Aichi 2030 Declaration on Environmentally Sustainable Transport (EST): Country Profile

Viet Nam

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Developed by:

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Viet Nam

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Aichi 2030 Declaration on Environmentally Sustainable Transport (EST): Country Profile (Viet Nam)

2024

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Viet Nam, a country in the South East Asia region, having Low and lower middle income status, was recorded to have a national population of about 99 million in the year 2024.

The urban population share in total is about 40%. The age wise distribution of the national population accounts for 28% and 15% of <18 years old (minors) and >60 years old (seniors) population, respectively. The GDP per capita (PPP) for the year 2022 was 13,461 USD.

The motorisation rate of the road transport vehicles for the year 2022, for all vehicles combined, stood at 922 vehicles per thousand population. Similarly, the rate for 2&3 wheelers, LDV, freight vehicles and buses were 868, 34, 18, and 2 respectively.

Introduction to the profiles: The Asian Transport Outlook (ATO) project serves as a comprehensive data repository that organizes transport-relevant data and information from various official and secondary sources. These profiles are meticulously crafted using data from this extensive collection and draw upon a carefully curated selection of key indicators from a pool of over 500 transport-related metrics (visit https://asiantransportoutlook.com/snd for more information).

These profiles also provide comprehensive summaries of national targets that are relevant to the Aichi 2030 Declaration goals as contained in ATO's national policy trackers. The profile is structured by goals, followed by policy insights and enumeration of sample projects by the MDBs corresponding to the 6 Goals.

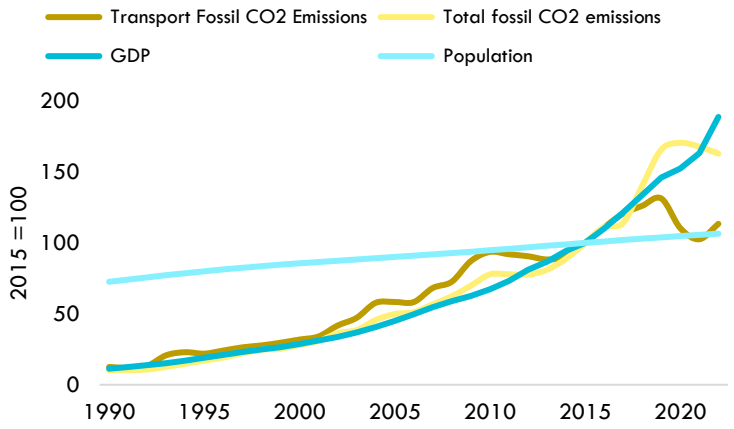
Contents:

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

By 2030, aim to peak transport CO2 emissions and initiate reductions in transport related CO2 emissions with the intention to move towards decarbonization of the transport sector by 2050, or shortly thereafter (Based on SDG 7.2, 9.1, 13.2, Paris Agreement)

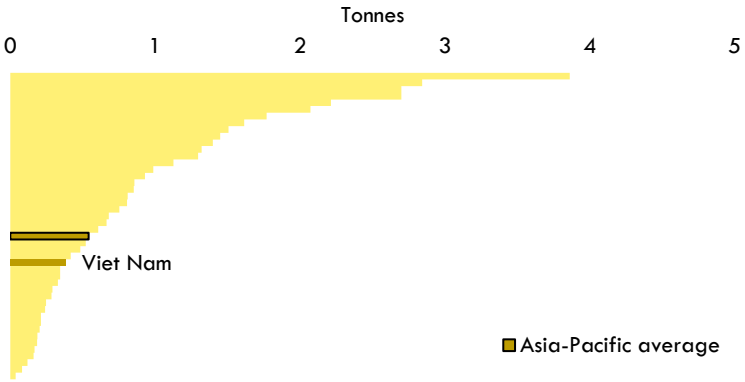
Transport CO2 emissions (fossil)

Growth of transport fossil CO2 emissions, total fossil CO2 emissions, population and GDP (PPP) (1990 - 2022)



(EDGAR, 2023)

Transport fossil CO2 emissions per capita (2022)



(EDGAR, 2023)

