

# Country Reporting Guidelines on the Aichi 2030 Declaration (2021-2030)

## I. Introduction

In October 2021, the High-level 14<sup>th</sup> Regional Environmentally Sustainable Transport (EST) Forum participating countries adopted the Aichi 2030 Declaration (2010-2030), and agreed to report on a regular basis on the implementation of the Declaration. Annex 2 of the Aichi 2030 Declaration explains that reporting by countries on the Aichi 2030 Declaration will focus on policies, programs, and projects adopted and implemented in support of the Aichi 2030 Declaration. The goals of the Aichi Declaration are closely aligned with the SDGs and the Paris Agreement on climate change, among other international agendas and agreements.

In addition, the Asian Transport Outlook, the open data resource knowledge platform that will provide annual status reports on the implementation of the Aichi 2030 Declaration goals (See also Box 1).

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

The tracking of the implementation of the Aichi 2030 Declaration is not limited to the reporting by participating countries. In addition, the Goals of the Aichi 2030 Declaration are also tracked by the Asian Transport Outlook (ATO). The ATO was initiated in 2020 by the Asian Development Bank (ADB), with support now also being provided by the Asian Infrastructure and Investment Bank (AIIB) to 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).

Prior to the adoption of the Aichi 2030 Declaration the ATO developed the Baseline [Report for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable \(2021-2030\)](#).<sup>1</sup> This report provided an overview of the 2020 baseline status for the goals included in the Aichi 2030 Declaration.

The ATO team, in the annual EST Forums, will provide a status report on each of the Goals that are being discussed. For the High-level 15th Forum 2023 in Malaysia, the ATO team will also provide a status report on the implementation of three selected Goals: Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 - National access and connectivity.

**This document describes the annual reporting format that will be used by the EST participating countries to report on the implementation of the Aichi 2030 Declaration.**

<sup>1</sup> <https://asiantransportoutlook.com/analytical-outputs/baseline-report/>

## II. Phased reporting on Aichi 2030 Declaration Goals

The country reporting process on the Aichi 2030 Declaration is aligned with the proposed review cycle of the goals of the Aichi 2030 Declaration. Each year three of the Goals of the Aichi 2030 Declaration are reviewed in depth. This three-year cycle will be repeated a few times till 2030. The phased reporting will allow countries to go into more depth in their reporting, compared to reporting on the Bangkok 2020 Declaration when countries were asked to report on more than 20 goals each year.

**Year 2 (2023):** *Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity*

**Year 3 (2024):** *Goal 1b – Resilience (climate change adaptation), Goal 3 – Economic sustainability (transport infrastructure), Goal 4 – Rural access*

**Year 3 (2025):** *Goal 1c – Air pollution, Goal 5 – Urban access, and Goal 6 – National Access and connectivity*

## IV. Reporting Format

The Annual Aichi 2030 Declaration Implementation Report has the following parts:

1. Overview of transport-related policies and their alignment with the Aichi 2030 Declaration
2. Detailed review of selected Aichi 2030 Declaration Goals.
3. Selected projects in support of the implementation of the Aichi 2030 Declaration

Countries participating in the EST Forum can benefit in their annual reporting on the implementation of the Aichi 2030 Declaration from the work of the Asian Transport Outlook. The ATO contains an annotated overview of transport related policies for 51 economies in the Asia Pacific region, including the 21 EST Forum participating countries that have adopted the Aichi 2030 Declaration. The overview is available at <https://asiantransportoutlook.com/transportpolicy/>.

In addition, the ATO also documents policy targets adopted by the countries participating in the EST Forum. This overview of policy targets is provided to the countries as an Excel Table see box below with an overview of the Table of Content tab where the different policy targets referenced in the form below are explained.

