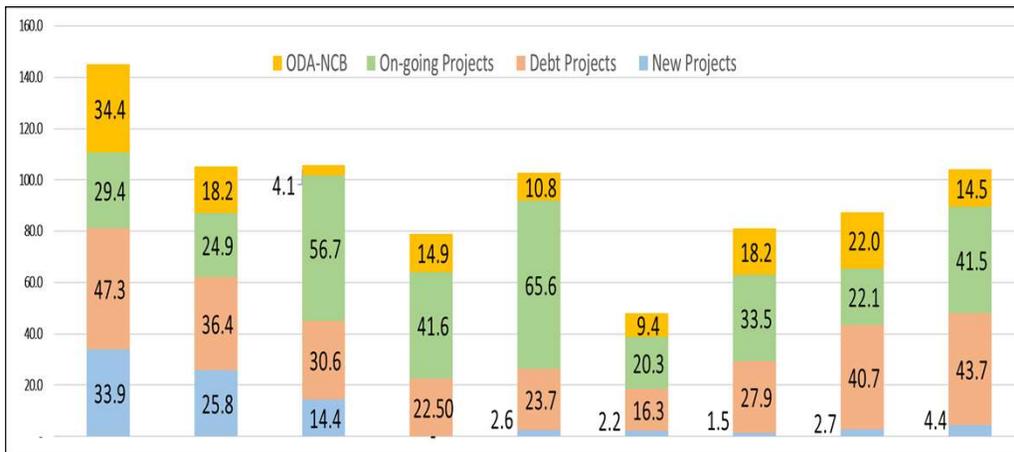
Highlights of the implementation progress MPWT 5Y (2021-25) Plan

Programs		Progress Highlights
Program 1:	Develop infrastructure to connect the region in the form of public investment, BOT, PPP and other schemes	<ul style="list-style-type: none"> NR: 517.79 km out of 550km planned upgraded to ASEAN Standard Lao-Thai Friendship bridge No.5 95.13% completed
Program 2:	Transportation and logistics systems development	<ul style="list-style-type: none"> 3 Dry Ports fully operationalized: Thanaleng, Savannakhet, and Champassak Thakhek Dry Port 60% constructed
Program 3:	The Railway Development	<ul style="list-style-type: none"> LCR and Lao-Thai Rail infrastructure have been completed Pre-feasibility study for the Railway Mekong River Bridge has been completed Basic legislation for International Railway operations, has been prepared: to be endorsed
Program 4:	Development of Lao-Vietnam ports and river ports along the Mekong River and its tributaries; Including the development of riverbank protection and deep canals	<ul style="list-style-type: none"> Riverbank: 219.61 km out of 514 km completed Xiengkok Port MOU for Feasibility Study signed with private sector
Program 5:	Development of Civil Aviation	<ul style="list-style-type: none"> Nongkhang airport & Tonpheuang airport have been completed Luang Prabang Airport Improvement: MPWT and IFC are preparing the financial documents for private funding
Program 6:	Development of a smart city plan with an 'environmentally friendly' approach	<ul style="list-style-type: none"> Houayxai and Namtha districts urban infrastructure development under GMS2 project, completed Pakse city environmental infrastructure improvement, completed
Program 7:	Development of Water Supply and Sanitation	<ul style="list-style-type: none"> Water Supply to people in cities - target 85% - 78.99% achieved Sanitation Access Nationwide – target 90% - 79.60% achieved
Program 8:	Development of resilience infrastructure to prevent climate change	<ul style="list-style-type: none"> All new ODA projects Build, Improve, Repair and Upgrade Infrastructures with DDRCC
Program 9:	Road safety and improved traffic congestion in major cities	<ul style="list-style-type: none"> Legal Instruments have been developed and improved, Capacity Building and Police enforcement training in progress, Road Speed Manual almost finalized
Program 10:	Human resource capacity development	<ul style="list-style-type: none"> 273 of MPWT staff trained Postgraduate studies 30 persons
Program 11:	Develop and strengthening State Owned Enterprises	<ul style="list-style-type: none"> Lao Airlines Business Development Reform 70% completed 2 SOEs have received the remaining debt from GoL (Triangle bonding)

	Regulatory and management actions	Progress
Road Fund	<p>Amend Road Fund Decree - Increase Revenue</p> <p>Modernise revenue collection Decentralise road maintenance</p>	<ul style="list-style-type: none"> • Drafting amendments to the Road Fund Decree • Increased fees for services like crossing the Friendship Bridge and exploring adjustments to fuel tax and night-time road service fees • TOR has been drafted • Local authorities empowered with road maintenance responsibilities
Truck Overloading Control	<p>Improved Asset Management Strengthen Legal Frameworks</p> <p>Transfer of Responsibilities</p> <p>Personnel Training & Process Improvement</p> <p>Enforcement</p>	<ul style="list-style-type: none"> • Comprehensive inventory and assessment of assets at all 39 weigh stations nationwide • Disseminated legal framework related to vehicle weight control to the public, transportation businesses, and relevant stakeholders • Collaboration with Provincial and Capital City Departments of Transport to transfer responsibility for implementing vehicle weight control measures at the road sector • Conducted training for personnel at weigh stations, refined control mechanisms, and implemented standardized and ad-hoc vehicle weight control procedures nationwide. • Implemented vehicle weight control measures at 11 stations and conducted targeted inspections using mobile weighing equipment
Logistics	<p>Amend regulatory framework including:</p> <ul style="list-style-type: none"> • Dry ports decree • Dangerous goods • Dry port tariffs 	<ul style="list-style-type: none"> • Successfully amended Dry Port Decree No. 298/PMO dated June 5, 2024. • Ongoing development of regulations and decrees, (first drafts prepared), expected to be completed by the end of 2024
Housing & Urban Planning	<p>Improve urban planning</p> <p>Develop Urban Master Plans</p>	<ul style="list-style-type: none"> • Collaborating with development partners such as the GMS4 Program, Environmental and Waste Management Project • Proposing to MPI to conduct surveys and develop urban master plans for six key cities.
Financial management	<p>Improvement in budget management</p>	<ul style="list-style-type: none"> • Introduction of a Medium-term Public Investment Plan (MTPIP) and internal annual budget reporting • Digitalised MOF budgeting and fund allocation system: connected in 2025

MPWT Domestic Capital Expenditure Trend 2015/16 to 2024

Capital Expenditure for MPWT is in the recovery trend since the COVID19 pandemic and the economic downturn. The payment ratio for ongoing and debt projects has significantly increased (from 53% in 2015/16 to 82% in 2024) due to prioritization of repayments.