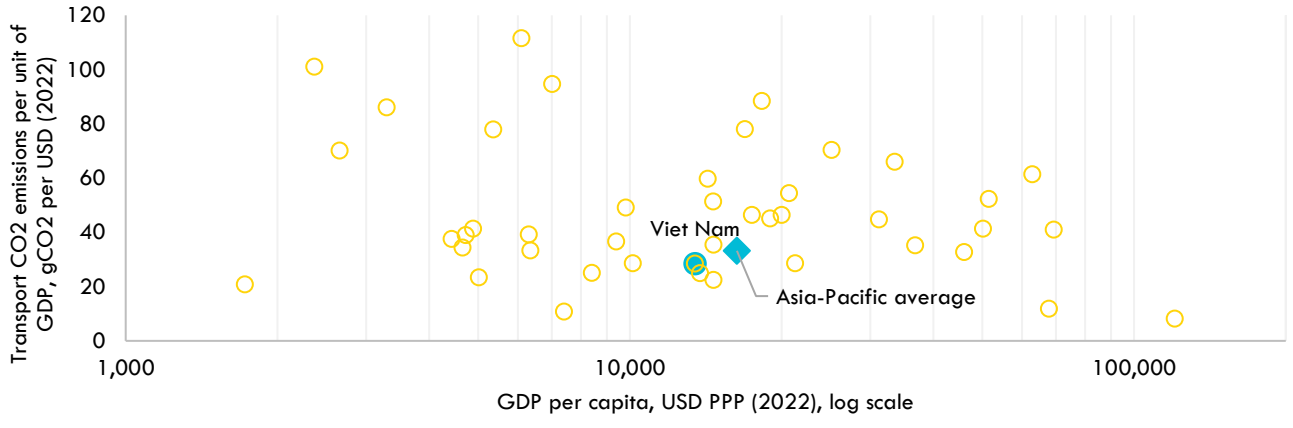
- Emissions growth: Transport fossil CO2 emissions have grown at an average annual rate of 2% between 2015 and 2022, exceeding the Asia-Pacific average of 1%. However, Vietnam's transport CO2 emissions per capita (0.4 tonnes) and transport CO2 emissions intensity are lower than the Asia-Pacific averages.

- Energy consumption: Transport energy consumption in Vietnam acconts for about 1.6% of the region's total.

- Modal share: Road transport dominates CO2 emissions, contributing 84% of the total.

- Transport's share of total CO2 emissions decreased from 16% to 11% between 2015 and 2022, indicating an influence of low-carbon measures in the transport sector compared to other sectors.

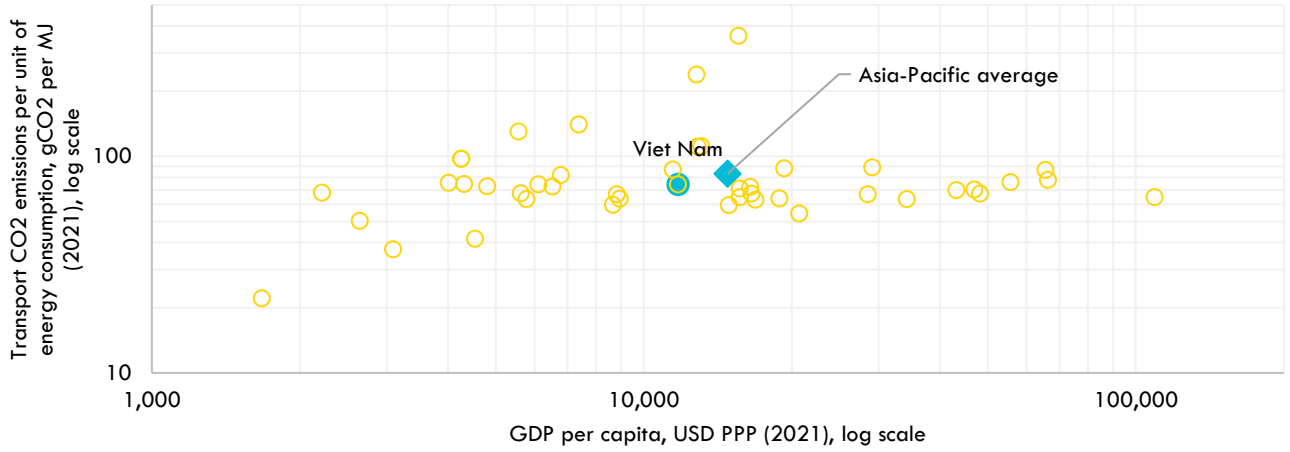
Transport CO2 emissions per unit of GDP (2022)



