

ผลกระทบของโครงการเชื่อมโยงระบบคมนาคมต่อการพัฒนาเมืองใน สปป.ลาว

นาย วิวัฒน์ สวลี

วิทยานิพนธ์นี้เป็นส่วนหนึ่งของการศึกษาตามหลักสูตรปริญญาการวางแผนภาคและเมืองดุชฎีบัณฑิต

สาขาวิชาการวางแผนภาคและเมือง ภาควิชาการวางแผนภาคและเมือง

คณะสถาปัตยกรรมศาสตร์ จุฬาลงกรณ์มหาวิทยาลัย

ปีการศึกษา 2549

ลิขสิทธิ์ของจุฬาลงกรณ์มหาวิทยาลัย

THE IMPACT OF INTEGRATED TRANSPORT NETWORK ON URBAN DEVELOPMENT IN LAO PDR.

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A Dissertation Submitted in Partial Fulfillment of the Requirements
for the Degree of Doctor of Philosophy Program in Urban Planning and Regional Planning

Department of Urban and Regional Planning

Faculty of Architecture

Chulalongkorn University

Academic year 2006

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491714

Thesis Title THE IMPACT OF INTEGRATED TRANSPORT NETWORK ON URBAN
DEVELOPMENT IN LAO PDR.
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(THE IMPACT OF INTEGRATED TRANSPORT NETWORK ON URBAN DEVELOPMENT IN
LAO PDR.) อ.ที่ปรึกษา: ผศ.ดร. นพพันธ์ ตาปานานท์ , 217 หน้า.

วิทยานิพนธ์นี้ศึกษาถึงการพัฒนาเมืองใน สปป.ลาว โดยผลจากการพัฒนาโครงข่ายเชื่อมโยงการขนส่งทางบกในอนุภาคลุ่มแม่น้ำโขง วัตถุประสงค์ของวิทยานิพนธ์จะเป็นการตรวจวัดการเปลี่ยนแปลงโครงสร้างของเมืองที่เกิดขึ้นในจังหวัดสำคัญ 2 แห่ง ได้แก่ นครหลวงเวียงจันทน์ และจังหวัดสุวรรณเขต โดยผลกระทบจากการพัฒนาโครงข่ายเชื่อมโยงการขนส่งทางบกในช่วง 3 ทศวรรษที่ผ่านมา ผลการศึกษาจะช่วยให้เข้าใจถึงความสัมพันธ์ ระหว่าง โครงข่ายเชื่อมโยงการขนส่งทางบกกับการพัฒนาเมืองในกรณีของประเทศที่เป็นจุดต่อเชื่อมภาคพื้นดิน

การวิเคราะห์ตามช่วงเวลาโดยเครื่องบ่งชี้ที่เรียกว่า “ระยะการพัฒนาคือเชื่อมโยง การขนส่งทางบก” ทำให้เข้าใจถึงวิวัฒนาการโครงข่ายการขนส่งและความสัมพันธ์กับการพัฒนาเมือง ช่วงเวลาการพัฒนาโครงข่ายเชื่อมโยงการขนส่งทางบกแสดงให้เห็นถึงระดับการที่ สปป.ลาว เข้าสู่การเป็นชุมชนนานาชาติ โดยระดับของความเชื่อมโยงจะขึ้นกับการพัฒนาจุดผ่านแดนและโครงข่ายเชื่อมโยงการขนส่งทางบก เครื่องบ่งชี้ดังกล่าวจะเห็นถึงการพัฒนา สปป.ลาวที่จำแนกออกเป็น 4 ระยะอย่างชัดเจน