Bil. LAK	2015/16	2017	2018	2019	2020	2021	2022	2023	2024
Total Amount	145.0	105.2	105.9	79.1	102.7	48.1	81.1	87.5	104.0
ODA (NCB)	34.4	18.2	4.1	14.9	10.8	9.4	18.2	22.0	14.5
Debt Projects	47.3	36.4	30.6	22.5	23.7	20.3	33.5	22.1	43.7
On-going Projects	29.3	24.9	56.7	41.6	65.6	16.3	27.9	40.7	41.1
New Projects	33.9	25.8	14.4	0.0	2.6	2.2	1.5	2.7	4.7

TOTAL in million US\$ 6.7 4.9 4.9 3.7 4.8 2.2 3.8 4.1 4.8

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10th NSEDP 6 Outcomes

1. Robust, stable, and steady economic growth
2. Quality human resources equipped with modern technology know-how
3. Improved living conditions and the advancement of society
4. Environment and natural resources are preserved and managed sustainably to withstand climate change and other disasters
- 5. Extensive and efficient regional and international integration and connectivity**
6. Efficient public management and administration, stable politics, peaceful, orderly, equitable, and prosperous society.

Outcome 5 sets the high-level agenda for the Public Works and Transport sector development plan

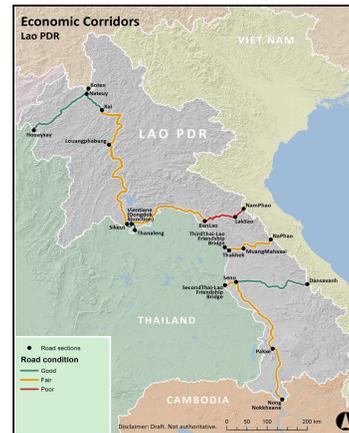
The National Integrated Multimodal Transport Strategy vision and key policy drivers Informed by the NSEDP, ASEAN regional policies, GMS and the UN SDGs

National Policy Framework – 10th NSEDP Overall Directions

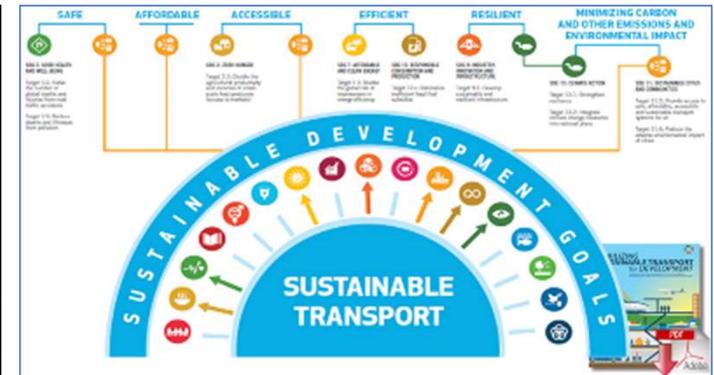
2030 Vision aims for:

- Quality growth, boost exports, and build a productive society
- Develop skilled human resources
- Improve rural areas, maintain economic stability and address inflation and currency concerns
- Engage with international markets to increase competitiveness
- Streamline public administration for better efficiency and modernisation
- Focus on political stability and social harmony
- Progress towards a modern, digital economy
- Commit to environmental sustainability and proactive climate change response

Regional Policy Framework ASEAN & GMS



UN Sustainable Development Goals

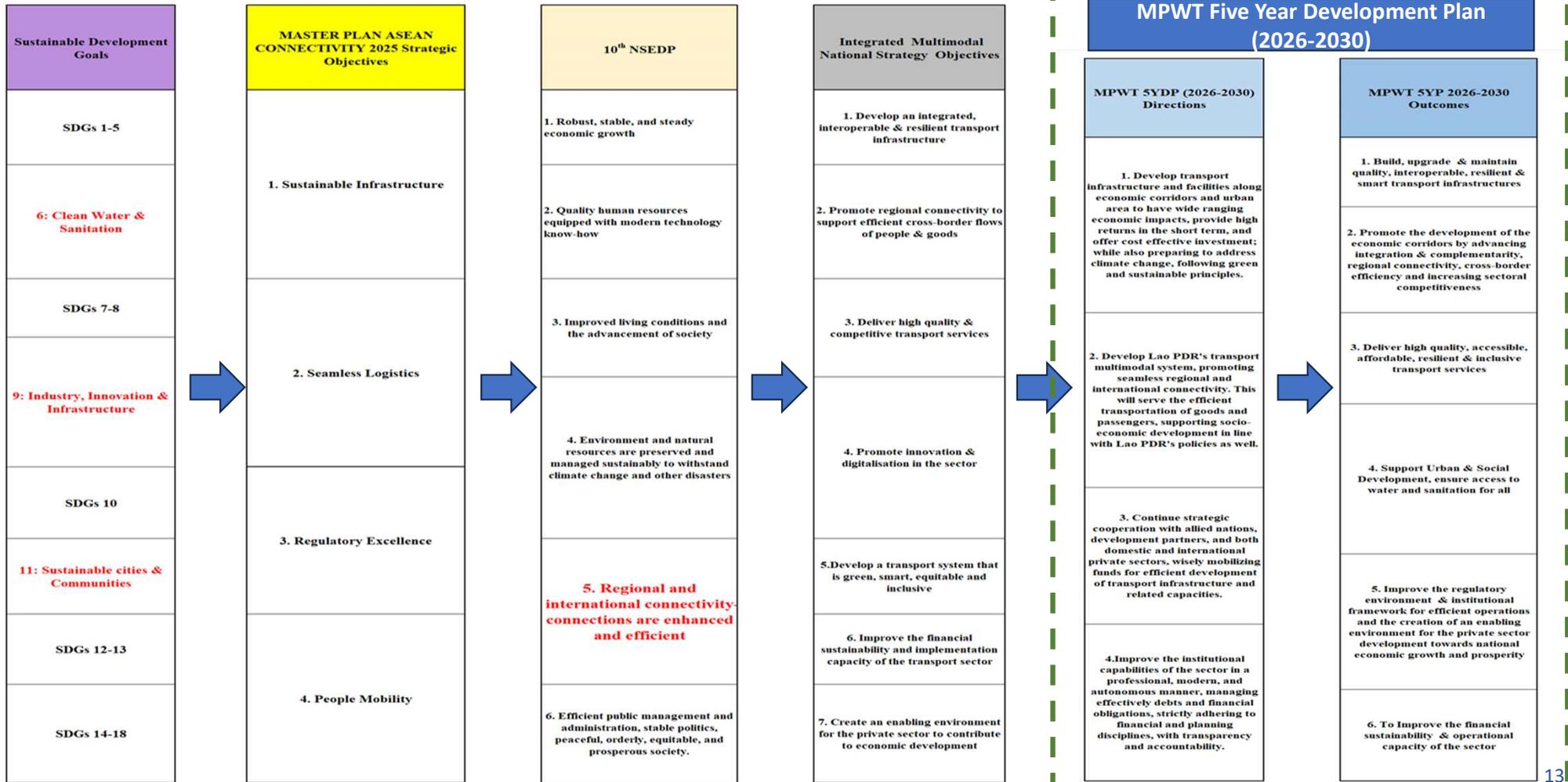


Key **policy drivers** for the Strategy include to:

- Reduce the distance of human geography
- Reduce the physical & economic distance for trade
- Promote economic growth through competitiveness
- Stimulate wider economic development
- Advocate digitalisation of global trade, transport services & documents
- Augment green, smart & automated mobility

And thereby, to:

- Shape the future of integrated multimodal transport in Laos
- Contribute to the national vision: “From land-locked to land-linked”



4 Directions

A. Develop **transport infrastructure and facilities** along economic corridors and urban area to have wide ranging economic impacts, provide high returns in the short term, and offer cost effective investment; while also preparing to address climate change, following green and sustainable principles.

B. Develop **Lao PDR's transport multimodal system, promoting seamless regional and international connectivity.** This will serve the efficient transportation of goods and passengers, supporting socio-economic development in line with Lao PDR's policies as well.

C. Continue **strategic international cooperation with other governments, development partners, and both domestic and international private sectors,** wisely mobilizing funds for efficient development of transport infrastructure and related capacities.

D. Improve the **institutional capabilities** of the sector in a professional, modern, and autonomous manner, **managing effectively debts and financial obligations,** strictly adhering to financial and planning disciplines, with transparency and accountability.

6 Outcomes

1. To build, upgrade and maintain quality, interoperable, resilient & smart transport infrastructures.

2. To promote the development of the economic corridors by advancing mode integration & complementarity, regional connectivity, cross-border efficiency and increasing sectoral competitiveness.

3. To deliver high quality, accessible, affordable, resilient & inclusive transport services.

4. Support Urban & Social Development, ensure access to water and sanitation for all.

5. To improve the regulatory environment and institutional framework for efficient operations and the creation of an enabling environment for the private sector development towards national economic growth and prosperity.

6. To Improve the financial sustainability and operational capacity of the transport sector.

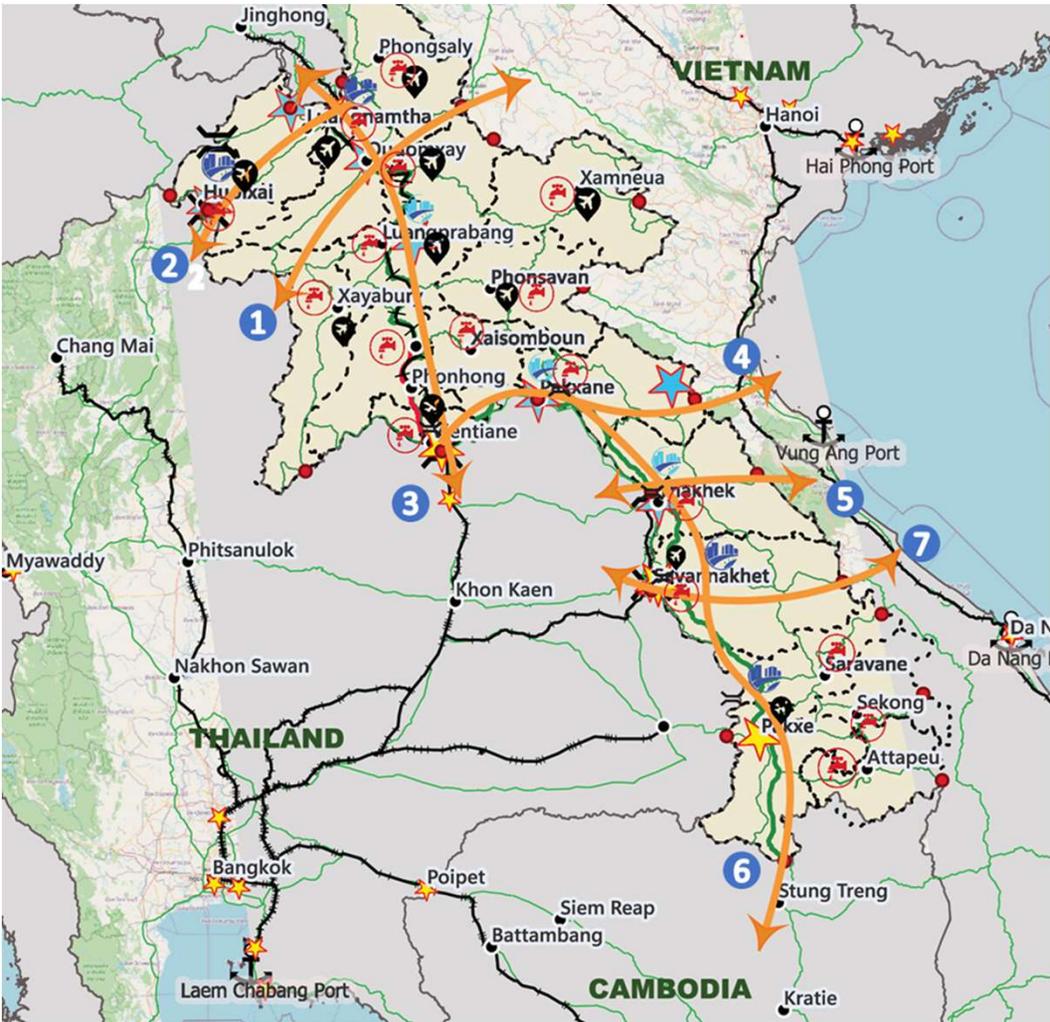
An Infrastructure
Prioritisation
Framework

Identified
Integrated
Laos
Multimodal
Transport
Corridors

Urban
Planning
Institutional
&
Regulatory
Interventions,
Capacity
Development
&
Cooperation

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Identified Laos Regional Integrated Multimodal Transport Corridors (Building on next 5 YDP directions to achieve expected outcomes)

