

10th Regional EST Forum in Asia, 14-16 March 2017, Vientiane, Lao PDR

Intergovernmental Tenth Regional Environmentally Sustainable Transport (EST) Forum in Asia

2030 Road Map for Sustainable Transport ~Aligning with Sustainable Transport Development Goals (SDGs)~

Country Report

(Draft)

Viet Nam

This country report was prepared by the Government of Viet Nam as an input for the Tenth Regional EST Forum in Asia. The views expressed herein do not necessarily reflect the views of the United Nations.

9th Regional EST Forum in Asia, 17-20 November 2015, Kathmandu, Nepal

Country EST Report (covering last 5 years / 2010-15)

a) Name of the Country: Viet Nam

b) Name, Designation and Line Ministry/Agency Respondent: Mr. Tran Anh Duong, Director General, Department of Environment, Ministry of Transport

c) List other Line Ministries/Agencies contributing to preparation of the Country Report:

With the objective of demonstrating the renewed interest and commitment of Asian countries towards realizing a promising decade (2010-2020) of sustainable actions and measures for achieving safe, secure, affordable, efficient, and people and environment-friendly transport in rapidly urbanizing Asia, the participating countries of the Fifth Regional EST Forum in Asia discussed and agreed on a goodwill and voluntary declaration - “**Bangkok Declaration for 2020 – Sustainable Transport Goals for 2010-2020.**” Subsequently, at the Seventh Regional EST Forum held in Bali in 2013, the participating countries adopted the “**Bali Declaration on Vision Three Zeros- Zero Congestion, Zero Pollution and Zero Accidents towards Next Generation Transport Systems in Asia**” reinforcing the implementation of Bangkok 2020 Declaration (2010-2020) with emphasis to zero tolerance towards congestion, pollution and road accidents in the transport policy, planning and development. Bali Vision Three Zeros calls for a paradigm shift in thinking on the role of motorization and mobility in realizing sustainable development in Asia.

Each member country of the Forum is kindly requested to prepare a consolidated country report (by 15 October 2015) reflecting how EST trends and developments have taken place in the country over last 5 years (2010-2015) around the Goals of the Bangkok 2020 Declaration as an interim assessment following the below format. You are most welcome to add extra pages or sections to share any major on-going initiatives or future plans, including mega transport projects, transport master plans, special transport corridor development, expansion of railways and rail route developments, etc.

The objective of the Country Reporting is to share among international community the voluntary progress/achievements/initiatives include various challenges faced by countries in implementing each of the underlined goals of the Bangkok 2020 Declaration to realize the Bali Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents towards Next Generation Transport Systems in Asia. This would help development agencies, donors, development banks in assessing the sustainable transport needs and challenges to better devise their existing as well as future capacity building programs and operations in sustainable transport areas.

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Timeline for submission by 15 October 2015

by email to: est@uncrd.or.jp

Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)		
I. Strategies to <u>Avoid</u> unnecessary travel and reduce trip distances				
“Avoid” Strategy	1	Formally integrate land-use and transport planning processes and related institutional arrangements at the local, regional, and national levels	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - Low capacity to integrate land-use and transport planning process
			Examples of pilot projects and/or policies developed or under development – include URLs where relevant - Law on Land has just been approved by the National Assembly on 29 November 2013 - Decree number 43/2014/NĐ-CP of the Government on 15 May 2014	
			Important actions you will carry out in next 5 years (2015~2020) - The Ministry of Transport will revise and adjust the following policies: Law on railway and maritime; transport master plan in 3 main economic - zones of Viet Nam	

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“Avoid” Strategy	<p>2</p> <p>Achieve mixed-use development and medium-to-high densities along key corridors within cities through appropriate land - use policies and provide people - oriented local access,</p> <p>and actively promote transit-oriented development (TOD) when introducing new public transport infrastructure</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p>✓ <input type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <p style="text-align: center;">- To Viet Nam, it is still a new model that need to study</p>
		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p style="text-align: center;">- Ha Noi and Ho Chi Minh city Metrol Rail projects</p>	
		<p>Important actions you will carry out in next 5 years (2015~2020)</p> <p style="text-align: center;">- Continue to exchange knowledges and experiences to find suitable policies and cooperation chances to implement in Viet Nam.</p>	
“Avoid” Strategy	<p>3</p> <p>Institute policies, programmes, and projects supporting Information and Communications Technologies (ICT), such as internet access, teleconferencing, and telecommuting, as a means to reduce unneeded travel</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p>✓ <input type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <p style="text-align: center;">- Lack of human resource with efficient skill and knowledge;</p> <p style="text-align: center;">- Haven’t got enough policies, standards to apply ICT;</p>

