

Lao People's Democratic Republic
Peace Independence Democracy Unity Prosperity

National Assembly

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Law
on Multiple Transport

Part I
General Provisions

Article 1 Objectives

This law has the function of determining the rules, regulations and measures to allow, control, check and inspect businesses involved in multiple transport so as to ensure that multiple transport is modern, effective, sustainable and environmentally-friendly as well as strengthening capacity in the transport sector for regional and international integration and to contribute to national socio-economic development.

Article 2 Multiple Transport

Multiple transport is the continuous transport of goods via more than two types of transport including land transport, train transport, water transport, sea transport, air transport or pipe transport from the Lao PDR to other countries or from other countries to the Lao PDR based on a single contract for multiple transport.

Article 3 Definitions

Terms used in this law have meaning as described below:

- 1. Goods** means objects, things, animals, or products to meet the demands or needs of consumers which have economic value including containers, support equipment, packaging boxes, transport equipment or other similar items which the multiple transport operator did not provide;
- 2. Multiple Transport Operator** means persons, legal entities or organisations which are actively in charge or responsible on behalf of a sender or freight operator engaging in the multiple transport sector;
- 3. Sender** means persons, legal entities or organisations which are the owners or assigned persons to be party to the multiple transport together with the multiple transport forwarder;
- 4. Goods ordering persons** means persons, legal entities or organisations who have a demand for those goods and then order the relevant operator to transport those goods for them;
- 5. Freight operator** means persons, legal entities or organisations which accept to transport those goods and may be the same person operating the multiple transport;
- 6. Handling goods for transporting** means handling goods by dispatched by the sender to the multiple transport operator based on the transport contract;
- 7. Goods handover** means the goods handover from the multiple transport operator to the goods receiver or the third party or relevant authority at the destination or designated location in the contract or at the handover place in accordance with the relevant law or officially practiced traditions;
- 8. Goods receiver** means persons, legal entities or organisations which have the right to receive the goods from the multiple transport forwarder;

9. The multiple transport document means the certificate that the multiple transport operator issues for the sender in order to use as a reference for implementing the multiple transport contract;

10. Negotiable document means the document that allows the persons who have the original version of the multiple transport document to receive the goods;

11. Non-negotiable document means a document that prohibits the assignment of another person to receive the goods, which must be received by the person whose name appears in the multiple transport document only;

12. The multiple transport contract means the agreement between the goods sender and the multiple transport operator on transferring the goods from the Lao PDR to other countries or from other countries to the Lao PDR;

13. The written letter means a letter writing by hand, typed, recorded, or copied, and messages sent via electronic means;

14. Special Drawing Right (SDR) means the financial calculation unit defined by the across-countries financial fund;

15. By force majeure means event occurring as a result of natural disasters such as floods, hurricanes, and earthquakes or by other means as a result of man-made action such as out of control chaos;

16. Damage means anything which is destroyed or lost;

17. Destroyed means any broken, bending, loss of original shape, tearing or other damage;

18. Logistics means the management system of the goods transfer process which has effective and efficient planning, controlling, storage, packaging, unloading, transporting, servicing and the provision of relevant information from the origin to final destination based on the demands of the customers.

Article 4 The government's Policy on Multiple Transport

The government supports persons, legal entities or organisations both internally and externally to invest in the development of the multiple transport in the Lao PDR in order to ensure quality, effectiveness, safety, no effects on the environment, and to be able to be expanded, modernised and strengthened so as to integrate regionally and internationally.

The government encourages and promotes multiple transport operators to be able to access financial resources and promote capacity development in the multiple transport sector so as to contribute to national socio-economic development.

Article 5 Principles on Multiple Transport

Multiple transport consists of some major principles as follows:

1. To ensure relevance to the national socio-economic development plan as well as to ensure socio-economic effectiveness and environment protection;
2. To ensure comfort, rapid service, safety, accountability, completeness, timeliness, justice and equality in the presence of the law;
3. To ensure international standards are met by using the modern technology;
4. To collaborate with the relevant sectors and local authorities in order to effectively manage, control, check and inspect the multiple transport sector.

Article 6 Scope of the Application of This Law

This law applies to the persons, legal entities or organisations both internally and externally which operate in the multiple transport sector transferring goods from the Lao PDR to other countries or from other countries to the Lao PDR.

