Emerging Opportunities and Challenges for Enhancing Rail Connectivity Along the Tran-Asian Railway Network

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Overview Railway Connectivity

**Trans-Asian Railway Network (TAR):** linking Europe to Asian and promoting better economic and social and transport integration of the two continents.

**PAN-ASIA railway network:** is one of three routes which will form the Trans Asian Railway. Linking Kunming to Singapore.
Connection Plan and Railway Network in Lao PDR

1. **Current Railway Lines Operation:**
   1. Railway Line from Vientiane – Boten (Lao-China border), length 422.44 Km
   2. Railway Line from Vientiane– Nong khai (Lao-Thai border), length 11 Km

2. **Connection Plan.**
   - ❖ **Short Term Plan:**
     1. Railway Line from Vientiane–Na Phao (Lao-Vietnam border), length 452 Km
     2. Railway Line from Savannakhet–Lao Bao (Lao-Vietnam border), Length 220 Km
   - ❖ **Middle Term Plan:**
     1. Railway Line from Thakhek-Pakse-Vung Tao (Lao-Thai border), length 345 Km
   - ❖ **Long Term Plan:**
     1. Pakse – Veunkham (Lao-Cambodia border), Length 100 Km
     2. Pakse – Paksong – Dak Cheung (Lao-Vietnam border), Length 208 Km
Overview of Lao-China Railway

- Total length: Vientiane to Kunming (CN) = 1,035 Km.
- Section in Laos VTE to Boten Border = 422.44 Km
  - Rail line = 156.471 Km
  - Bridges = 166 (69.219 Km)
  - Tunnels = 75 (196.75 Km)
  - Passenger and Goods Stations = 11 Stations
  - Type of train: Level I
  - Width of tracks: 1,435 m (standard)
  - Railway track: single
  - Speed (Passenger train): 160 km/hr.
  - Speed (Goods train): 120 km/hr.
Railway and Sea Port Connectivity

- Leam Chabang Port, Thailand
- Port Klang, Malaysia
- Port of Singapore
- Vung Ang Port, Vietnam
- Sihanoukville Port, Cambodia
- Thanaleng Dry Port, LAO DPR

Locations shown on the map include:
- Leam Chabang Port, Thailand
- Port Klang, Malaysia
- Port of Singapore
- Vung Ang Port, Vietnam
- Sihanoukville Port, Cambodia
- Thanaleng Dry Port, LAO DPR
Lao Railway Corporation

Organization for Cooperation of Railways

- Member of OSJD in Dec 2022
- Join the SMPS and SMGS in 1st Jan 2023
1. Need to develop the customs and rail-specific operational in border procedures.

2. Lack of experience in the management system of railway.

3. Lack of funds for the development infrastructure and facility of railways connectivity.
Thank you for your attention