



THANALENG DRY PORT (TDP)





Thanaleng Dry Port: Vision - Mission

Thanaleng Dry Port is part of the Vientiane Logistics Park, a flagship project to realize the national logistics strategy to transform Laos from land locked country into land linked country. The feasibility of the project was firstly carried out by JICA of Japan then by Royal Haskoning of the Netherland and approved by GOL in 2020.

*Locate at 17 *55'03"N 102*42'23"E, just 800 metres from the First Friendship Bridge over the Mekong, Thanaleng Dry Port was allocated a **LOCODE of LA-THG**.*

Vision:

Multimodal Transport Connector of continental ASEAN and the World

Mission:

Develop cross border intermodal infrastructures, standard and simplified operating procedures for a smooth, speedy, secure import/export and transit of goods coupled with transshipment solutions and warehousing facilities to cater for trade and logistics connectivity.



Thanaleng Dry Port Legal Framework



Intergovernmental Agreements

Intergovernmental Agreement on Dry Port

Lao People's Democratic Republic

Thanaleng, Vientiane

[Laksao, Borikhamsai]

[Nateuy, Luangnamtha]

[Pakse, Champasack]

[Thakhek, Khammouane]

[Houyxai, Bokeo]

[Luangprabang, Luangprabang]

[Oudomsai, Muangxai]

[Seno, Savanakhet]

Intergovernmental Agreement on Trans Asian Railway Network

LAO PEOPLE'S DEMOCRATIC REPUBLIC

[**Thanaleng – Mu Gia**]

(Nongkhai, Thailand)

[Thanaleng (*border station*)

Vientiane (*junction*)

Thakhek (*junction and border station*)

▼ Mu Gia (*border station*)

(Mu Gia, Viet Nam)]

→ [Boten (*border station*) – (Jinghong, China)]

→ [Nakhon Phanom, Thailand]



1. Lao – Thai Bilateral Agreement
2. Land Transport Law
3. Railway Law
4. Customs Law
5. Decree on border checkpoint and international airport
6. Decree on Dry Port



LOCODE



UNLOCODE_2022_2



File Edit View Insert Format Data Tools Extensions Help Last edit was 7 minutes ago



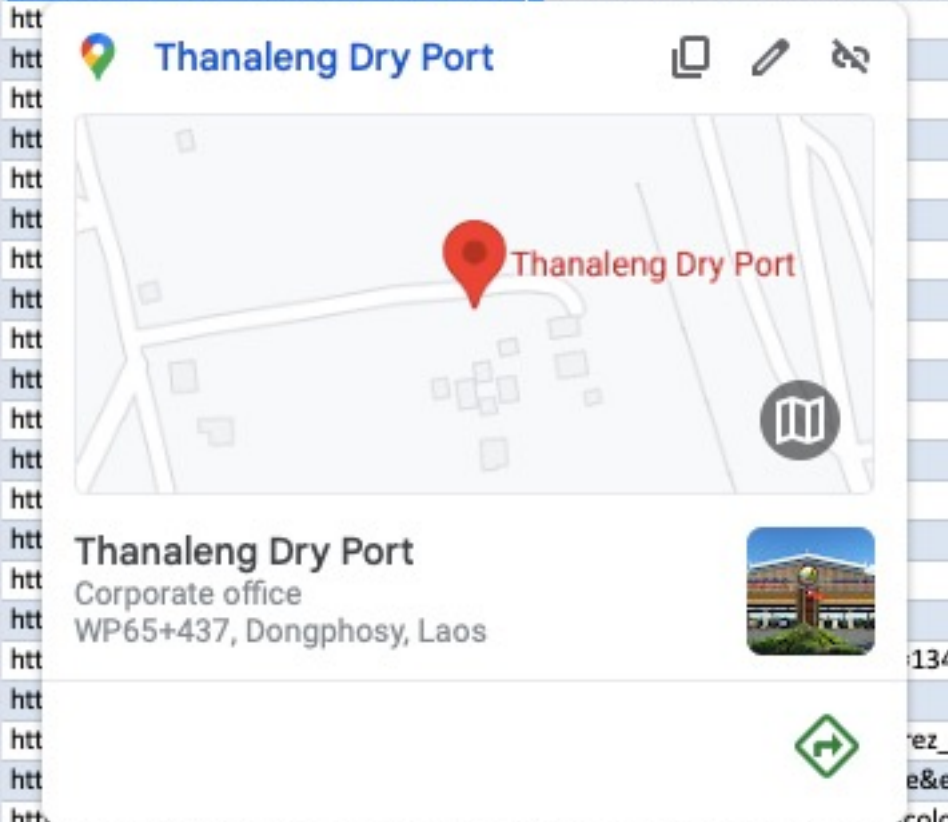

	A	B	C	D	E	F	G	H	I	J	K	L	O	P	Q	R	S
	ID	UNLogNumber	Cha	Source	Cou	CodeR	Cod		Subc	Si	NameRequested	Name	Function	CoordinatesRequest	Coordinates		Statu
425		UN-2022-66577/03	+	UPU	KE	LTK	LTK		10	10	Loitokitok	Loitokitok	5	0255S 03730E	0255S 03730E		RQ
426		UN-2022-66577/04	+	UPU	KE	TVA	TVA		39	39	Taveta	Taveta	5	0323S 03710E	0323S 03710E		RQ
427		UN-2022-66553	+	UPU	KG	KAB	KAB		C	C	Kara-Balta	Kara-Balta	5	4281N 07386E	4281N 07386E		RQ
428		UN-2022-66553/01	+	UPU	KG	KNT	KNT		C	C	Kant	Kant	5	4249N 07484E	4249N 07484E		RQ
429		UN-2022-66347	+	INTTRA	KZ	M7D	M7D		ALA	ALA	MEDEU	Medeu	236	4309N 07703E	4309N 07703E		RQ
430		UN-2022-66351	+	VOLVO	KZ	QOS	QOS		KUS	KUS	QOSTANAY	Qostanay	34	5310N 06335E	5310N 06335E		RQ
431		UN-2022-66833	+	BOLLORE	KZ	SAY	SAY		YUZ	YUZ	Sayram	Sayram	3	4218N 06945E	4218N 06945E		RQ
432		UN-2022-66517		KZASTNur-Sultan	KZ	AST					Nur-Sultan	Nur-sultan					
433		UN-2022-66821		LATHGThanaleng	LA	THG					Thanaleng	Thanaleng	2356		1753N 10243E		RL
434		UN-2022-66555	+	SGL	LK	GGG	GGG		-	-	Gonapola	Gonapola	1	6454N 80005E	0645N 08001E		RQ
435		UN-2022-66296	+	VOLVO	LT	LII	LII		44	44	LINGAILIAI	Lingailiai	3	5550N 02320E	5550N 02320E		RQ
436		UN-2022-66342	+	OOCL	LT	ST3	ST3		21	21	Salantai	Salantai	3	5604N 21034E	5604N 21034E		RQ
437		UN-2022-66768	+	7708	IT	API	API		-	-	APIOGALIA	Arigala	2	5516N 02228E	5516N 02228E		RQ

RL – Recognised Location

LA THG is UN Recognised Location for Trade and Transport Facilitation with allocated function as: 2356

LA THG is Officially Recognised as 2-3-5-6

- 1 port
- 2 rail terminal
- 3 road terminal
- 4 airport
- 5 postal exchange office
- 6 reserved for multimodal functions, ICDs etc.
- 7 reserved for fixed transport functions (e.g. oil platform)
- B border crossing

Weblink	UserRemarks
https://goo.gl/maps/2UuquybLjA3x2X1u6	Request to change from current Fu
	
<p>Thanaleng Dry Port Corporate office WP65+437, Dongphosy, Laos</p>	
	
https://en.mexico.pueblosamerica.com/i/san-nicolas-tlazala/	



Lao National Logistics Strategy 2016 – 2030

“From Landlocked to Land Linked Country”

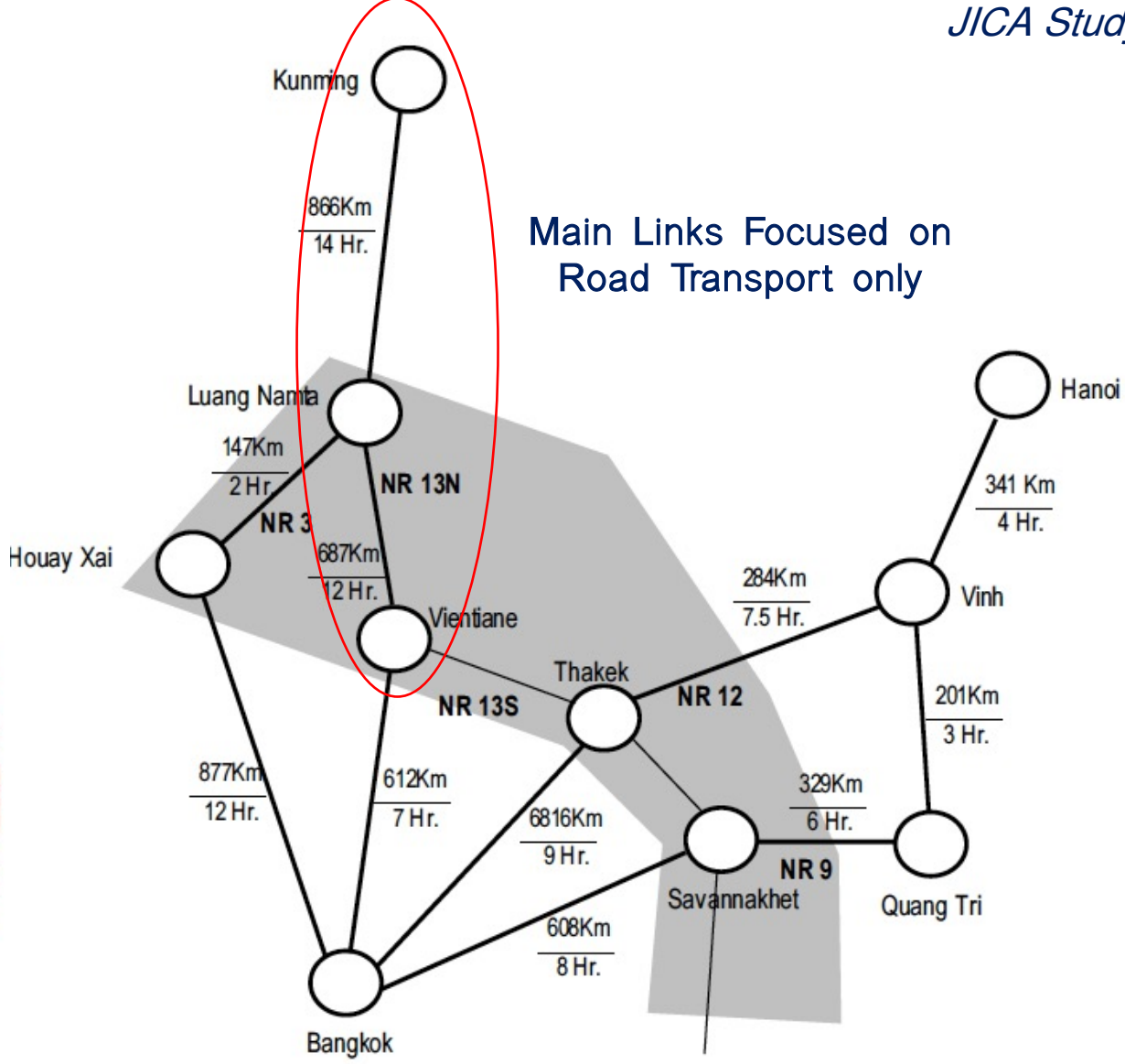
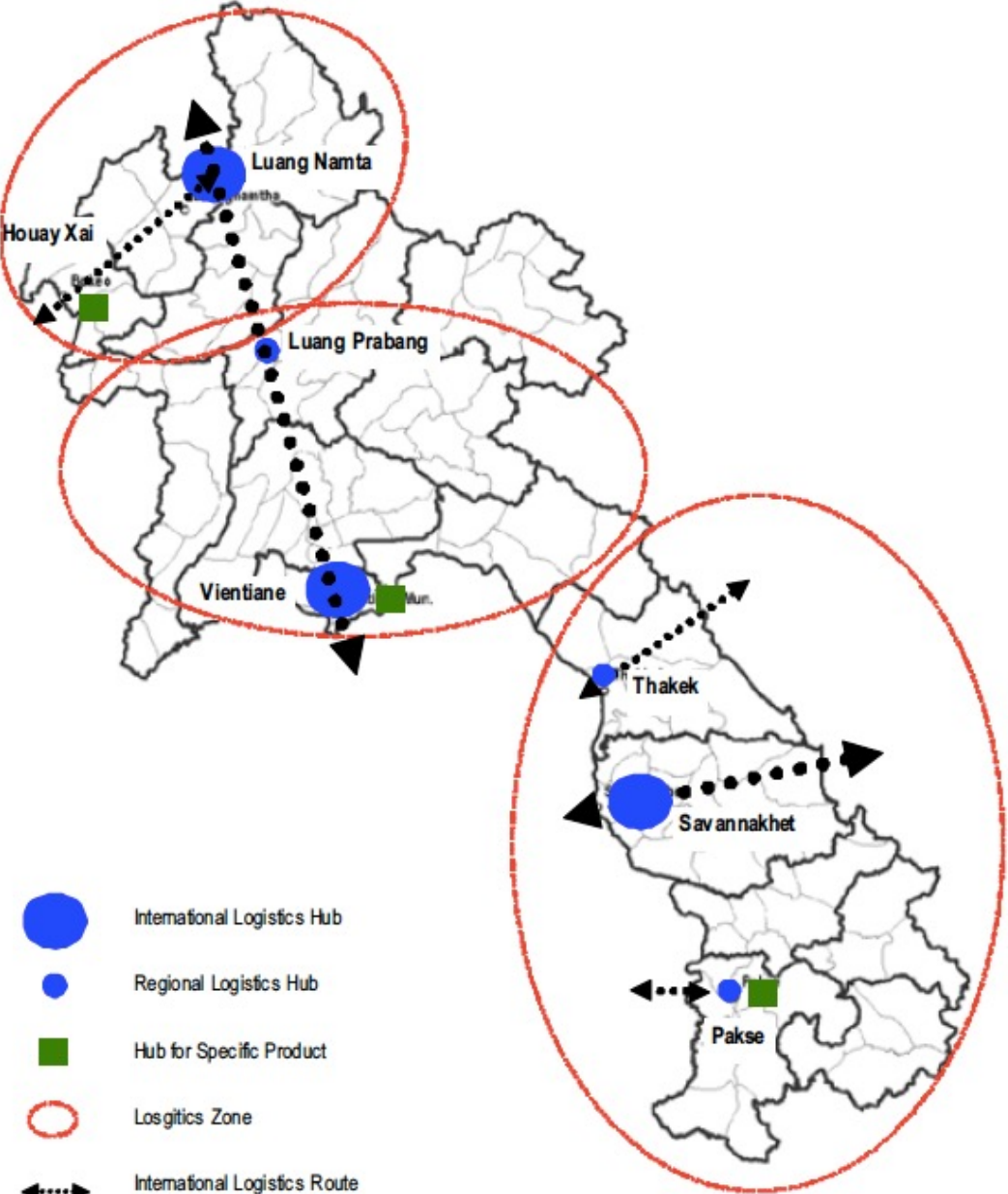