This law does not apply to multiple passengers transport both internally and externally.

Article 7 International Cooperation

The government has opened and promoted cooperation in the multiple transport sector with foreign countries both regionally and internationally through exchanging lessons, science and technology as well as building and upgrading personnel capacity, to seek aid and investment and to comply with international conventions and contracts that the Lao PDR is party to.

Part II

To Operate Multiple Transport

Chapter 1

Multiple Transport Contracts and Documents

Article 8 Multiple Transport Contracts

A multiple transport contract is the written agreement between the goods sender and the multiple transport operator which brings about rights and obligations as defined in the contract and this law.

Article 9 Multiple Transport Documents

After receiving the goods, the multiple transport operator shall issue a multiple transport document so as to be a reference to certify the receipt of the goods in accordance with the objectives of the sender.

Article 10 Contents in the Multiple Transport Document

The multiple transport document shall consist of the following specific contents:

- The general information regarding the goods, the necessary trademark to clarify the characteristics of the goods such as the amount, packaging boxes or units, weight, quantity, size, type, hazard level, deterioration level or other details that are provided by the sender;
- The outside condition of the goods;
- The name and location of the headquarters office of the multiple transport forwarder;
- The name of the sender;
- The name of the receiver as provided by the sender;
- The date, time and location that the multiple transport operator assigned the transfer of the goods to;
- The location to handover the goods to the receiver;
- The date or the duration of handing over the goods at the handover location;
- The statement to show that the multiple transport document is negotiable or non-negotiable;
- The date, time and location to issue the multiple transport document;
- The name and signature of the multiple transport operator or other assigned person;
- The transport charge for each type of goods, the total transport charge and the type of currency that the goods sender or receiver shall pay the multiple transport operator based on the agreement of all parties;
- The details on the transport route, the type of transport and location to unload the goods if there is such information in advance;
- Other details as agreed by the parties.

In the case that the multiple transport document is missing any contents defined in the first paragraph of this article and such an omission has no legal effect on the characteristics of the document, that document is still valid.

Chapter 2

Rights, Obligations and Responsibilities of the Goods Sender

Article 11 Rights of the Goods Sender

The goods sender has the right to request and receive information from the multiple transport operator or the goods receiver. In the case that the sent goods are lost or delayed in terms of the handover, the sender has the right to demand compensation for costs incurred as a result of that incident as defined in the contract or relevant laws.

Article 12 Obligations of the Goods Sender

The goods sender is obligated to inform about goods characteristics, number of packaging boxes, trademarks, number in order, weight, size, volume and quantity, and if there is any hazard, fragility or quick deterioration, the sender shall inform the multiple transport operator about the characteristics of the goods as well as the safety instructions while transporting and recording that on the multiple transport document. The goods sender is obligated to fully pay the transport charges for the multiple transport operator in accordance with the contract.

Article 13 Responsibilities of the Goods Sender

In the case that there is any damage caused by not informing about the hazardous characteristics of the goods or incorrectly or incompletely informing about the detail of the goods as defined in Article 12 of this law, the goods sender shall be responsible for that damage.

Chapter 3

Rights, Obligations and Responsibilities of the Multiple Transport Operator

Article 14 Rights of the Multiple Transport Forwarder

The multiple transport operator has the following rights:

1. To ask for all agreed goods to be provided by the sender on time as defined in the contract;
2. To demand the transport charge from the sender or receiver as agreed in the contract;
3. To follow up the information on the multiple transport business in its different types;
4. To check the correctness of the goods during the time of receiving the goods from the sender;
5. To demand the unpaid transport charge and other costs from the sender or receiver;
6. To seize the goods and inform the sender by written letter in the case that the transport charges under the contract have not been paid as yet;

7. To organise a bid for selling the seized goods and then take the transport charges and other cost from that amount of money as specified in the multiple transport document;

8. To deal with the goods regarding to the relevant law in the case that the goods receiver did not come to receive the goods without providing a reason;

9. To enjoy other rights under the relevant law.

Article 15 Obligations of the Multiple Transport Operator

The multiple transport operator has the following obligations:

1. To transfer the goods from the origin to final destination without causing any damage or sending inadequate number and wrong goods as specified under the contract and the multiple transport document;

