



Vientiane Sustainable Urban Transport Project

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Project Overview

Objective

- The project will improve the quality of life in Vientiane by improving access and mobility. The project will do this by establishing a Urban Transport Management Sector (UTMS), a high-quality public bus transport system, a parking management system, and by improving traffic management and accessibility for pedestrians and non-motorized transport (NMT). The project promotes greenhouse gas reduction, and public-private partnership.



Project Financing Plan

Financiers	Approved amount	Approved amount (\$)	Amount 31 January 2024 (\$)
ADB – L3250	SDR23,474,000	35,000,000	31,279,898
OPEC Fund – L8330		15,000,000	15,000,000
GEF – G0471		1,840,000	1,840,000
EIB Loan		20,000,000	20,000,000
EU-AIF grant	EUR5,000,000	6,900,000	5,408,266
Private Sector		6,410,000	107,000
GOL		14,550,000	14,550,000
Total Project Cost		99,700,000	88,185,164

Project Components

1. Creation of Urban Transport Management Section (UTMS)
2. Bus Rapid Transit (BRT) System
3. Traffic Management System
4. Parking Management System
5. Non-Motorized Transport (NMT)

1. Creation of Urban Transport Management Section (UTMS)

1 : Creation of the UTMS

Typically the UTMS structure will include:

Business Planning Unit to

- ✓ define the extent and coverage of services, frequency and service periods,
- ✓ establish the service contracts
- ✓ ensure public relations and communication of service information

Operations Unit to

- ✓ manage day to day operations of the bus network, stations and control Center
- ✓ control performance of the bus operators
- ✓ responsible for training, safety and security

Parking Management Unit to

- ✓ manage the Parking Service Agreements

Infrastructure Management Unit to

- ✓ ensure sustainability of the system technology, passenger facilities, signage and utilities.