Figure 6.4.1 Times and Distances on North-South and East-West Corridors in GMS

Volume 1: National Logistics Strategy

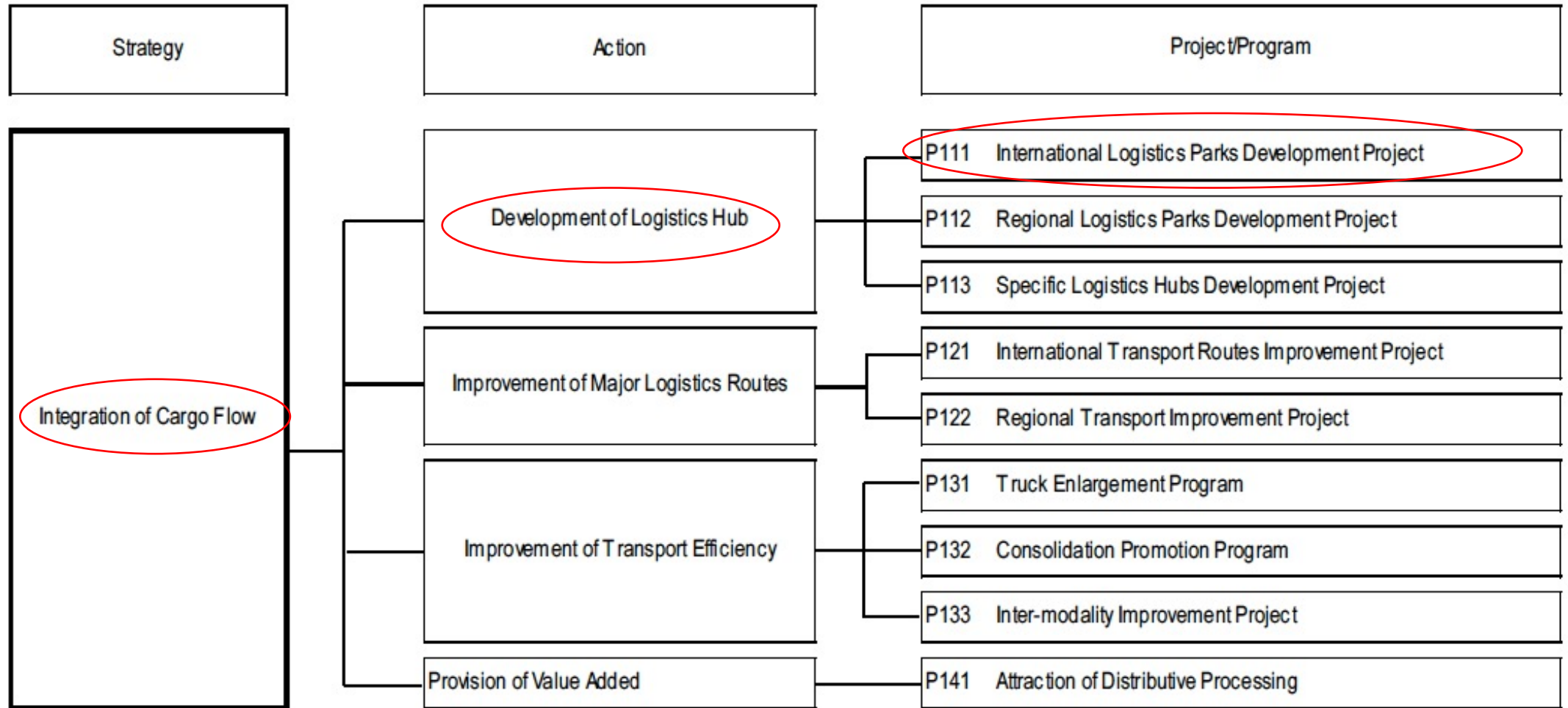
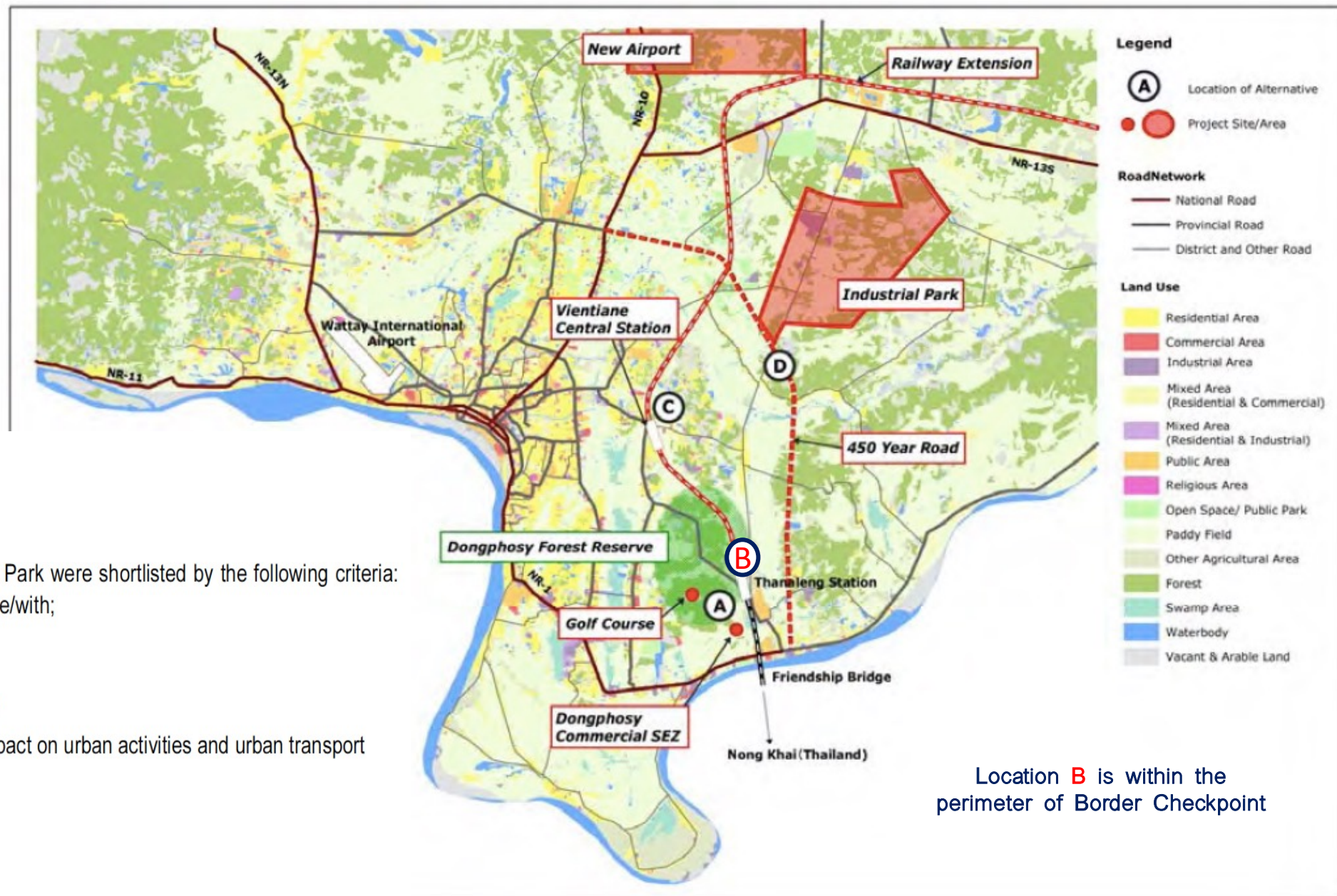


Table 6.4.2 International Logistics Hub

Logistics Park	Major Road	Anticipated Handling Volume (tons/year) in 2025	Functions and Roles
Vientiane Logistics Park	NR-13N, NR-13S	Import: 2,384,000 Export: 281,000 Domestic: 2,817,000 Transit:	<ul style="list-style-type: none"> • Interface with Thailand for import/export and transit cargo • Integration of cargo flow along NR-13N including domestic, transit and import/export to reduce empty return haulage • Trans-shipment and Consolidation • Distribution • Inventory and storage service for the areas along Mekong River including Thai side
Savannakhet Logistics Park	NR-9, NR-13S	Import: 1,186,000 Export: 736,000 Domestic: 845,000	<ul style="list-style-type: none"> • Interface with China for import/export and transit cargo • Integration of cargo flow along NR-13N including domestic, transit and import/export to compete against

Main Link Focus on NR-13N and NR-13S, Lao China Railway was not included in the scope



Location B is within the perimeter of Border Checkpoint

7.2.5 Vientiane Logistics Park

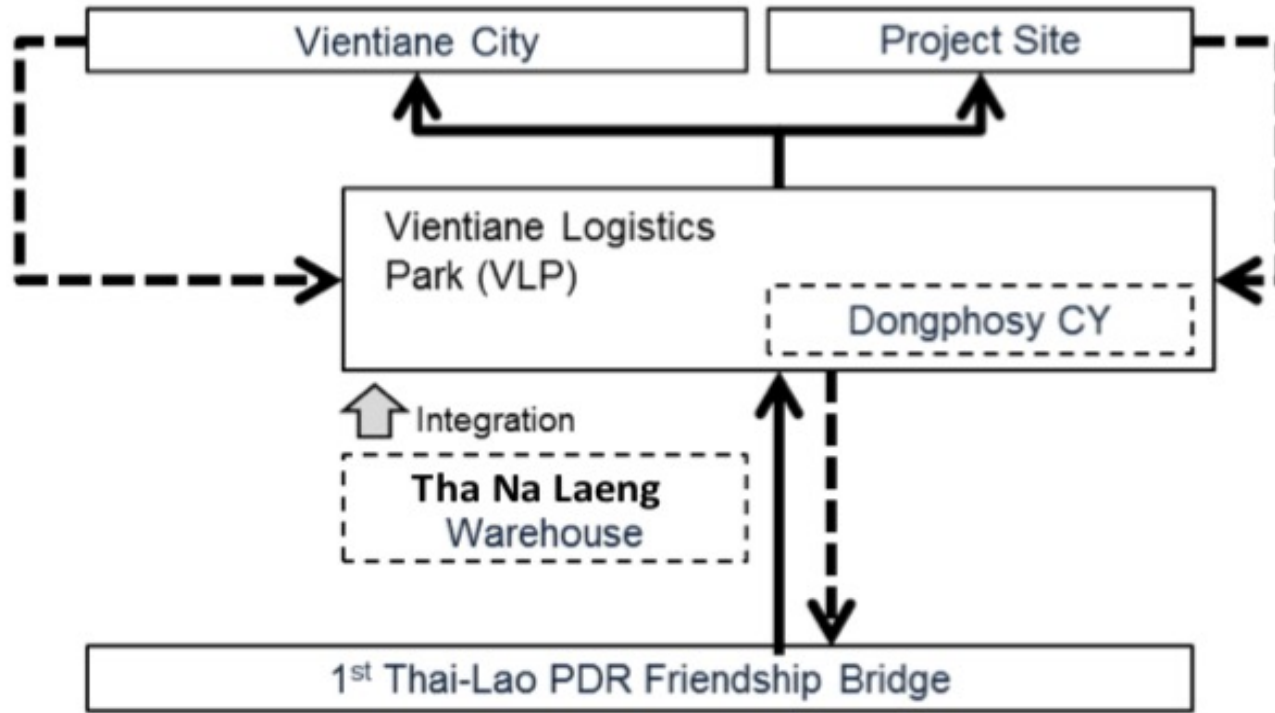
(1) Location

The alternative project sites of Vientiane Logistics Park were shortlisted by the following criteria:
The project site should be located at the area where/with;

- Less urbanized and less populated
- Easy access to the trunk road and railway
- The freight vehicles have less adverse impact on urban activities and urban transport
- No future development plan
- Infrastructure can be easily developed
- Less environmental adverse impact