2. To handover the goods to the person who has the original version of the multiple transport document if that document is a negotiable one;

3. To handover the goods to the person who has the original version of the document with the signature of the person who ordered the goods if that document is a negotiable one;

4. To handover the goods to the person who has the original version of the document having the signature of the person who ordered the goods with the relevant certified document if that document is a negotiable or a non-negotiable one;

5. To handover the goods to the person who was assigned by the sender in accordance with the confirmed notice of the sender or receiver as specified in the multiple transport contract;

6. To ensure safety and public order and to protect the natural and social environment;

7. To send back the amount of money that is left over from selling the seized goods to the sender or receiver;

8. To perform other obligations as specified in the relevant law.

If the goods receiver did not come to receive the goods or rejected receipt of the goods without reason or came to receive the goods later than the time specified in the contract or the relevant law, the multiple transport operator can unload the goods, put them in the warehouse and inform the sender immediately. For the goods that are easily deteriorated, the multiple transport operator can sell those goods immediately and the money received from the sale shall be sent back to the goods receiver after deducting the charges and damage costs.

Article 16 Responsibilities of the Multiple Transport Operator

The multiple transport operator has responsibilities as follows:

1. To manage and look after the goods from the time of receiving the goods from the sender up to the time of handing over the goods to the receiver;

2. To compensate for any damages to the goods or any delays in handing over the goods on behalf of its employees, representatives or other assigned persons if the damages or the delays occurred due to their fault, intentional action or reluctance with the exception of the incidents defined in Article 18 of this law.

In the case that there is a delay in handing over the goods and there is no time frame specified in the multiple transport contract, the time frame shall be set as per the usual time period that the goods operator takes to complete the transport.

Article 17 Responsibilities for Any Damage to Goods

The responsibilities of the multiple transport operator are as follows:

1. In the case that it is unable to be established whether the damage occurred during any mode of transport:
 - If that multiple transport includes sea or water transport, the maximum compensation amount shall not exceed 666.67 SDR (six hundred and sixty six point six seven special drawing rights) per one transport unit or 2 SDR (two special drawing rights) per one kilogramme of the total weight of the damage goods;
 - If the multiple transport contract did not cover sea or water transport, the maximum compensation amount shall not exceed 8.33 SDR (eight point three three special drawing rights) per one kilogramme of the total weight of the damage goods;
2. In the case that it is unable to be established whether the damage occurred during any time of the multiple transport, the compensation shall be executed in accordance with the relevant law or international conventions and contracts on the scope of responsibility of the multiple transport operator in the country / ies where the goods were damaged if there was any specific contract in that time. If the relevant laws of the country / ies where the goods were damaged did not define the scope of responsibility of the multiple transport forwarder, the compensation shall be executed in accordance with Paragraph 1 of this article;
3. In the case that the goods sender has already informed about the characteristics and value of the goods in the multiple transport document, the compensation for the damages shall be executed based on the actual value of the goods as specified.

Article 18 Exceptions to the Responsibilities of the Multiple Transport Operator

The multiple transport operator shall be exempted from any responsibility for the damage of goods or delays in the handover of the goods in one of the following cases:

1. By force of majeure;
 2. It is the fault of the goods sender, receiver or their representative or agency;
 3. The sender and their representative or agency created any flaws in the packaging, sealing the trademarks or incompletely recorded the numbers in the order;
 4. Flaws in the management, unloading, or storage of the goods were caused by the sender, receiver or their representative or agency;
 5. There were flaws with the goods themselves;
 6. There is a protest, blockade, workers' strike, employers' strike or the lack of workers;
 7. The damaged goods or delays in the handover of the goods during transport by sea or water arose due to the following cases:
 - The fault in management on the boat or ship was the result of the actions of the captain of the boat or ship, boat's or ship's crew, guider or employees of the transport operator by sea or water;
 - A fire was caused through the fault of the transport operator by sea or water or by the intentional creation of an accident;
- In the case that the damage was caused by a technical flaw in boat or ship itself during transportation by sea or water, the multiple transport operator will not take any responsibility for such damage.