ผลการวิเคราะห์ได้แสดงถึงความสัมพันธ์ระหว่างการกระจายตัวของประชากรและการพัฒนาเมืองที่มีความสัมพันธ์อย่างเด่นชัดกับการพัฒนาโครงข่ายเชื่อมโยงการขนส่งทางบกในแต่ละช่วงเวลา โดยการพัฒนาโครงข่ายเชื่อมโยงการขนส่งทางบกได้ส่งเสริมการเติบโตทางเศรษฐกิจ การกระจุกตัวของประชากร และการพัฒนาเมืองใน สปป.ลาว การพัฒนาโครงข่ายเชื่อมโยงการขนส่งทางบกได้ ส่งเสริมการเติบโตทางเศรษฐกิจและนำมาซึ่งโอกาสที่เท่าเทียมกันภายในประเทศ โดยพิจารณาได้จากการกระจายตัวของประชากรในภูมิภาคโดยทั่วไปของทั่วประเทศ ในช่วงเวลา 3 ทศวรรษที่ผ่านมา

ผลจากการศึกษาสะท้อนให้เห็นถึงผลสำเร็จของโครงการพัฒนาอนุภาคลุ่มแม่น้ำโขงในด้านความร่วมมือทางเศรษฐกิจ ซึ่งประกอบด้วย นโยบาย ข้อตกลง และการพัฒนาโครงสร้างพื้นฐานที่สนับสนุนการค้าชายแดนและการท่องเที่ยว และความสำคัญที่มีต่อการพัฒนาเส้นทางเชื่อมโยงทิศเหนือ-ใต้ และตะวันออก-ตก

ภาควิชา การวางแผนภาคและเมือง

สาขาวิชา การวางผังเมือง

ปีการศึกษา 2549

ลายมือชื่อผู้เขียน.....

ลายมือชื่ออาจารย์ที่ปรึกษา.....

45749032525 : MAJOR URBAN PLANNING AND REGIONAL PLANNING

KEY WORD: LAOS / GMS / TRANSPORT / URBAN DEVELOPMENT / INTEGRATED TRANSPORT

VIVATH SAUVALY: THE IMPACT OF INTEGRATED TRANSPORT NETWORK ON
URBAN DEVELOPMENT IN LAO PDR. THESIS ADVISOR: ASST.PROFESSOR
NOPANANT TAPANANONT, 217 pp.

This thesis examines the urban development in Lao People's Democratic Republic due to the improvement of the Greater Mekong Sub-region integrated land transport network. The objective is to measure the extent of the urban structural changes that have taken place, especially in two main provinces, namely, Vientiane Capital and Savannakhet Province due to the impact of the improvement of the integrated land transport network during the last three decades. The result of this research should help in understanding the correlation between the integrated land transport network and urban development in the case of a land-linked country.

The time-series analysis with the associated indicator called "the integrated land transport development phases" has been created to understand the evolution of the transport network itself and to analyze the correlation between integrated land transport network and urban development. The integrated land transport development phases indicate the degree of integration of Lao PDR to the international community, which degree of integration depends on the improved cross border facilities, the improved land-linked transport network. Based on the variables of the improved cross border facilities, the improved land-linked transport network in each period, the integration level of Lao PDR development can be logically phased into four distinctive stages with specific features attributable.

These analyses revealed that the population agglomeration and urban development was closely correlated to the improvements in the integrated land transport network in each time frame. The results of the analysis showed that the integrated land transport network has impacted on economic growth, population agglomeration and urban development process in Lao PDR. The improved integrated land transport has accelerated the economic growth as well as and provided equal economic opportunities across the country reflected in the increased tendency of the equalization of annual population growth rate distribution throughout the country during the last three decades.

The outcomes of this research certainly reflect the effectiveness of the GMS initiatives for regional economic cooperation which include: policies, agreements, infrastructure and services supporting increased cross border trade and tourism, and they have been especially important in the development of the North-South and East West Economic Corridors (NSEC and EWEC).

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ACKNOWLEDGMENTS

I am indebted to many people for their insights, encouragement, valuable guidance and comments in the preparation of this PHD thesis.

It was my supervisor, Assistant Professor Nopant Tapanant who encouraged me to undertake the challenge to demonstrate the correlation between the integrated land transport network and urban development in the case of a land-linked country. I would like to express my deep gratitude to Assistant Professor Nopant Tapanant for his continuous guidance and encouragement without which I could have never completed this task. I also appreciate constructive comments from other professors and the colleagues of the Department of Urban and Regional Planning, Faculty of Architecture, Chulalongkorn University.