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		Examples of pilot projects and/or policies developed or under development – include URLs where relevant		
		Important actions you will carry out in next 5 years (2015~2020)		
II. Strategies to <u>Shift</u> towards more sustainable modes				
“Shift” Strategy	4	Require Non-Motorized Transport (NMT) components in transport master plans in all major cities and prioritize transport infrastructure investments to NMT, including wide-scale improvements to pedestrian and bicycle facilities, development of facilities for intermodal connectivity, and adoption of complete street design standards, wherever feasible	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - Lack of land to develop transport infrastructure - Traditional custom behavior
			Examples of pilot projects and/or policies developed or under development – include URLs where relevant - Pilot project to promote public bicycle in 5 major cities - Project “Improve rural transport in Da Nang City” under the sponsor of JICA	
			Important actions you will carry out in next 5 years (2015~2020) - Propose measures to develop public bicycle after implementing the pilot project	

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“Shift” Strategy	5 Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - Limited finance source.
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant - MRT, BRT in Ha Noi, Ho Chi Minh city	
		Important actions you will carry out in next 5 years (2015~2020) - Continue above projects	
“Shift” Strategy	6 Reduce the urban transport mode share of private motorized vehicles through Transportation Demand Management (TDM) measures, including pricing measures that integrate congestion, safety, and pollution costs, aimed at gradually	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - Limited finance source. - Traditional custom behavior.

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
	reducing price distortions that directly or indirectly encourage driving, motorization, and sprawl	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p style="color: red;">Ministry of Transport has built the scheme to develop reasonably of different transport modes in big cities in Viet Nam including pricing measures (apply various fee levels to park/ keep eyes on vehicle)</p>	
		<p>Important actions you will carry out in next 5 years (2015~2020)</p> <p style="color: red;">The People Committee study and implement the above scheme in a suitable way</p>	
“Shift” Strategy	7	<p>Achieve significant shifts to more sustainable modes of inter-city passenger and goods transport, including priority for high-quality long distance bus, inland water transport, high-speed rail over car and air passenger travel, and priority for train and barge freight over truck and air freight by building supporting infrastructure such as dry inland ports</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>
		<p>Challenges faced in implementation:</p> <ul style="list-style-type: none"> - Low awareness of transport enterprises - Lack of skilled human resource 	
		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> - Strengthen the control of loading capacity of truck - Ministry of Transport has approved the action plan to reinforce the link and to raise the capacity and efficiency of different transport modes 	

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		Important actions you will carry out in next 5 years (2015~2020) <ul style="list-style-type: none"> - Implement the above action plan 		
III. Strategies to <u>Improve</u> transport practices and technologies				
“Improve” Strategy	8	Diversify towards more sustainable transport fuels and technologies , including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid technology, and natural gas	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: <ul style="list-style-type: none"> - Traditional custom behavior - Haven’t got enough policies to encourage new type of fuel
			Examples of pilot projects and/or policies developed or under development – include URLs where relevant <ul style="list-style-type: none"> - Decision of the Prime Minister number 53/2012/QD-TTg dated 22 November 2012 on road map to apply the mix rate between bio fuel and traditional fuel. - Approve the regulation to put energy label on under 7-seat-car. - Pilot project to promote to CNG buses in Ho Chi Minh city. 	
			Important actions you will carry out in next 5 years (2015~2020) <ul style="list-style-type: none"> - Continue to implement the scheme of the Government on bio-fuel development - Carry out the energy label - Continue to promote CNG buses in Ho Chi Minh city. 	

