MINISTRY OF TRANSPORT
OF VIETNAM

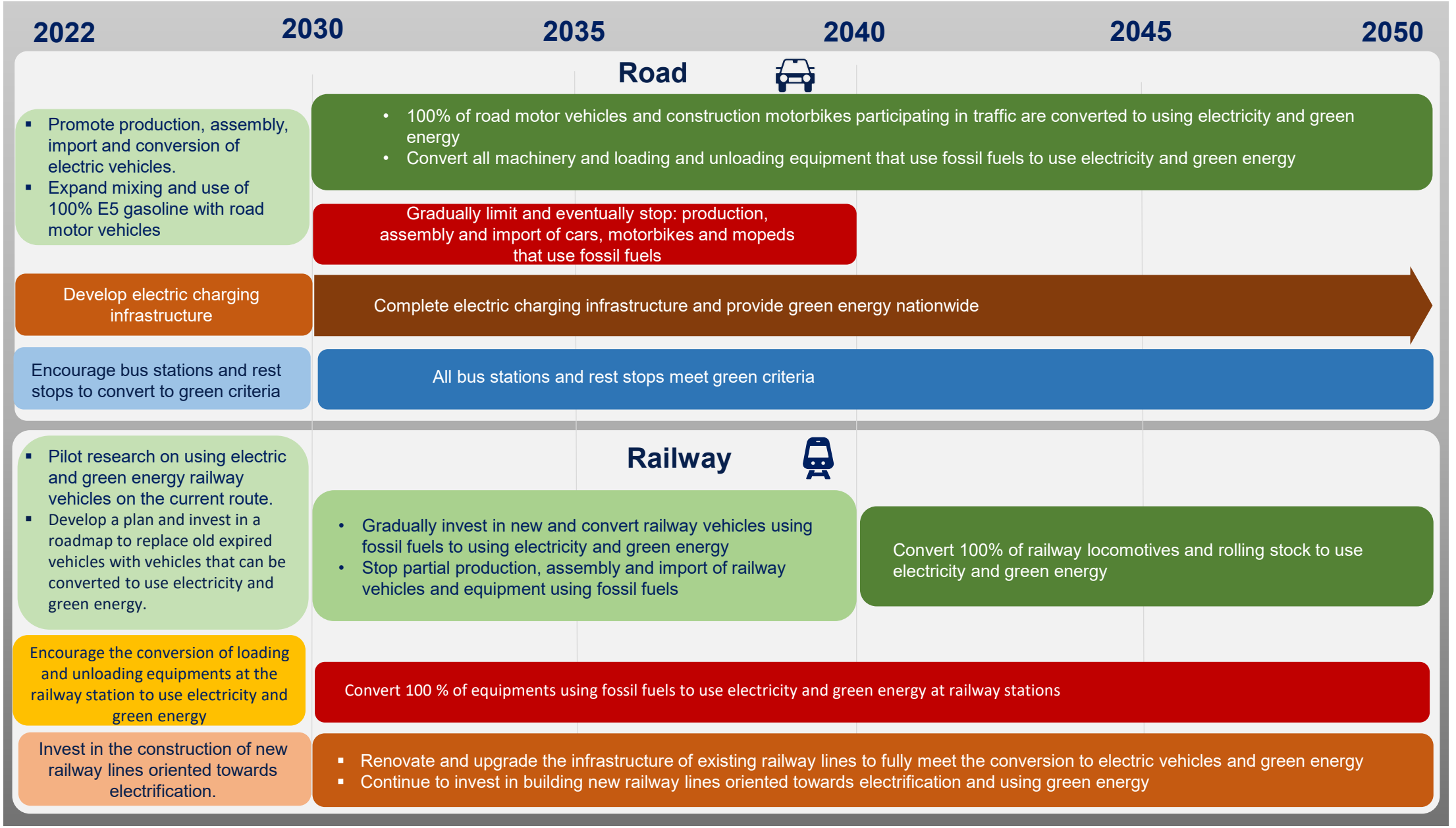
The 16th Regional Environmentally Sustainable Transport Forum in Asia

COUNTRY REPORT

TARGETS

GOAL 1A	Vietnam strives to achieve net zero emissions by 2050
GOAL 2	Decreasing by 5 - 10% of road traffic deaths and injuries in a sustainable manner every year
GOAL 6	• Develop the road transport network gradually and synchronously, with a number of modern, high-quality projects, improving the competitiveness of the economy, contributing to making Vietnam basically a developing country with modern industry, high average income by 2030 • Renovate and upgrade to effectively exploit existing railway lines, smoothly connecting with international railway lines; Complete investment preparation work and arrange resources to start construction on a number of new railway lines, with priority given to the North-South high-speed railway line, routes connecting international gateway seaports and international airports, major railway in big cities, research to deploy Ho Chi Minh City - Can Tho railway

