

# Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030)

## Sustainable Transport Goals for Achieving Universally Accessible, Safe, Affordable, Efficient, Resilient, Clean and Low-carbon Passenger and Freight Transport in Asia

### Country Report Template

#### A. Background

In October 2021, the participating countries of the High-level 14th Regional Environmentally Sustainable Transport (EST) Forum in Asia adopted the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030)<sup>1</sup>. This declaration underscores their commitment to advancing sustainable transport actions and measures over the decade (2021-2030) to accelerate achievement of the SDG, the Paris Agreement on climate change, the New Urban Agenda, among others.

The goals of the Aichi 2030 Declaration are closely aligned with the SDGs and the Paris Agreement on climate change, among other international agendas and agreements:

- Goal 1: Environmental sustainability (1a – Low Carbon; 1b – Resilience; 1c- Air pollution)
- Goal 2: Road safety
- Goal 3: Economic sustainability
- Goal 4: Rural access
- Goal 5: Urban access
- Goal 6: National access and connectivity

The participating countries of the EST Forum, along with the supporters of the Aichi 2030 Declaration have agreed to provide regular update and report on the implementation of the Aichi 2030 Declaration. Annex 2 of the Declaration explains and specifies that these reports will focus on policies, programs, and projects adopted and implemented to support the Aichi Goals. Essentially, the reporting on actions and progress towards the Aichi 2030 Declaration is a collaborative effort involving the EST member countries, the EST Forum Secretariat, and the Asian Transport Outlook (ATO) (see box 1).

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#### **Box 1. Role of the Asian Transport Outlook (ATO) in tracking the implementation of the Aichi 2030 Declaration (2021-2030)**

Tracking the implementation of the Aichi 2030 Declaration is not limited to reporting by participating countries. Additionally, the goals of the Declaration are monitored and tracked by the ATO. Initiated in 2020 by the Asian Development Bank (ADB) and now supported by the Asian Infrastructure Investment Bank (AIIB), the ATO aims to enhance and strengthen the knowledge base on transport in the region. Amongst other objectives, it aims to support Asian governments in transport policy development and delivery and guide their international partners in planning and delivery of assistance. The ATO is available at [www.asiantransportoutlook.com](http://www.asiantransportoutlook.com).

Before adopting the Aichi 2030 Declaration, the ATO developed the Baseline [Report for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable \(2021-](#)

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<sup>1</sup> [https://sdgs.un.org/sites/default/files/2021-10/UNCRD\\_14th%20EST\\_Aichi%202030%20Declaration-20%20Oct%202021-ADOPTED\\_0.pdf](https://sdgs.un.org/sites/default/files/2021-10/UNCRD_14th%20EST_Aichi%202030%20Declaration-20%20Oct%202021-ADOPTED_0.pdf)

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[2030](#).<sup>2</sup> This report provided an overview of the 2020 baseline status for the goals included in the Aichi 2030 Declaration. In the annual EST Forums, the ATO team will provide a status report on each of the Goals being discussed for the countries to review and validate the facts and figures. The objective is also to reduce the reporting burden of the countries

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## B. Phased reporting on Aichi 2030 Declaration Goals

The country reporting process for the Aichi 2030 Declaration is aligned with a proposed review cycle of the goals of the Aichi 2030 Declaration. Each year, three of the Aichi goals are reviewed in detail. This three-year cycle will be repeated a few times until 2030. The phased reporting approach will allow countries to provide more in-depth reporting.

- Year 1 (2023): Goal 1a – Low-Carbon (climate change mitigation); Goal 2 – Road safety; Goal 6 – National access and connectivity
- **Year 2 (2024): Goal 1c – Air pollution; Goal 3 – Economic sustainability (transport infrastructure); Goal 5 – Urban access**
- Year 3 (2025): Goal 1b – Resilience (climate change adaptation); Goal 4 - Rural access

## C. Country Reporting Template Description and General Instructions

Following the reporting schedule based on the three-year review cycle explained above, the goals of focus for this year are:

- **Goal 1c – Air pollution**
- **Goal 3 – Economic sustainability (transport infrastructure)**
- **Goal 5 – Urban access**

Participating countries to the EST Forum are requested to provide an overview of current and planned representative policies and projects in supporting the aforementioned goals. The Annual Aichi 2030 Declaration Implementation Report focuses on highlighting the progress made towards the goals of the Aichi 2030 Declaration.