(EDGAR, 2023)

Transport energy consumption

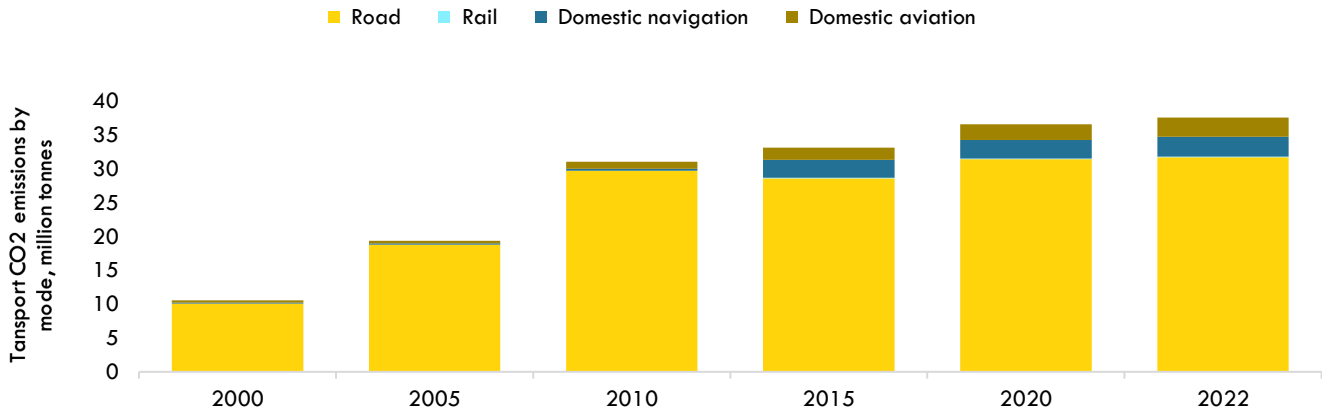
Transport CO2 emissions per unit of energy consumption and GDP per capita (2021)



(EDGAR, 2023)

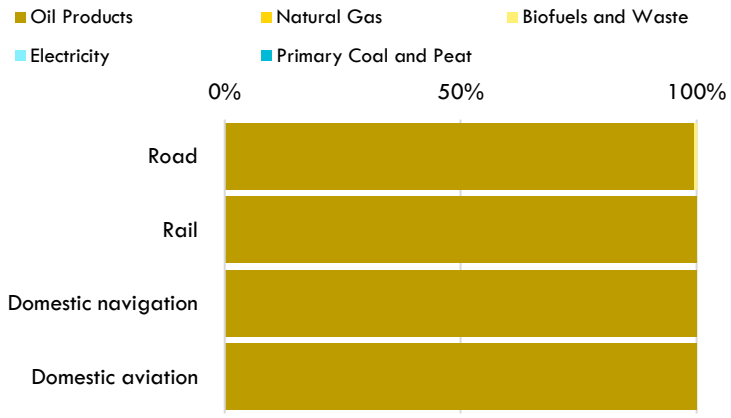
Transport CO2 emissions (fossil) and energy consumption modeshare

Growth of transport CO_2 emissions by mode



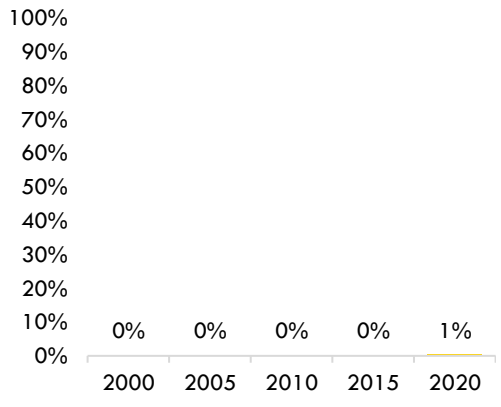
(EDGAR, 2023)

Share of transport energy consumption by mode and by source (2021)



(EDGAR, 2023)

Share of transport in renewable energy consumption:



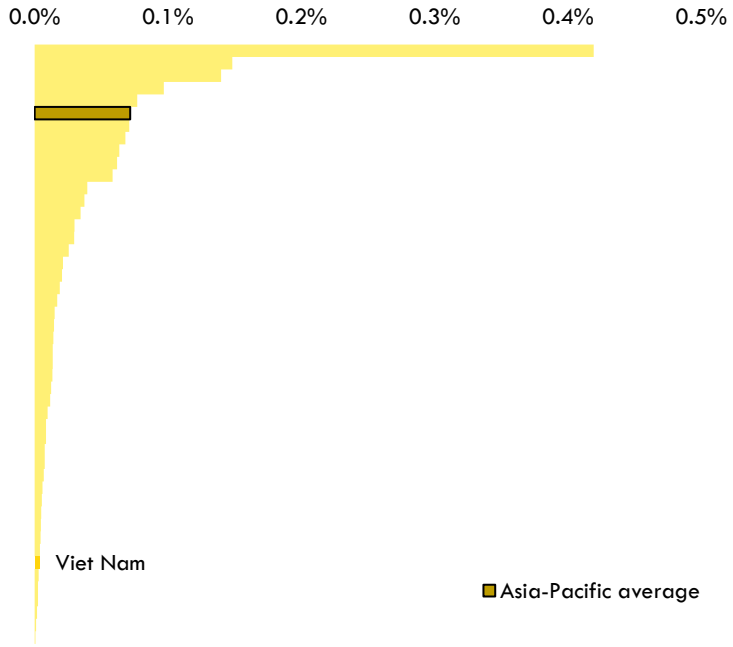
(Tracking SDG 7, 2024)

Goal 1b – Resilience:

By 2030, increase resilience and adaptive capacity of transport system to climate-related hazards and pandemics such as COVID-19. (Based on SDG 13, Paris Agreement and the Sendai Framework for Disaster Risk Reduction 2015-2030)

Estimated average annual losses to transport infrastructure due to hazards

Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023)



(CDRI, 2023)

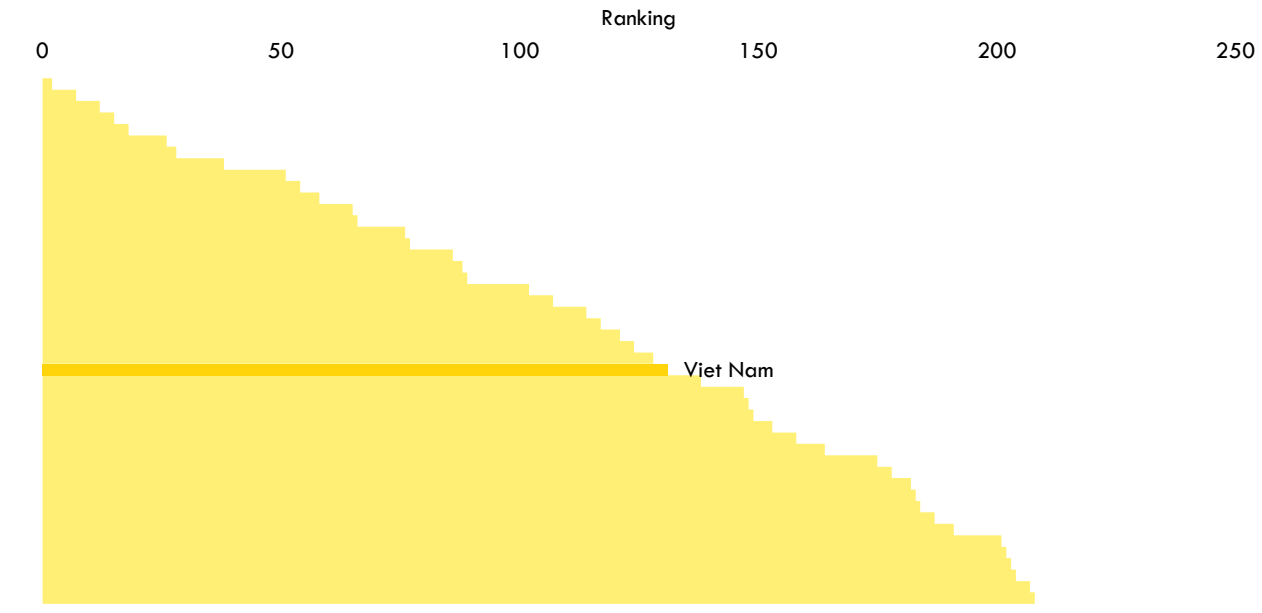
• Vulnerability to hazards: Road infrastructure is particularly vulnerable to hazards, accounting for 68% of average annual losses. A significant portion of the population (37%) lives in low-elevated coastal zones, increasing their exposure to climate-related risks.