Chapter 4

Rights, Obligations and Responsibilities of the Goods Receiver

Article 19 Rights of the Goods Receiver

The goods receiver has the following rights:

1. To follow and receive information from the multiple transport operator or the goods sender;
2. To demand compensation for any damages in accordance with the contract or the relevant laws in the case that there is any damages to the sending goods;
3. To receive the goods and demand compensation for the delay of the goods handover;
4. To deny receiving and paying for the transport charges if other parties did not comply with the contract;
5. To demand the remaining amount of money from the sale of the seized goods from the multiple transport operator after the deduction of the transport charges and other costs.

In addition, in the case that the goods handover is delayed by more than ninety days after the defined handover day, they shall be considered as lost goods and the receiver has the right to demand full compensation for such a loss.

Article 20 Obligations of the Goods Receiver

Obligations of the goods receiver are as follows:

1. To check and receive the goods based on the specified list in the multiple transport document such as type of goods, trademark, the number in order, the amount of boxes, the transport unit, total weight, volume and the condition of the goods;
2. To inform the multiple transport operator by written letter about any damages to the goods within seven days of receiving the goods;
3. To fully pay the multiple transport operator for the transport charges in accordance with the contract or the multiple transport document.

Article 21 Responsibilities of the Goods Receiver

The responsibilities of the goods receiver are as follows:

1. To pay additional money to the multiple transport operator in the case that the amount of money from selling the seized goods is lower than the expenses incurred such as the charges for bidding, advertisement and for storage;
2. To pay for all expenditure and the damage costs incurred from not coming to receive the goods from the multiple transport forwarder without reason;
3. To execute other responsibilities under the relevant law.

Chapter 5

Payment for Damaged Goods

Article 22 Calculation for Payment of Damaged Goods

Payments for damaged goods are calculated as follows:

1. Based on the price of the goods at the location and time of handover to the goods receiver in accordance with the multiple transport contract. If there is no defined price at the time of handover of the goods, it shall be calculated according to the regular price of goods at the location and time of handover of the goods to the receiver;

2. Based on the purchasing price at the time. If there is no such price, the market price shall be used. If there is no purchasing or market price for the goods, the regular price of a similar type and quality shall be used.

Article 23 Transport Units

There are many kind of transport units including boxes, packets, items, sacks, tubes, containers, packs, pieces, portions, parcels, sections, segments, and support items etc.

The amount of packaging boxes or other types of transport units contained in the container, support items or other similar transport items that have been or have not been specified in the multiple transport documents shall be considered as the part of the packaging box or the transport unit.

In the case that the container, support items or transport items are damaged and that item is not provided or not under the ownership of the multiple transport forwarder, such a container, support item or transport item shall be considered as a separated transport unit.

Article 24 Currency Used in Compensation for Any Damages

The compensation for goods damaged in the Lao PDR shall be in Lao Kip. If the calculation is in the special drawing rights, that currency shall be converted into Lao Kip on the compensation date according to the current exchange rates of the Bank of the Lao PDR specified from time to time.

Part III The Multiple Transport Enterprise

Article 25 Establishment of the Multiple Transport Enterprise

The establishment of a multiple transport enterprise shall be executed according to the law on investment promotion, the enterprise law and other relevant laws.

Article 26 Conditions for Establishing a Multiple Transport Enterprise

In order to establish a multiple transport enterprise, the local or foreign investors shall follow the conditions below:

- To have a business certificate on across-countries goods transport or transfer;
- To own assets to the equivalence of at least 80, 000 SDR (eighty thousand Special Drawing Rights) or to have a warranty from the bank with a similar equivalent amount;
- To have the insurance covering compensation for any damages or delays in the handover of the goods.

The establishment of the multiple transport enterprise shall be checked and approved by the Ministry of Public Works and Transport.

Article 27 Operating Businesses in Multiple Transport

After receiving approval from the Ministry of Public Works and Transport, the investor shall submit an application for a business certificate from the Ministry of Industry and Commerce and after receiving that certificate, the business can be operated legally.

In order to operate a multiple transport business within ASEAN member countries, it is necessary to comply with the ASEAN decisions on multiple transport.

For the multiple transport enterprises of other countries which have signed multiple transport contracts with the Lao PDR, they shall execute their responsibilities according to those contracts.

Article 28 Establishment of a Representative Office or Multiple Transport Enterprise Branches

Foreign multiple transport enterprises which would like to establish representatives office or enterprise's branches in the Lao PDR shall follow the Law on Investment Promotion and other relevant laws.