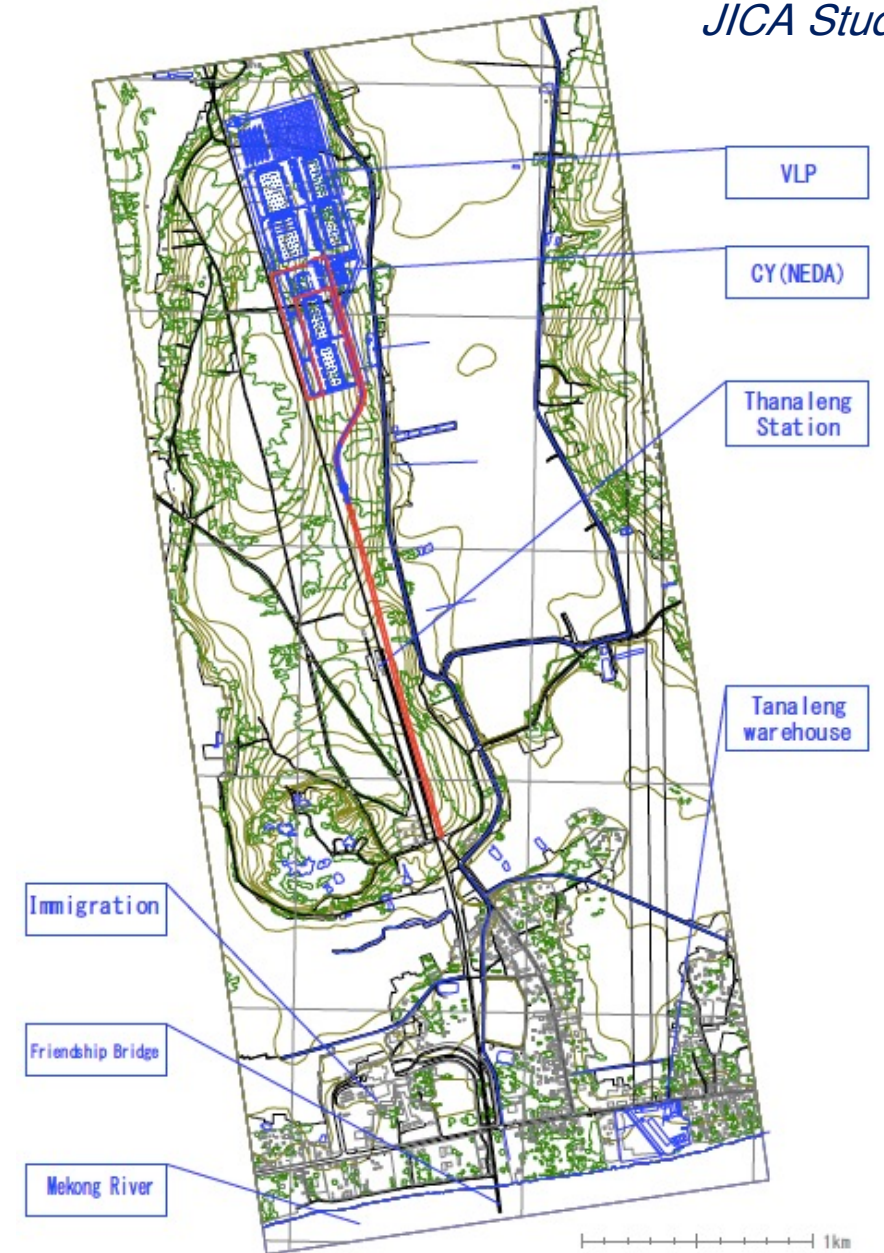
Note : SPC is an abbreviation of "Special-Purpose Company."
 Source : JICA (2015).

Figure 9 : Import procedure at Vientiane area (VLP)



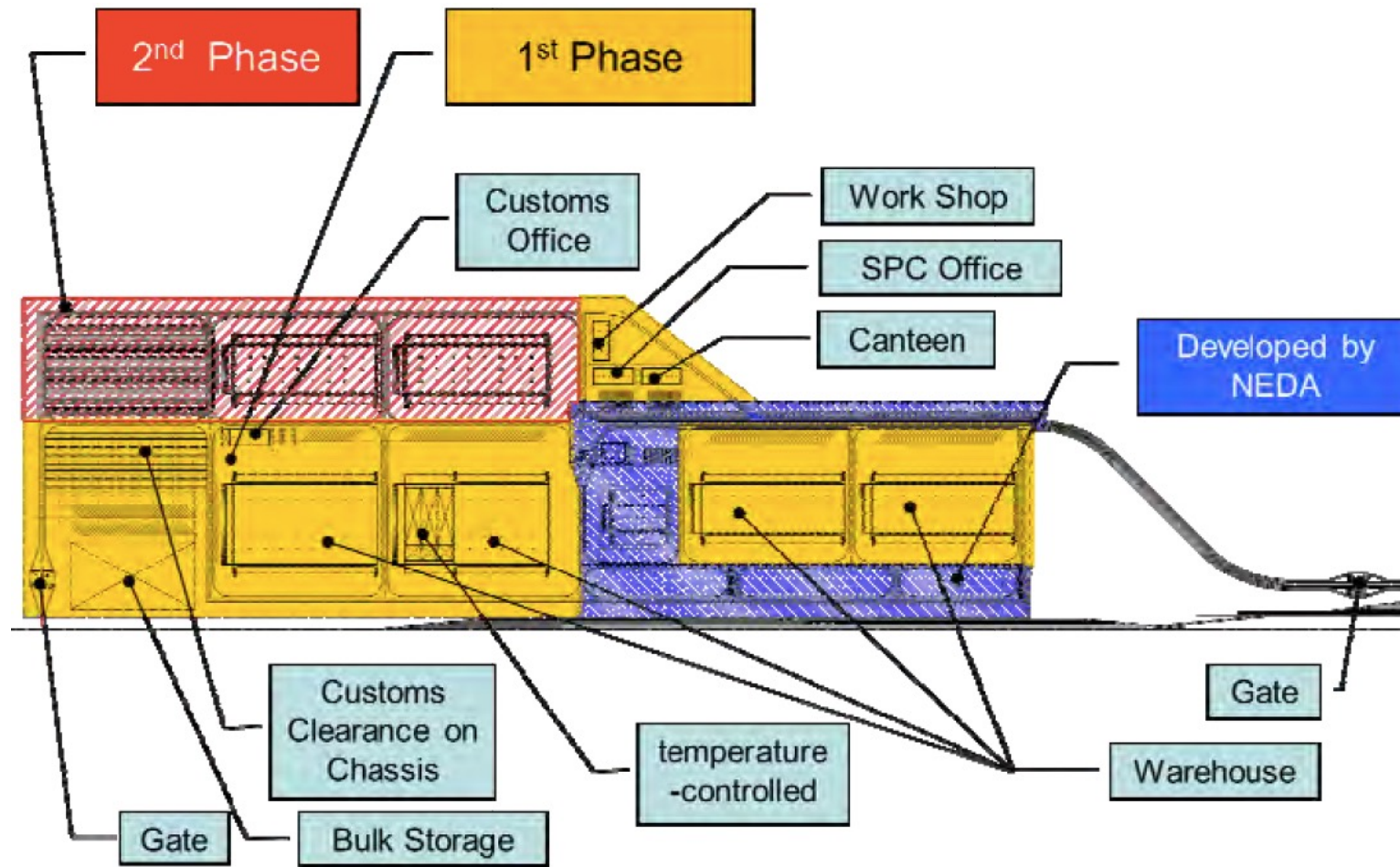
Source : Interview survey from LLSE (1st of November 2016).

Main Focus on Border Crossing and Integration of Cargo Flow with Thailand

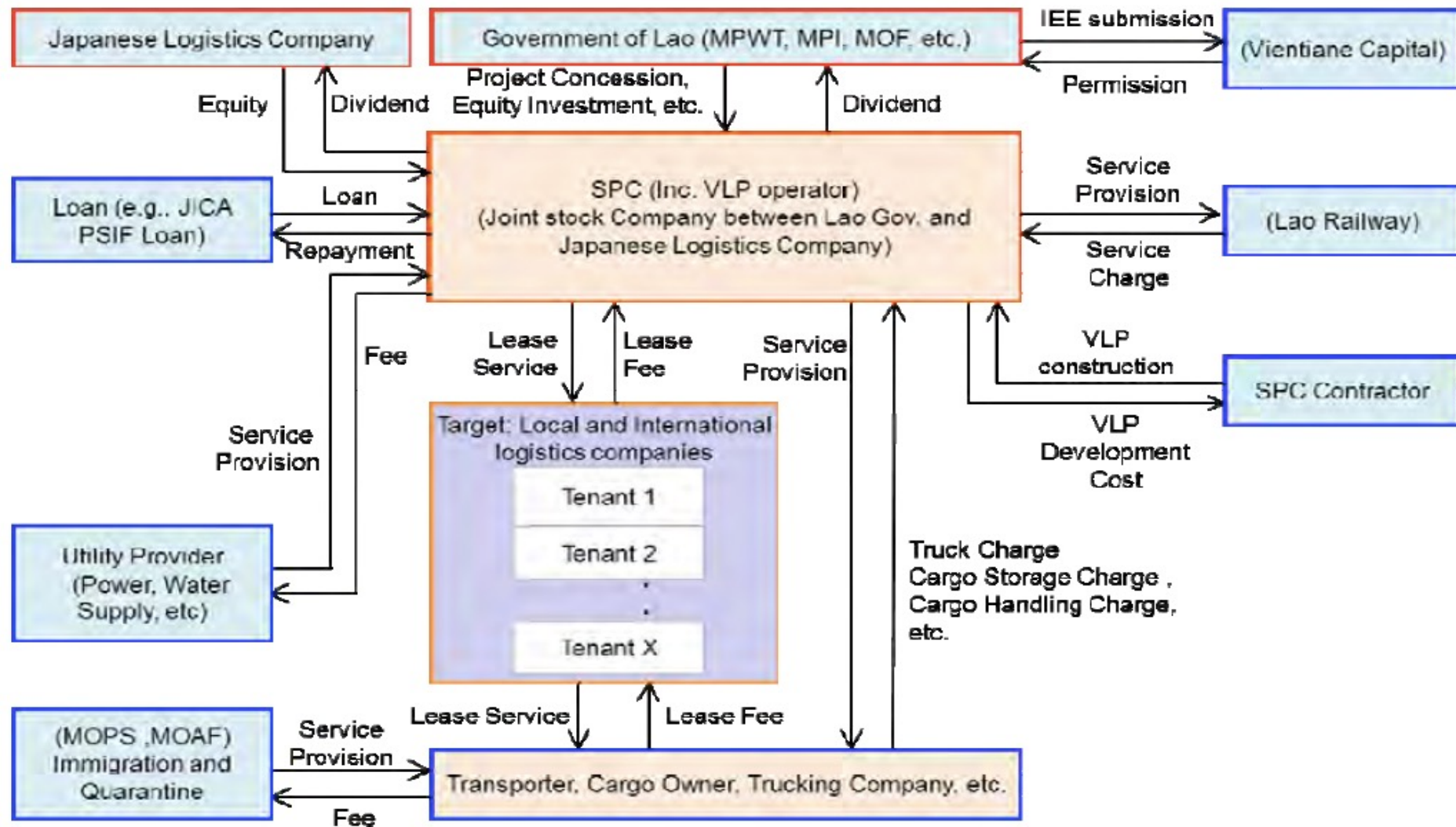


Source: JICA Study Team.





Design is purely focused on Terminal and Warehousing Functions



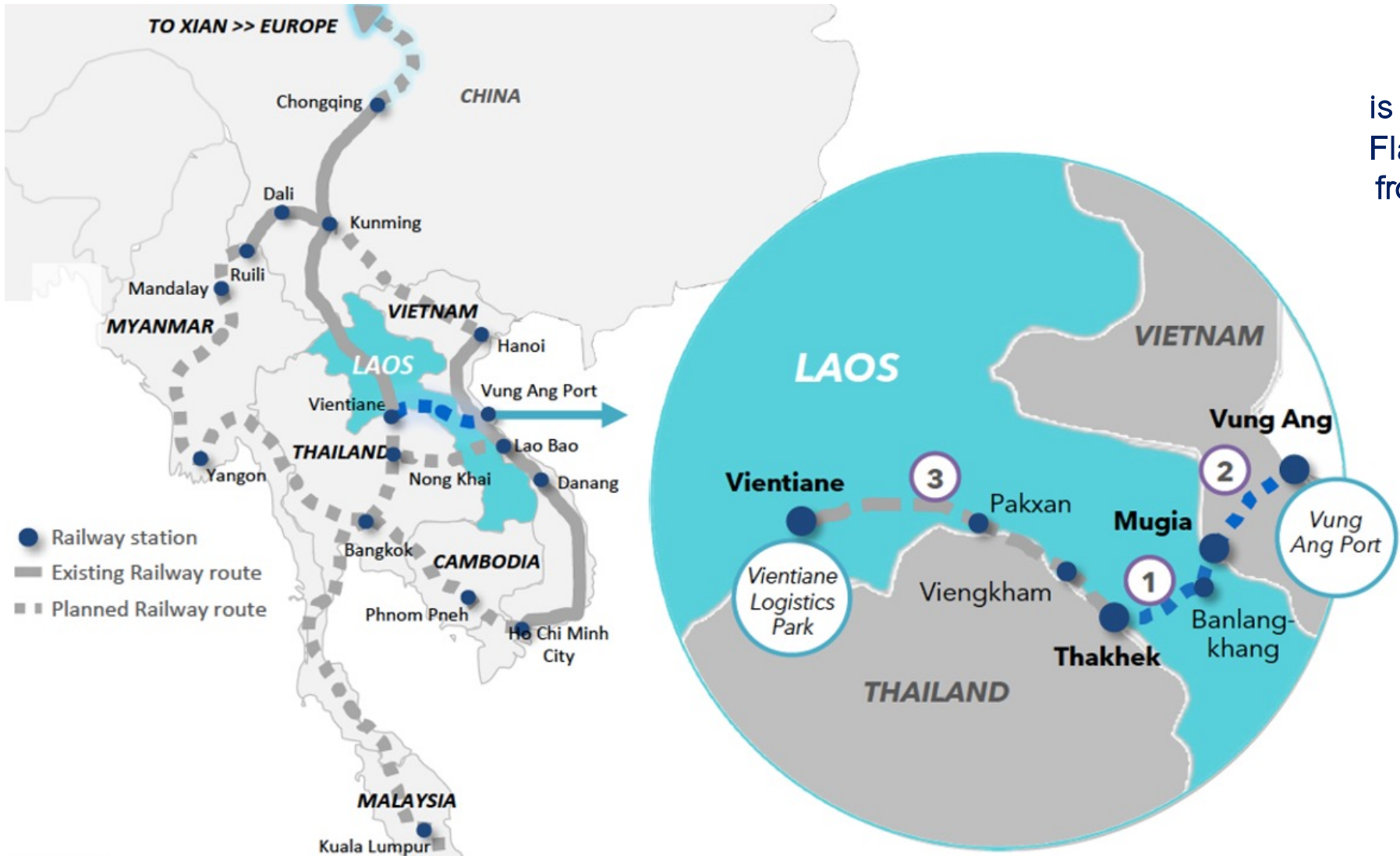
Source: JICA Study Team.