• Network redundancy: Vietnam's National Road Vulnerability Index ranking of 131st out of 208 countries suggests room for improvement in network redundancy to minimize disruptions after climate hazards.

Note: National road vulnerability index ranking (NRVI), highest rank = 1 means fewer disruptions to trips after climate hazards due to sufficient network redundancy.

Climate change vulnerability

National road vulnerability index (NRVI) ranking (2023)



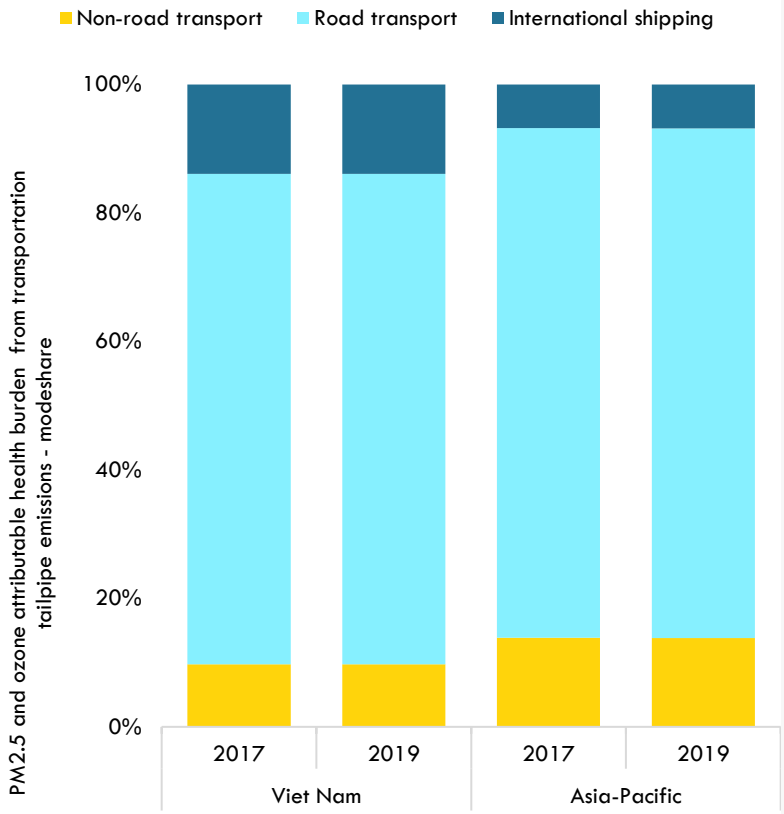
(Koks, et al., 2023)

Goal 1c – Air pollution:

By 2030, reduce air pollution and contamination caused by traffic, including PM2.5, other air pollutants and noise. (Based on SDG 3.9, 11.6).

Transport air pollution health impact

Transport air pollution health impact (PM 2.5)



(McDuffie et al., 2021)