### Snapshot of Table of Content Tab Asian Transport Outlook Policy Targets



#### TRANSPORT POLICY

Subcategory	Policy/Target/Instrument	ATO CODE	Scope	Mode	Sector	Sheet
Vision Statements (VIS)	Development Vision Statement	POL-VIS-001	National	NA	NA	<a href="#">POL-VIS-001</a>
	Transport Vision Statement	POL-VIS-002	National	NA	NA	<a href="#">POL-VIS-002</a>
	Transport Policy Overview	POL-POL-001	National	NA	NA	<a href="#">POL-POL-001</a>
Transport Policies (POL)	Transport Policy Documents	POL-POL-002	National	NA	NA	<a href="#">POL-POL-002(1)</a> <a href="#">POL-POL-002(2)</a>
	Road Policy Documents	POL-POL-003	National	Road	Combined	<a href="#">POL-POL-003</a>
	Logistics Policy Documents	POL-POL-004	National	All Modes	Freight	<a href="#">POL-POL-004</a>
	Automotive Policy Documents	POL-POL-005	National	Road	NA	<a href="#">POL-POL-005</a>
	Rail Policy Documents	POL-POL-006	National	Rail	Combined	<a href="#">POL-POL-006</a>
	Transport Targets Overview	POL-TAR-001	National	NA	NA	<a href="#">POL-TAR-001</a>
Transport Targets (TAR)	Road Expansion Targets	POL-TAR-002	National	Road	Combined	<a href="#">POL-TAR-002</a>
	Road Maintenance Targets	POL-TAR-003	National	Road	NA	<a href="#">POL-TAR-003</a>
	Rail Targets	POL-TAR-004	National	Rail	Combined	<a href="#">POL-TAR-004</a>
	ICT Targets	POL-TAR-005	National	NA	NA	<a href="#">POL-TAR-005</a>
	Road Safety Targets	POL-TAR-006	National	Road	Passenger	<a href="#">POL-TAR-006</a>
	Air Pollution Targets	POL-TAR-007	National	All Modes	Combined	<a href="#">POL-TAR-007</a>
	Climate Change Targets	POL-TAR-008	National	All Modes	Combined	<a href="#">POL-TAR-008</a>
	E-mobility Targets	POL-TAR-009	National	NA	NA	<a href="#">POL-TAR-009</a>
	Mode Share Targets	POL-TAR-010	National	All Modes	Combined	<a href="#">POL-TAR-010</a>
	Other Targets	POL-TAR-011	National	NA	NA	<a href="#">POL-TAR-011</a>
	Transport Institutions (INS)	Transport Ministry	POL-INS-001	National	NA	NA
Special Institutional Structures		POL-INS-002	National	NA	NA	<a href="#">POL-INS-002</a>
Minister of Transport		POL-INS-003	National	NA	NA	<a href="#">POL-INS-003</a>
Vertical Coordination		POL-INS-004	National	NA	NA	<a href="#">POL-INS-004</a>
	Existence of seatbelt law	POL-INT-001	National	Road	Combined	<a href="#">POL-INT-001</a>
	Existence of helmet law	POL-INT-002	National	Road	Passenger	<a href="#">POL-INT-002</a>
	Existence of helmet law by occupants	POL-INT-003	National	Road	Passenger	<a href="#">POL-INT-003</a>
	Existence of speed limit	POL-INT-004	National	Road	Combined	<a href="#">POL-INT-004</a>

**For assistance in filling in the Country Report Format please contact Stefanie Sohm ([sohm@makingofmobility.com](mailto:sohm@makingofmobility.com)), ADB Consultant to the EST Forum Process, and supporting the EST Secretariat in the UNCRD for organizing the High-level 15<sup>th</sup> Regional EST Forum.**

Please state the name of the country for which you are reporting: VIET NAM

## A. General Policy Overview

Participating countries in the EST Forum are requested to provide an overview of current and planned policies and projects in support of Goals 1a, 2 and 6 of the Aichi 2030 Declaration. As a starting point, countries can take a look at the overview developed by the Asian Transport Outlook: <https://asiantransportoutlook.com/transportpolicy/>. Additional policies listed by the countries in the country report will be shared with the ATO team for inclusion in the Asian Transport Outlook.

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.

Countries are requested to list transport related policy documents in the table below, including their alignment with the Goals of the Aichi 2030 Declaration.

Name of adopted policies	Year adopted	URL where policy document can be found	Goal 1a	Goal 2	Goal 6
Decision 888/QD-TTg on tasks and solutions to implement the outcomes of COP26	2022	<a href="https://climate-laws.org/document/decision-no-888-qd-ttg-on-approval-for-scheme-setting-out-tasks-and-solutions-for-implementation-of-outcomes-of-the-26th-conference-of-the-parties-to-the-untied-nations-framework-convention-on-climate-change_d5a9">https://climate-laws.org/document/decision-no-888-qd-ttg-on-approval-for-scheme-setting-out-tasks-and-solutions-for-implementation-of-outcomes-of-the-26th-conference-of-the-parties-to-the-untied-nations-framework-convention-on-climate-change_d5a9</a>	X		
Decision No. 896/QD-TTg on approving the National strategy for climate change until 2050	2022	<a href="https://lawnet.vn/en/vb/Decision-896-QD-TTg-2022-approving-the-National-strategy-for-climate-change-until-2050-80346.html">https://lawnet.vn/en/vb/Decision-896-QD-TTg-2022-approving-the-National-strategy-for-climate-change-until-2050-80346.html</a>	X		
Decision No. 876/QD-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions	2022	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>	X		