Corporate Design has complex structure and not viable to realize



Lao Logistics Link

Realizing National Logistics Strategy



About LLL Project:

is the Lao Government Sponsored Flagship Project to transform Laos from Land Locked to Land-Linked Country.

Project Owner:

PTL Holdings Group
(Lao Conglomerate)

Project Components:

1. Vientiane Logistics Park
2. Vung Ang Port
3. Coal Fired Power Plant
4. Railway from Vung Ang Port to Vientiane



Lao Logistics Link

EUROPE
↕
KUNMING
↕
VIENTIANE
↕
ASEAN

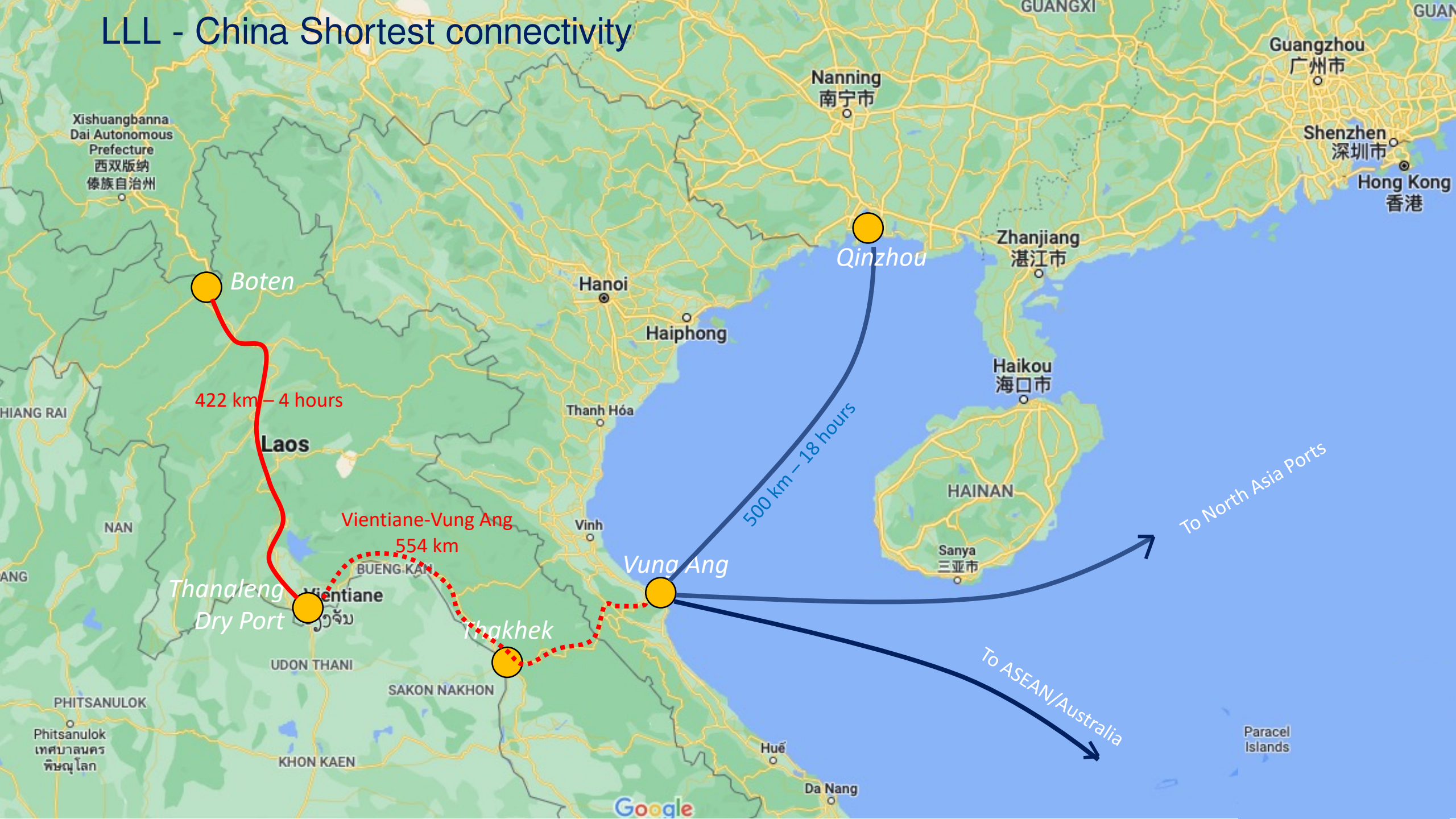




LLL – Connect ASEAN to Europe



LLL - China Shortest connectivity



422 km - 4 hours

500 km - 18 hours

Vientiane-Vung Ang

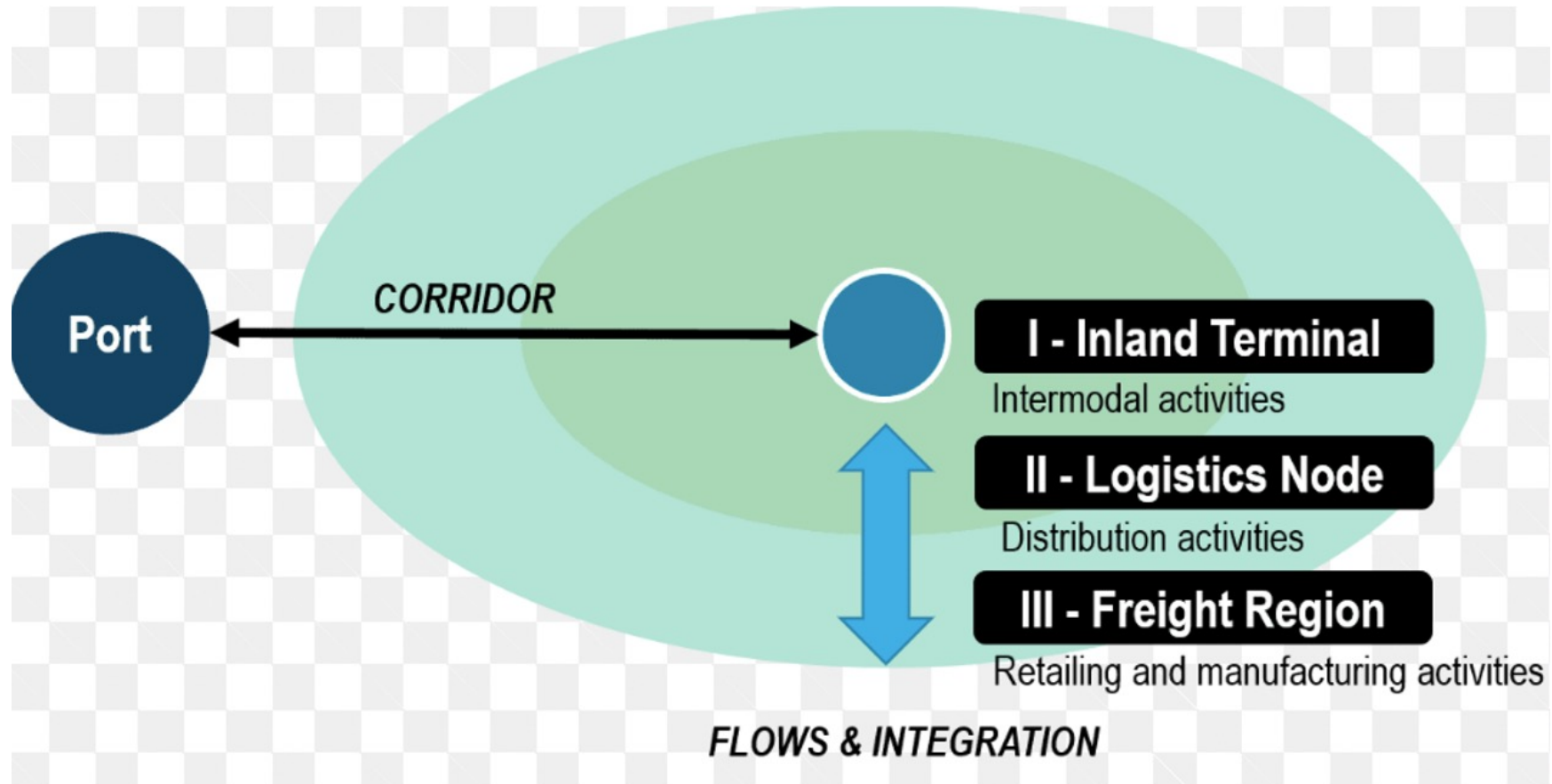
554 km

To North Asia Ports

To ASEAN/Australia



Thanaleng Dry Port Development



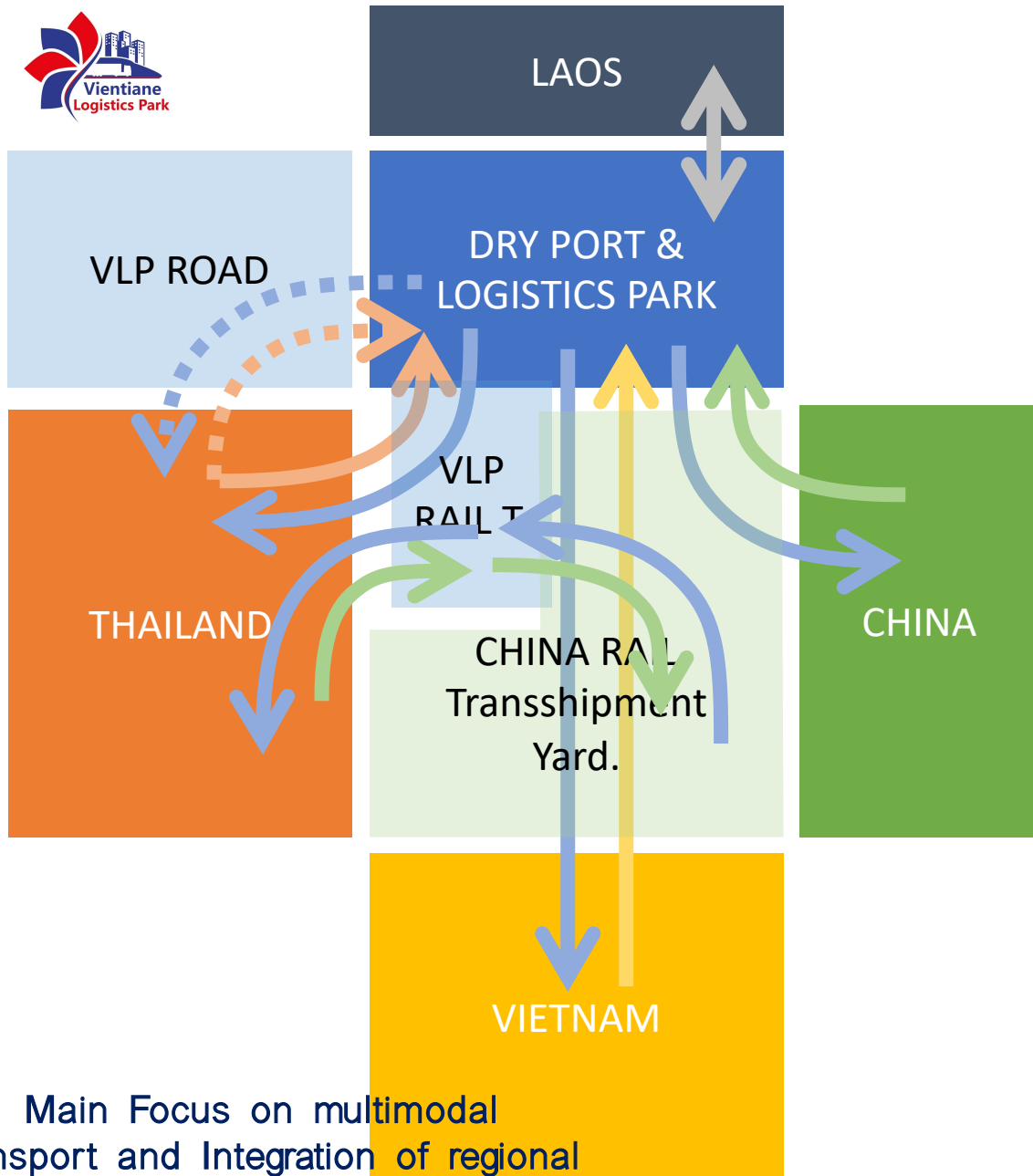
VLP Project was conceptualized as Integrated Logistics Park to include:

1. Multimodal Terminal Function with UN LOCODE: LA-THG
2. Logistics Node with Logistics Centre and 3PL activities
3. Value Adding Activities



Vientiane Logistics Park Project

PTL Holdings



Main Focus on multimodal transport and Integration of regional Cargo Flow through Dry Port

YEAR : 2050 (LADEN)
(Unconstrained)

Laos – Thailand

Rail Imports:		5,998,745 MT	599,874 TEU
Rail Exports:		460,888 MT	46,089 TEU
Road Imports:		2,954,234 MT	161,406 trucks
Road Exports:		414,799 MT	22,664 trucks