I wish to thank Department of Urban and Regional Planning, Faculty of Architecture, Chulalongkorn University for the partial support in financing my study. I am most grateful to the following organizations: the Ministry of Communication, Transport, Post and Construction; IC Net Limited/JICA-PCAP Project of the Committee for Planning and Investment; Enterprise Development Consultants Co., LTD in Lao PDR for facilitating this study.

Special thanks to my beloved parents, sisters, brothers for their continuous encouragement.

TABLE OF CONTENTS

	Page
Abstract (Thai)	iv
Abstract (English)	v
Acknowledgement	vi
Table of Contents	vii
List of Tables	xi
List of Figure	xiv
CHAPTER I Introduction	
1 Background of the Research	1
2 Objectives and Research Questions	3
3 Scope of the Research	4
4 Research Structure	5
CHAPTER II Literature Review and Conceptual and Methodological Frameworks	
1. Concepts and Definitions	8
2. Theories on Urban Development and Economic Growth	14
3. Previous Studies	20
4 Previous Studies in Lao PDR	26
5. Conceptual Framework	26
6. Research Methodology	28
7. Data Collection	33
CHAPTER III Lao PDR Transport System and GMS Integrated Land Transport Network	
1 Introduction to Lao PDR	34
1.1 Lao PDR – Land-locked/Land-liked Country	34
1.2 Overview of Vientiane Capital and Savannakhet Province	38
2 Greater Mekong Sub-region (GMS)	39
2.1 Overview of GMS	39
2.2 The GMS Program	40

2.3 The GMS Strategic Framework	41
2.4 GMS Land Integrated Transport Network	42
2.5 GMS Integrated Land Transport Network in Lao PDR	43
2.6 The Important Role of Vientiane Capital and Savannakhet Province in GMS Countries.....	44
3 Transport Development in Lao PDR	50
3.1 Land Transport development	50
3.2 Water Transport	53
3.3 Air Transport	53
3.4 Railway Transport	54
3.5 Lao PDR Transport Strategy	55
4 Lao PDR Transit Transport Corridors	56
4.1 Transport Corridors via Thailand	56
4.2 Transport Corridors via Vietnam	58
4.3 Transport Corridors via China	62
4.4 Transport Corridors via Cambodia	63
5 The Integrated Land Transport Network Variables and Phases	63
5.1 The Integrated Land Transport Networks Variables	64
5.2 The Integrated Land Transport Networks Phases	63
6 Summary	71
CHAPTER IV Socio-Economic Development and Population Distribution of Lao PDR in the Past Three Decades	
1 The Economy	72
1.1 Economy Policy	72
1.2 Increased Gross Domestic Products	73
1.3 Trade	76
1) Trade Value among Thailand, Lao PDR and Vietnam	76
2) Border Trade and Commodity Flow between Thailand and Lao PDR	75
3) Transit Cargo.....	77
4) Increased External Trades of the Lao PDR	78
1.4 Increased Number of Industrial Establishments in the Country	80

	Page
1.5 Tourism Industries	84
2 Population	87
2.1 Overview	87
2.2 The Change in the Population Distribution in Lao PDR during the Last Three Decades	88
2.3 Percentages of Poor by Province	92
2.4 Urban Development in Lao PDR during the past three decades	92
1) Defining Urban Areas	92
2) Government policy on Urban Planning	97
3) Urban Development in Lao PDR in each province	100
3 Summary	101
CHAPTER V Impact of Integrated Land Transport Network on Population Agglomeration and Urban Development in Lao PDR	
1 The Impact of the GMS Integrated land Transport Network on the Traffic and Transport Volume	102
1.1 Impact of First Mekong Bridge	102
1.2 Increased Traffic Volume within the Country	104
1.3 Freight and Passenger Transport Development within the Country	105
1.4 Share of Freight and Passenger Transport within the Country	105
2 The Impact of Integrated Land Transport Network on Population Agglomeration in Lao PDR	109
2.1 Identification of Population Agglomeration by Utilization of GIS Methodology.....	116
2.2 An Analysis of the Impact of Integrated Land Transport Network on Population Agglomeration in Lao PDR	116
1) The Change in the Population Distribution	117
2) The increased/decreased annual population growth rate	120
3) Annual population Growth Rate Distribution (the variability of the annual population growth rate distribution during the last three decades	123
4) An Analysis of the Impact of Integrated Land Transport Network on Population Agglomeration and Urban Development in Lao PDR	125
5) A Correlation of the Impact of Integrated Land Transport Network on Population Agglomeration in Lao PDR	146