Part IV

Across-Countries Transport and Transfer Associations

Article 29 Establishment of Across-Countries Transport and Transfer Associations

In order to encourage and promote across-countries transport and transfers to and from the Lao PDR so as to become part of the transportation network, to have more options, energy and effectiveness and to be able to integrate with ASEAN, regional and international transport systems, the government allows the establishment of across-countries transport and transfer according to the nation's laws, regulations and professional ethics.

Requirements and criteria for establishing the across-countries transport and transfer associations are separately specified in other regulations.

Article 30 Rights and Duties of Across-Countries Transport and Transfer Associations **An across-countries transport and transfer association has the following rights and duties:**

1. To research, study, set up its own regulations and disseminate the laws and regulations on the national and across-countries transport and transfer to the public and its members so that it is widely and effectively understood, comprehended and applied;
2. To set up and improve its own organisation in order to be strengthened and to utilise modern science, techniques and technology in the operation of the transport and transfer so as to promote good service and the duty of the transport enterprises to be reliable at both national and international level.
3. To assist and support its members to operate their business so as to effectively make progress, manage and protect the legal benefits of its members according to the relevant law;
4. To be a representative for the transport operator in order to make suggestions to the Ministry of Public Works and Transport about across-countries transport and transfer work;
5. To monitor business operations and provide recommendations to its members in order to operate across-countries transport and transfers;
6. To solve the disputes between the members occurring during the operation of the across-countries transport and transfer in accordance with its own scope of responsibility;
7. To become a member of the ASEAN transport and transfer associations union and other international transport and transfer associations unions;
8. To provide information to its members about transport and transport services as well as the transport market both nationally and internationally;
9. To collaborate with the national transport committee in order to discuss, exchange comments on development and facilitation for across-countries transport and transfer work;

10. To organise training on upgrading the politics-ideals and technical knowledge among its members;
11. To cooperate with other countries regionally and internationally on across-countries transport and transfer on a designated basis;
12. To summarise and produce a report on its own work including the statistics numbers in order to submit that to the Ministry of Public Works and Transport regularly;
13. To perform other rights and duties according to the relevant law.

Part V

Prohibitions

Article 31 General Prohibitions

To prohibit individuals, legal entities or organisations from acting as follows:

1. Operating a multiple transport business without the relevant licence from the relevant sector or using other people's licences;
2. Falsifying licences or giving a bribe to the relevant authorities responsibility for issuing business licences so as to ask them to issue the business licences for the multiple transport;
3. Using transport vehicles without licences or with faulty licence or using vehicles that do not meet technical inspection standards;
4. Acting in a way that violates the regulations or the law.

Article 32 Prohibitions for the Goods Sender

The goods sender is prohibited from acting as follows:

1. Describing the goods information wrongly on the contract so that it does not match with the actual goods;
2. Falsifying goods transport documents;
3. Extending the time for the handover of the goods or for the payment of the transport charges;
4. Handing over prohibited or illegal goods;
5. Committing other illegal actions.

Article 33 Prohibitions for the Multiple Transport Operator

The multiple transport operator is prohibited from acting as follows:

1. Operating a business with an improper type of licence, without a licence or with an expired licence;
2. Hiding or distorting multiple transport information;
3. Obstructing officials in their inspection and checking of the multiple transport;
4. Extending the time in handing over the goods to the receiver;
5. Handing over the goods to persons without the rights to receive them;
6. Giving or taking bribes in relation to multiple transport;
7. Replacing goods, hiding or secretly transporting prohibited goods;
8. Committing other illegal actions.

Article 34 Prohibitions for the Goods Receiver

The goods receiver is prohibited from acting as follows:

1. Receiving goods that are not under his/her ownership, or receiving over the amount of his/her ownership;
2. Informing of damage to goods using deceitful information;
3. Extending the time in receiving the goods, in paying the transport charges and other payments under the contract;
4. Committing other illegal actions.