2. Bus Rapid Transit (BRT) System



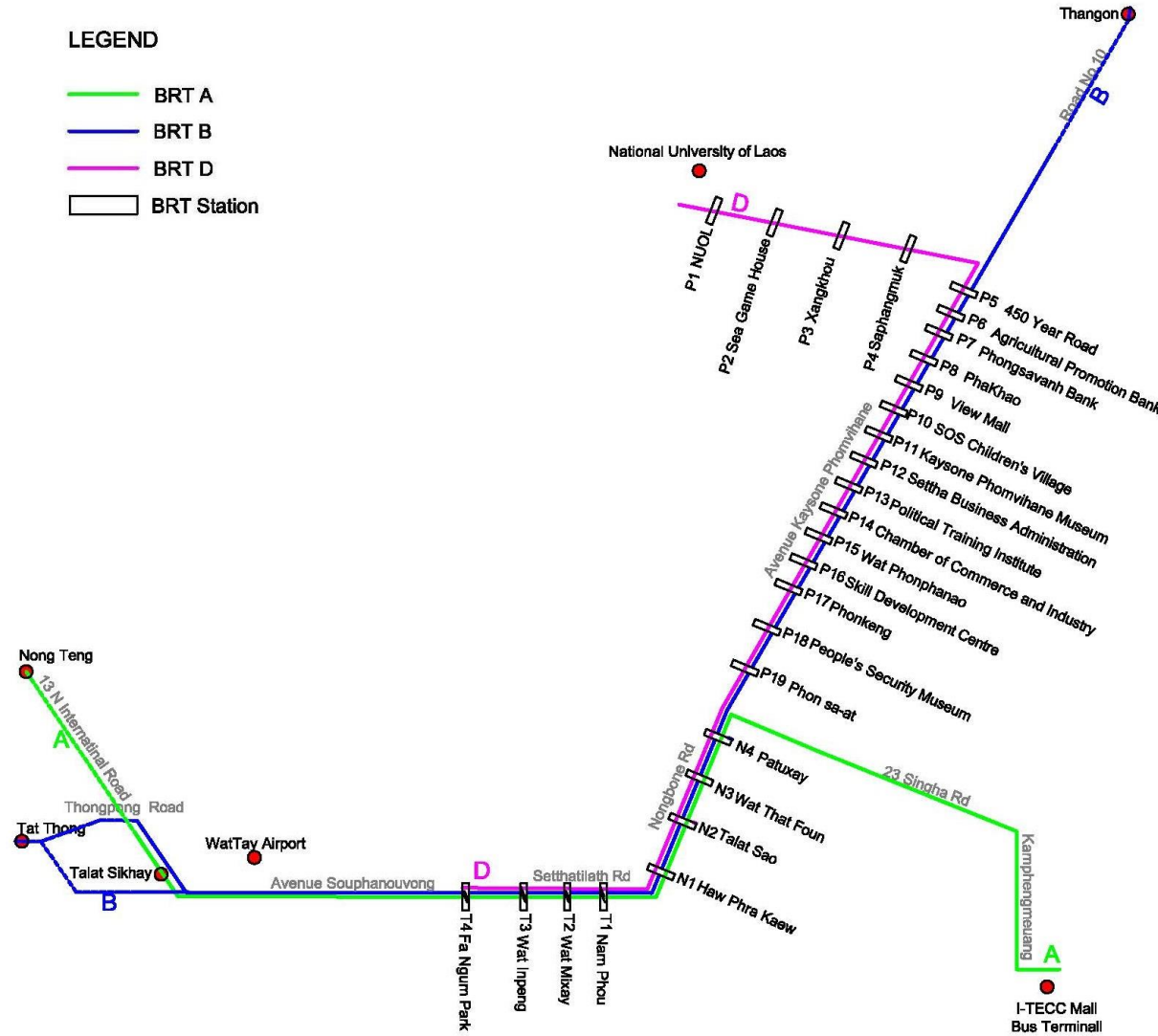
2. Bus Rapid Transit (BRT) System

27 BRT Stations

BRT Corridor: Start from Chao Fa Ngum Park to National University Of Laos (NUOL) total distance 12,9 km