from transportation					
Decree No. 06/2022/ND-CP on mitigation of green house gas (ghg) emissions and protection of ozone layer	2022	<a href="https://lawnet.vn/en/vb/Decree-06-2022-ND-CP-mitigation-of-green-house-gas-emissions-7AD6C.html?tab=3">https://lawnet.vn/en/vb/Decree-06-2022-ND-CP-mitigation-of-green-house-gas-emissions-7AD6C.html?tab=3</a>	X		
Decision 893/QD-TTg on National Energy Master Plan for the 2021-2030 period	2023	<a href="https://english.luatvietnam.vn/cong-nghiep/decision-893-qd-ttg-2023-national-energy-master-plan-for-the-2021-2030-period-261469-d1.html">https://english.luatvietnam.vn/cong-nghiep/decision-893-qd-ttg-2023-national-energy-master-plan-for-the-2021-2030-period-261469-d1.html</a>	X		
Decision 882/QD-TTg on the National Action Plan on Green Growth for the 2021-2030 period	2022	<a href="https://lawnet.vn/en/vb/Decision-882-QD-TTg-2022-approving-the-National-Action-Plan-for-Green-Growth-2021-2030-8D791.html">https://lawnet.vn/en/vb/Decision-882-QD-TTg-2022-approving-the-National-Action-Plan-for-Green-Growth-2021-2030-8D791.html</a>	X		
Decision 841/QD-TTg on Roadmap for the implementation of Vietnam's sustainable development goals by 2030	2023	<a href="https://english.luatvietnam.vn/chinh-sach/decision-841-qd-ttg-2023-roadmap-for-vietnams-sustainable-development-goals-by-2030-259364-d1.html">https://english.luatvietnam.vn/chinh-sach/decision-841-qd-ttg-2023-roadmap-for-vietnams-sustainable-development-goals-by-2030-259364-d1.html</a>	X	X	
Decision No. 2060/QD-TTg on approval of the National Strategy on road traffic order and safety for the 2021 - 2030 period with vision towards 2045	2020	<a href="https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7">https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7</a>		X	
Resolution No. 48/NQ-CP on strengthening the implementation of ensuring traffic order, safety and preventing traffic congestion in the period 2022 - 2025	2022	<a href="https://thuvienphapluat.vn/van-ban/Giao-thong-Van-tai/Nghi-quyet-48-NQ-CP-2022-bao-dam-trat-tu-an-toan-giao-thong-va-chong-un-tac-giao-thong-509181.aspx">https://thuvienphapluat.vn/van-ban/Giao-thong-Van-tai/Nghi-quyet-48-NQ-CP-2022-bao-dam-trat-tu-an-toan-giao-thong-va-chong-un-tac-giao-thong-509181.aspx</a>		X	
Decree No. 100/2019/ND-CP on administrative penalties for road traffic offences and	2019	<a href="https://thuvienphapluat.vn/van-ban/EN/Vi-pham-hanh-chinh/Decree-100-2019-ND-CP-administrative-penalties-">https://thuvienphapluat.vn/van-ban/EN/Vi-pham-hanh-chinh/Decree-100-2019-ND-CP-administrative-penalties-</a>		X	

rail transport offences		for-road-traffic-offences-and-rail-transport-offences/433241/tieng-anh.aspx			
Decree No. 123/2021/ND-CP on amendments to several Articles of Decrees providing for administrative penalties for maritime offences; road traffic offences and rail transport offences; civil aviation offences	2021	<a href="https://thuvienphapluat.vn/van-ban/EN/Vi-pham-hanh-chinh/Decree-123-2021-ND-CP-Amend-decrees-on-administrative-penalties-for-maritime-offences/509711/tieng-anh.aspx">https://thuvienphapluat.vn/van-ban/EN/Vi-pham-hanh-chinh/Decree-123-2021-ND-CP-Amend-decrees-on-administrative-penalties-for-maritime-offences/509711/tieng-anh.aspx</a>		X	
Decree No. Số: 135/2021/NĐ-CP regulations on the list, management and use of professional technical means and equipment and procedures for collecting and using data obtained from technical means and equipment provided by individuals and organizations to detect administrative violations	2021	<a href="https://thuvienphapluat.vn/van-ban/Vi-pham-hanh-chinh/Nghi-dinh-135-2021-ND-CP-su-dung-phuong-tien-thiet-bi-ky-thuat-nghiep-vu-de-phan-hien-vi-pham-486448.aspx">https://thuvienphapluat.vn/van-ban/Vi-pham-hanh-chinh/Nghi-dinh-135-2021-ND-CP-su-dung-phuong-tien-thiet-bi-ky-thuat-nghiep-vu-de-phan-hien-vi-pham-486448.aspx</a>		X	
Decision 1454/QĐ-TTg on the master plan on the road network for the 2021-2030 period	2021	<a href="http://asemconnectvietnam.gov.vn/default.aspx?ID1=2&amp;ZID1=14&amp;ID8=112235">http://asemconnectvietnam.gov.vn/default.aspx?ID1=2&amp;ZID1=14&amp;ID8=112235</a>			X
Decision 1769/QĐ-TTg on approval of master plan on railway network development in 2021-2030 with a vision to 2050	2021	<a href="https://www.unilogistics.vn/en/tin-tuc/vietnam-plans-to-open-9-new-railway-lines-88">https://www.unilogistics.vn/en/tin-tuc/vietnam-plans-to-open-9-new-railway-lines-88</a>			X
Decision 1579/QĐ-TTg on approval of the master planning for development of Vietnam's seaport	2021	<a href="https://thuvienphapluat.vn/van-ban/EN/Giao-thong-Van-tai/Decision-1579-QĐ-TTg-2021-master-planning-for-development-of-Vietnam-">https://thuvienphapluat.vn/van-ban/EN/Giao-thong-Van-tai/Decision-1579-QĐ-TTg-2021-master-planning-for-development-of-Vietnam-</a>			X

system in 2021 - 2030 period, with a vision by 2050		s-seaport-system/493214/tieng-anh.aspx			
Decision 1829/QD-TTg on approval of the master Plan on inland waterway infrastructure facilities in 2021-2030	2021	<a href="https://vietnamnews.vn/society/1078726/ministry-of-transport-announces-2021-30-waterway-plans.html">https://vietnamnews.vn/society/1078726/ministry-of-transport-announces-2021-30-waterway-plans.html</a>			X
Decision 648/QD-TTg on the overall master plan on development of the national system of airports and aerodromes for 2021-2030	2023	<a href="https://www.vietnam.vn/en/cong-bo-quy-hoach-30-cang-hang-khong-den-nam-2030/">https://www.vietnam.vn/en/cong-bo-quy-hoach-30-cang-hang-khong-den-nam-2030/</a>			X

It is also important to highlight any transportation-related policy initiatives that are under development should be reported as these give an indication of the future implementation of the Aichi 2030 Declaration. Having an overview of policies under development will also be helpful for the international community interested in providing support to the development of these policies.

