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 Agreement on Dry Port

Lao People’s Democratic Republic

Thanaleng, Vientiane [Houyxai, Bokeo]

[Laksao, Borikhamsai] [Luangprabang, Luangprabang]

[Nateuy, Luangnamtha] [Oudomsai, Muangxai]

[Pakse, Champasack] [Seno, Savanakhet]

[Thakhek, Khammouane]

Intergovernmental Agreement on Trans Asian Railway Network

LAO PEOPLE’S DEMOCRATIC REPUBLIC

[Thanaleng – Mu Gia]

(Thanaleng (border station)

Vientiane (junction) ➔ [Boten (border station) – (Jinghong, China)]

Thakhek (junction and border station) ➔ [Nakhon Phanom, Thailand]

Mu Gia (border station)

(Mu Gia, Viet Nam)
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
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
Lao National Logistics Strategy
2016 – 2030

“From Landlocked to Land Linked Country”
Volume 1: National Logistics Strategy

Strategy

Action

Project/Program

Integration of Cargo Flow

Development of Logistics Hub

P111 International Logistics Parks Development Project

P112 Regional Logistics Parks Development Project

P113 Specific Logistics Hubs Development Project

Improvement of Major Logistics Routes

P121 International Transport Routes Improvement Project

P122 Regional Transport Improvement Project

Improvement of Transport Efficiency

P131 Truck Enhancement Program

P132 Consolidation Promotion Program

P133 Inter-modality Improvement Project

Provision of Value Added

P141 Attraction of Distributive Processing
### Table 6.4.2 International Logistics Hub

<table>
<thead>
<tr>
<th>Logistics Park</th>
<th>Major Road</th>
<th>Anticipated Handling Volume (tons/year) in 2025</th>
<th>Functions and Roles</th>
</tr>
</thead>
</table>
| Vientiane Logistics Park| NR-13N, NR-13S | Import: 2,384,000  
Export: 281,000  
Domestic: 2,817,000  
Transit: | • 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 | • 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.
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

Location B is within the perimeter of Border Checkpoint
Main Focus on Border Crossing and Integration of Cargo Flow with Thailand
Design is purely focused on Terminal and Warehousing Functions
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
LLL – Connect ASEAN to Europe
Vung Ang - Boten - Thakhek - Thanaleng - Dry Port - Qinzhou

Vientiane - Vung Ang: 554 km - 18 hours

Laos

To North Asia Ports

To ASEAN/Australia

LLL - China Shortest connectivity
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
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

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

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

**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
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.
I. Thanaleng Dry Port – Regional Connector:

1. the Connector/Transit Centre for regional hubs and growth centre
2. To be the indirect transhipment 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
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.

---

**Thanaleng Dry Port (TDP)**

**LA THG**

**Laem Chabang Port**

**TH LCH**

- **DAP - DPU**
- **INCOTERMS 2020**
- **CIF - FOB**

**LINERS TERMS**

- **CY – CY**
- **CY - CFS**
- TDP is Class 1 Dry Port as per UNESCAP Classification
Table 1. Main categories of vehicles and selected border formalities

<table>
<thead>
<tr>
<th>Types of border formalities</th>
<th>Commercial cargo vehicles (trucks)</th>
<th>Commercial passenger vehicles (buses and coaches)</th>
<th>Private vehicles (cars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passport control</td>
<td>Quick</td>
<td>Slow</td>
<td>Quick</td>
</tr>
<tr>
<td>Customs formalities</td>
<td>Slow</td>
<td>Quick</td>
<td>Quick</td>
</tr>
<tr>
<td>Transport inspection</td>
<td>Required</td>
<td>Required</td>
<td>None</td>
</tr>
</tbody>
</table>

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.
## INWARD CARGO MANIFEST

**ICM23060080404**

**Date of Arrival:** 09/06/2023

### General Information

1. **Voyage/Inc No.:**
   - **Country:** Thailand

2. **Driver's (name, passport no., nationality, tel.):**
   - ล่าสุด ระหว่าง ภูมิภาค, NA, THAILAND, NA

3. **Plate Number:**
   - 70-4344/70-4345

4. **Weight:**
   - 7,001 Kgs
   - **Weight:** 11341.5 Kgs

5. **Type of Vehicle:**
   - 22 นิ้ว

6. **Origin:**
   - Japan

7. **Port Of Loading:**
   - LAEMCHABANG PORT

8. **Port Of Discharge:**
   - Vientiane Capital, Saysettha

9. **Carrier (name, tel.):**
   - SAGAWA (THAILAND)CO., LTD, 66-2,591-
   - **Date of Insurance:** 25/05/2023
   - **Date of Expiry:** 26/08/2023

10. **Guarantor/ Agent in Laos, Tel:**
    - AISHIN LAO LTD

11. **Intended journey in Laos:**
    - 3

12. **Customs warehouse:**
    - 1

### Cargo List

<table>
<thead>
<tr>
<th>Master/ House waybill No.</th>
<th>Description of Goods</th>
<th>Consignee Name &amp; Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL230522</td>
<td>2,038.70</td>
<td></td>
</tr>
<tr>
<td>23/TI.4031/2(0762)</td>
<td>3,710.50</td>
<td></td>
</tr>
</tbody>
</table>

**Total:** 7,357.40

**Total:** 7,841.50

**Declaration Type:** FDCU074382

**Standard (STD):** 40 Ft.
Cost Saving for Cost Border: 580 USD
Cost Saving from using backhauling Truck
Cost Saving from empty container hauling

Source: Based on the Analysis by the authors.
Facilities:
- Busuness 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
2023 Traffic Statistics