Laos - China

Rail Imports:		932,459 MT	93,246 TEU
Rail Exports:		175,729 MT	17,573 TEU

Laos - Vietnam

Rail Imports:		1,340,885 MT	134,088 TEU
Rail Exports:		2,255 MT	226 TEU

China – Thailand (Transit)

Rail Imports:		4,600,958 MT	460,096 TEU
Rail Exports:		3,097,267 MT	309,727 TEU

TOTAL:		19,978,218 MT	1,660,919 TEU 184,070 trucks
---------------	--	----------------------	---

Source: Royal Haskoning Study



VLP Project was designed by Royal Haskoning of the Netherland as an Integrated Logistics Park: Public Facility (TDP) & Property Development (VLP)

Vientiane Logistics Park Project

PTL Holdings



Vientiane Logistics Park

Ownership:

- 100% Lao investment

Investment Details:

- Investment Form: PPP
- Concession: 50 years
- Sitthi Logistics: 80%
- Lao State Owned Company: 20 %

Dry Port Funding:

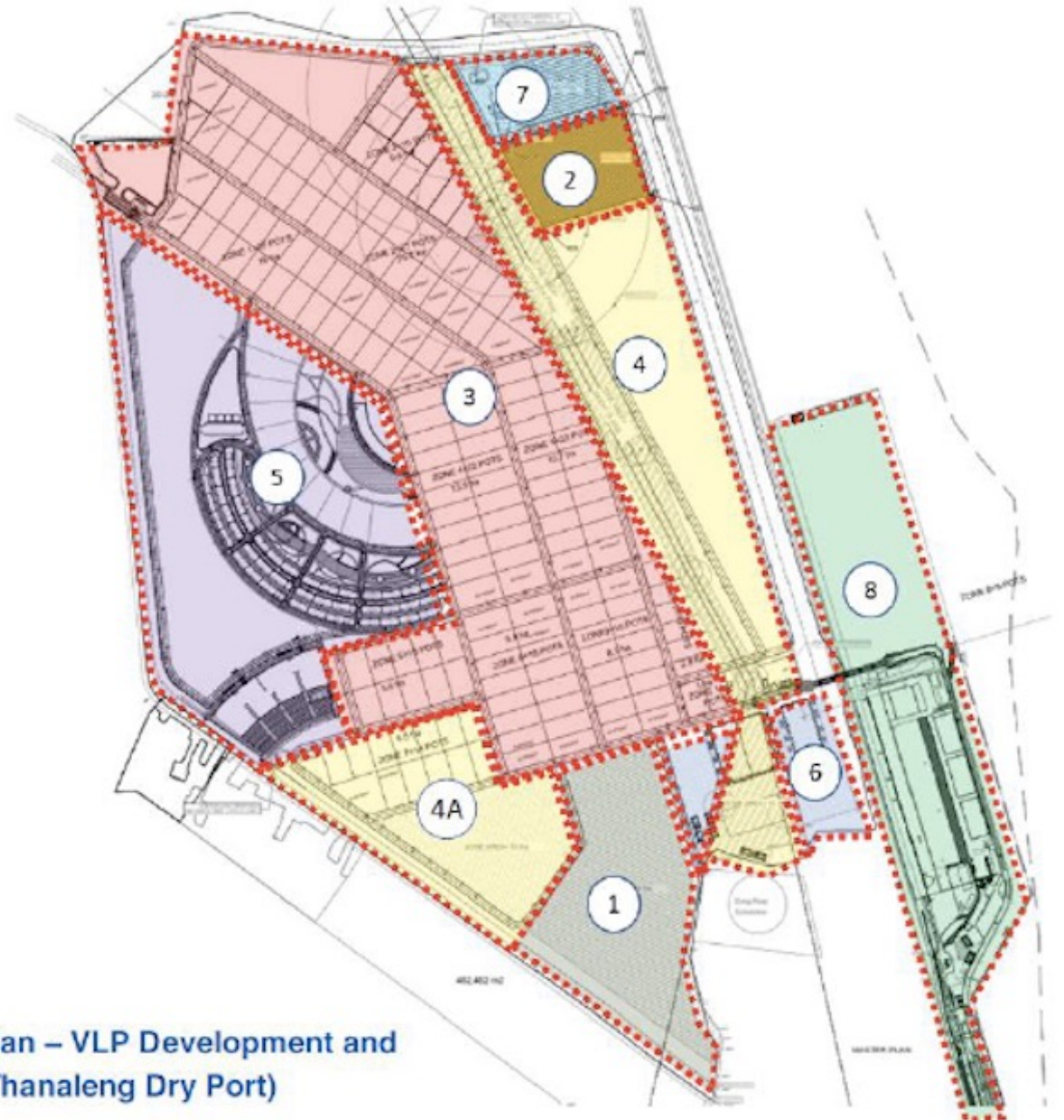
- Lao Private Company
- Lao State Owned Company
- IFC World Bank Group

Total Project Area: 426 ha

- Logistics Park : 327 ha
- Dry Port: 55 ha

Master Zoning Plan in the Scope: Total 382 ha

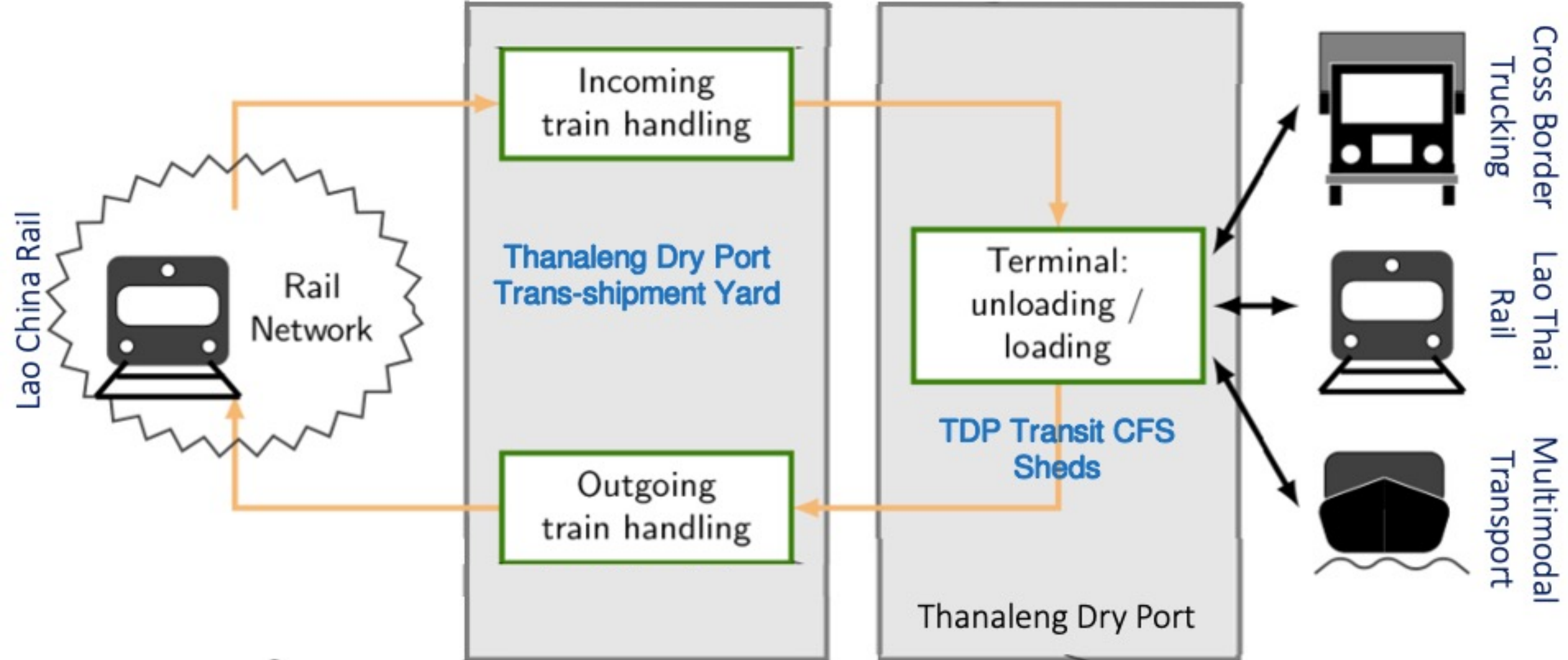
- | | |
|-------------------------------------|-----------|
| 1. Quarantine Centre (SPS): | 21 ha |
| 2. Tank Farm: | 7.28 ha |
| 3. Export Processing Zone: | 113.84 ha |
| 4. Logistics Centre & Cold Chain: | 98.18 ha |
| 5. Commercial Zone: | 66.10 ha |
| 6. Ancillary Facilities Zone: | 14.60 ha |
| 7. Retention Pond/Waste Management: | 6 ha |
| 8. Thanaleng Dry Port: | 55 ha |



Master Plan – VLP Development and
Thanaleng Dry Port)



TDP as a Multimodal Transport Node *(Neutral Platform)*



Quarantine Centre (SPS) Cross Border Facilitation

Quarantine zone is a Centre for livestock and plant goods to store and re-exporting or exporting to other region around the world with the good condition verified by the high-quality checking and storing system within the zone. Preventing a harmful plant goods and livestock to further expand.





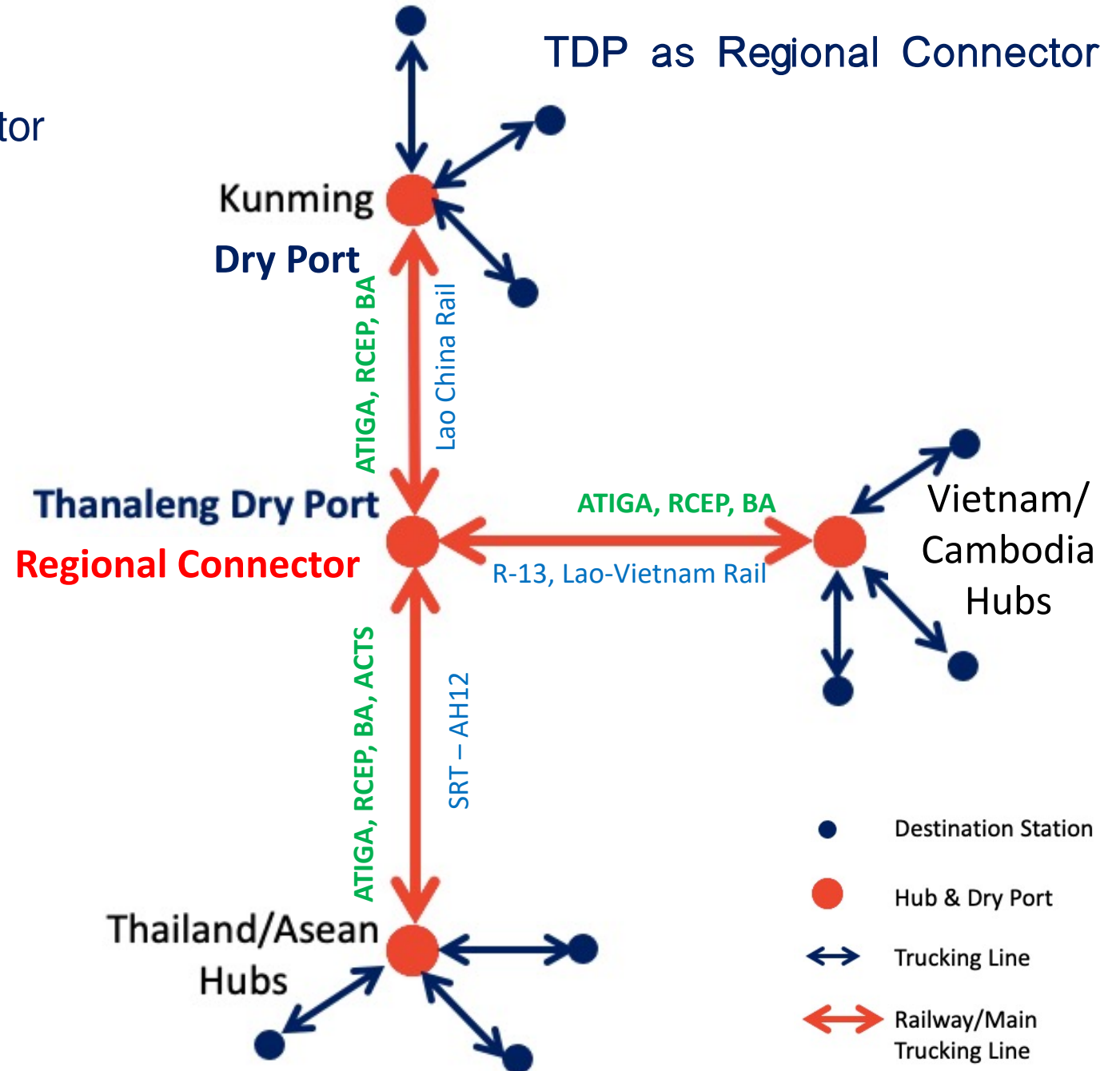
TDP – Trade Logistics Connector

I. Thanaleng Dry Port – Regional Connector:

1. the Connector/Transit Centre for regional hubs and growth centre
2. To be the indirect transshipment centre for multimodal transport
3. Containers Transloading Facilities