1. Overview of transport-related policies and their alignment with the Aichi 2030 Declaration
2. Overview of transport-related targets and their alignment with the Aichi 2030 Declaration
3. Selected programs and projects in support of the implementation of the Aichi 2030 Declaration.

The attached draft template below has been pre-filled with best available information accessible to the ATO team. Please feel free to retain, revise, add or delete information as necessary to best illustrate the policies, programs, projects, and targets aims for achieving the goals of the Aichi 2030 Declaration.

Since 2024, the ATO team has produced "[Aichi 2030 country profiles](#)" (initially for 18 countries) to support the monitoring progress towards the Aichi 2030 Declaration goals. These profiles provide an overview of the status, policies, targets, and notable programmes and projects related to Aichi goals. They are intended to serve as references, organizing the best available data and information from both official and reported secondary sources to aid in understanding progress towards the Aichi 2030 Declaration goals. To access these country profiles, click [HERE](#).<sup>3</sup> Additionally, ATO's online [national policy database](#) can be used as a reference point.

For any assistance needed in filling in the Country Report Template, please contact ([est@uncrd.or.jp](mailto:est@uncrd.or.jp) with a copy to [asiantransportoutlook@gmail.com](mailto:asiantransportoutlook@gmail.com) ).

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<sup>2</sup> <https://asiantransportoutlook.com/analytical-outputs/baseline-report/>

<sup>3</sup> <https://1drv.ms/f/s!ArWknbbR1hz581fAGw59mbw9N6oU?e=T8nWJ3>

# Viet Nam

## 1. Transport and relevant national level policies

For the reporting purpose, a broad definition of policy is being used. Apart from policies this can also include strategies, action plans, master plans, etc. In many cases this will be transport specific documents, in other cases it may be that the transport sector is covered in broader policy documents, e.g. national development plans or strategies.

Please validate, fill in, or revise the list of policies contained in the table below, including their publication year (i.e. made public), status (e.g. draft/under development; under review; adopted but not yet implemented; implemented, etc...); alignment with the Goals of the Aichi 2030 Declaration.

Title of Policy Document	Publication Year	Status	Goal 1c	Goal 3	Goal 5
<del>Circular 31/2009/TT-BGTVT stipulating national technical regulations on emission of new manufactured, assembled and imported automobiles issued by the Ministry of Transport</del>	2009		✓		
<del>Circular 29/2011/TT-BGTVT amending the Regulations on inspection of quality, technical safety and environmental protection for imported motorcycles and mopeds and imported engines used for the production and assembly of motorcycles and mopeds, enclosed wi</del>	2011		✓		
<del>Transport Strategy 2020</del>	2013		✓	✓	✓
Decision 1168/QD-TTg in 2014 approving the development strategy of Vietnam's automobile industry to 2025, with a vision to 2035 issued by the Prime Minister	2014		✓	✓	
Decision 13/2015/QD-TTg on mechanisms and policies to encourage the development of public passenger transport by bus issued by the Prime Minister	2015		✓	✓	✓
Intended Nationally Determined Contribution of Viet Nam (2015)	2015		✓	✓	✓
National Logistics Master Plan - VNM	2016		✓	✓	✓
NATIONAL ACTION PLAN FOR THE IMPLEMENTATION OF THE 2030 SUSTAINABLE DEVELOPMENT AGENDA	2017		✓		✓