GREEN ENERGY TRANSITION ROADMAP



GREEN ENERGY TRANSITION ROADMAP

2022 | 2030 | 2035 | 2040 | 2045 | 2050

Inland waterways

Encourage investment in building, importing and converting inland waterway vehicles that use fossil fuels to use electricity and green energy

- Research and develop criteria for green ports and green routes as a basis for building mechanisms and policies to encourage new investment in green inland waterway ports.
- Pilot application at some inland ports
- Research to turn some routes into green routes

- Continue to encourage investment in building, importing and converting inland waterway vehicles that use fossil fuels to use electricity and green energy
- 100% means use fossil fuels switch to using electricity and green

2050:

100% of newly built inland waterway vehicles use electricity and green energy

- Encourage new investment activities in inland waterway ports towards green development
- 100% of equipments at ports and inland wharfs switch to use electricity, green energy

- 100% of newly built inland waterway ports apply green port criteria.
- Encourage active ports and inland wharves to shift and apply green port criteria

Shipping

Encourage Vietnamese ships operating domestically to fully comply with the regulations of Annex VI of the Marpol Convention and IMO 's Greenhouse Gas Emissions Reduction Strategy from 2025

Encourage the conversion of vehicles and equipment to use electricity, green energy or equivalent measures at new investment ports, additional investments and existing ports

Vietnamese ships operating domestically comply fully with regulations MARPOL Annex VI and IMO Greenhouse Gas Emissions Reduction Strategy

Newly built, converted and imported ships after 2035 use electricity and green energy

100% of ships on domestic routes will switch to using electricity and green energy

Invest in vehicles and equipments using electricity and green energy or have equivalent measures at newly investmented or additional investmented ports

Converting vehicles and equipments at existing ports and maritime signaling equipments to use electricity and green energy or have equivalent measures

All vehicles, equipments and maritime signaling equipment use electricity and green energy or have equivalent measures

GREEN ENERGY TRANSITION ROADMAP

2022 2025 2027 2030 2035 2040 2045 2050

Airway

- Perform simultaneously all potential measures of aviation sector to reduce CO_2 emissions
- Complete the database system on energy use and fuel consumption of aviation enterprises

- Use a minimum of 10% sustainable fuel for some short flights
- 100% of passenger vehicles and other vehicles in the newly invested airport use electricity and green energy

100% of vehicles operating in the flight area use electricity and green energy (except for special vehicles)

Research on using alternative fuels to supplement a portion of aviation fuel

- Convert to 100% green energy and sustainable aviation fuel for aircraft to minimize greenhouse gas emissions.
- Depending on technological conditions, the remaining emissions are done by carbon offsetting to achieve "zero" net emissions.

Urban traffic

100% of replaced and newly invested buses using electricity and green energy

- At least 50% of vehicles use electricity and green energy
- 100% of replaced and newly invested taxis using electricity and green energy

Percentage of public passenger transport :

- Hanoi : 45 - 50%
- Ho Chi Minh City: 25%
- Da Nang: 25 - 35%
- Can Tho : 20%
- Hai Phong : 10 - 15%
- Class I urban areas: at least 5%

- Rate of public passenger transport in special urban areas: at least 40%
- Rate of public passenger transport in class I cities: at least 10%
- 100% of buses and taxis use electricity and green energy

NEW POLICIES ON REDUCING ENVIRONMENTAL POLLUTION

Decision No. 19/2024/QD-TTg dated November 15, 2024 of the Prime Minister regulating the roadmap for applying emission standards for imported motor vehicles and manufactured and assembled motor vehicles

Equivalent to Euro 5 for cars
(Application continues from January 1, 2025)

Equivalent to Euro 4 for 2 wheels motorbikes
(Applicable from July 1, 2026)

For 2 wheels mopeds
(Applicable from July 1, 2027)

Pollutant emission level is "0" for 3, 4 wheels motorbikes,
(Applicable from January 1, 2026)

NEW POLICIES ON REDUCING GREENHOUSE GAS EMISSIONS

Decision No. 1191/QD-BGTVT of the Minister of Transport Promulgating the Plan to Reduce Greenhouse Gas Emissions in the Transportation Sector to 2030

By 2030, the potential to reduce GHG emissions according to the "Unconditional contribution" in transport":

↓ 5.9% of GHG emissions compared to (BAU)

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↓ 45.62 million tons of CO2 in the whole period

	2025	3.4	million tons of CO2
↓	2030	10.61	
Arrival Phase	2030	45.62	

THANK YOU FOR YOUR ATTENTION