Article 35 Prohibitions for the Relevant Authority and Government Officers in Charge of Multiple Transport Work

Prohibitions for the relevant authority and government officers in charge of multiple transport work are as follows:

1. Operating a business, being a consultant or a technical staffer for a multiple transport company which is related to his/her responsible work;
2. Demanding, asking for or receiving bribes or retaining and falsifying multiple transport documents, or using his/her working position for his/her or group benefits;
3. Being negligent towards his/her own responsibilities, or towards illegal actions of the multiple transport operators;
4. Committing other illegal actions.

Part VI Disputes Settlement

Article 36 Methods for Disputes Settlement

Disputes settlement may be executed through one of the following methods:

1. Through compromise;
2. Through administrative settlement;
3. Through the settlement of the business arbitration organization;
4. Through a decision by the courts;
5. Through international settlements.

Article 37 Compromise Method

In the case that the disputes in relation to business operations in the multiple transport sector arise, the parties can solve them through discussion, negotiation and compromise.

Article 38 Administrative Settlements

In the case that disputes in relation to business operations in the multiple transport arise, the parties have the right to present the dispute to the relevant sector in order to ask for settlement according to the relevant law.

Article 39 Settlements by the business arbitration organization

In the case that the disputes in relation to business operations in the multiple transport arise, the parties have the right to present the dispute to the business arbitration organization in order to ask for settlement according to the relevant law.

Article 40 Decisions of the Courts

When there is any dispute in relation to business operations in the multiple transport, one of the parties could take the matter to the people's courts in order to ask for settlement according to the relevant law.

Article 41 International Settlements

In settling disputes in relation to multiple transport businesses between the multiple transport operator and the goods sender or the goods receiver, the parties could present the dispute to a national, foreign or international settlement body as agreed amongst each other or as per regular practice under the international conventions and contracts that the Lao PDR is party to.

Article 42 Limitation Period

The limitation period for claims is nine months since the day of handing over the goods to the receiver.

Part VII National Transport Committee

Article 43 Establishment of the National Transport Committee

In order to make the management and promotion of all types of transport in the Lao PDR more comfortable, quicker and safer and to be able to integrate with the ASEAN, regional and international transport systems, the government established the national transport committee which is not a permanently in-service body. The role of this body is to coordinate nationally and internationally in managing all types of transport so as to be strengthened in order to contribute to national socio-economic development.

Article 44 Structure of the National Transport Committee

The national transport committee consists of:

1. The Minister of Public Works and Transport as the chair;
2. The Deputy Minister of Industry and Commerce as the vice chair;
3. The Deputy Minister of Finance as a member;
4. The Deputy Minister of Agriculture and Forestry as a member;
5. The Deputy Minister of Foreign Affairs as a member;
6. The Deputy Minister of Public Security as a member;
7. Head of the cabinet or Director General of the relevant department as a member;
8. Representative of both the relevant private and government sectors as the member;

The national transport committee is appointed by the Prime Minister and there is a secretariat unit working under the Ministry of Public Works and Transport, which is appointed by the chair of the national transport committee.

Article 45 Rights and Duties of the National Transport Committee

The national transport committee:

1. To educate and study the policy, strategic plan and regulations in regards to transport works;
2. To set up its own activities plan from time to time and to coordinate with other sectors related to transport works;
3. To encourage and promote all types of transport so that they are strengthened and apply modern science, techniques and technology with the aim of making national and across-countries transport more comfortable, quicker, safer and more effective whilst eliminating impacts on the environment.
4. To study and define the transport route network, structure and prices for all types of transport in order to submit it to the government for consideration;
5. To give comments on the technical standards of transport vehicles according to the proposals of the relevant transport sectors;
6. To study the use of transport documents for consensus agreement as well as to be able to integrate with the system of international transport documents;
7. To study the methods and to collaborate, monitor and solve problems which are obstacles to transport;
8. To contact and cooperate with foreign countries regionally and internationally on transport works according to the assignment;
9. To assess, conclude and report on the implementation works in relation to transport to the Ministry of Public Works and Transport regularly;

10. To enjoy other rights and perform other duties according to the law or assignment from the above levels.

Part VIII
Management and Inspection of Multiple Transport
Chapter 1
Management of Multiple Transport

Article 46 Management Organisations for Multiple Transport

The government is the body which centrally manages multiple transport and seeks to have consensus agreement nationwide by assigning the Ministry of Public Works and Transport to be directly in charge and to collaborate with the ministries or organisations and other relevant local authorities.