Title of Policy Document	Publication Year	Status	Goal 1c	Goal 3	Goal 5
One Strategic Plan 2017-2021	2017		✓	✓	
National standard TCVN 6438:2018 on Road vehicles - Maximum allowable limit of emissions	2018		✓		
Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020		✓	✓	✓
Circular 05/2020/TT-BGTVT amending Circular 03/2018/TT-BGTVT stipulating quality inspection of technical safety and environmental protection for imported cars (and motorcycles) subject to Decree 116/2017/ND-CP issued by the Minister of Transport	2020		✓		
Updated Nationally Determined Contribution - VNM	2020		✓		
Vietnam National Energy Development Strategy to 2020 with an Outlook to 2050	2020		✓		
Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)	2021		✓		✓
Implementation of NDC for Transport in Viet Nam	2021		✓		✓
Master Strategy for Vietnam's Service Sector Development in the 2021-2030 period, with a vision to the year 2050	2021		✓	✓	✓
National technical regulation QCVN 109:2021/BGTVT on Level 5 Emissions for newly manufactured, assembled and imported cars	2021		✓		
Railway network planning for 2021-2030, vision to 2050	2021		✓	✓	✓
Resolution On Five-Year Socio-Economic Development Plan During The 2021 – 2025 Period	2021		✓		
Road network planning for 2021-2030, vision to 2050	2021		✓	✓	✓
Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation	2022		✓	✓	✓
Circular 48/2022/TT-BGTVT guiding the energy labeling for electric and hybrid electric cars, motorcycles and motorcycles issued by the Minister of Transport	2022		✓		
Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister	2022		✓	✓	✓
Decision 896 QD TTg 2022 Approving the National Strategy-for Climate Change until 2050	2022		✓		✓
Viet Nam NDC 2022 Update	2022		✓		

Title of Policy Document	Publication Year	Status	Goal 1c	Goal 3	Goal 5
Decision 1191/QĐ-BGTVT of Ministry of Transport in 2024 Approving the Plan to Mitigate Greenhouse Gas Emissions in the Transport Sector by 2030.	2024		✓		
Decision No. 19/2024/QĐ-TTg dated November 15, 2024, stipulating the roadmap for applying emission standards for imported, produced, and assembled motor vehicles	2024		✓		

## 2. Policy Targets

Please validate, fill in, or revise the following: description of the target; the target (attainment) year; title of the policy document (where the target is specified); status (e.g. draft/under development; under review; adopted but not yet implemented; implemented, etc...); check the relevance of the target in relation to the goals in focus.

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
From 2035, use at least 10% sustainable fuel for some short-distance flights; use electricity and green energy for 100% of new passenger vehicles and other vehicles in airports.R74	2035	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
By 2040, phase out manufacture, assembly and import of automobiles, motorcycles and mopeds with fossil fuels for domestic use	2040	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
To step by step limit to stop the production, assembly and import of cars, motorcycles and mopeds using fossil fuel for domestic use .	2040	Decision 876/QĐ-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
Shifting passenger transportation from private to public transport: BRT: 4 routes in 3 cities (13 routes in 5 cities - conditional)	2030	Implementation of NDC for Transport in Viet Nam		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
From 2025, use electricity and green energy for 100% new buses	2025	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
100% of buses will replace and invest in new electricity and green energy.	>2025	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
the percentage of buses using clean energy in special cities and grade - I cities will reach 100% and at least 40 %, respectively, of new investment buses	2050	Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)		✓		
percentage of buses using clean energy in special urban centers is at least 15% of the total number of buses in operation and 10% of new buses in grade I cities	2030	Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)		✓		
From 2040: All vehicles operating in the airfield use electricity and green energy (except for specific vehicles that have not yet used electric energy ).	>2040	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
100% of traffic participants are educated and disseminated with knowledge and law on traffic order and safety and skills in safe traffic. Form a culture of safe traffic and self-discipline of people joining in traffic; Most of urban residents form the habit of taking part in traffic by public transport, walking and cycling Adjust the classification of driving licenses for road motor vehicles in accordance with the 1968 Vienna Convention on road traffic and vehicle characteristics in Vietnam; train and grant driving licenses to motorbikes with a cylinder capacity of less than 50cm <sup>3</sup> or electric motorbikes with an engine capacity of less than 4kW. Continue to develop the application of modern	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
<p>technology in the management of training, driving test, and licensing. Open propaganda pages and columns on traffic safety and traffic culture, focusing on propagating and disseminating skills in accident prevention, vehicle control skills in safe traffic; consequences of road traffic accidents due to speeding, using drugs, alcohol, using mobile phones, not wearing a qualified helmet, not wearing a seat belt, not using seat for children in cars, especially the knowledge and skills of safe driving on highways. - Increase the time for propagating and guiding traffic safety on mass media, especially Vietnam Television, Voice of Vietnam, Local Radio and Television, the online radio channel system, social networks, digital media platforms. develop radio programs suitable to regional, religions, languages characteristics of many ethnic groups to communicate at grassroot level, broadcast on loudspeaker systems at the grassroot establishments accompanied by a question and answer column on traffic safety; continue implementing "Traffic Safety Year", "Traffic Safety Peak Month" and propagandize on Tet, ceremonies and festivals according to specific topics in localities. Complete and concretize criteria and behavior of traffic culture with vivid images; promote the propagation and dissemination of traffic culture criteria and behaviors. Organize advocacy campaigns to build traffic culture in agencies, units and enterprises nationwide. - Complete curriculum and teaching materials and include legal education content on traffic order and safety, traffic culture, skills in safe traffic in the main curriculum, in</p>						