LEGEND

- BRT A
- BRT B
- BRT D
- BRT Station

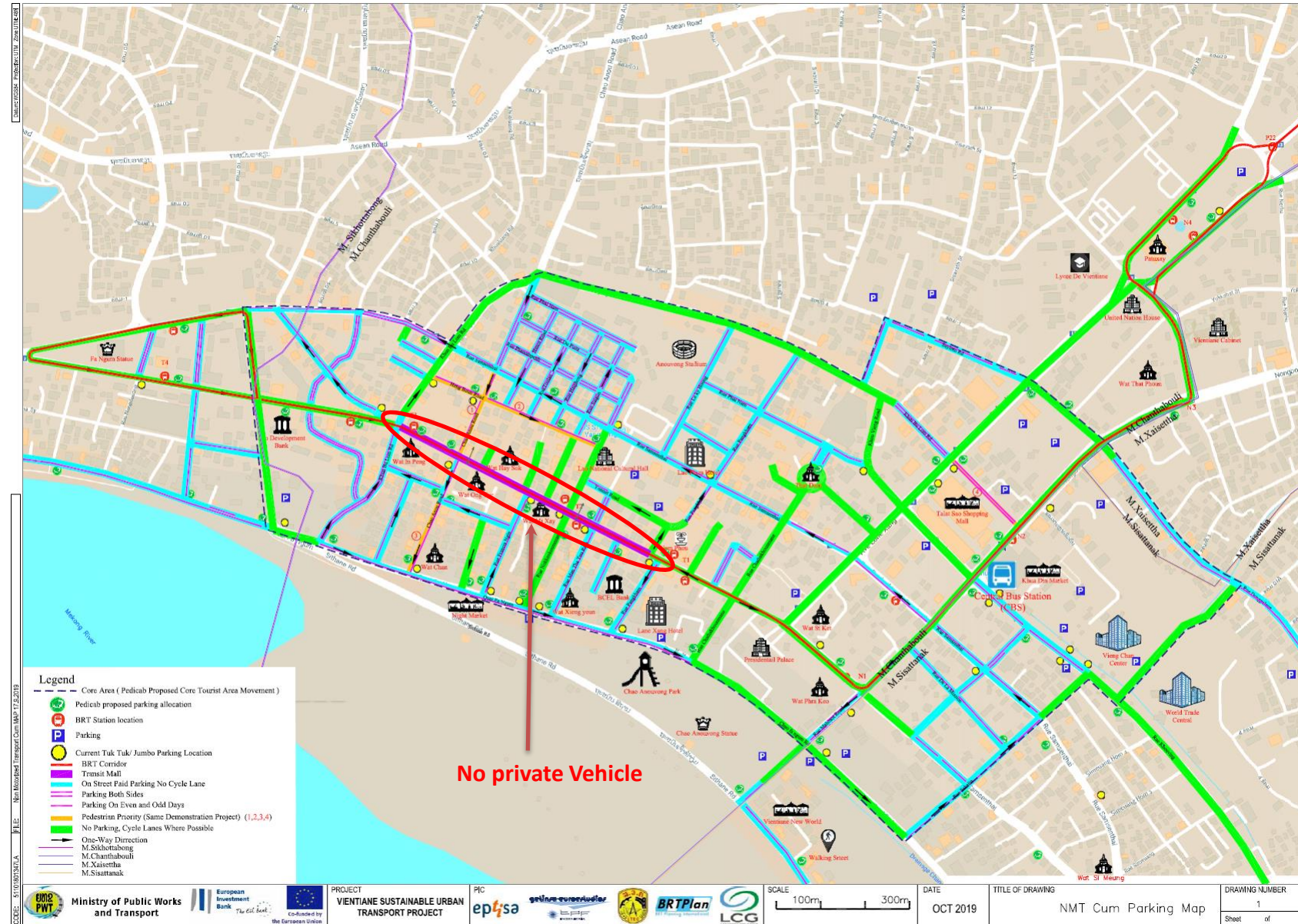


2. Bus Rapid Transit (BRT) System

BRT transit mall zone 600 m along the Setthathilath road

Purpose:

- Promote bicycling and walking.
- Improving accessibility to public transport.
- Priority for pedestrian
- Decreasing air pollution in the city
- Promote business in the area