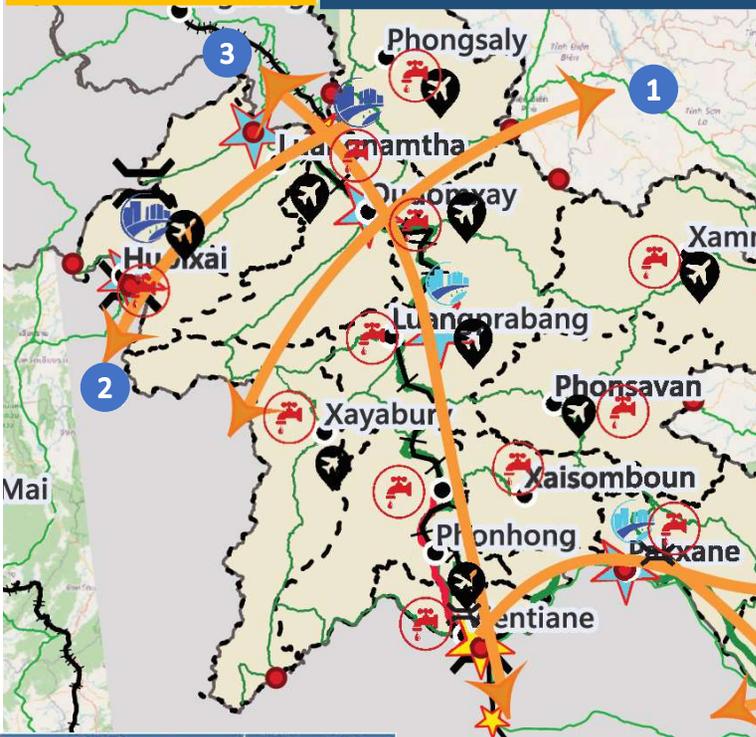


S/N	Corridor
1	SEARECC East-West Corridor Nam Ngeun – ODX – Pang Hoc Phongsaly Province, 358 km
2	GMS NSEC-1 Kuming-ChiangRai- BKK via Laos Natuey Luangnamtha-Hoauyxi Bokeo 176km
3	GMS NSEC-2 Boten-UDX, LPB-VangVieng-VTE Capital-Laem Chabang VTE to Boten Crossing Border 573 km
4	GMS NSEC-8 Vientiane-Paksan-Vinh-Hanoi Total 455 km VTE-Paksan-Namphao VN border 370 km
5	GMS NSEC-7 Laem Chabang-BKK, Thakhek-Vung Ang-Hanoi 370 Km Thakhek-Naphao VN border 145 km
6	GMS SEC-4 Phnom Penh- StrungTeng-Pakse-SVNK Asian Highway 11 and extension of SEC-4 to VTE VTE-Pakse 669.1 Km & Pakse to Veunkham Cambodia border 155 km
7	GMS East – West Corridor Mukdahan – SVNK, Dansavanh border crossing 247.8 km

LEGEND

- Roads
- AH12 (13N) and AH11(13S)
- Railway
- Expressway
- (Vang Vieng - Vientiane)
- Border crossings
- Cities
- Dry ports
- Dry ports-feasibility studies
- Ports
- Airport
- Bridges
- Provinces
- National Boundaries
- Urban Plan developed
- Water supply
- Ongoing Urban Development Plans

Identified Regional Integrated Multimodal Transport Corridors Northern Laos (Building on next 5 YDP directions to achieve expected outcomes) Preliminary needs assessment



Full Name	Abbreviation
Vientiane Capital	VTE Capital
Phongsaly Province	PSL
Luangnamtha Province	LNT
Luangprabang Province	LPB
Sayabouly Province	SYBL
Savannakhet Province	SVNK
Oudomxay Province	ODX

LEGEND

Roads	Cities	Airport
AH12 (13N) and AH11(13S)	Dry ports	Bridges
Railway	Dry ports-feasibility studies	Provinces
Expressway	Water supply	National Boundaries
(Vang Vieng - Vientiane)	Ports	Urban Plan developed
Border crossings	Ongoing Urban Development Plans	

S'N	Corridor	Multimodal network	Preliminary assessment	Funding
1	SEARECC East-West Corridor Nam Ngeun – ODX – Pang Hoc Phongsaly Province, 358 km	Road –NR2 / AH13 Waterway port – Pakbeng (ODX) Railway terminal – Xay Aviation –Oudomxay Airport International border crossing : Pang Hoc -Tay Trang Vietnam NamNgeun – Nakaxeng Thailand	<ul style="list-style-type: none"> NR2 selected feeder roads to upgrade & maintenance Upgrade Pakbeng Port Oudomxay Maintenance Oudomxay Airport Build Logistic Facilities 	<ul style="list-style-type: none"> ODA&RF PSE ODA&GOL PSE
2	GMS NSEC-1 Kuming-ChiangRai-BKK via Laos Natuey Luangnamtha-Houayxai Bokeo 176km	Road– NR3/AH3, Expressway Waterway port – Xiengkok, Railway terminal – Natuey Aviation –Luangnamtha Airport International border crossing : Houayxai-Xiengkong Thailand,	<ul style="list-style-type: none"> NR3 and selected feeder roads Maintenance Expressway Houayxai-Boten Upgrade Xiengkok Port Luangnamtha Maintenance Luangnamtha Airport Build Logistic Facilities 	<ul style="list-style-type: none"> ODA&RF PSE PSE ODA&GOL PSE
3	GMS NSEC-2 Boten-UDX,LPB-VangVieng-VTE Capital-Laem Chabang VTE to Boten border crossing 573 km	Road – NR13/AH12, Expressway Waterways – Mekong River (VTE-Xiengkok) Rail – LCR (Boten-VTE), Lao Thai Railway Aviation – LPB Airport, VTE Wattay Airport International border crossing : Boten-Mohan China, VTE-Nongkhai Thailand,	<ul style="list-style-type: none"> NR13N (Phonhong-Boten) and selected feeder roads upgrade& maintenance Expressway Vangvieng-Boten Upgrade Port Kokchong Luangprabang Luangprabang Airport upgrade Build Logistic Facilities 	<ul style="list-style-type: none"> ODA&RF PSE PSE PSE PSE

Identified Regional Integrated Multimodal Transport Corridors Central and Southern Laos (1)

(Building on next 5 YDP directions to achieve expected outcomes)