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
<p>for-experience activities, extra-curricular activities for pupils, students; strength the coordination between families, schools and society in traffic safety education for students. - Include traffic safety education in the main curriculum for pupils, students at universities, pedagogical colleges, pedagogical secondary schools, vocational schools, especially for pupils and students at pedagogy units with specialties related to traffic safety teaching. - Universities, vocational schools research and develop training programs for disciplines, majors, and science subjects in the field of traffic safety assurance. - Propagate and educate to raise awareness and qualifications of the law enforcement forces on traffic order and safety Introduce the content of law dissemination and education and law observance on traffic order and safety into regular activities of mass organizations, socio-political organizations and religious organizations. Continue to make the observance of the law on traffic order and safety a criterion for evaluating the quality of mass organizations, cadres, civil servants, public employees, and members, and an year-end ethical evaluation standard for pupils and students. - Strengthen propaganda and mobilization of people (especially in urban areas) to use public passenger transport vehicles, contributing to reducing traffic congestion and traffic accidents.</p>						
<p>achieve at least 50% vehicles using electricity and green energy; use electricity and green energy for 100% new taxis.</p>	2030	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		



Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
By 2050, use electricity and green energy for 100% buses and taxis. By 2050: use electricity and green energy for 100% heavy equipment involved in traffic, meet green criteria for bus stations and rest stops; transition to use electricity and green energy for all material handling equipment using fossil fuels.	2050	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
The rate of vehicles using electricity and green energy will reach at least 50%; 100% replacement taxi, new investment using electricity, green energy.	2030	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
100% of road motorized vehicles and construction motorbikes participating in traffic will be converted to use electricity and green energy . 100% of buses and taxis will use electricity and green energy.	2050	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
Electric motorbikes: 7% of total sold vehicles Conditional - Electric vehicles:14% of total vehicles sold Electric cars: increase target from 5% of total car sales in 2025 to 33% by 2030	2030	Implementation of NDC for Transport in Viet Nam		✓		
Contribution of the logistics industry to GDP = 10 (Baseline = 5; 2020) Logistics Industry Growth Rate = 20-25 (Baseline = 15-20; 2020) Logistics Outsourcing Rate = 65 (Baseline = 40; 2020)	2030	National Logistics Master Plan - VNM		✓		
By 2040, use electricity and green energy for 100% new inland waterway vehicles. Apply criteria for green ports for 100% inland waterway ports; encourage inland ports and wharves that are operating in applying criteria for green ports.	2040	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
100% of vehicles using fossil fuels will be converted to electricity and green energy. 100% of equipment at ports and inland waterways will be converted to electricity and green energy.	2050	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
100% of newly built inland waterway vessels use electricity and green energy. 100% of newly built inland waterway ports apply green port criteria; encourage inland ports and wharves that are operating to switch to apply green port criteria .	2040	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
Public transport coverage is expected to reach 45% - 50% in Hanoi; 25% in Ho Chi Minh City; 25% - 35% in Da Nang; 20% in Can Tho; 10% - 15% in Hai Phong; at least 5% in class-I urban areas.	2030	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		✓
Public transport coverage is expected to reach at least 40% and 10% in special urban areas and class-I urban areas, in turn.	2050	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		✓
The rate of public passenger transport in Hanoi will reach 45 % - 50%; Ho Chi Minh City reached 25 % ; Da Nang reached 25% - 35%; Can Tho reached 20%; Hai Phong achieved 10% - 15%; at least 5% of urban areas of grade I.	2030	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		✓
The rate of public passenger transport in special urban centers and grade-I cities will reach at least 40% and 10%, respectively.	2050	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		✓
The share of public passenger transport in urban areas in particularespecially, grade I urban centers will reach at least 20% and 5%, respectively;	2030	Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)		✓		✓
the rate of public passenger transport in special urban centers and urban centers of grade I will reach at least 40% and 15 %, respectively	2050	Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)		✓		✓
Shifting passenger transportation from private to public transport: Bus: develop in 05 (13 - conditional) central level cities	2030	Implementation of NDC for Transport in Viet Nam		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