6) An Analysis of the Urban Population and in Each District Which Classified as Urban Area	154
7) Summary	158
3 GMS Integrated Land Transport Network and its Impact in Case of Vientiane Capital and Savannakhet Province	163
3.1 GMS Integrated Transport Network in Case of Vientiane Capital and Savannakhet Province	163
3.2 The Impact of GMS Integrated Land Transport Network in Case of Vientiane Capital and Savannakhet Province	164
1) The Shift in Transportation Route, Reduced Transport Distance/Cost	164
2) An Analysis on the Population Agglomeration of Vientiane Capital and Savannakhet Province at Provincial Level	169
3) An Analysis on the Population Agglomeration of Vientiane Capital and Savannakhet Province at District Level	170
4) An Analysis on the Urban Population and Area of Vientiane Capital and Savannakhet Province	170
CHAPTER VI Conclusion	
1. The Impact of Greater Mekong Sub-region Integrated Land Transport Network	179
1.1 Land Integrated Transport Development Phases: Transportation Accessibility, Interconnectivity, Capacity, Efficiently, Reliability and Level of Service	179
1.2 Transportation Productivity	181
1.3 Improved Trade, Increased Regional Attractiveness and Economic Growth	182
2. The Impact of Integrated Land Transport Network on Population Agglomeration and Urban development and Its Correlation	184
3 Summaries	207
4. In Lieu of Concluding Remarks and Further Research Suggestion	207
References	209
Appendix	213
VITA	217

LIST OF TABLES

	Page
Table 2.1 Major Economic Effects of Transport Improvements.....	23
Table 3.1 Total Length of the Road in Lao PDR at Province District.....	51
Table 3.2 Transport Corridors via Thailand.....	55
Table 3.3 Transport Corridors via Vietnam.....	57
Table 3.4 Transport Corridors via China.....	61
Table 3.5 Transport Corridors via Cambodia.....	61
Table 4.1 Trade Volume along Lao PDR, Thailand, and Vietnam of Selected Year.....	76
Table 4.2 Border Trade and Commodity Flow between Thailand and Lao PDR.....	77
Table 4.3 Transit Cargo.....	77
Table 4.4 Number of Increased Industrial Establishment (Places).....	80
Table 4.5 Number of Large Industry-Handicraft Manufacturing Establishment (Places).....	81
Table 4.6 Number of Medium Industry-Handicraft Manufacturing Establishment (Places).....	82
Table 4.7 Number of Medium Industry-Handicraft Manufacturing Establishment (Places).....	83
Table 4.8 Tourists by Province and Port of Entry 1999-2002.....	85
Table 4.9 Tourist strategy.....	86
Table 4.10 Annual population growth rate by provinces of three phases of the improve integrated land transport network	89
Table 4.11 Area and average mid-year population by provinces in 1976 – 2005.....	90
Table 4.12 Population Change in Lao PDR in 3 Main Periods.....	91
Table 4.13 Percentage of Poor by Province.....	92
Table 4.14 Urban Areas and Their Populations.....	94
Table 4.15 Key to Provincial/Urban Center Development.....	96
Table 4.16 Urban Population in each Province (2003).....	100
Table 5.1 Traffic Volume 2000 comparing with 1995 at junctions, with increase % (Day Time Traffic).....	104
Table 5.2 Area and average mid-year population by provinces in 1976 – 2005.....	117
Table 5.3 Population Change in Lao PDR in 3 Main Periods	118
Table 5.4 Annual Population Growth Rate by Provinces of Three Phases of the Improved Integrated Land Transport Network.....	120
Table 5.5 Population Annual Growth Rate during the Last Three Decades (Sorting from the Highest Growth Rate to the Lowest Growth Rate)	122
Table 5.6 Variability of the Annual Population Growth Rate Distribution during the Last Three Decades (Ratio Analysis).....	123