Preliminary needs assessment



S'N	Corridor	Multimodal network	Preliminary assessment	Funding
4	GMS NSEC-8 Vientiane-Paksan-Vinh-Hanoi 455 km VTE-Pakxane-Namphao border crossing 370 km	Road –NR13S/NR8/ AH15, Expressway Rail – VTE-Pakxane (Planned) Aviation –VTE Wattay Airport International border crossing : VTE-Nongkhai Thailand, Namphao-Cautreo Vietnam	<ul style="list-style-type: none"> NR8 & selected feeder roads Upgrade and maintenance Expressway VTE-Pakxane Expressway Pakxane-VN Border Build railway VTE-Pakxane Build Logistic Facilities 	<ul style="list-style-type: none"> ODA PSE PSE PSE PSE
5	GMS NSEC-7 Laem Chabang-BKK, Thakhek-Vung Ang-Hanoi 370 Km Thakhek-Naphao border crossing 145 km	Road –NR13S/ NR12, Expressway Rail – Pakxane-Thakhek-Vung Ang port (Planned) Vung Ang port (Laos-Vietnam Port) International border crossing : Naphao-Chalo Vietnam	<ul style="list-style-type: none"> NR13S/NR12 selected feeder roads upgrade and maintenance Expressway Parallel RN12 Thakhek-VN border 140km, Build railway Pakxane-Thakhek-Vung Ang port 	<ul style="list-style-type: none"> ODA&RF PSE PSE

Full Name	Abbreviation
Vientiane Capital	VTE Capital
Phongsaly Province	PSL
Luangnamtha Province	LNT
Luangprabang Province	LPB
Sayabouly Province	SYBL
Savannakhet Province	SVNK
Oudomxav Province	ODX

LEGEND

Roads	Cities	Airport
AH12 (13N) and AH11(13S)	Dry ports	Bridges
Railway	Dry ports-feasibility studies	Provinces
Expressway (Vang Vieng - Vientiane)	Ports	National Boundaries
Border crossings	Water supply	Urban Plan developed
	Ongoing Urban Development Plans	

Identified Regional Integrated Multimodal Transport Corridors Central and Southern Laos (2) (Building on next 5 YDP directions and serving outcomes) Preliminary needs assessment



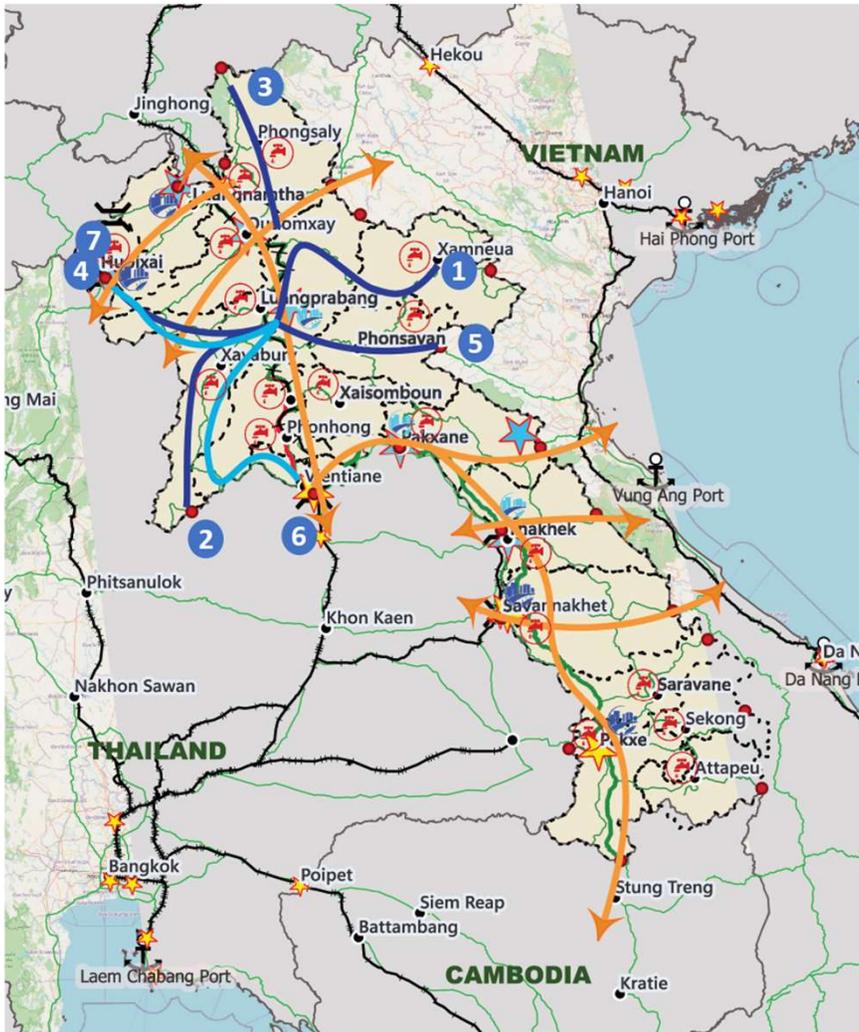
S'N	Corridor	Multimodal network	Preliminary assessment	Funding
6	GMS SEC-4 Phnom Penh-StrungTeng-Pakse-SVNK Asian Highway 11 & extension of SEC-4 to VTE-Pakse 669.1 Km & Pakse-Veunkham Cambodia border crossing 155 km	Road –NR13S / AH11, Expressway Rail – VTE-Savannakhet- Pakse-Veunkham (Planned) - Pakse-Thailand border (Planned) Aviation –VTE Wattay Airport, SVNK and Pakse Airports International border crossing : VTE-Nongkhai Thailand, SVNK-Moukdahan Thailand Thakhek-Nakhonphanom Thailand Vangtao-Ubon Thailand Veunkham-Stung Treng Cambodia	<ul style="list-style-type: none"> NR13S and selected feeder roads upgrade & maintenance Expressway VTE-Pakse Railway Thakhek -SVNK- Pakse-Veunkham Railway Pakse-Vangtao Maintenance Pakse Airport Build Logistic Facilities 	ODA&RF PSE PSE PSE GOL PSE
7	GMS East – West Corridor Mukdahan – SVNK, Dansavanh border crossing 247.8 km	Road –NR9 / AH16 Rail – SVNK- Laobao VN border Aviation –SVNK Airport International border crossing: SVNK-Moukdahan Thailand SVNK – VN border Laobao	<ul style="list-style-type: none"> NR9 maintenance selected feeder roads upgrade & maintenance Railway SVNK – Laobao Maintenance SVNK Airport Build Logistic Facilities 	PSE RF PSE GOL PSE

Full Name	Abbreviation
Vientiane Capital	VTE Capital
Phongsaly Province	PSL
Luangnamtha Province	LNT
Luangprabang Province	LPB
Sayabouly Province	SYBL
Savannakhet Province	SVNK
Oudomxay Province	ODX

LEGEND

- Roads
- AH12 (13N) and AH11(13S)
- Railway
- Expressway
- (Vang Vieng - Vientiane)
- Border crossings

- Cities
- ★ Dry ports
- ★ Dry ports-feasibility studies
- ⚓ Ports
- ⚓ Water supply
- ✈ Airport
- ⌒ Bridges
- Provinces
- National Boundaries
- 🏙 Urban Plan developed
- 🏙 Ongoing Urban Development Plans