**TYPE OF TRUCK**

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

**CONTAINER SIZE**

- 20'
- 40'
- 45'

<table>
<thead>
<tr>
<th></th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 wheel</td>
<td>1499</td>
<td>1474</td>
<td>1914</td>
<td>1188</td>
<td>1592</td>
</tr>
<tr>
<td>10 wheel</td>
<td>344</td>
<td>374</td>
<td>461</td>
<td>544</td>
<td>509</td>
</tr>
<tr>
<td>12 wheel</td>
<td>577</td>
<td>646</td>
<td>770</td>
<td>671</td>
<td>604</td>
</tr>
<tr>
<td>Semi - Loose</td>
<td>175</td>
<td>165</td>
<td>202</td>
<td>453</td>
<td>172</td>
</tr>
<tr>
<td>Trailer - Loose</td>
<td>679</td>
<td>720</td>
<td>760</td>
<td>773</td>
<td>773</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
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</thead>
<tbody>
<tr>
<td>20'</td>
<td>209</td>
<td>206</td>
<td>2810</td>
<td>1841</td>
<td>2727</td>
</tr>
<tr>
<td>40'</td>
<td>1868</td>
<td>1832</td>
<td>1921</td>
<td>287</td>
<td>1215</td>
</tr>
<tr>
<td>45'</td>
<td>1225</td>
<td>1962</td>
<td>3628</td>
<td>3220</td>
<td>412</td>
</tr>
</tbody>
</table>
## 2023 Operations KPIs – WH & CFS

### May-23

<table>
<thead>
<tr>
<th>Item</th>
<th>Labour</th>
<th>Forklift</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Truck</td>
<td>Time (Min)</td>
</tr>
<tr>
<td>IM Non-Container</td>
<td>1860</td>
<td>63,087</td>
</tr>
<tr>
<td>IM Container</td>
<td>101</td>
<td>3,405</td>
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<tr>
<td>EX Non-Container</td>
<td>135</td>
<td>3,472</td>
</tr>
<tr>
<td>EX Container</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td>2096</td>
<td>69,964</td>
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</table>

### Additional KPIs

<table>
<thead>
<tr>
<th>Item</th>
<th>KPIs</th>
<th>Target</th>
<th>Units</th>
<th>Division</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>AVG</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CFS Stuff &amp; Un-Stuffing time by L/B</td>
<td>60</td>
<td>Mins/Truck</td>
<td>CFS</td>
<td>53</td>
<td>48</td>
<td>55</td>
<td>45</td>
<td>33</td>
<td>36</td>
<td>33</td>
<td>33</td>
<td>33</td>
<td>33</td>
<td>33</td>
<td>46.8</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>CFS Stuff &amp; Un-Stuffing time by F/L</td>
<td>30</td>
<td>Mins/Truck</td>
<td>CFS</td>
<td>39</td>
<td>29</td>
<td>29</td>
<td>29</td>
<td>26</td>
<td>29</td>
<td>29</td>
<td>29</td>
<td>29</td>
<td>29</td>
<td>31.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Customs Inspection Time Service</td>
<td>30</td>
<td>Mins/Truck</td>
<td>CY,EQ,CFS</td>
<td>12</td>
<td>6</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>6.6</td>
<td></td>
<td></td>
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<tr>
<td>4</td>
<td>Accident</td>
<td>0</td>
<td>Case/M</td>
<td>ALL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>5</td>
<td>Accuracy</td>
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<td>Case/M</td>
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<td>0</td>
<td>0</td>
<td>2</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Customer Complain</td>
<td>2</td>
<td>Case/M</td>
<td>ALL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: The table above provides a summary of key performance indicators (KPIs) for the logistics operations in May-23, categorized under Labour and Forklift. The metrics include time spent on various tasks, with specific targets and units for measurement, and an overall average (AVG) for the period.
## 2023 Operations KPIs – CY

<table>
<thead>
<tr>
<th>Item</th>
<th>KPIs</th>
<th>Target</th>
<th>Units</th>
<th>Division</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>AVG</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Import Truck Turnaround Time</td>
<td>60</td>
<td>Mins</td>
<td>CY ,EQ</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>2</td>
<td>Export Truck Turnaround Time</td>
<td>45</td>
<td>Mins</td>
<td>CY ,EQ</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>3</td>
<td>Gross Rail Productivity</td>
<td>20</td>
<td>MPH</td>
<td>Rail,CY,EQ</td>
<td>35.11</td>
<td>33.43</td>
<td>31.09</td>
<td>32.24</td>
<td>37.23</td>
<td>33.82</td>
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<td>4</td>
<td>Customs Inspection Time Service</td>
<td>30</td>
<td>Mins</td>
<td>CY ,EQ,CFS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>5</td>
<td>RSD Idle Movement</td>
<td>3</td>
<td>( % )</td>
<td>CY,EQ</td>
<td>0.00%</td>
<td>0.00%</td>
<td>100.00%</td>
<td>1.00%</td>
<td>0.00%</td>
<td>20.20%</td>
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<td>6</td>
<td>Accident</td>
<td>0</td>
<td>Case/M</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.2</td>
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<tr>
<td>7</td>
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<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>9</td>
<td>Yard Utilisation</td>
<td>80</td>
<td>( % )</td>
<td>CY</td>
<td>15.37%</td>
<td>23.52%</td>
<td>55.77%</td>
<td>16.96%</td>
<td>38.14%</td>
<td>29.95%</td>
</tr>
</tbody>
</table>
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)
Container Yard & Inspection Yard (Zone B)
Transshipment Yard (Zone C)
Transit Customs Inspection
Thank You!