The management organisation for multiple transport consists of:

1. The Ministry of Public Works and Transport;
2. The Vientiane Capital and provincial divisions of Public Works and Transport;
3. The district and county Public Works and Transport office
4. The village authority.

Article 47 Rights and Duties of the Ministry of Public Works and Transport
In the management of multiple transport, the Ministry of Public Works and Transport has the rights and duties as follows:

1. To research on the policy, strategic plan, master plan and regulations regarding multiple transport in order to submit it to the government for consideration;
2. To replicate the policy, strategic plan and resolutions of the government on multiple transport into the work-plan, plan and project;
3. To advertise and disseminate the policy, strategic plan, masterplan and regulations on multiple transport;
4. To give direction, encourage and monitor the implementation of the policy, strategic plan, masterplan, regulations, investment plan and development plan in relation to transport;
5. To facilitate the national transport committee in order to operate transport, especially to provide budget support, vehicles and necessary equipment;
6. To study and define the indicators for the operational results, schedule and technical standards on multiple transport works as well as to select appropriate and modern technology and to issue implementation orders;
7. To study and give comments on the commission fees and other service charges in relation to multiple transport;
8. To study and solve administrative disputes on the operation of multiple transport;
9. To study and consider investment, extensions, tolling and termination of businesses involved in multiple transport;
10. To improve the organisational structure under its power, to build, train and upgrade the knowledge and capacity of the technical officers working in multiple transport;
11. To collaborate with other sectors and local authorities related to multiple transport work;
12. To contact and cooperate with foreign countries regionally and internationally on multiple transport work;
13. To conclude and report the implementation of results in regards to multiple transport work to the government regularly;

14. To enjoy other rights and perform other duties according to the relevant law.

Article 48 Rights and Duties of the Vientiane Capital and Provincial Divisions for Public Works and Transport

In the management of multiple transport work, the Vientiane Capital and provincial divisions for Public works and Transport have the rights and duties as follows:

1. To replicate the policy, strategic plans and development plans for multiple transport work under its own scope of responsibility;
2. To advertise, disseminate and educate on the regulations regarding multiple transport work within its local areas;
3. To manage and monitor business operations in the multiple transport sector as well as to give comments on the investment, extension, tolling and termination of such business operations within its territory;
4. To summarise the statistics on multiple transport work within its local areas;
5. To facilitate and solve disputes occurring in the multiple transport sector under its responsibility;
6. To contact and cooperate with foreign countries regionally and internationally on multiple transport work as designated by the above level;
7. To summarise and report on the implementation results of multiple transport work within its territory to the Ministry of Public Works and Transport and the provincial governor's office regularly;
8. To enjoy other rights and perform other duties as defined under the regulations and as assigned by higher levels.

Article 49 Rights and duties of the District and County Public Work and Transport Offices

In the management of the multiple transport work, the district and county Public Works and Transport offices have the rights and duties as follows:

1. To cooperate with and facilitate the multiple transport operators within its own district and county areas;
2. To implement the work-plans, plans and projects in relation to multiple transport;
3. To monitor the multiple transport operators within its own the district and county areas under its responsibility;
4. To direct and monitor the village authorities in charge of multiple transport works;
5. To collect data and statistics on multiple transport works;
6. To solve disputes occurring in the multiple transport sector under its responsibility;
7. To summarise and report on its own implementation works to the division of the Public Works and Transport departments of the capital and the provinces as well as the district and county governor's office regularly;
8. To enjoy other rights and perform other duties defined in the regulations and as assigned by the above level.

Article 50 Rights and Duties of the Village Authorities

In the management of multiple transport work, the village authorities have the rights and duties as follows:

1. To disseminate the order, decision and directions on transport to the residents in its village areas;

2. To cooperate, facilitate and provide safety for transport work;
3. To monitor and report the situation regarding transport work within its village areas.

Chapter 2

Inspections on Multiple Transport Work

Article 51 Inspection Organisations for Multiple Transport Work

There are two types of the inspection organisations for multiple transport work as follows:

1. The internal inspection organisations are the same organisation within the management organisations for multiple transport work as defined under Article 46 of this law.