Transit Mall

Example in Denver, Colorado USA



Transit Mall Zone

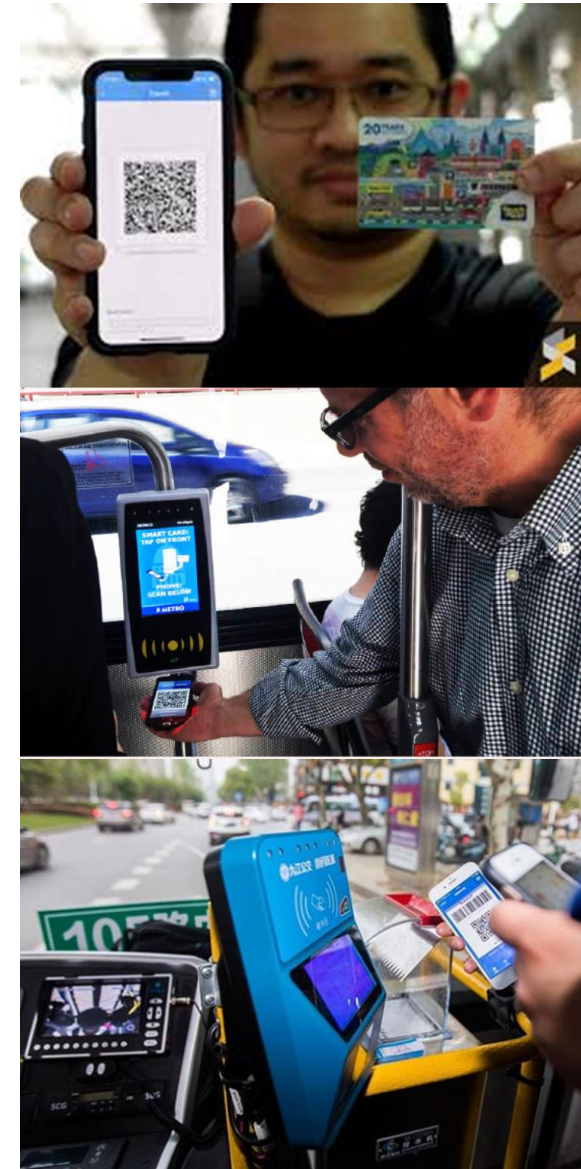


Transit Mall Zone Design



➤ Auto fare collection system

- Every bus will install the auto fare collection system;
- Almost auto fare collection system will use smart card and also pay by smart phone;
- For passenger who don't have smart card and smart phone they can by the ticket in the area that provided;
- The auto fare collection system also available for paying parking fee and E-pedicap services



The station and the bus will design for elder people, pregnant women, wheels chair