Use electricity and green energy for ships which are built, converted and imported after 2035	2035	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
convert to use electricity and green energy for 100% ships which are operating inland from 2050 Use electricity and green energy for all vehicles and equipment in ports and aids to navigation or have equivalent measures for transition from 2050.	2050	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
Invest in vehicles and equipment using electricity and green energy or have equivalent measures for transition in new and additionally invested ports from 2031.	>2031	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
New, converted or imported marine ships that use electricity and green energy after 2035;	>2035	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
From 2050, 100% of ships operating on domestic routes will switch to using electricity and green energy.	>2050	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
North - South high-speed railway from Ngoc Hoi station to Thu Thiem station: double track, 1,435mm gauge, about 1,545 km in length.	2030	Railway network planning for 2021-2030, vision to 2050		✓		
From 2035, use at least 10% sustainable fuel for some short-distance flights; use electricity and green energy for 100% of new passenger vehicles and other vehicles in airports.R74	2035	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
From 2050, transition to 100% green energy and sustainable aviation fuels for aircrafts to minimize GHG emissions. Net zero shall be achieved by carbon offset	2050	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
depending on available technology and remaining emissions.						
From 2035: Use at least 10% of sustainable fuel for some short flights; 100% of passenger vehicles and other vehicles in the airport are newly invested in using electricity and green energy	>2035	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
From 2050: Switch to using 100% green energy, sustainable aviation fuel for aircraft to minimize greenhouse gas emissions. Depending on the technological conditions, the remaining emissions are realized by carbon offsetting to achieve zero net emissions .	>2050	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
Conditional: Ethanol: E5 accounts for 40% of total amount of gasoline sold; No supply restrictions	2030	Implementation of NDC for Transport in Viet Nam		✓		
Make transition to electricity and green energy for vehicles and equipment in existing ports and aids to navigation or have equivalent measures for transition from 2040.	2040	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
Use electricity and green energy for all vehicles and equipment in ports and aids to navigation or have equivalent measures for transition from 2050.	2050	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
Transition to electricity and green energy for 100% equipment used in inland ports and wharves. Invest in vehicles and equipment using electricity and green energy or have equivalent measures for transition in new and additionally invested ports from 2031.	>2031	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
All means and equipment at ports, marine signaling devices use electricity, green energy or take equivalent measures.	>2050	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
Planning for 09 new railway lines, total length of 2,362 km by 2030	2030	Railway network planning for 2021-2030, vision to 2050		✓		✓
The national railway network is planned to include 25 lines with a length of 6,354 km by 2050. Connecting Noi Bai international airport via two urban railway lines in Hanoi city (line 2 and line 6); connecting Long Thanh international airport via the North - South high-speed railway and the Thu Thiem - Long Thanh railway; connecting Tan Son Nhat international airport via urban railway (extended line 4b and line 2).	2050	Railway network planning for 2021-2030, vision to 2050		✓		✓
By 2040, partly stop manufacture, assembly and import of railway vehicles and equipment using fossil fuels.	2040	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
By 2050: use electricity and green energy for 100% rolling stocks; transition to electricity and green energy for 100% equipment using fossil fuels at stations. By 2050, transition to electricity and green energy for 100% inland railway vehicles using fossil fuels	2050	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation		✓		
to partially stop the production, assembly and import of railway vehicles and equipment using fossil fuels. Gradually invest in new and convert railway vehicles using fossil fuels to using electricity and green energy.	2040	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
To convert 100% of railway locomotives and wagons using electricity and green energy; converting 100% of equipment using fossil fuels to using electricity and green energy at stations.	2050	Decision 876/QD-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister		✓		
Logistics cost equal to of GDP = 13 (Baseline = 18; 2020)	2030	National Logistics Master Plan - VNM			✓	
100% of school gate area is located on national highways, provincial roads and urban main roads is ensured with traffic safety and traffic jam prevention.	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045				✓