II. Connectivity Function:

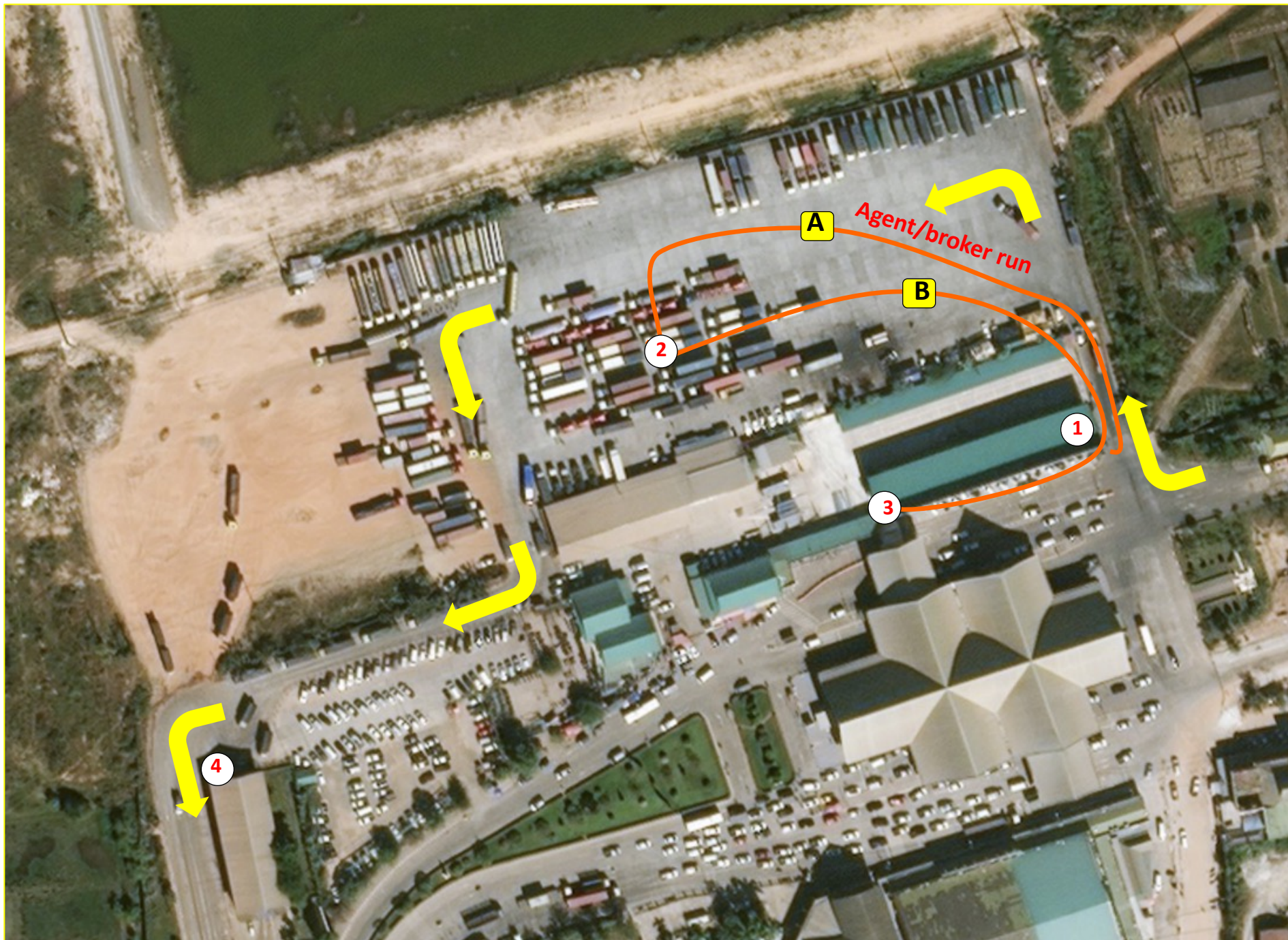
1. Trade:
 - RCEP, ATIGA
 - Bilateral Agreement (BA)
2. Transit:
 - ACTS
 - GATT
3. Transport:
 - Bilateral Agreement (BA)



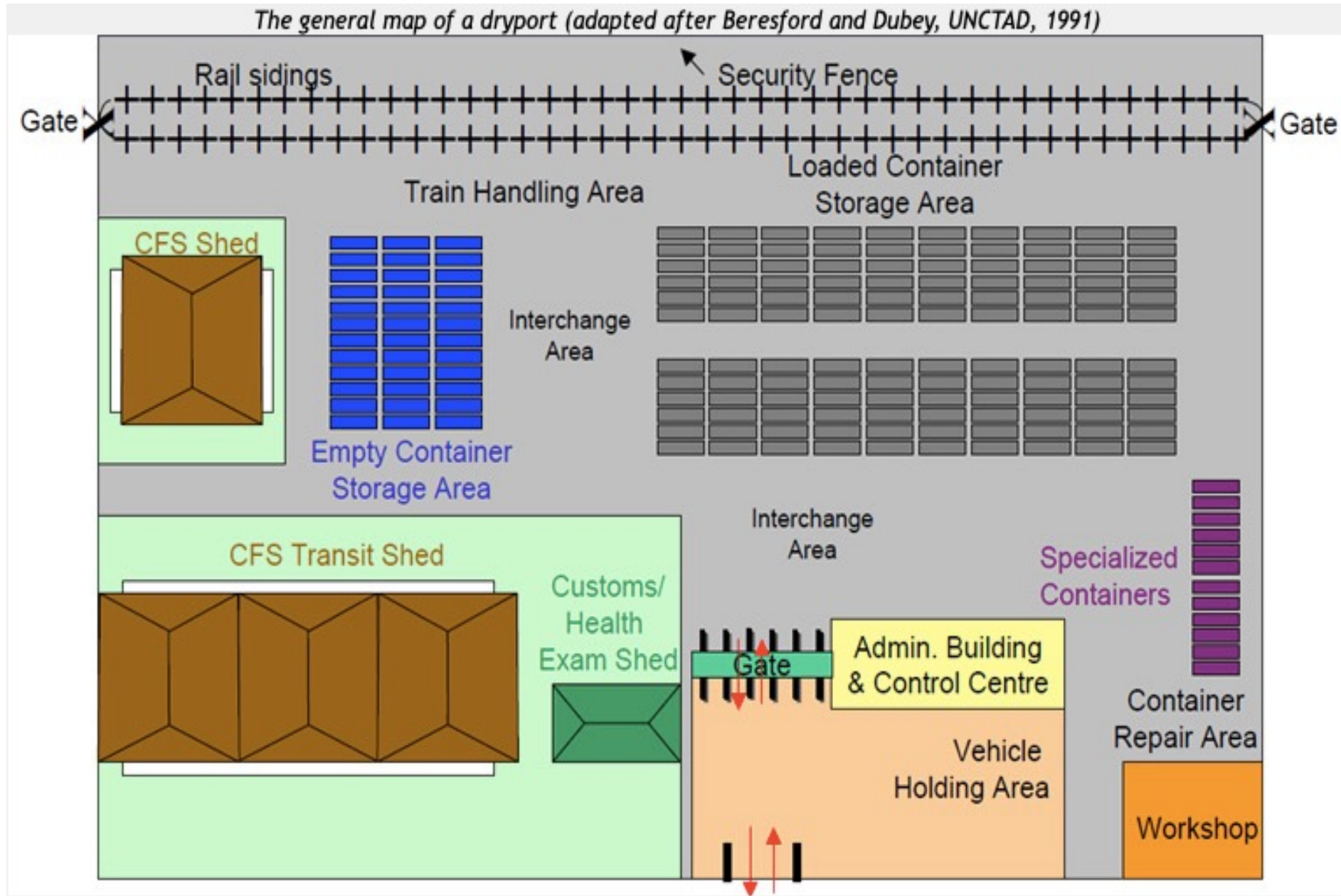


Cross Border Challenges & Dry Port Solution

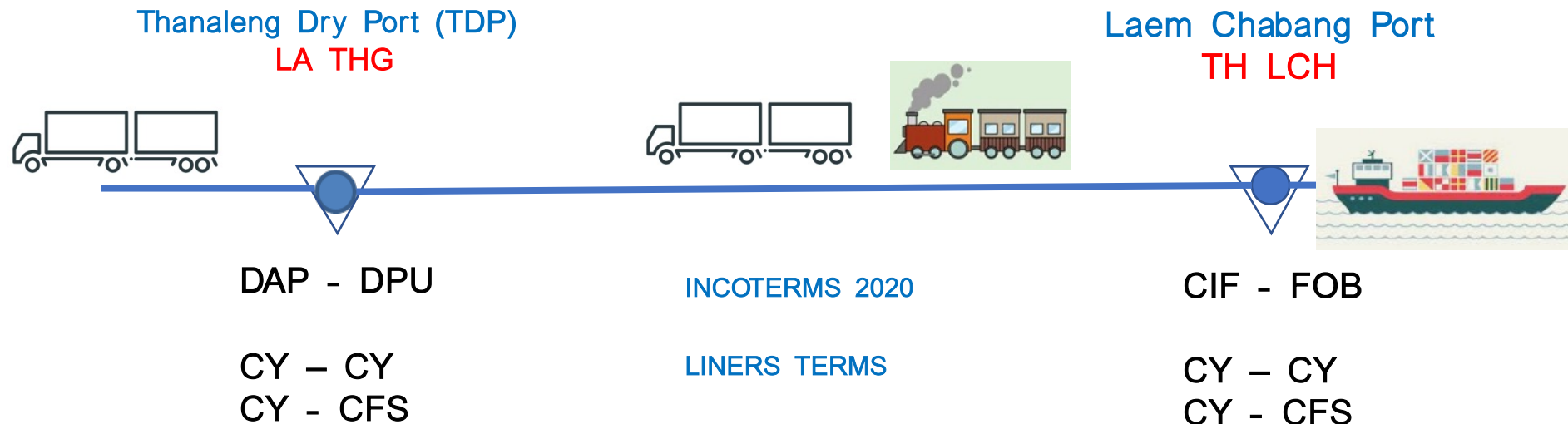
Conveyance Receiving Process **Before** Dry Port



1. Agent/broker waiting for truck arrival at point **1** and **2** following route **A**
2. Bring documents together with Cargo Manifest via route **B** to be stamped at **1** for further route selection. Issuance of D53 (temporary import)
3. Agent/broker get documents stamped at **3** then hand back document via **B**
4. Customs inspection and release of conveyance at **4** signing on D53



1. A **Dry Port** is an inland terminal (unimodal or multimodal) that serves as an origin and destination for international overland transport
2. Is a transshipment facility according to Lao Customs Law and international **border checkpoint** for overland conveyance (rail/road)
3. Is a location that serves as **DPU and DAP points** for international trade as per INCOTERMS 2020 of ICC.



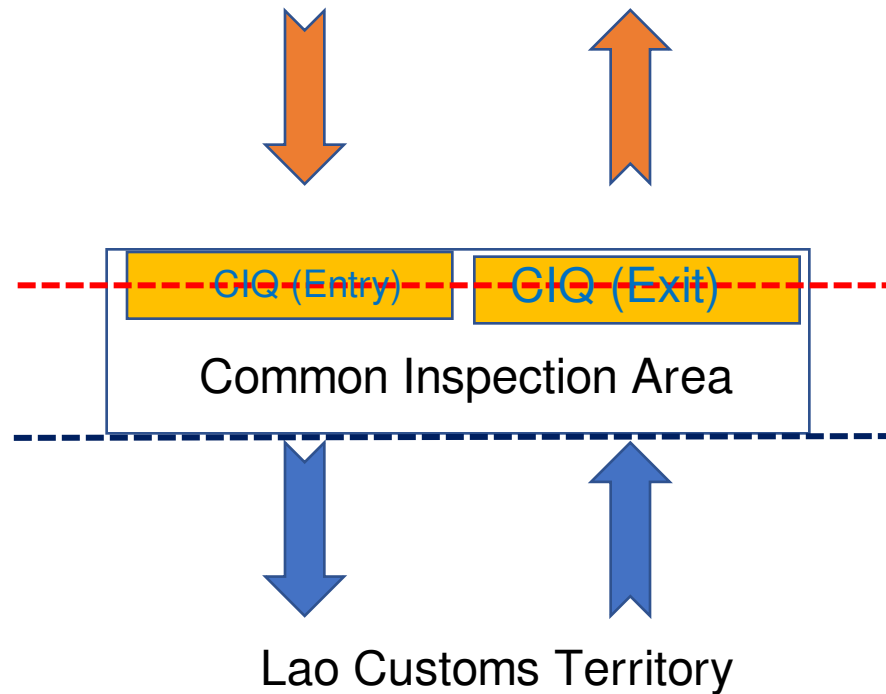
Main functions and classification of dry ports

- TDP is Class 1 Dry Port as per UNESCAP Classification

Functions, faculties and services		Class			
		I	II	III	IV
Transport functions	Cargo handling	X	X	X	X
	Intermodal or unimodal handling of cargoes and containers	X	X	X	X
	Storage of empty or laden containers	X	X	X	X
Warehouse logistics functions	Storage or warehousing of cargoes	X	X	X	X
	Consolidation and deconsolidation	X	X	X	X
International port functions	Customs inspection and clearance	X	X	X	X
	Functions related to international trade	X	X	X	
Customers and drivers facilities	Sanitation	X	X	X	X
	Medicine and emergency	X	X	X	X
Information Technology functions to facilitate transport	Information systems linking customs/sea ports/customers/service providers	X	X		
Other functions	Freight forwarding	X			
	Information and communication service (such as telephone, fax machines, internet)	X			
	Immigration related service	X			
	Repairing and maintenance of vehicle and containers	X			
	Inland transport	X			