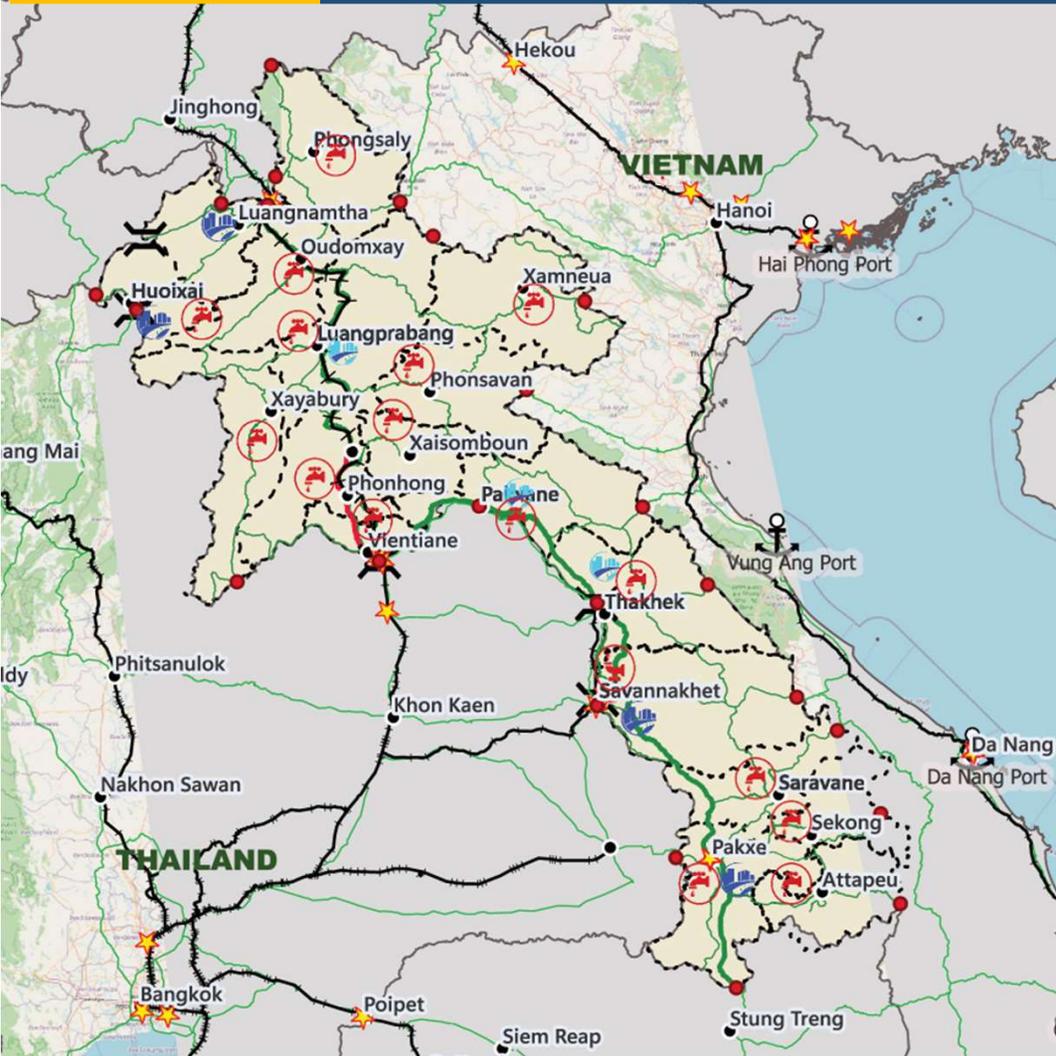


S'N	National Corridors
1	Luangprabang to Pakmong to Xamneua
2	NR4 connecting Xayabouly to Luangprabang NR4 & NR4A &4B
3	NR1A and NR1B connecting YotOu, Phongsaly to Muangxai, Oudomxai
4	Luangprabang connecting to Huayxai, Bokeo province
5	Luangprabang to Phoukhoun to Phonsavan, Xiengkhouang Province
6	Mekong River connecting from Luangprabang to Vientiane Capital
7	Mekong River connecting from Luangprabang to Houayxai, Bokeo province

LEGEND

- Roads
- Dry ports
- Railway
- Expressway (Vang Vieng - Vientiane)
- Border crossings
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- Dry ports-feasibility studies
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- Provinces
- National Boundaries
- Urban Plan developed
- Ongoing Urban Development Plans

Urban Development Plans - Water Supply & Sanitation (Building on next 5 YDP directions to achieve expected outcomes)



Urban Development Planning

- Second Greater Mekong Subregion Corridor Towns Development Plans:
- Kaysonephomvihan (SVNK), completed
 - Hoauyxaï (BK), Completed
 - Namtha (LNT), Completed
 - Paksan (BKX), Ongoing
 - Thakhek (KM), Ongoing
 - Pakse (CPS) Urban Environmental Improvement Project completed.
 - Luangprabang (LPB) Environmental Investment Improvement Project ongoing
 - Town development plans to be extended to other provincial centers as identified in the integrated multimodal transport strategy following the forecasted urban development and mobility needs of the corridors.

Water Supply & Sanitation

- Vientiane Capital and 17 provinces water supply network coverage 78.99 % to meet the SDG target
- Vientiane Capital and 17 provinces sanitation access nationwide coverage 79.60 % to meet the SDG target

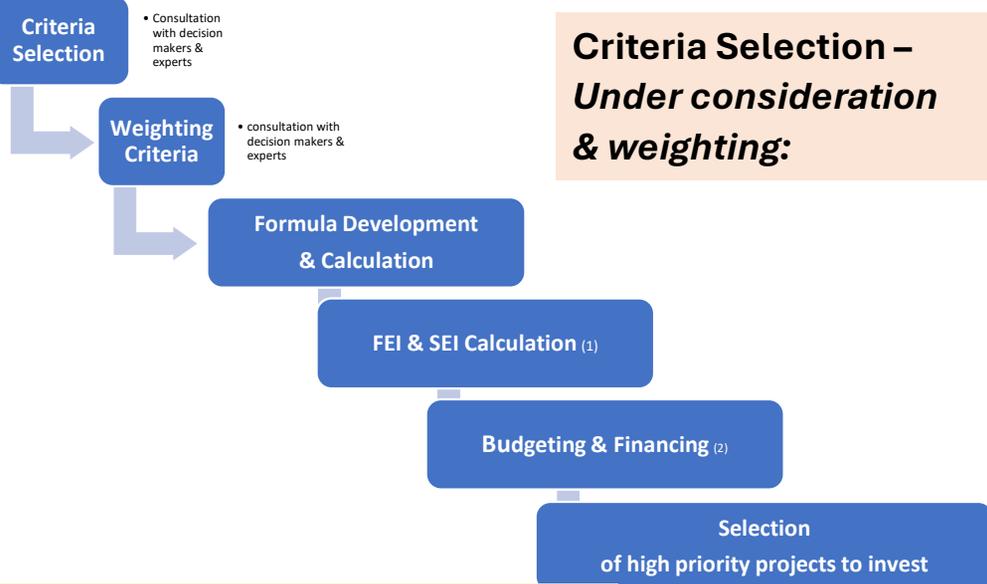


Five Year Development Plan: Urban Development - Institutional & Regulatory Interventions - Capacity Development