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
100% of car owners use the electronic toll collection account for multi-purpose payment for road traffic services and pay fines for violations	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045		✓	✓	
By 2030, total greenhouse gas emission nationwide reduces by 43,5% compared to the business as usual (BAU) scenario.	2030	Decision 896 QD TTg 2022 Approving the National Strategy-for Climate Change until 2050		✓		
Target to 2030: The intensity of greenhouse gas emissions as a percentage of GDP to decrease by at least 15% compared to 2014.	2030	Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)		✓		
Target to 2050: The intensity of greenhouse gas emissions as a percentage of GDP will be reduced by at least 30% compared to 2014.	2050	Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)		✓		
With domestic resources, by 2030 Viet Nam will reduce GHG emissions by 8% compared to BAU, in which: - Emission intensity per unit of GDP will be reduced by 20% compared to the 2010 levels; - Forest cover will increase to the level of 45%. The above-mentioned 8% contribution could be increased to 25% if international support is received through bilateral and multilateral cooperation, as well as through the implementation of new mechanisms under the Global Climate Agreement, in which emission intensity per unit of GDP will be reduced by 30% compared to 2010 levels	2030	Intended Nationally Determined Contribution of Viet Nam (2015)		✓		
Reduce greenhouse gas emissions from energy activities compared to the normal development scenario by 15% by 2030	2030	Vietnam National Energy Development Strategy to 2020 with an Outlook to 2050		✓		
Reduce greenhouse gas emissions from energy activities compared to the normal development scenario to 20% by 2045	2045	Vietnam National Energy Development Strategy to 2020 with an Outlook to 2050		✓		
Transport: Cargo volume reached 11.8 million tons, accounting for about 0.27% market share; passenger	2030	Railway network planning for 2021-2030, vision to 2050		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
transport volume reached 460 million passengers, accounting for about 4.40% of the market share (of which the national railway was 21.5 million passengers, accounting for a market share of about 1.87%). Cargo volume reached 7.35 billion tons.km, accounting for about 1.38% market share; passengers 13.8 billion passengers.km, accounting for a market share of about 3.55% (of which the national railway is 8.54 billion passengers.km, accounting for a market share of about 2.22%).						
In terms of transportation, the volume of goods transported reached about 2,764 million tons (62.80% of the market share); passengers reached about 9,430 million passengers (90.16% market share); volume of domestic goods circulation reached about 162.7 billion tons.km (30.48% market share); domestic passengers 283.6 billion passengers.km drifted about (72.83% market share).	2030	Road network planning for 2021-2030, vision to 2050		✓		
ensuring 100% of roads that are newly built, upgraded, renovated and being exploited are inspected and assessed in accordance with road safety regulations Newly built, upgraded and renovated roads are considered to include dedicated lanes for motorcycles, motorbikes, bicycles and ensure safety for vulnerable traffic participants. 100% of the provincial road system, 50 - 80% of the district road system is built and fully installed with works and equipment to ensure traffic safety build roadside stations to serve the essential needs of drivers, passengers and vehicles along highways, national highways and provincial highways, ensuring drivers do not have to drive over 04 hours to	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045				✓