<b>Topic for which policy is being developed</b>	<b>Year the policy is expected to be adopted or approved</b>	<b>Goal 1a</b>	<b>Goal 2</b>	<b>Goal 6</b>
Law of Road (regulations on road infrastructure; Road vehicles; road transport and state management of road activities)	2024	X	X	X
Law on road traffic order and safety (regulations on road traffic rules; conditions of vehicles participating in road traffic; drivers of vehicles participating in road traffic; command and control road traffic; resolve road traffic accidents; patrolling and controlling road	2024		X	

Topic for which policy is being developed	Year the policy is expected to be adopted or approved	Goal 1a	Goal 2	Goal 6
traffic order and safety; State management of road traffic order and safety)				

## B. 2023 Review of Policy Targets linked to Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity

EST Forum participating countries are asked to fill out a number of tables to indicate what policy targets are in place. Countries can make use of the information in the ATO overview of policy targets. The additional information on policy targets provided by the countries in the country report will be shared with the ATO team for inclusion in the Asian Transport Outlook.

### Goal 1a – Low-Carbon (climate change mitigation)

#### 1. Climate Neutrality Target

(see ATO indicator POL-TAR-008 column C)

Does your country have an economy-wide Climate Neutrality target?

Yes  No (please check)

If yes, please provide details:

Climate Neutrality Target		Remarks
Description target :		
for which year		
Source document Title		
Source Document URL		
If No, is it under discussion and for what year	NO	

#### 2. Economy Wide Emissions Reduction Target

(see ATO indicator POL-TAR-008 column D)

Does your country have an economy-wide Emission Reduction target ?

Yes  No (please check)

What are the economy-wide emission reduction targets? This can be in absolute terms, or in relative terms e.g. compared to Business as Usual, or per GDP Unit.

Economy Wide CO2 Emissions Reduction Target		Remarks
Description target :	Net zero emissions	Viet Nam will have reduced its GHG emissions by 9% compared



<b>Economy Wide CO2 Emissions Reduction Target</b>		Remarks
		to the BAU scenario by 2030 with its own domestic resources. This contribution can be raised up to 27% with international support through bilateral as well as multilateral cooperation and the implementation of new mechanisms under the Paris Agreement
for which year:	By 2050	
If Yes, source document:	<ul style="list-style-type: none"> <li>- Decision No.888/QĐ-TTg dated 25/7/2022</li> <li>- Decision No. 896/QĐ-TTg dated 26/7/2022</li> <li>- Decision No. 876/QĐ-TTg dated 22/7/2022</li> <li>- Update NDC of Viet Nam (2020)</li> </ul>	
Source Document URL:	<a href="https://climate-laws.org/document/decision-no-888-qd-ttg-on-approval-for-scheme-setting-out-tasks-and-solutions-for-implementation-of-outcomes-of-the-26th-conference-of-the-parties-to-the-untied-nations-framework-convention-on-climate-change_d5a9">https://climate-laws.org/document/decision-no-888-qd-ttg-on-approval-for-scheme-setting-out-tasks-and-solutions-for-implementation-of-outcomes-of-the-26th-conference-of-the-parties-to-the-untied-nations-framework-convention-on-climate-change_d5a9</a>  <a href="https://lawnet.vn/en/vb/Decision-896-QD-TTg-2022-approving-the-National-strategy-for-climate-change-until-2050-80346.html">https://lawnet.vn/en/vb/Decision-896-QD-TTg-2022-approving-the-National-strategy-for-climate-change-until-2050-80346.html</a>  <a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>  <a href="https://unfccc.int/sites/default/files/NDC/2022-06/Viet%20Nam_NDC_2020_Eng.pdf">https://unfccc.int/sites/default/files/NDC/2022-06/Viet%20Nam_NDC_2020_Eng.pdf</a>	
If No, is it under discussion and for what year:		

Please indicate whether this is a conditional, or unconditional target.

### 3. Transport-specific Emissions Reduction Target

(see ATO indicator POL-TAR-008 column E)

Does your country have specific transport CO2 emission reduction targets?

X Yes      o No      (please check)

If yes, please provide details:

Transport specific CO2 Emissions Reduction Target(s)	Target 1	Target 2	Target 3
Description target(s)	Minimum greenhouse gas emission reduction target for the period up to 2030: 37,5 million tons CO2eq (NDC Vietnam 2020)		
If Yes, for which year	2030		
If Yes, source document	Decree No. 06/2022/ND-CP on mitigation of		

Transport specific CO2 Emissions Reduction Target(s)	Target 1	Target 2	Target 3
	green house gas emissions and protection of ozone layer		
Source Document URL	<a href="https://lawnet.vn/en/vb/Decree-06-2022-ND-CP-mitigation-of-green-house-gas-emissions-7AD6C.html?tab=3">https://lawnet.vn/en/vb/Decree-06-2022-ND-CP-mitigation-of-green-house-gas-emissions-7AD6C.html?tab=3</a>		

For transport-related emission reduction targets please indicate whether it concerns the entire transport sector or whether it concerns a sub-sector of the transport sector.

Please indicate what the base year is for any target.

If not, are Transport-specific Emissions Reduction Target(s) being planned and if so please provide some details.

#### 4. Vehicle specific CO2 Target(s)

(see ATO indicator POL-TAR-008 column F, for electric vehicle targets, see below, 7.)

Does your country have specific targets to reduce CO2 emissions from vehicles?