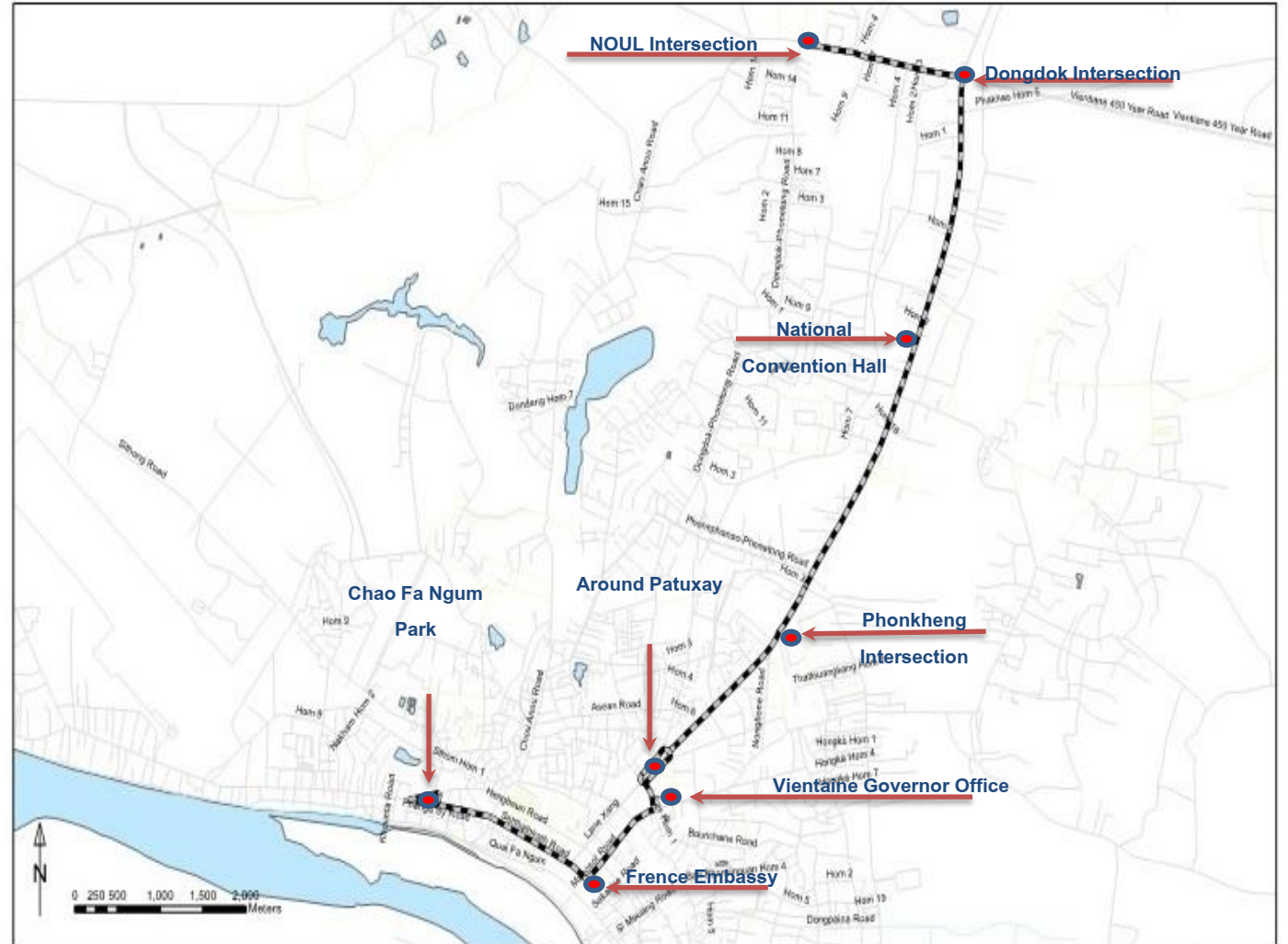


3. Traffic Management System

Total 41 Traffic light along BRT Corridor

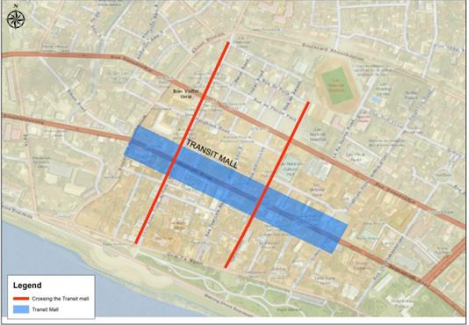
- 16 New installation Pre-emptive
- 12 Replace pre-emptive
- 8 New installation Non-emptive
- 5 Repair Non-emptive

Intelligent Transport System



Traffic Management in the Transit Mall

- Need to change traffic direction for traffic demand in the transit mall:



4. Parking Management System

On street parking area



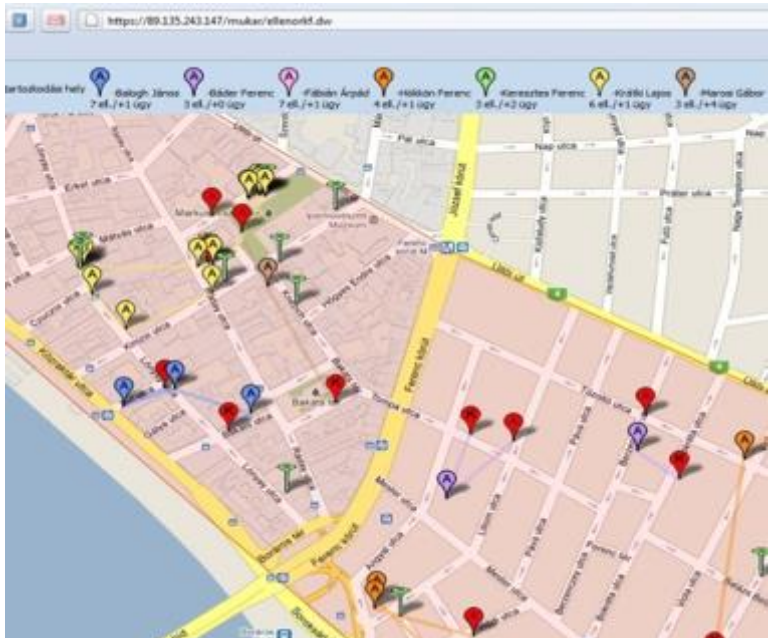
Parking Operation Collection

- Operate by private company
- Parking fee payment options :
 - **Pay via Smart phone and Banking system**
 - Pay by cash via the machine POS.
- Technology parking fare collection is useful for collector because it collects by timing
- Easy and convenient for car user
- Application provides
- Transparency



Parking Operation with Law Enforcement

- Using application for check the car plate
- The operator will use GPS in the parking lots for checking with area still available
- The police can check the car for illegal parking
- The operator will share the data to the police for management on street parking and off street parking

