

High-Level Meeting on Deepening Digitalization of International Rail Transport in Asia-Pacific

Session: Capacity Building Workshop on Rail connectivity between South-East Asia and North and Central Asia

13–15 May 2025
Xi'an, China

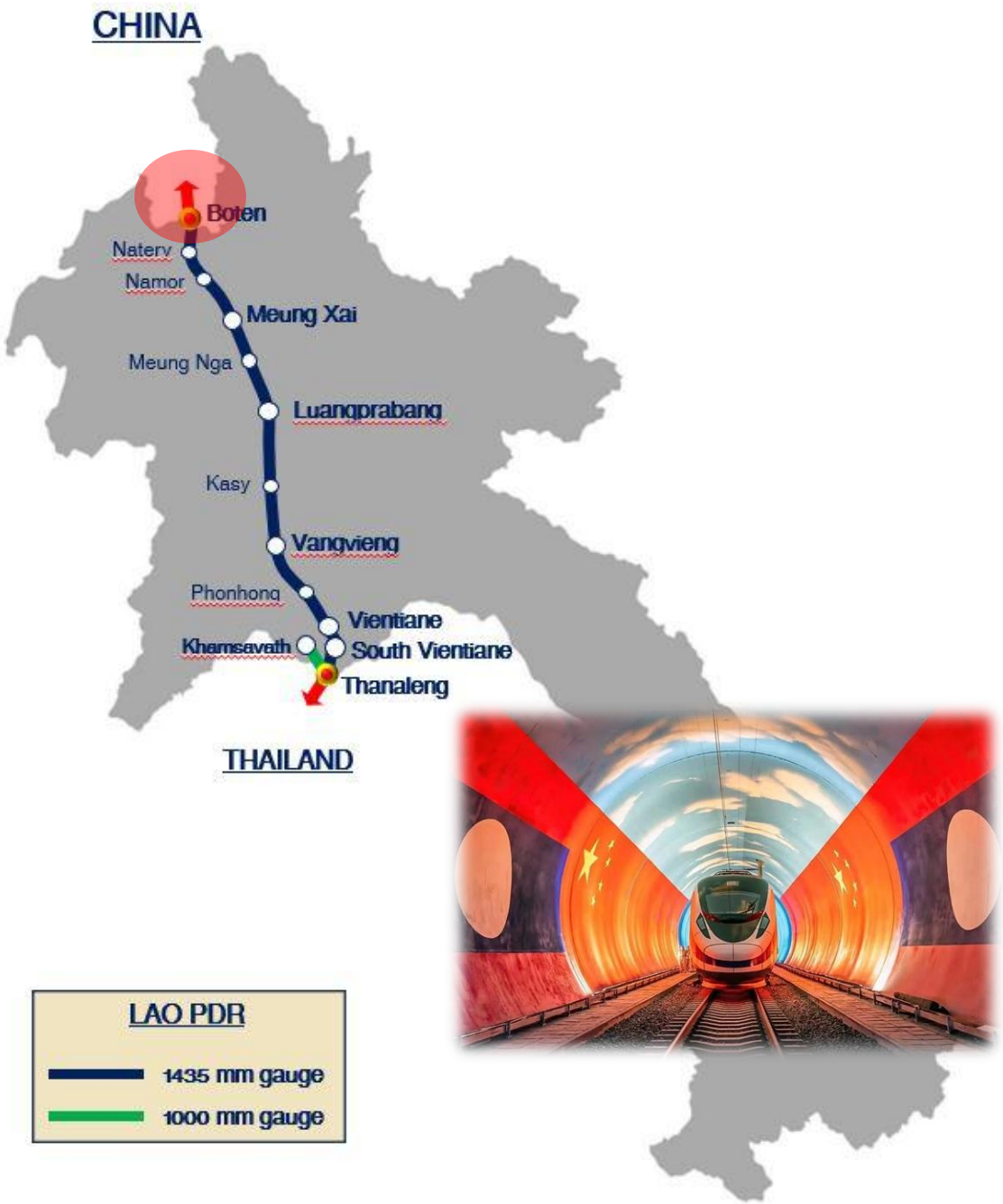
Current Status of Railway Connection



1) **Lao-China Railway from Vientiane - Boten (Lao-China border), length 422,44 Km.**
2) **Railway Line from Vientiane– Nong khai (Lao-Thai border), length 11 Km.**

❖ The railway line service passenger and freight transport for International border crossing to China and transit to third country.

Status of Cross Border Railway Operation



1) Lao PDR-China Cross Border Railway Operation

Boten Railway Station







- Passenger Operation
- Freight Operation
- Immigration/Custom
- Quarantine

Status of Cross Border Railway Operation



2) Lao PDR-Thailand Cross Border Railway Operation

Thanaleng Station







- Freight Operation
- Custom Clearance
- Railway Freight Transit Transshipment Yard
- Multimodal domestic and International transport

Vientiane (Khamsavath) Station





- Passenger Operation
- Immigration/Custom
- Office

Development Plan for Railway Cross Border

1) Laos-China Border (Standard gauge, Electrified railway)







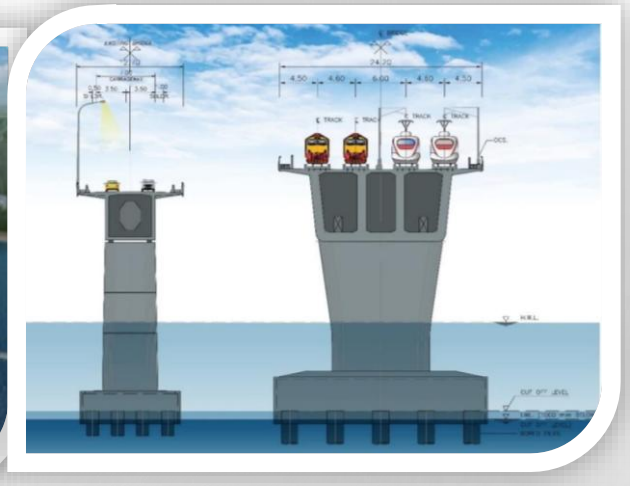


• In the Future development Laos and China are plan to build a one Single window inspection in border station to reduce time travel for border crossing.

Laos-Thai Border (meter gauge)







- A new railway bridge across the Mekong River will be built to connect between Lao's railway and Thai railway.
- Railway bridge design for both standard systems: standard gauge and meter gauge.

Challenges and Capacity Building Requirements

❑ Challenges:











- Railway operation between Laos and Thailand; before train running across on the bridge at the border; the railway staff have to close and stop the vehicle, truck. which can cause congestion and transport delays.
- The existing (Laos-Thai friendship bridge I) is not designed to transport heavy loads, there some limitation for transporting large volumes of freight
- The Lao-China railway uses standard gauge, the freight trains that run between Laos and Thailand must be transhipped to meter gauge at the border, which can be a time consuming and expensive process.
- Need the technologies facilities for railway operation at border station.
- Need budget and technical assistance to develop railway in the country.

❑ Capacity Building Requirements:

1. Implement the pilot test in rail transportation.
2. Training the Electronic and Technology information exchange for international rail transportation.

   (including Site visit at the cross border and border station)

THANK YOU
FOR YOUR KIND ATTENTION