Yes       No      (please check)

What are the specific targets to reduce emissions from Vehicles ?

Vehicle related CO2 Target(s)	Target 1	Target 2	Target 3
Description target(s)	Use of E5 gas for 100% of road motor vehicles	100% of road motor vehicles converted to using electricity and green energy	Convert 100% of railway locomotives and rolling stock to use electricity and green energy
If Yes, for which year	2030	2050	2050
Source document Title	Decision No. 876/QĐ-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions from transportation		
Source document URL	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>		

Vehicle related CO2 Target(s)	Target 4	Target 5	Target 6
Description target(s)	100% of newly built inland waterway vehicles use electricity and green energy	100% of inland waterway vehicles using fossil fuels are converted to electricity and green energy	Newly built, converted, and imported ships use electricity and green energy
If Yes, for which year	From 2040	2050	After 2035

Vehicle related CO2 Target(s)	Target 4	Target 5	Target 6
Source document Title	Decision No. 876/QĐ-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions from transportation		
Source document URL	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>		

Vehicle related CO2 Target(s)	Target 7	Target 8	Target 9
Description target(s)	100% of ships operating on domestic routes will convert to using electricity and green energy	100% of newly invested passenger vehicles in airport use electricity and green energy	Convert to 100% green energy and sustainable aviation fuel for aircraft
If Yes, for which year	From 2050	From 2035	From 2050
Source document Title	Decision No. 876/QĐ-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions from transportation		
Source document URL	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>		

Vehicle related CO2 Target(s)	Target 10	Target 11	Target 12
Description target(s)	100% of buses will be replaced and newly invested using electricity and green energy	The rate of vehicles using electricity and green energy reaches at least 50%; 100% of taxis will be replaced, new investments will be made using electricity and green energy	100% of buses and taxis use electricity and green energy
If Yes, for which year	From 2025	From 2030	2050
Source document Title	Decision No. 876/QĐ-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions from transportation		
Source document URL	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>		

For vehicle-related emission reduction targets please indicate whether it concerns the entire vehicle fleet or whether it concerns a specific type of vehicle/s.

Please indicate what the base year is for any target.

If not, are Vehicle-related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

**The NDC Transport Initiative for Asia (NDC-TIA), supported by the German Federal Ministry for Economic Affairs and Climate Action (BMWK) through its International Climate Initiative, is working to help Vietnam reach its net-zero target. It supports**

**Vietnam's Ministry of Transport in developing a policy framework for electric mobility; implementing a digital monitoring, reporting and verification system in transport; facilitating fuel economy regulations; and developing scenarios for policy guidance to achieve net zero transport by 2050.**

#### 5. Fuel related CO2 Target(s)

(see ATO indicator POL-TAR-008 column G)

Does your country have specific targets to reduce CO2 emissions from Fuels?

Yes       No      (please check)

If yes, what are the specific targets to reduce emissions from Fuels?

Fuel related CO2 Target(s)	Target 1	Target 2	Target 3
Description target(s)	Biofuel use reaches about 0.28 million tons of oil equivalent	Biofuel use reaches about 13.0 million tons of oil equivalent	Increase targeted synthetic fuel derived from hydrogen output to about 2.0 - 3.0 million tons
If Yes, for which year	2030	2050	2050
If Yes, source document	Decision 893/QD-TTg on National Energy Master Plan for the 2021-2030 period		

Please indicate for which fuel types the CO2 target applies.

Please indicate what the base year is for any target.

If not, are Fuel related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

#### 6. Modal share Target(s)

(see ATO indicator POL-TAR-010)

Does your country have specific targets to change modal shares of different types of transport?

Yes       No      (please check)

What are the specific targets to change modal share with the objective to reduce CO2 emissions?

Modal share Target(s)	Target 1	Target 2	Target 3
Description target(s)	The rate of public passenger transport in Hanoi reaches 45% - 50%; Ho Chi Minh City reached 25%; Da Nang reaches 25% - 35%; Can Tho reached 20%; Hai Phong reached 10% -	Total passenger output through airports is about 275.9 million passengers (accounting for 1.5-2% of the traffic market share and 3-4% of total inter-provincial passenger transport output)	The volume of goods transported reached 11.8 million tons, accounting for a market share of about 0.27%; Passenger transport volume reached 460 million passengers,

Modal share Target(s)	Target 1	Target 2	Target 3
	15%; Class I urban areas reach at least 5%	Total output of goods through airports is about 4.1 million tons (accounting for 0.05-0.1% of the transport market share)	accounting for a market share of about 4.40% (of which the national railway had 21.5 million passengers, accounting for a market share of about 1.87%). The volume of goods turnover reached 7.35 billion tons.km, accounting for a market share of about 1.38%; 13.8 billion passengers.km, accounting for a market share of about 3.55% (of which the national railway has 8.54 billion passengers.km, accounting for a market share of about 2.22%)
If Yes, for which year	2030	2030	2030
If Yes, source document	Decision No. 876/QD-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions from transportation	Decision 648/QD-TTg on the overall master plan on development of the national system of airports and aerodromes for 2021-2030	Decision 1769/QD-TTg on approval of master plan on railway network development in 2021-2030 with a vision to 2050
URL source document	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>	<a href="https://www.vietnam.vn/en/cong-bo-quy-hoach-30-cang-hang-khong-den-nam-2030/">https://www.vietnam.vn/en/cong-bo-quy-hoach-30-cang-hang-khong-den-nam-2030/</a>	<a href="https://www.unilogistics.vn/en/tin-tuc/vietnam-plans-to-open-9-new-railway-lines-88">https://www.unilogistics.vn/en/tin-tuc/vietnam-plans-to-open-9-new-railway-lines-88</a>