2. The external inspection organisation:

- The National Assembly as defined under the law on monitoring and inspection of the National Assembly;

- The organisation for government inspection and against corruption as defined under the law on state inspection;

- The state inspection organisation as defined under the law on state inspection;

- The Lao Front for National Construction, mass organisations, residents and mass media.

The objective of the external inspection is to inspect the tasks and performance of the management organisations and to inspect the multiple transport work so as to ensure strength, accountability, justice and effectiveness.

Article 52 Rights and Duties of the Inspection Organisation for Multiple Transport Works

The inspection organisation for multiple transport work has rights and duties to execute the contents and methods defined in Articles 53 and 54 of this law.

Article 53 Inspection Contents for Multiple Transport Work

The inspection contents for multiple transport work are as follows:

1. To inspect the implementation of the policies, strategic plans, regulations, investment plans, development and rehabilitation of infrastructure and facilities for multiple transport work;

2. To inspect the operations of the multiple transport operators and the across-countries transport and transfer association;

3. To inspect the application of technical standards in relation to vehicles and all types of equipment used in the multiple transport sector;

4. To inspect the impact of the operation of multiple transport works on the environment.

Article 54 Inspection Methods in Relation to Multiple Transport Work

There are three methods of inspection used to inspect multiple transport works as follows:

1. To regularly inspect, which refers to inspection under the regular plan with fixed time periods;

2. To inspect with prior information, which refers to inspections outside the plan when there is a necessity to do so and the target for the inspection will be informed in advance;

3. To inspect at short notice, which is a rapid inspection where the target of the inspection will have no notice in advance.

In regards to multiple transport operations, it is necessary to execute all works in accordance with the law strictly.

Part IX

Policies Towards Persons Who Make Outstanding Achievements and Measures Against Violators

Article 55 Policies Towards Persons Who Make Outstanding Achievements

Individuals, legal entities or organisations that make outstanding achievements in compliance with the Law on Multiple Transport, especially to ensure effectiveness, safety, comfort, accountability and to preserve and protect orderliness, the environment as well as to strictly follow the specified transport price structure under the regulations will be rewarded and receive other policies as appropriate that will be determined in detail by the government.

Article 56 Measures Against Violators

Individuals, legal entities or organisations that violate any provision of the Law on Multiple Transport, especially the prohibitions will be re-educated, receive disciplinary measures, be fined and be subject to civil liability for such losses or to other sanctions according to the law, depending on the severity of the case.

Article 57 Re-education Measures

Individuals, legal entities or organisations that violate the Law on Multiple Transport, especially the prohibitions, causing minor damage and not committing criminal offences will be re-educated and receive a verbal warning.

Article 58 Disciplinary Measures

Any authority or officer in charge of managing multiple transport works who breaches the regulations on multiple transport, especially the prohibitions on criminal offences, minor damages and unfaithful reporting of faults, or who attempts to avoid their offences will be disciplined according to the regulations, such as verbal warnings, delaying promotions in position of being dismissed without any bonuses.

Article 59: Fines

Persons, legal entities or organisations that violate the Law on Multiple Transport and in so doing cause damages but there are not any elements / factors related to criminal offences shall be fined in accordance with the following cases:

1. Operating a business in Multiple Transport without proper registration, not having the right type of permitted registration or using the expired registration;
 2. Renting or transferring their own business registration to other people;
 3. Transporting or loading improper goods;
 4. Unloading goods outside of the designed location or at the wrong time;
 5. Using vehicles with improper licenses or not conforming to the type of vehicle or technical inspection certificate;
 6. Using the license of another person or giving their license to another person for use to operate a business in multiple transport.
- Fines rates are defined in the specific regulations.

Article 60: Civil Measures

Persons, legal entities or organisations that violate the Law on Multiple Transport and in so doing causes damage to the property of other people shall be subject to civil liability for such losses.

Article 61: Criminal Measures

Any individual who commits any offences under the Law on Multiple Transport which in so doing causes damage to the property of other people shall be punished under the Penal Law.

**Part X
Final Provisions**

Article 62: Implementation

The Government of the Lao People's Democratic Republic is to implement this law.

Article 63: Effectiveness

This law shall come into effect after one hundred and twenty days from the date of the promulgating decree of the President of the Lao People's Democratic Republic.

Any regulations and provisions that contradict this law are hereby repealed.

President of the National Assembly