Friendship Bridge 1 Border Checkpoint



----- International Zone Boundary

----- Customs Territory Boundary

TDP Dry Port **Border Checkpoint** Function

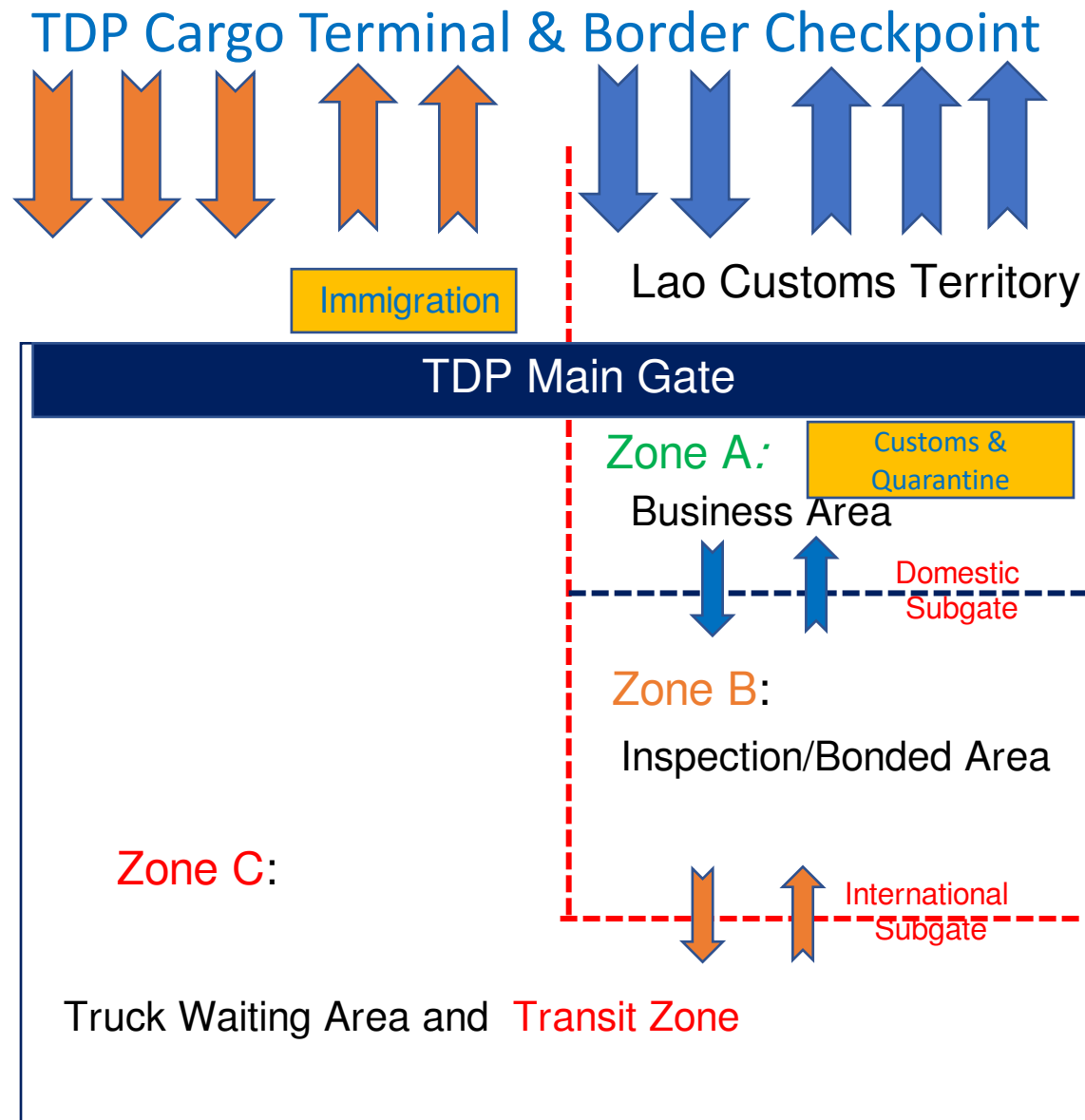


Table 1. Main categories of vehicles and selected border formalities

Types of border formalities	Commercial cargo vehicles (trucks)	Commercial passenger vehicles (buses and coaches)	Private vehicles (cars)
Passport control	Quick	Slow	Quick
Customs formalities	Slow	Quick	Quick
Transport inspection	Required	Required	None

The ways to collect information related to border-crossing formalities may include:


- Checking the documents submitted by a carrier at the border crossing;
- Checking electronic information submitted prior to the arrival of a carrier to the border crossing;
- Receiving data on the results of actual checks of goods, vehicle and driver at the inspection zone within the border crossing; and
- Capturing data from the databases available to the government agencies.



Cross Border Facilitation –
Advanced Documents Information through Cross
Border Management Systems



ໃບຂົນສົ່ງລວມ ຂາເຂົ້າ
INWARD CARGO MANIFEST

 ICM23060800404 ວັນທີ/Date: 08/06/2023	ດ່ານຂາເຂົ້າ/Office of Arrival : ດ່ານພາສີທ່າປົກທ່ານາແວ້ງ ແລະ ຂົວມິດຕະພາບ 1						
	ວັນທີມາເຖິງ/Date of Arrival : 09/06/2023						
ຂໍ້ມູນຂົນສົ່ງລວມ - General Information							
1. ເລກທິຖຽວ: Voyage/trip No:				ຮູບແບບການຂົນສົ່ງ: ທາງບົກ ທາງລົດໄຟ ທາງອາກາດ Transport Mode: <input checked="" type="checkbox"/> Truck <input type="checkbox"/> Rail <input type="checkbox"/> Air			
2. ຂໍ້ມູນຜູ້ຄວບຄຸມພາຫານະ (ຊື່, ເລກທິປາດສະບັບ, ສັນຊາດ, ເບີໂທ): Driver's (name, passport no., nationality, tel.):							
3. ເລກທະບຽນ: Plate Number:				ປະເທດ: Country:			
6. ປະເພດພາຫານະ: Type of vehicle				7. ນ້ຳໜັກລວມ: Gross Weight			
8. ບ່ອນຂົນສົນຄ້າຂຶ້ນ (ຕົ້ນທາງ): Place of origin:				ສະຖານີຕົ້ນທາງ: Port Of Loading		ສະຖານີປາຍທາງ: Port Of Discharge	
9. ຊື່ຜູ້ຂົນສົ່ງ, ໂທລະສັບ: Carrier (name, tel.):				10. ບ່ອນຂົນສົນຄ້າລົງ (ປາຍທາງ): Place of Destination:			
11. ປຶ້ມອະນຸຍາດລົດຂົນສົ່ງລະຫວ່າງປະເທດ: International Transport Book No.:				12. ວັນທີອອກ: Date of Issuance		13. ວັນໝົດອາຍຸ: Date of Expiry	
14. ຊື່ຜູ້ຄຸ້ມປະກັນ/ຕົວແທນຢູ່ລາວ, ເບີໂທ: Guarantor/ Agent in Laos, Tel:							
15. ກຳນົດລົດຢູ່ດິນລາວ: Intended journey in Laos:				16. ບ່ອນແຈ້ງພາສີ: Customs warehouse:		ຄ່າງຖ່າຍ	
ຂໍ້ມູນຂົນສົ່ງລວມ - ຂໍ້ມູນຂົນສົ່ງສະເພາະ - Cargo List							
ເລກທິໃບຂົນສົ່ງ ລວມ/ ຍ່ອຍ Master/House waybill No.	ຈຳນວນຫີບຫໍ່ Pkgs No.	ປະເພດຫີບຫໍ່ Packaging Type	ນ້ຳໜັກສຸດທິ NW (kgs)	ນ້ຳໜັກລວມ GW (Kgs)	ລາຍລະອຽດ ສິນຄ້າ / ເຄື່ອງ ຂອງ Description of Goods	ຜູ້ຮັບສິນຄ້າ ແລະທີ່ຢູ່ Consignee Name & Address	ລະບອບການແຈ້ງ Declaration Type
AL230522	100	ກໍ່	2,038.70	2,096.00	ຜ້າແພປະສົມ	ໄອຊິນລາວ ບ້ານ ສົມສະຫງ່າ ,ເມືອງໄຊ ເສດຖາ	ນຳເຂົ້າຍົກເວັ້ນພາສີ
23LTJ4031/2(0762)	179	ກໍ່	3,710.50	3,800.00	ຜ້າແພຍົດປະສົມ	ໄອຊິນລາວ ບ້ານ ສົມສະຫງ່າ ,ເມືອງໄຊ ເສດຖາ	ນຳເຂົ້າຍົກເວັ້ນພາສີ
ລວມ	371		7,357.40	7,641.50			

ເລກທິຕູ້ຄອນເຫນື້: FDCU0374382

ປະເພດຕູ້ຄອນເຫນື້ : ຕູ້ມາດຕະຖານ / Standard (STD)

ຂະໜາດຕູ້ຄອນເຫນື້: 40 Ft.

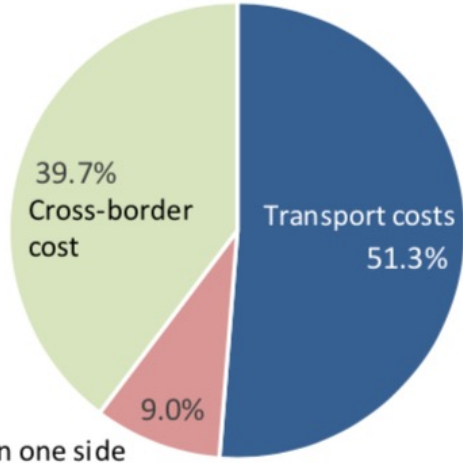
ເລກທິສາຍລັອກ: JPC905783

ເລກຜ້າບັດ: JPC905783



TDP as the Solutions to Cross Border Bottleneck

Figure 4: Breakdown of logistics costs between Bangkok and Vientiane

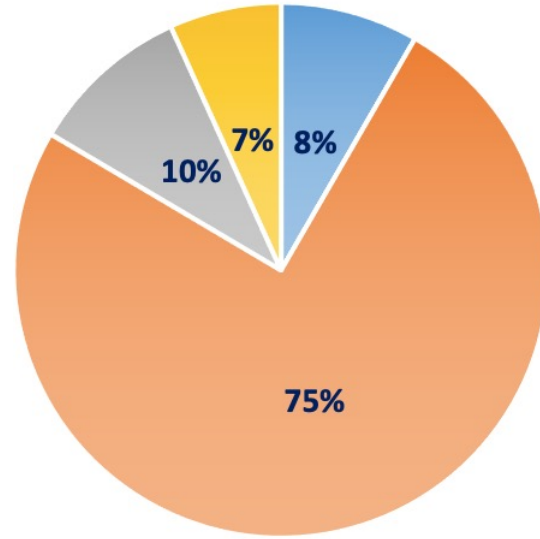


Source : Based on the Analysis by the authors.

Before Dry Port: 1,700 USD

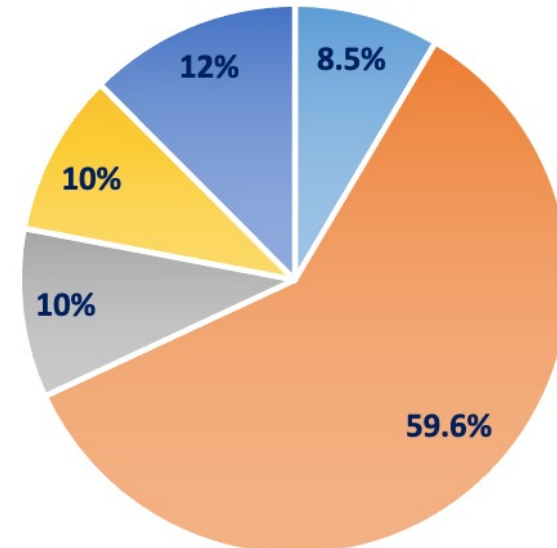
- Cost Saving for Cost Border: 580 USD
- Cost Saving from using backhauling Truck
- Cost Saving from empty container hauling

After Dry Port: 1,120 USD



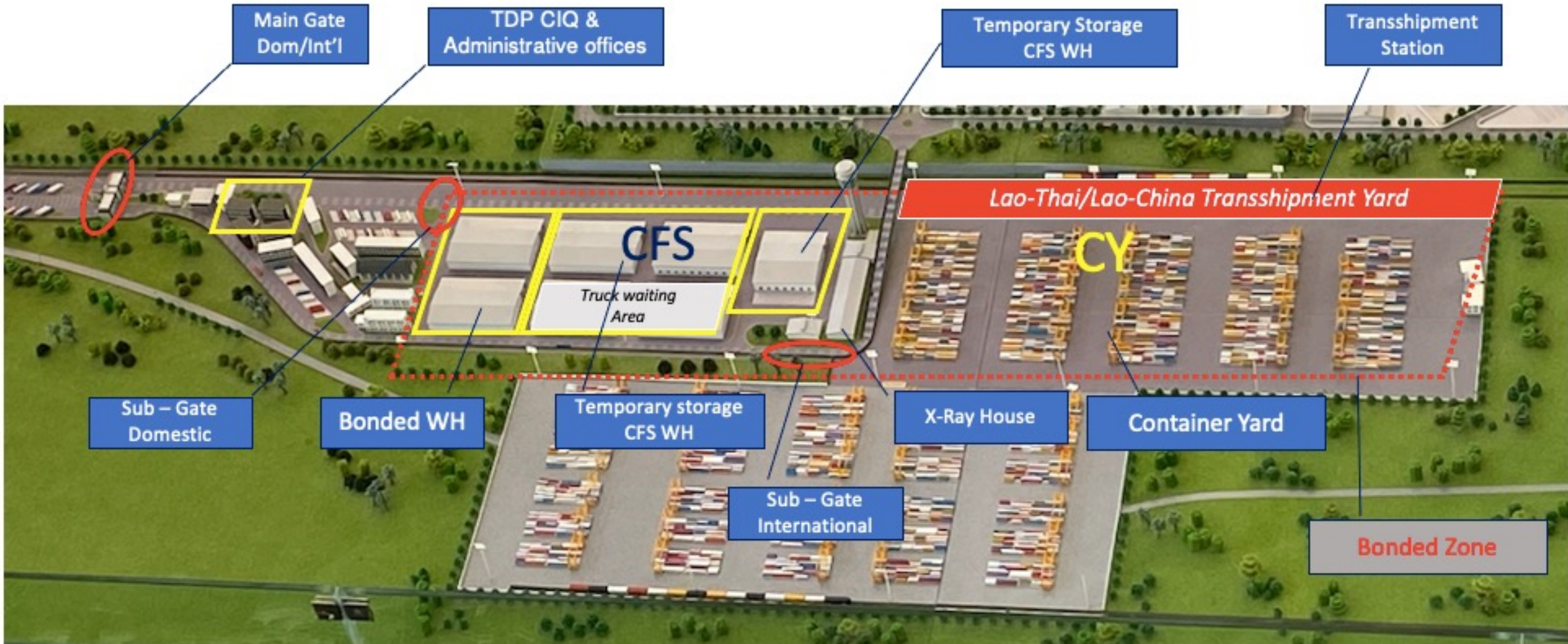
Cost ratio - Pass Through

- Customs Brokerage at Thai side (Nongkhai)
- Transport Thai side
- Customs Brokerage at Lao side (TDP)
- TDP Service Charges