Modal share Target(s)	Target 4	Target 5	Target 6
Description target(s)	Freight transport volume reached about 2,764 million tons (62.80% market share); Passengers reached about 9,430 million passengers (90.16% market share); The volume of domestic goods circulation reached about 162.7 billion tons.km (30.48% market share); Domestic passengers 283.6 billion		

Modal share Target(s)	Target 4	Target 5	Target 6
	passengers.km (72.83% market share)		
If Yes, for which year	2030		
If Yes, source document	Decision 1454/QD-TTg on the master plan on the road network for the 2021-2030 period, vision to 2050		
URL source document	<a href="http://asemconnectvietnam.gov.vn/default.aspx?ID1=2&amp;ZID1=14&amp;ID8=112235">http://asemconnectvietnam.gov.vn/default.aspx?ID1=2&amp;ZID1=14&amp;ID8=112235</a>		

In describing the modal share targets please describe which subsectors e.g. road, rail, walking, cycling, or public transport are targeted.

If not, are Modal share-related Target(s) being planned, and if so please provide some details. Please also provide details if additional targets are being planned that have not been adopted yet.

### 7. E-mobility related Target(s)

(see ATO indicator POL-TAR-009)

Does your country have specific targets on e-mobility?

Yes       No      (please check)

What are the specific targets to improve e-mobility?

Existing E-mobility related Target(s)	Target 1	Target 2	Target 3
Description target(s)	100% of road motor vehicles converted to using electricity and green energy	Convert 100% of railway locomotives and rolling stock to use electricity and green energy	100% of newly invested passenger vehicles in airport use electricity and green energy
If Yes, for which year	2050	2050	From 2035
If Yes, source document	Decision No. 876/QD-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions from transportation		
URL Source document	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>		

Existing E-mobility related Target(s)	Target 4	Target 5	Target 6
Description target(s)	100% of newly built inland waterway vehicles use electricity and green energy	100% of inland waterway vehicles using fossil fuels are converted to electricity and green energy	Newly built, converted, and imported ships use electricity and green energy
If Yes, for which year	From 2040	2050	After 2035

Existing E-mobility related Target(s)	Target 4	Target 5	Target 6
If Yes, source document	Decision No. 876/QD-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions from transportation		
URL Source document	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>		

Existing E-mobility related Target(s)	Target 7	Target 8	Target 9
Description target(s)	100% of ships operating on domestic routes will convert to using electricity and green energy	The rate of vehicles using electricity and green energy reaches at least 50%; 100% of taxis will be replaced, new investments will be made using electricity and green energy	100% of buses and taxis use electricity and green energy
If Yes, for which year	From 2050	From 2030	2050
If Yes, source document	Decision No. 876/QD-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions from transportation		
URL Source document	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>		

Existing E-mobility related Target(s)	Target 10	Target 11	Target 12
Description target(s)	100% of buses will be replaced and newly invested using electricity and green energy		
If Yes, for which year	From 2025		
If Yes, source document	Decision No. 876/QD-TTg on approving the action program for transition to green energy and mitigation of carbon dioxide and methane emissions from transportation		
URL Source document	<a href="https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html">https://lawnet.vn/en/vb/Decision-876-QD-TTg-2022-program-for-mitigation-of-carbon-dioxide-from-transportation-7FEB3.html</a>		

Please indicate for what type of vehicles the E-mobility targets apply.

Please indicate what the base year is for any target.

## Goal 2 – Road safety,

## 1. Targets to reduce number of road safety fatalities and/or serious injuries

(see ATO indicator POL-TAR-006)

Does your country have specific targets to improve road safety?

X Yes       No      (please check)

Road Safety Improvement Target(s)	Target 1	Target 2	Target 3
Description target(s)	Decreasing by 5 - 10% of road traffic deaths and injuries in a sustainable manner	100% of newly-developed national highways and provincial roads (grade III or higher) and 75% of the length of the national highway network currently in operation are rated 3 stars or more on the traffic safety ranking according to the standards of the Global Road Safety Assessment Program	100% of provincial roads and 50 - 80% of district roads are fully equipped with amenities and equipment to ensure traffic safety
If Yes, for which year	Every year	2030	2030
If Yes, source document	Decision No. 2060/QĐ-TTg on approval of the National Strategy on road traffic order and safety for the 2021 - 2030 period with vision towards 2045		
URL Source Document	<a href="https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7">https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7</a>		

Road Safety Improvement Target(s)	Target 4	Target 5	Target 6
Description target(s)	100% of highways, arterial national highways and routes must be furnished with intelligent traffic control and management systems (capable of detecting violations, running automatic non-stop road toll collection systems and flexible electronic road signs)	100% of school entrance areas adjacent to national highways, provincial roads, arterial roads of cities must be organized to assure traffic safety and avoid traffic congestion	Eliminating 100% of motor vehicles expired, and self-made three or four-wheeled vehicles, from using roads
If Yes, for which year	2030	2030	2030
If Yes, source document	Decision No. 2060/QĐ-TTg on approval of the National Strategy on road traffic order and safety for the 2021 - 2030 period with vision towards 2045		
URL Source Document	<a href="https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7">https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7</a>		