S'N	Activities Focus	Project name	Funding Source
1.	Urban Mobility Planning	Sustainable Urban Mobility Plans (SUMP) for key urban areas i.e VTE, SVNK, CPS ...	ODA
2.	Urban Spatial Planning	Start the development of spatial plans (identify 1 Pilot) and extend to other urban centers as well	ODA
3.	Smart City Planning	Plan for at least two Pilot smart districts in VTE & LPB	PSE
4.	Water Supply and Sanitation Improvement	<ul style="list-style-type: none"> ➤ Expand the Water supply system to achieve the set SGD target ➤ Expand the national sanitation system to achieve the set SGD target 	ODA,PSE ODA,PSE
5.	Transport Master Plan & Implementation Guidelines, including Private Sector Engagement Enhancement	A National Transport Infrastructure Master Plan including Expressways is to be developed under the SEARECC project, together with specific instruments, standards & guidelines for implementation and private sector engagement	ODA
6.	Systems, Functions & Institutional Development	<ul style="list-style-type: none"> ➤ Development of a Centralized Database ➤ Capability Improvement, Capacity Building and Training 	ODA ODA
7.	Safe transport - all modes	<ul style="list-style-type: none"> ➤ Implementation of the National Road Safety Strategy – Implementation of Specific actions, aiming to reduce road accidents in the National Road network ➤ Transport Safety Regulations harmonized with international safety rules and enforced – all modes 	ODA ODA
8.	Climate resilient	<ul style="list-style-type: none"> ➤ National climate and disaster risk hazard mapping of transport sector ➤ Adoption of climate resilient design standards for road network ➤ Extend and enhance early warning system capabilities and contingency planning to improve preparedness of transport sector 	ODA ODA ODA

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The MPWT Infrastructure Prioritisation Framework (IPF) to ensure Effectiveness, Clarity, Fairness & Implementation Capacity



Criteria Selection – Under consideration & weighting:

Indicative Criteria	Sub-criteria	Weight
Regional & Economic Corridors' Development	ASEAN Corridor	
	GMS Corridor	
	Multimodal Corridor	
	Connection to international markets, connection to business centres, agricultural & trade promotion	
National Connectivity	National Corridor	
	Highway	
	Expressway.....	
	Regional/Local Road.....	
	Connection to business centres, connection to jobs, health centres, education, etc	
Economic	IRR	
	NPV	
	Benefic Cost Ratio	
Engineering (where applicable)	Traveling Time Saving	
	Annual Average Traffic	
	Designed Life Span of Infrastructure	
	Adoption of sustainable materials, resilient methods, renewable resources....	
Innovation & Technology	Seamless Connectivity	
	Updated Data bases & Big Data Analytics	
	Digital integration	
	Automation Systems	
Capability Improvement	Decision making improvement Implementation capacity building	
Environmental	Law enforcement	
	Air Pollution	
	Noise Pollution	
	% in investment for environmental protection	
	% of green area	
Social	% of people displaced	
	Public perception -satisfaction with the project	
	Reduction of transport/traffic accidents	
	Improved access for disadvantaged people	
Risks	External	
	Design	
	Implementation	

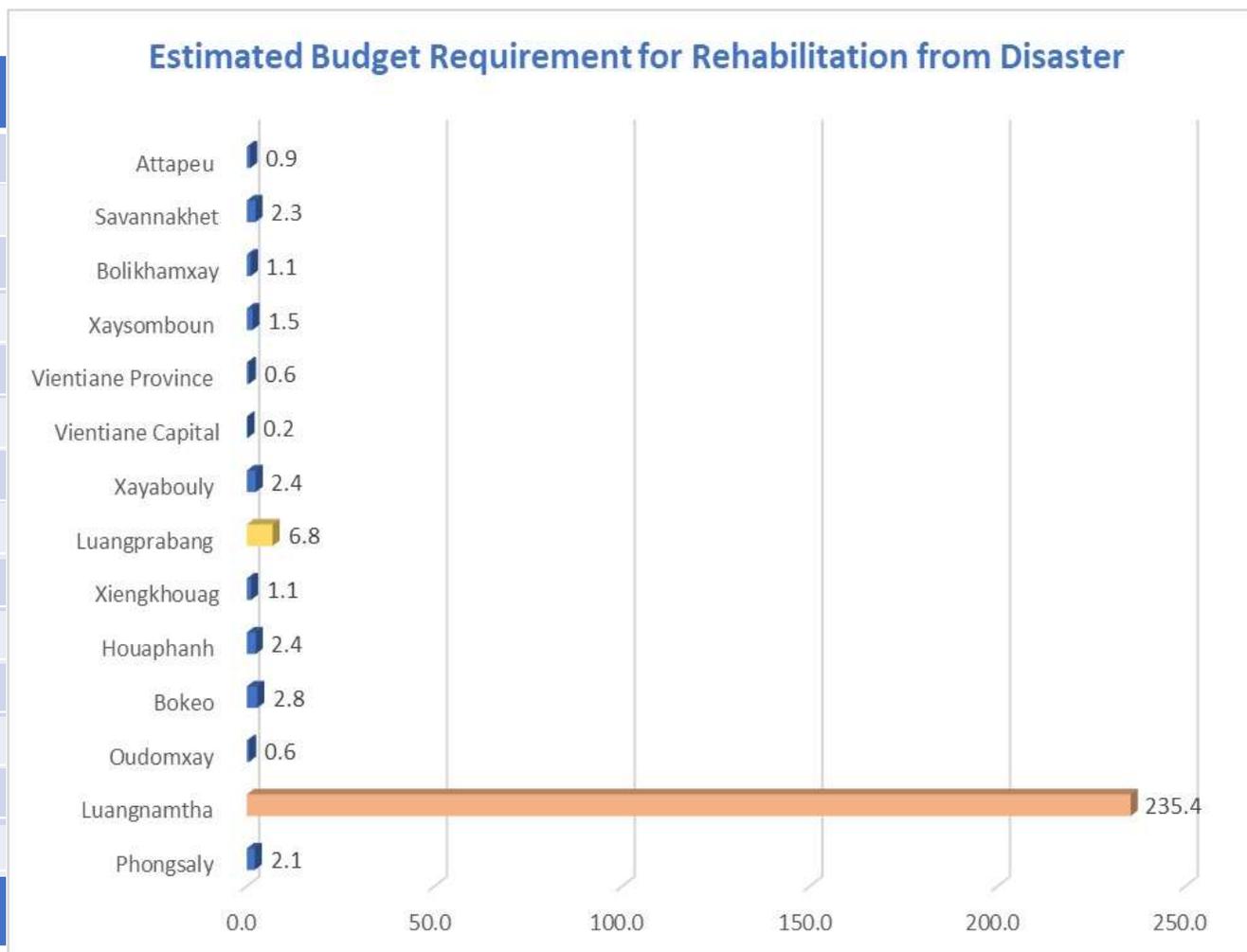
1.The IPF directly considers relevant social and environmental benefits and costs via **the Social and Environmental Index (SEI)**, whose sub-components are dependent on the evaluating government's selected criteria/indicators.
 For example: *Direct Jobs Created (DJ)*; *Number of Direct Beneficiaries (NB)*; *People Affected by Repurposing of Land Use (PA)*; *Cultural and Environmental Risks (CER)*, and *Pollution, in terms of CO2 equivalent emissions (CO2)*.
The Financial and Economic Index (FEI) represents the financial and economic effects derived from infrastructure investments. It may consist of indicators such as: *Financial Internal Rate of Return (IRR)*, *Multiplier Effects (ME)* determined by an *Input-Output model*, a categorical score indicating the project's locus in designated *Priority Economic Zones (PEZ)*, a qualitative measure of *Implementation Risk (IR)*, and a qualitative measure of *Complementarity/Competition effects (CC)* intended to reflect the degree of alignment of each project with existing infrastructure.