Cost ratio - handled at TDP

- Customs Brokerage at Thai side (Nongkhai)
- Transport Thai side
- Customs Brokerage at Lao side (TDP)
- TDP Service Charges
- Transport Lao side





Facilities:

- Business Service Area: 1.5 ha
- Container Yard: 13.8 ha
 - Ground Slots: 2,890
 - Capacity: 14,450 TEU
(5 high
- Transshipment Yard: 8 ha
- Rail Sidings Area: 560 m x 16 m
- CFS Warehouses: 18,000 SQM
- Loading Bays: 100

Operations:

- Operation hours: 06:00 to 22:00
- Full time Employees: 250
- External Labor: 250

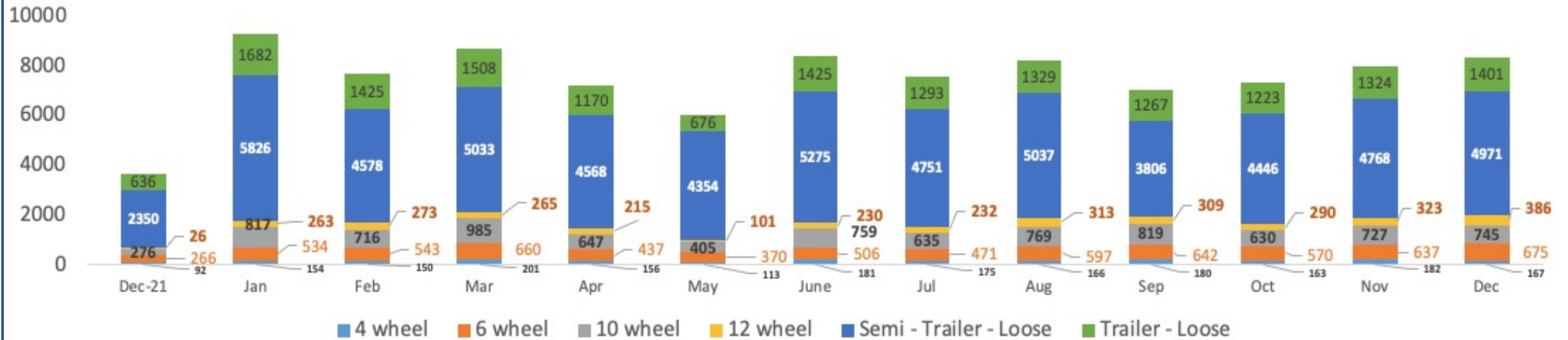
Equipment & vehicle:

- Reach Stackers: 3
- Electric Forklifts: 1.5 – 10 tons 12
- Mobile Crane 25/45 tons: 2
- Yard Tractors: 5
- Yard Chassis: 12
- X-Ray Scanner 1



TDP Statistics

TYPE OF TRUCK



CONTAINER SIZE

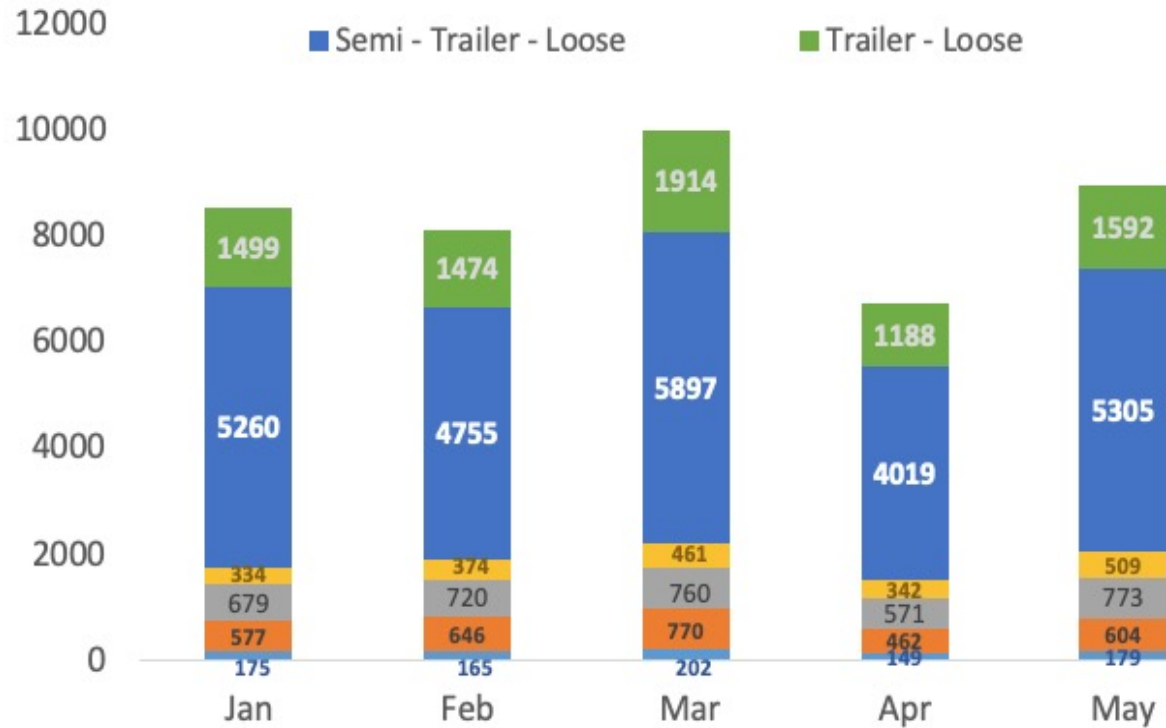




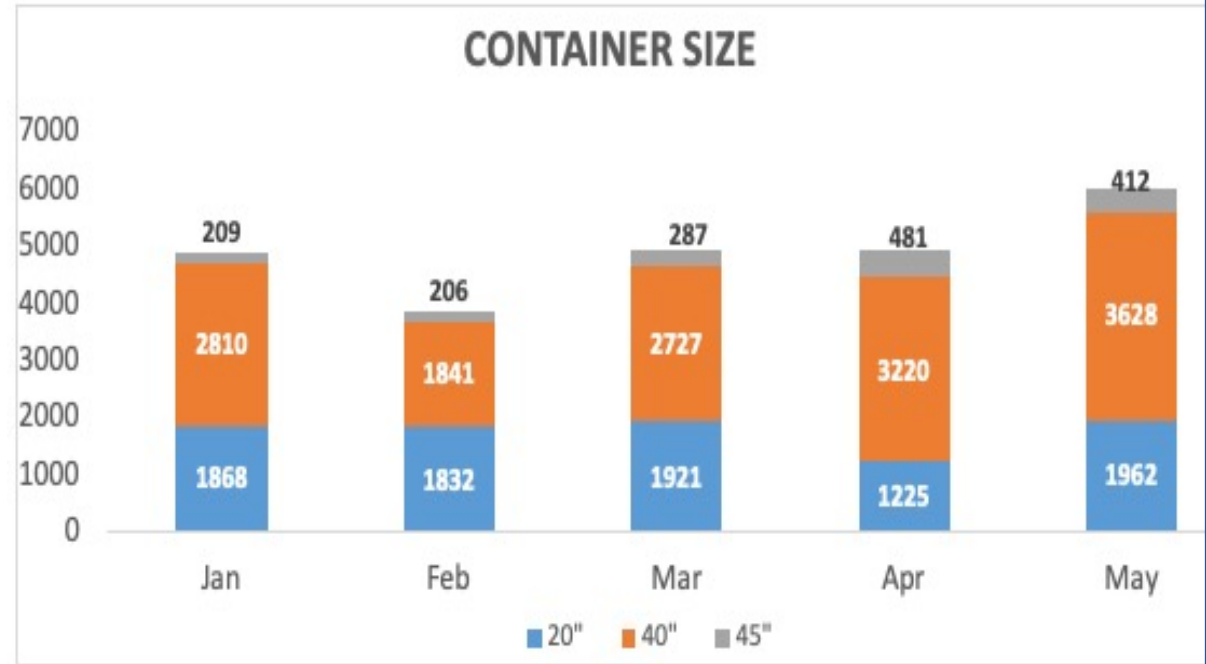
2023 Traffic Statistics

TYPE OF TRUCK

- 4 wheel
- 6 wheel
- 10 wheel
- 12 wheel
- Semi - Trailer - Loose
- Trailer - Loose



CONTAINER SIZE





2023 Operations KPIs – CY

Item	KPIs	Target	Units	Division	JAN	FEB	MAR	APR	MAY	AVG
1	Import Truck Turnaround Time	60	Mins	CY ,EQ	0	0	0	0	0	0
2	Export Truck Turnaround Time	45	Mins	CY ,EQ	0	0	0	0	0	0
3	Gross Rail Productivity	20	MPH	Rail ,CY,EQ	35.11	33.43	31.09	32.24	37.23	33.82
4	Customs Inspection Time Service	30	Mins	CY ,EQ,CFS	0	0	0	0	0	0
5	RSD Idle Movement	3	(%)	CY,EQ	0.00%	0.00%	100.00%	1.00%	0.00%	20.20%
6	Accident	0	Case/M	ALL	1	0	0	0	0	0.2
7	Accuracy	0	Case/M	ALL	0	0	0	0	0	0
8	Customer Complain	2	Case/M	ALL	0	0	0	0	0	0
9	Yard Utilisation	80	(%)	CY	15.37%	23.52%	55.77%	16.96%	38.14%	29.95%



Thanaleng Dry Port Milestones







International Finance Corporation Funding 7th June 2022





Inauguration of Rail to Rail Transshipment Yard 1st July 2022





First Block Train TH-LA-CN 10th October 2022

Through Thanaleng Dry Port: Biggest block train loaded with 25 FEU (40 feet equivalent unit) of freight from Thailand's Map Ta Phut made its way to China's Chongqing





TDP Bird Eyes View

Bonded Access Road 2 km





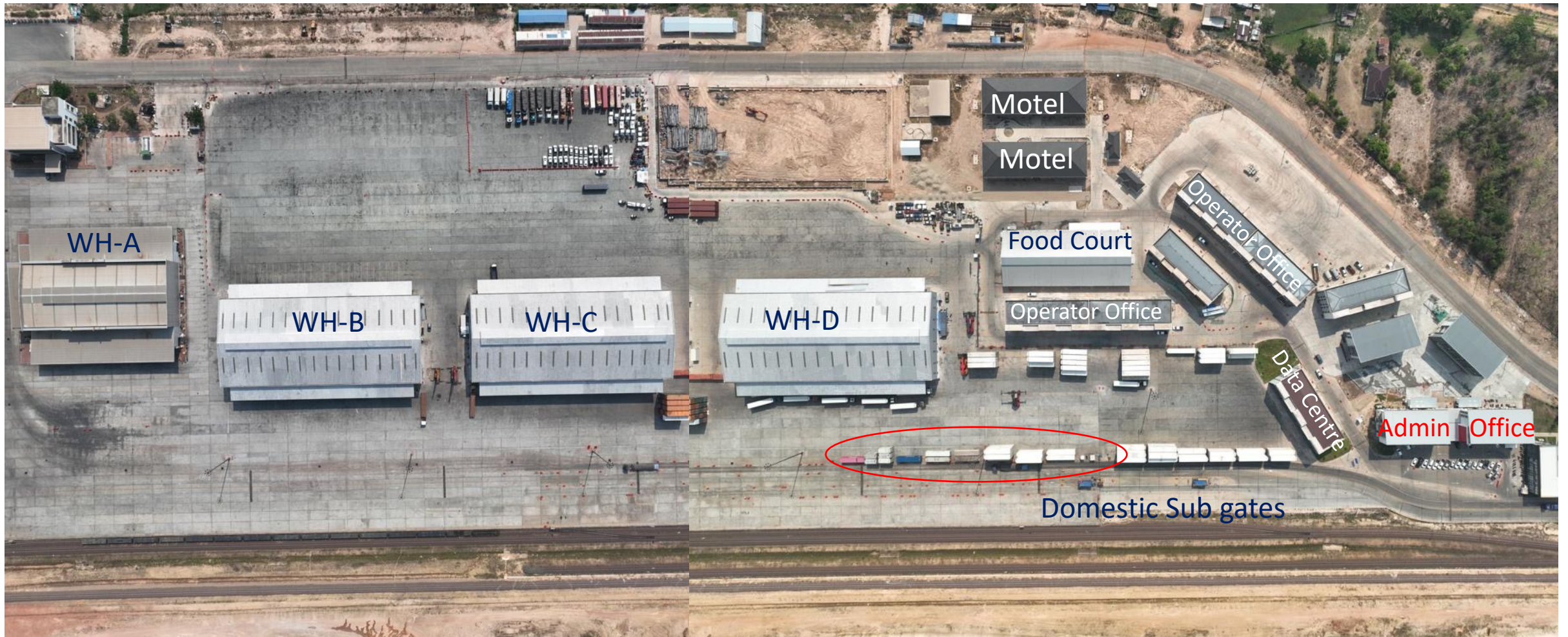
Main Gate
5 domestic lanes, 5 International lanes, 1 AEO/OOG lane





Business Services Area (Zone A)











Transshipment Yard (Zone C)







Thank You!