Road Safety Improvement Target(s)	Target 7	Target 8	Target 9
Description target(s)	100% of car owners must use electronic road toll collection accounts for multi-purpose payments for road traffic services and fine payments	100% of road users have access to training and educational courses in traffic order and safety knowledge, laws and safe road-using skills	The system of training, testing and issuing driver's licenses meets standards equivalent to developed countries in the world, fully integrating according to the 1968 Convention on Road Traffic
If Yes, for which year	2030	2030	2030
If Yes, source document	Decision No. 2060/QD-TTg on approval of the National Strategy on road traffic order and safety for the 2021 - 2030 period with vision towards 2045		
URL Source Document	<a href="https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7">https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7</a>		

Road Safety Improvement Target(s)	Target 10	Target 11	Target 12
Description target(s)	100% of expressways and national highways must be equipped with medical emergency stations, or located in the proximity of medical facilities capable of giving emergency aids to traffic accident victims, ensuring the capability of approaching traffic accident victims as soon as possible after receipt of emergency calls	Provinces and centrally-affiliated cities must have 115 medical emergency centers, ensuring the capability of approaching traffic accident victims as soon as possible after receipt of emergency calls	All district-level or higher-level hospitals nationwide must ensure the capability of giving medical emergency aids to and approaching traffic accident victims as soon as possible after receipt of emergency calls
If Yes, for which year	2030	2030	2030
If Yes, source document	Decision No. 2060/QD-TTg on approval of the National Strategy on road traffic order and safety for the 2021 – 2030 period with vision towards 2045		
URL Source Document	<a href="https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7">https://lawnet.vn/en/vb/Decision-2060-QD-TTg-2020-approval-of-the-National-Strategy-on-road-traffic-order-and-safety-708F0.html?tab=7</a>		

Please indicate what the base year is for any target.

## 2. Policy instruments in support of improved road safety

The ATO National Policies Database contains information taken from WHO reporting 2017 (see POL-INT 001 – POL-INT 008). If possible, please provide more detailed and more recent information.

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
Seat belt law <i>See POL-INT-001</i>	<b>Yes</b>	The driver and persons sitting on the front seats of a car equipped with safety belts shall wear the safety belts (Article 9)	2008	Law on road traffic <a href="https://sites.google.com/a/ecolaw.vn/luat-tieng-anh/1-bo-luat-luat/-law-on-road-traffic">https://sites.google.com/a/ecolaw.vn/luat-tieng-anh/1-bo-luat-luat/-law-on-road-traffic</a>
Helmet law <i>See POL-INT-002</i>	<b>Yes</b>	The operators and passengers of motorcycles, three-wheeled motor vehicles or mopeds shall wear safety helmets, properly fastening their chin straps (Article 30)	2008	Law on road traffic <a href="https://sites.google.com/a/ecolaw.vn/luat-tieng-anh/1-bo-luat-luat/-law-on-road-traffic">https://sites.google.com/a/ecolaw.vn/luat-tieng-anh/1-bo-luat-luat/-law-on-road-traffic</a>
Helmet law passenger <i>See POL-INT-003</i>	<b>Yes</b>	The operators and passengers of motorcycles, three-wheeled motor vehicles or mopeds shall wear safety helmets, properly fastening their chin straps (Article 30)	2008	Law on road traffic <a href="https://sites.google.com/a/ecolaw.vn/luat-tieng-anh/1-bo-luat-luat/-law-on-road-traffic">https://sites.google.com/a/ecolaw.vn/luat-tieng-anh/1-bo-luat-luat/-law-on-road-traffic</a>
Speed limit <i>See POL-INT-004</i>	<b>Yes</b>	Drivers and operators of special-use vehicles shall comply with regulations on the speed limits of vehicles moving on the roads (Article 12)	2008	Law on road traffic <a href="https://sites.google.com/a/ecolaw.vn/luat-tieng-anh/1-bo-luat-luat/-law-on-road-traffic">https://sites.google.com/a/ecolaw.vn/luat-tieng-anh/1-bo-luat-luat/-law-on-road-traffic</a>
Maximum speed urban road <i>See POL-INT-005</i>	<b>Yes</b>	Maximum allowed speed of road vehicles travelling in crowded area (except on expressway) (Article 6)	2019	Circular 31/2019/TT-BGTVT on speed and safety distance of road vehicles and heavy-duty vehicles in road traffic <a href="https://hethongphapluat.com/circular-no-31-">https://hethongphapluat.com/circular-no-31-</a>
Maximum speed rural road <i>See POL-INT-005</i>	<b>Yes</b>	Maximum allowed speed of road vehicles travelling outside of crowded area (except on		