Table 5.7 Variability of the Annual Population Growth Rate Distribution during the Last Three Decades (Statistical Dispersion).....	124
Table 5.8 Increased and Decreased Annual Population Growth Rate During Phase II-III.....	132
Table 5.9 Different of Population Share (Bokeo Province)	136
Table 5.10 Increased and Decreased Percentage of Population Share (Bokeo Province).....	136
Table 5.11 Different of Population Share (Vientiane Capital).....	137
Table 5.12 Increased and Decreased Percentage of Population Share (Vientiane Capital).....	137
Table 5.13 Different of Population Share (Savannakhet Province).....	138
Table 5.14 Increased and Decreased Percentage of Population Share (Savannakhet Province).....	138
Table 5.15 Different of Population Share (Khammouane Province).....	139
Table 5.16 Increased and Decreased Percentage of Population Share (Khammouane Province).....	140
Table 5.17 Different of Population Share (Champasak Province).....	140
Table 5.18 Increased and Decreased Percentage of Population Share (Champasak Province).....	140
Table 5.19 Percent Increased Traffic Volume and its location.....	147
Table 5.20 Length of the Roads for the Whole Country.....	149
Table 5.21 Freight transport by Categories of Transport.....	151
Table 5.22 Passenger Transport by Categories of Transport.....	151
Table 5.23 Urban Development in Lao PDR in each province.....	154
Table 5.24 Urban Population in each Province	156
Table 5.25 Variability of Urban Population Distribution of Selected Year (1995 & 2003).....	157
Table 5.26 Population Agglomeration in Lao PDR in each District.....	160
Table 5.27 The distance of Land Transportation (unit: km).....	165
Table 5.28 Land Transportation Cost	165
Table 5.29 Transportation Speed	166
Table 5.30 Results of Comparison	166
Table 5.31 Population of Vientiane Capital and Savannakhet Province	169
Table 5.32 Annual Growth rate of Vientiane Capital and Savannakhet Province	169
Table 5.33 Urban Population of Vientiane Capital and Savannakhet Province	170
Table 5.34 Urban Area of Vientiane Capital and Savannakhet Province	170

Table 5.35 Population Agglomeration of Vientiane Capital and Savannakhet Province at District Level	174
Table 6.1 Lao PDR Conditions and Its Policy	190
Table 6.2 Improvement of the Integrated Land Transport	192
Table 6.3 Degree of Integration of Lao PDR to the International Community.....	194
Table 6.4 Major Transportation Route in GMS Countries	194
Table 6.5 Improvement of the Road Network in Lao PDR.....	196
Table 6.6 Freight and Passenger Transport Development within the Country.....	197
Table 6.7 Population Distribution within the Country (Phase I, Phase II & Phase III)	201
Table 6.8 Population Change in Lao PDR during the Last Three Decades (Population Ranking)	203
Table 6.9 Urban Development in Lao PDR.....	204