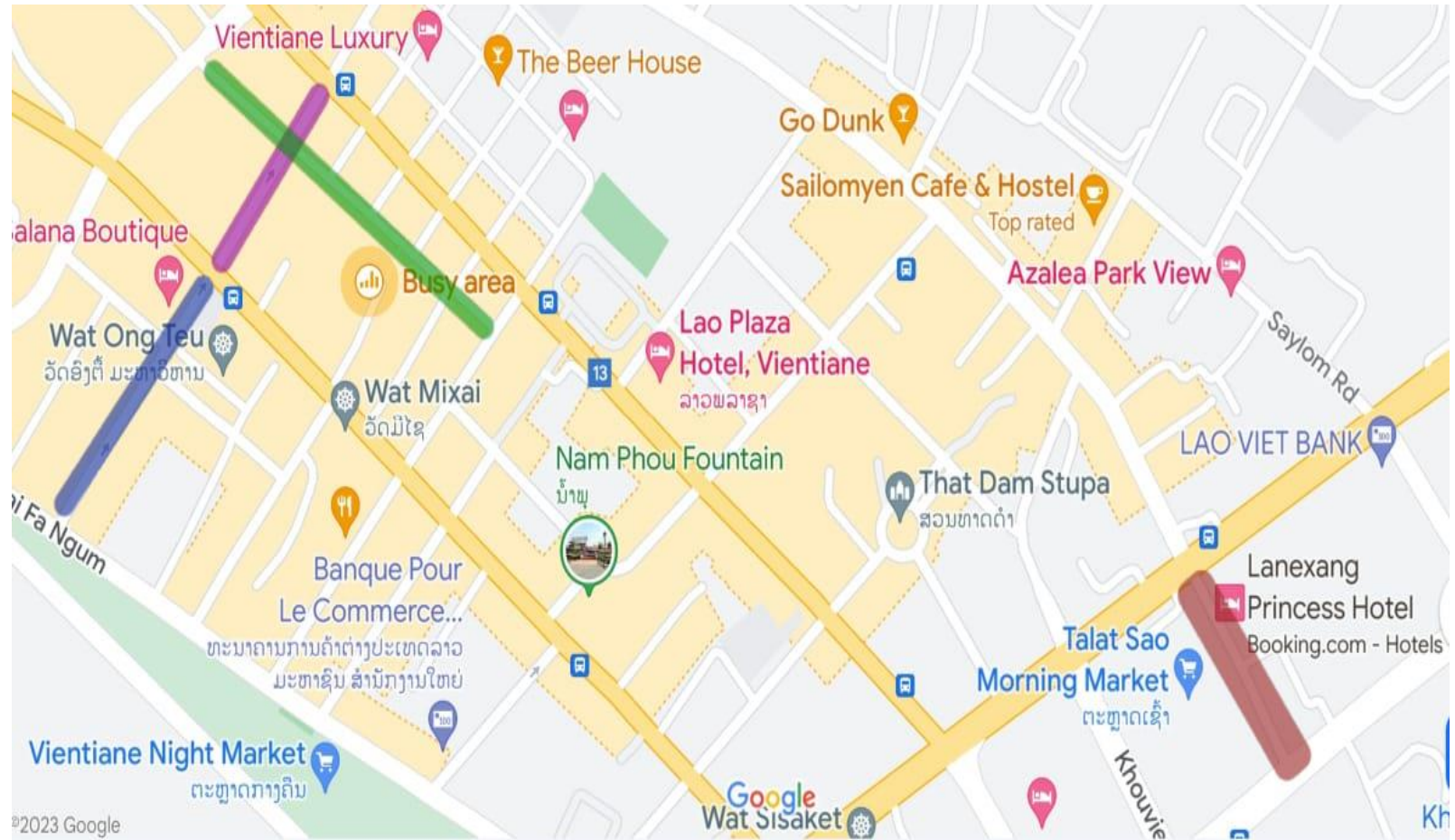


5. Non-Motorize Transport/NMT

Improving road for NMT and Pedestrian

4 roads for improving

1. North Chao Anou road 214 m
2. South Chao Anou road 207 m
3. Hengboun road 400 m
4. Hatsay road 223m



Samsenthai road

Hengboun road

Setthathirath road

214 meter



Chao Anou (Present day)



Design for Chao Anou



E-Pedicab

- 150 vehicles
- Service by private company own by government
- Standby along BRT corridor and the core area
- For city tour, door to door (short distance), and access to the BRT Station



Thank you