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
		expressway) (Article 7)		2019-tt-bgtvt-dated-august-29-2019.html
Alcohol limit <i>See POL-INT-006</i>	<b>Yes</b>	It is strictly forbidden to operate a vehicle participating in road traffic with alcohol in the blood or breath (Article 35)	2019	Law on Prevention and Control of Harmful Effects of Alcohol and Beer <a href="https://e-jghs.org/pdf/10.35500/jghs.2019.1.e49">https://e-jghs.org/pdf/10.35500/jghs.2019.1.e49</a> (page 4/5)
Drink–drive law <i>See POL-INT-007</i>	<b>Yes</b>	It is strictly forbidden to operate a vehicle participating in road traffic with alcohol in the blood or breath (Article 35)	2019	Law on Prevention and Control of Harmful Effects of Alcohol and Beer <a href="https://e-jghs.org/pdf/10.35500/jghs.2019.1.e49">https://e-jghs.org/pdf/10.35500/jghs.2019.1.e49</a> (page 4/5)
Child restraint law <i>See POL-INT-008</i>	<b>No</b>			
Medical care & post-crash respond Law	<b>being planned</b>	Research and review to amend the Health Insurance Law towards decentralization in performing health insurance appraisals; develop regulations on organizing first aid before the hospital, including traffic accident first aid; Build and deploy an information system on causes of death due to traffic accidents based on a network of medical examination and treatment facilities;		Resolution 48/NQ-CP (2022) on enhancing traffic order and safety and combating traffic congestion in the 2022-2025 period <a href="https://en.sggp.org.vn/big-cites-assigned-to-develop-scheme-on-zoning-restrictions-for-motorbikes-post94168.html">https://en.sggp.org.vn/big-cites-assigned-to-develop-scheme-on-zoning-restrictions-for-motorbikes-post94168.html</a>

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
		Applying information technology, clinical coding, collecting data on causes of death due to traffic accidents		

Please add any additional road safety related policy instruments that are in place or that are being planned.

C. Goal 6 - National access and connectivity: By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).

### 1. Road Expansion Targets

(see ATO indicator POL-TAR 002)

Does your country have specific targets to expand the road network?

Yes       No      (please check)

Please provide details:

Target	Time Frame	Document	URL
Expressway network is planned for 41 routes with a total length of about 9,014 km	for the 2021-2030 period, with a vision toward 2050	Decision 1454/QĐ-TTg dated 01 <sup>st</sup> Sep 2021 approving the Master plan on the road network for the 2021-2030 period, with a vision toward 2050	<a href="http://asemconnectvietnam.gov.vn/default.aspx?ID1=2&amp;ZID1=14&amp;ID8=112235">http://asemconnectvietnam.gov.vn/default.aspx?ID1=2&amp;ZID1=14&amp;ID8=112235</a>
National highway network consists of 172 routes with a total length of about 29,795 km			
100% of district and commune roads will be of technical grade, meeting transport demand in rural areas			
Coastal road has a total length of about 3,034 km, the minimum size of grade III and IV roads, alignment of sections that do not coincide with national highways and expressways is decided in the provincial plan			

### 2. Road Maintenance Targets

(see ATO indicator POL-TAR 003)

Does your country have specific targets for road maintenance?

Yes       No      (please check)

Please provide details:

Target	Time Frame	Document	URL
Target 1:			
Target 2:			

### 3. Rail Targets

(see ATO indicator POL-TAR 004)

Does your country have specific targets to expand and maintain the Rail network?

Yes       No      (please check)

Please provide details:

Target	Time Frame	Document	URL
Planning 09 new railway lines, total length of 2,362 km	2030	Decision No. 1769/QD-TTg dated 19th Oct 2021 approving the railway network master plan for the period 2021-2030, with a vision to 2050	<a href="https://www.unilogistics.vn/en/tin-tuc/vietnam-plans-to-open-9-new-railway-lines-88">https://www.unilogistics.vn/en/tin-tuc/vietnam-plans-to-open-9-new-railway-lines-88</a>
Upgrading and renovating to ensure safe train operation on 07 existing railway lines			
The national railway network is planned to include 25 routes with a length of 6,354 km	2050		

In describing the targets please differentiate between expansion and maintenance of rail network. Also, please indicate if it concerns a High-Speed Rail Network project.

### D. Key Illustrative Projects

Please list 2 -3 projects that **best illustrate** the commitment of your country towards the implementation of the Aichi 2030 Declaration and that you would like to share with the other participating countries of the Regional EST Forum. We understand that it is not possible to list all the projects undertaken in your country. We hope that it will be possible to provide some more information on the projects listed below.

Name Project:	Short description of Project and Objectives	List Contribution to Aichi 2030 Declaration Goals	URL where more information can be found on the project
12 sub-component projects for the constructi	Complete and put into synchronous operation the North-South Expressway in the East; connecting economic and political centers, economic zones,	Goal 2 – Road safety, Goal 6 – National access and connectivity	<a href="https://hanoitimes.vn/transport-ministry-approves-12-sub-components-under-north-south-expressway-projects-321289.html">https://hanoitimes.vn/transport-ministry-approves-12-sub-components-under-north-south-expressway-projects-321289.html</a>

<b>Name Project:</b>	<b>Short description of Project and Objectives</b>	<b>List Contribution to Aichi 2030 Declaration Goals</b>	<b>URL where more information can be found on the project</b>
on of the Eastern North-South expressway in the 2021-2025 period	and key industrial parks, especially key economic regions; Gradually complete the synchronous infrastructure system with modern projects, creating high spillover power to promote socio-economic development and ensure national defense and security		
NDC Transport Initiative for Asia (NDC-TIA) in Vietnam	Strengthen the policy framework to promote the low-carbon development and GHG Goal emission reduction in transport contributing to implement the NDC of Vietnam	Goal 1a – Low-Carbon (climate change mitigation)	<a href="https://changing-transport.org/wp-content/uploads/2.-210314-Kick-Off_Ms.-Urda-Eichhorst.pdf">https://changing-transport.org/wp-content/uploads/2.-210314-Kick-Off_Ms.-Urda-Eichhorst.pdf</a>