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“Improve” Strategy	9 Set progressive, appropriate, and affordable standards for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - Low capacity to set standards for fuel efficiency
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant <ul style="list-style-type: none"> - QCVN 77:2014/BGTVT National technical regulation on the third level of gaseous pollutant emission for new assembled, manufactured and imported two-wheeled motorcycles - QCVN 86:2015/BGTVT National technical on the fourth level of gaseous pollutants emission for new assembled, manufactured and imported automobiles - Decision of the Prime Minister number 49/2011/QD-TTg dated 11 November 2011 on road map to apply gaseous pollutant emission for new assembled, manufactured and imported two-wheeled motorcycles, automobiles. - Decision of the Prime Minister number 53/2012/QD-TTg dated 22 November 2012 on road map to apply the mix rate between bio fuel and traditional fuel 	

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		Important actions you will carry out in next 5 years (2015~2020) <ul style="list-style-type: none"> - New assembled, manufactured and imported two-wheeled motorcycles apply the third level of gaseous pollutant emission from 01 January 2017. - New assembled, manufactured and imported two-wheeled automobiles apply the fourth level of gaseous pollutant emission from 01 January 2017. - 07 Cities will use E5 from 01 December 2014 and the whole country will use E5 from 01 December 2015. - 07 Cities will use E10 from 01 December 2016 and the whole country will use E10 from 01 December 2017. 	
“Improve” Strategy	10 Establish effective vehicle testing and compliance regimes, including formal vehicle registration systems and appropriate periodic vehicle inspection and maintenance (I/M) requirements, with particular emphasis on commercial vehicles, to enforce progressive emission and safety standards, resulting in older	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: <ul style="list-style-type: none"> - Viet Nam has a very big number of motorbike so it requires big investment to control emission - Need time to propandize to citizen

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
	polluting commercial vehicles being gradually phased-out from the vehicle fleet, as well as testing and compliance regimes for vessels	Examples of pilot projects and/or policies developed or under development – include URLs where relevant <ul style="list-style-type: none"> - Building road map to apply emission standard for motorbike in big cities 	
		Important actions you will carry out in next 5 years (2015~2020) <ul style="list-style-type: none"> - Set up suitable legal documents to apply emission standard for motorbike. 	
“Improve” Strategy	11 Adopt Intelligent Transportation Systems (ITS), such as electronic fare and road user charging systems, transport control centres, and real-time user information, when applicable	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: <ul style="list-style-type: none"> - Lack of human resource with efficient skill and knowledge; - Haven’t got enough policies, standards to apply ITS;
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant <ul style="list-style-type: none"> - Apply ITS in some new highways of Viet Nam. 	
		Important actions you will carry out in next 5 years (2015~2020) <ul style="list-style-type: none"> - Continue to implement the route map to apply ITS in Viet Nam 	

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“Improve” Strategy	12 Achieve improved freight transport efficiency, including road, rail, air, and water, through policies, programmes, and projects that modernize the freight vehicle technology, implement fleet control and management systems, and support better logistics and supply chain management	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: <ul style="list-style-type: none"> - Lack of skilled human resource and technology - Weak infrastructure
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant <ul style="list-style-type: none"> - Decision of the Prime Minister number 169/QĐ-TTg dated 22 January 2014 on the development of logistics service in transport sector to 2020. - Decision of the Prime Minister number 318/QĐ-TTg dated 04 March 2014 on the strategic development of transport service up to 2020 and orientation to 2030. 	
		Important actions you will carry out in next 5 years (2015~2020) <ul style="list-style-type: none"> - Implement the above decision 	
IV. <u>Cross-cutting</u> strategies			

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
“Cross-Cutting” Strategy	13 Adopt a zero-fatality policy with respect to road, rail, and waterway safety and implement appropriate speed control, traffic calming strategies, strict driver licensing, motor vehicle registration, insurance requirements, and better post-accident care oriented to significant reductions in accidents and injuries	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - Low capacity of manager in technology - It’s a new measure so it need time to get used to
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant The Prime Minister has approved the Decree number 86/2014/ND-CP dated 10 Sep 2014 in which some kind of cars are required to equipped with route monitoring device	
		Important actions you will carry out in next 5 years (2015~2020) - Adjust the National Technical Regulation of route monitoring device - Implement the above Decree	