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
have a break as regulated. a) Review, adjust and supplement technical standards and regulations on roads and traffic infrastructure works in the direction of approaching and applying modern technologies in traffic organization; develop and issue friendly road design technical manuals.						
100% of highways, arterial national highways and routes has smart traffic management and operation systems (capable of detecting violations, non-stop electronic toll fee collection, flexible electronic road signs); putting in place smart urban traffic management and operation centers in centrally-run cities and localities in need	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045		✓		✓
Shifting passenger transportation from private to public transport:Urban railway: 3 routes in 2 cities	2030	Implementation of NDC for Transport in Viet Nam		✓		✓
+ By 2025, the total vehicle production will reach ~ 466,400 units, of which: 9-seat cars ~ 237,900 units, 10 or more seats ~ 29,100 units, trucks - 197,000 units, and specialized vehicles ~ 2,400 units. + In 2025, domestically manufactured and assembled vehicles will account for ~70%, of which: cars with 9 seats will reach ~ 65%, from 10 seats or more will reach ~ 92%, trucks reach ~ 78%, and specialized vehicles reach ~ ~ 18%. In the period of 2021 - 2025, starting to produce a number of important components in transmissions, gearboxes, engines (especially for passenger cars and light trucks), gradually participating in the product supply system support in the global value chain of the world automotive industry. by 2025, vehicles with 9 seats will reach 40-45%, from 10 seats or more will reach 50-60%, trucks will reach 45-55%, special-use	2025	Decision 1168/QD-TTg in 2014 approving the development strategy of Vietnam's automobile industry to 2025, with a vision to 2035 issued by the Prime Minister		✓		



Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
vehicles will reach 40-45%; + In 2025, the total number of exported vehicles will reach ~ 37,000 units, of which: cars with 9 seats ~ 15,000 units, from 10 seats or more ~ 7,000 units, trucks ~ 15,000 units. The export value of components and spare parts reached ~ USD 5 billion.						
Eliminate 100% of motor vehicles past their expiry date, homemade three or four wheeled vehicles are not allowed to join traffic; periodic emission control for motorcycles, motorbikes with gasoline engine participating in traffic.	2030	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045		✓	✓	

### 3. Programs and Projects

Please validate, fill in, or revise the following list of notable programs and projects that are supporting the fruition of the Aichi 2030 goals. Please check if their alignment/relevance to the goals in focus.

Project/ Program name	Approval Year	Status	Goal 1c	Goal 3	Goal 5
Mekong Resilient Regional Connectivity Project	2024			✓	
Southern Waterway Corridors and Logistics Development Project	2024		✓	✓	
Vinh Long City Urban Development and Enhanced Climate Resilience Project Additional Financing	2023				✓
Paris Agreement Alignment of Mekong Delta Region Master Plan Transport Projects	2022			✓	
Climate Resilient Inclusive Infrastructure for Ethnic Minorities Project I	2021			✓	
Ho Chi Minh City Development Policy Operation - 2	2021				✓
Ho Chi Minh Green Transport Development Project	2020		✓	✓	✓
Ho Chi Minh City Development Policy Operation 1	2019			✓	

Project/ Program name	Approval Year	Status	Goal 1c	Goal 3	Goal 5