LIST OF FIGURES

	Page
Figure 2.1 Causal Link Diagram for Transport and the Economy	21
Figure 2.2 Correlation between the Improved Integrated Land Transport Network and Urban Development	27
Figure 2.3 Research Methodology	30
Figure 3.1 GMS Countries	42
Figure 3.2 Important Role of Vientiane Capital in GMS	44
Figure 3.3 Important Role of Savannakhet Province in GMS	46
Figure 3.4 Lao PDR: GMS Proposed Economic Growth Corridors and Triangles	47
Figure 3.5 East – West Economic Corridor Main Urban Centers	48
Figure 3.6 Improvement of the Road Network in Lao PDR	51
Figure 3.7 Provinces of Laos & Land Border Entry Points	69
Figure 4.1 Gross Domestic Products (GDP) by Industrial Origin at Constant 1990 Price (mill. kip)	73
Figure 4.2 Percentage Share of GDP by Industrial Origin	74
Figure 4.3 Gross Domestic Products (GDP) of Transportation, Post and Communication at Constant 1990 Price (mill. kip)	75
Figure 4.4 Gross Domestic Products (GDP) of Service sector	75
Figure 4.5 Exports according to Country/Region of Destination 1990-2000	78
Figure 4.6 Imports according to Country/Region of Destination 1990-2000	79
Figure 4.7 Importation and Exportations of Lao PDR (1995-2003)	80
Figure 4.8 Provincial Distribution of Large Industry Handicraft Establishment	82
Figure 4.9 Provincial Distribution of Medium Industry Handicraft Establishment	83
Figure 4.10 Provincial Distribution of Small Industry Handicraft Establishment	84
Figure 4.11 Existing Urban Administrative Hierarchy	88
Figure 4.12 Population Distribution (3 Phases of Integrated Land Transport Network).....	89
Figure 4.13 Urban Areas in Lao PDR	96
Figure 5.1 Passengers over the Mekong at Nong Khai Border	103
Figure 5.2 Traffic Volumes over the Bridge	103
Figure 5.3 Traffic Volume 2000 Comparing with 1995 at Junctions, with in-decreases % (Day Time Traffic)	104
Figure 5.4 Freight Transport Growth by mode	106
Figure 5.5 Passenger Transport Growth by Mode	107
Figure 5.6 Freight Transport Share by mode	108

	Page
Figure 5.7 Passenger Transport Share by mode	108
Figure 5.8 Identification of Urban Development by Utilization of GIS Methodology.....	110
Figure 5.9 Population Distribution of Selected Year	119
Figure 5.10 Annual Population Growth Rate Distribution of 3 three Phases of Integrated Land Transport Network)	121
Figure 5.11 Land Border Entry Points	127
Figure 5.12 Integrated Land Transport Network Structures of Lao PDR	128
Figure 5.13 Population Annual Growth Rate during the Second Integrated Land Transport Development Phase	130
Figure 5.14 Population Annual Growth Rate during the Third Integrated Land Transport Development Phase	131
Figure 5.16 Increased and Decreased Population Annual Growth Rate	134
Figure 5.17 Increased/decreased Percentage Population Agglomeration Share of Bokeo Province	141
Figure 5.18 Increased/decreased Percentage Population Agglomeration Share of Khammouane Province	142
Figure 5.19 Increased/decreased Percentage Population Agglomeration Share of Champasak Province	143
Figure 5.20 Increased/decreased Percentage Population Agglomeration Share of Savannakhet Province.....	144
Figure 5.21 Increased/decreased Percentage Population Agglomeration Share of Vientiane Capital.....	145
Figure 5.22 Percent Increase of Average Diary Traffic	148
Figure 5.23 Correlation of the Integrated Land Transport Network on Population agglomeration In Lao PDR (Length of the Road for the Whole country versus the dispersion Annual Population Growth	150
Figure 5.24 Correlation of the Integrated Land Transport Network on Population agglomeration In Lao PDR (Freight Transport versus the dispersion Annual Population Growth	152
Figure 5.25 Correlation of the Integrated Land Transport Network on Population agglomeration In Lao PDR (Passenger Transport versus the dispersion Annual Population Growth.....	152
Figure 5.26 Correlation of the Integrated Land Transport Network on Population agglomeration In Lao PDR (Degree of Integration versus the dispersion Annual Population Growth.....	153

Figure 5.28 Vientiane Capital Urban Area.....	172
Figure 5.29 Savannakhet Province Urban Areas	173
Figure 5.30 Road Link in Vientiane City	175
Figure 5.31 Road Link in Savannakhet Province	176