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
“Cross-Cutting” Strategy	14 Promote monitoring of the health impacts from transport emissions and noise, especially with regard to incidences of asthma, other pulmonary diseases, and heart disease in major cities, assess the economic impacts of air pollution and noise, and devise mitigation strategies, especially aiding sensitive populations near high traffic concentrations	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - Limited finance resource - Low capacity of human resource
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant - Building noise map of Noi Bai International Airport	
		Important actions you will carry out in next 5 years (2015~2020)	
“Cross-Cutting”	15 Establish country-specific, progressive, health-based, cost-effective, and enforceable air quality and noise standards, also taking into account the WHO guidelines, and mandate monitoring and reporting in order to reduce the	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - Low capacity of human resource to establish standard

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
	occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> - National Technical Regulation on Ambient Air Quality was adopted on 25 October 2013 - National Technical Regulation on Environment in Ha Noi city dated 5 September 2014 - Report on national air quality 	
		Important actions you will carry out in next 5 years (2015~2020)	
“Cross-Cutting” Strategy	16 Implement sustainable low-carbon transport initiatives to mitigate the causes of global climate change and to fortify national energy security , and to report the inventory of all greenhouse gases emitted from the transport sector in the National Communication to the UNFCCC	<p>Any action had been taken so far?</p> <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	<p>Challenges faced in implementation:</p> <ul style="list-style-type: none"> - Low awareness of people about global climate change and climate change scenario - Limited financial source to apply new technology to reduce emission
		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> - Optimize flight route - Do some researches in inventory of greenhouse gases emitted from the transport sector 	

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		Important actions you will carry out in next 5 years (2015~2020) <ul style="list-style-type: none"> - Develop of public passenger transport in urban areas, especially transport modes fast, large volume in Hanoi and Ho Chi Minh city. - Restruct freight towards reducing road transport, increasing rail and inland waterway transport. - Prepare to implement Annex VI Marpol Convention 73/78 on air pollution and energy efficient control with ship 	
“Cross-Cutting” Strategy	17 Adopt social equity as a planning and design criteria in the development and implementation of transport initiatives, leading to improved quality, safety and security for all and especially for women, universal accessibility of streets and public transport systems for persons with disabilities and elderly, affordability of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: <ul style="list-style-type: none"> - Low awareness of people - Limited financial source to upgrade the transport infrastructure
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant <ul style="list-style-type: none"> - Circular of Ministry of Transport number 39/2012/TT-BGTVT dated 24 September 2012 about policies for the disabilities to use different transport modes 	
		Important actions you will carry out in next 5 years (2015~2020) <ul style="list-style-type: none"> - Implement the above circular 	

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“Cross-Cutting” Strategy	18 Encourage innovative financing mechanisms for sustainable transport infrastructure and operations through measures, such as parking levies, fuel pricing, time-of-day automated road user charging, and public-private partnerships such as land value capture, including consideration of carbon markets, wherever feasible	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - Lack of experience and knowledge in setting up financing mechanisms for sustainable transport infrastructure and operations
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant - There are more and more BOT (Built-Operation-Transfer) projects in developing transport infrastructure	
		Important actions you will carry out in next 5 years (2015~2020)	
“Cross-Cutting” Strategy	19 Encourage widespread distribution of information and awareness on sustainable transport to all levels of government and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: - New field - Low awareness - Low capacity to collect and analyze data/ indicator

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	processes	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> - Decision of Ministry of Transport number 4088/QD-BGTVT dated 12 December 2013 about the action plan for sustainable development for the period of 2013 - 2020 	
		<p>Important actions you will carry out in next 5 years (2015~2020)</p> <ul style="list-style-type: none"> - Implement action plan of Ministry of Transport for: (01) sustainable development for the period of 2013 – 2020; (02) green growth for priod of 2016 – 2020; responsible climate change for 2016 – 2020. 	
“Cross-Cutting” Strategy	<p>20 Develop dedicated and funded institutions that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good governance through implementation of environmental impact assessments for major transport projects</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <ul style="list-style-type: none"> - Low capacity of environmental impact assessments for transport projects and develop institutions that address sustainable transport-land use policies and implementation
		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> - Law on Environment Protection has just been approved by the National Assembly on 23 June 2014 	

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		Important actions you will carry out in next 5 years (2015~2020) - Revise and adjust legal documents in compliance with the new Law