2.Considering availability of funds & budget constraints

1. The policy framework
2. Progress on current 5-Year Plan (2021-25) and addressing actions from the 15th ISWG
3. Drafting Sector 5-Year Development Plan for 2026-30
4. The concept of the MPWT Infrastructure Prioritisation Framework (IPF)
5. Identified Integrated Laos Multimodal Transport Corridors
- 6. Needs for Emergency Response and Rehabilitation**
7. Conclusion

Preliminary Assessment on Infrastructure Damages from Natural Disaster 2024

Primary Assessment on Infrastructure	Estimated damage
1. Attapeu	0.9 mil. USD
2. Savannakhet	2.3 mil. USD
3. Bolikhamxay	1.1 mil. USD
4. Xaysomboun	1.5 mil. USD
5. Vientiane Province	0.6 mil. USD
6. Vientiane Capital	0.2 mil. USD
7. Xayabouly	2.4 mil. USD
8. Luangprabang	6.8 mil. USD
9. Xiengkhouag	1.1 mil. USD
10. Houaphanh	2.4 mil. USD
11. Bokeo	2.8 mil. USD
12. Oudomxay	0.6 mil. USD
13. Luangnamtha	235.4 mil. USD
14. Phongsaly	2.1 mil. USD
Estimated Total in PWT Sector	260.1 mil. USD



Emergency Response and Rehabilitation Needs for 2024 and Beyond for Luang Namtha Province

Primary Assessment on Infrastructure	Estimated damage
1. Roads and Bridges Facilities Damages	
Estimated Total:	226.9 mil. USD
2. Impact on Water Supply Service and Facilities	
Estimated Total:	0.3 mil. USD
3. Airport and Facilities Damages	
Estimated Total:	2.5 mil. USD
4. Riverbank infrastructure	
Estimated Total:	5.7 mil. USD
Estimated Total in PWT Sector :	235.4 mil. USD



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7. **Conclusion**

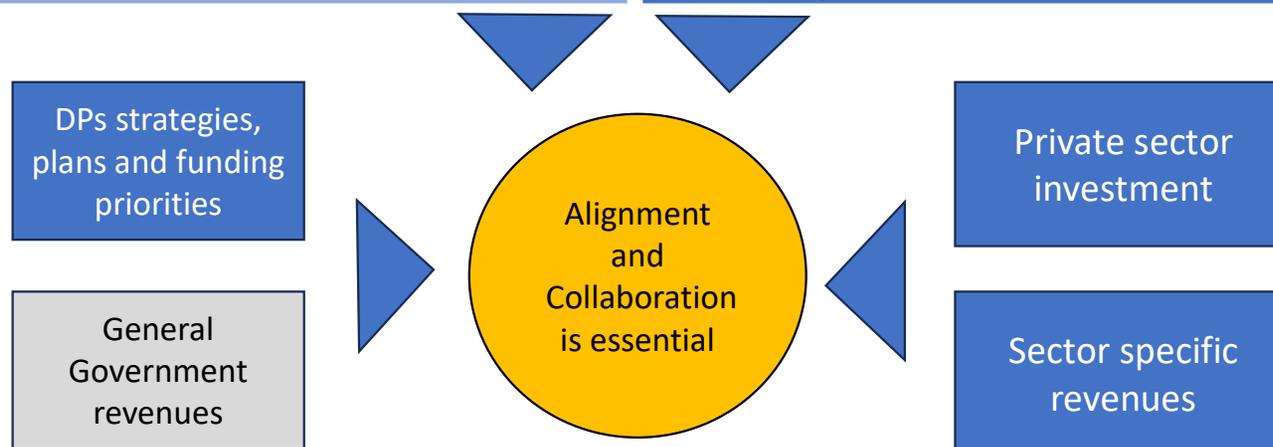
In conclusion we look forward to DPs aligning their plans and priorities with the Lao infrastructure plans

MPWT is recognizing its responsibility to:

- regulate, guide and manage the sector efficiently & effectively
- provide safe, inclusive, accessible, affordable and environmentally friendly transport services
- lead infrastructure planning & investment management
- ensure financing for the maintenance of its existing assets and for the identified essential infrastructure improvements

MPWT is adopting the 10th NSEDP directions and is committed to the set outcomes reflected in its draft 5YDP (to be finalized in June 2025), based on:

- Seek DPs views on the draft 4 directions, 6 outcomes and proposed economic corridors
- DPs cooperation in aligning partnership strategies and plans
- DPs and private sector engagement in addressing the economic and financial difficulties
- Regular technical sub-sector working group meetings (6 monthly) with specific objectives concerning the delivery of the 5-year development plan
- Securing disaster recovery support for the provinces





**Thank you very much
for your attention**