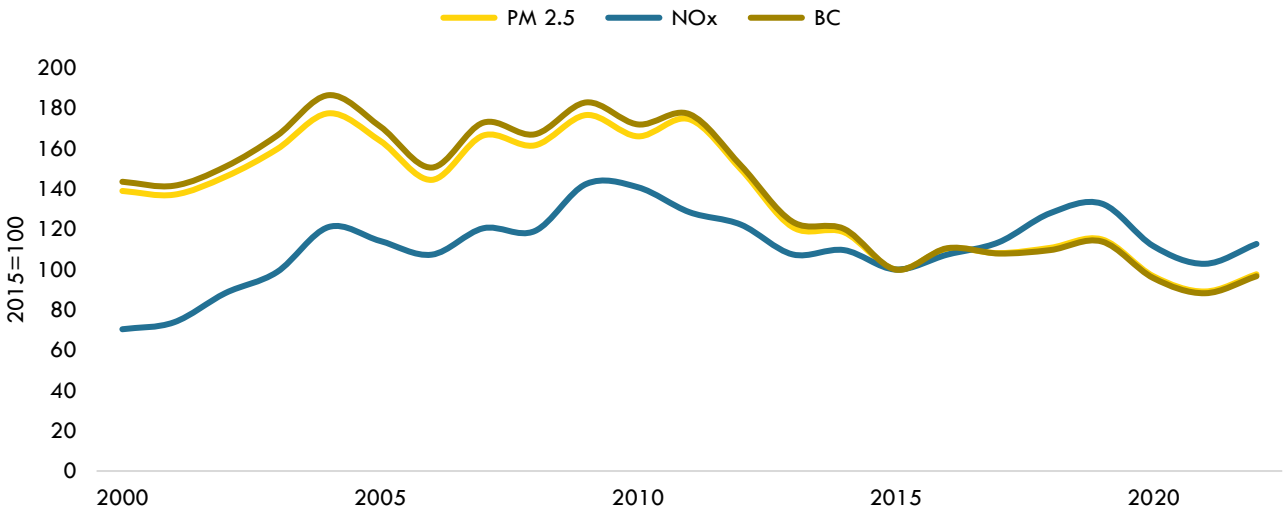
- Emissions trends: While GDP grew at an average annual rate of 9% between 2015 and 2022, PM2.5 emissions decreased slightly (-0.2%), and SOx emissions decreased significantly (-2%). However, NOx emissions increased (0.8%).

- Health impacts: The estimated deaths due to PM2.5 and ozone air pollution from the transport sector increased from 2,510 to 2,707 between 2017 and 2019. The non-road subsector accounts for the majority (76%) of these deaths.

- In Viet Nam, the total attributable deaths due to the PM2.5 and ozone air pollution from the transport sector changed from 2,510 to 2,707 between 2017 to 2019.
- The numbers for Asia-Pacific were about 236 thousand and 253 thousand, respectively, for the same time period.

Transport air pollutant emissions

Growth of road transport air pollutant emissions



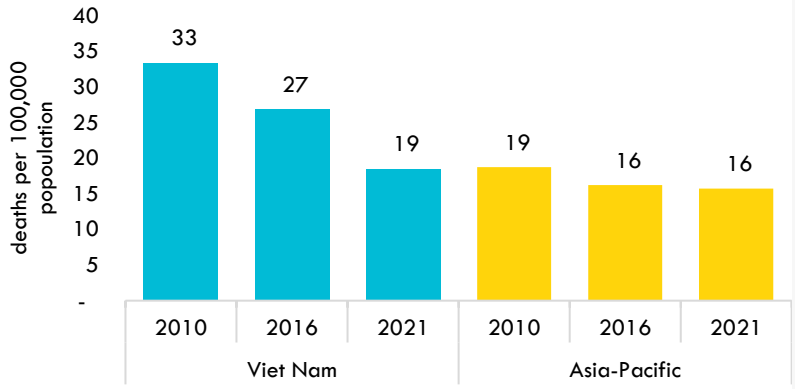
(EDGAR, 2023)

Goal 2 – Road safety:

By 2030, halve the number of deaths and injuries from road traffic accidents in Asia compared to 2020, with specific attention to vulnerable road users. (Based on SDG 3.6 and second UN Decade of Action on Road Safety 2021 – 2030, Stockholm Declaration on Road Safety)

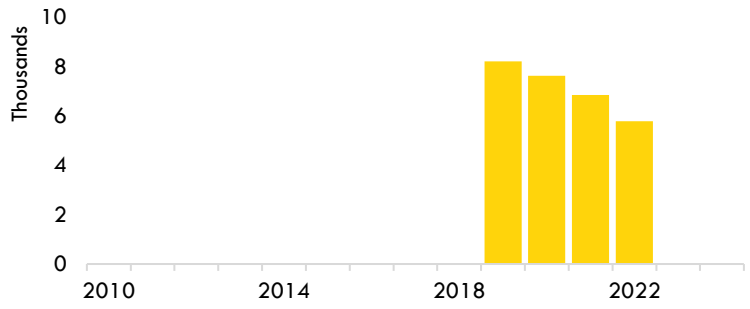
Road traffic crash fatalities

Road traffic crash fatality rate



(WHO, 2023)

Road traffic crash fatalities (absolute values)



(Country official statistics)

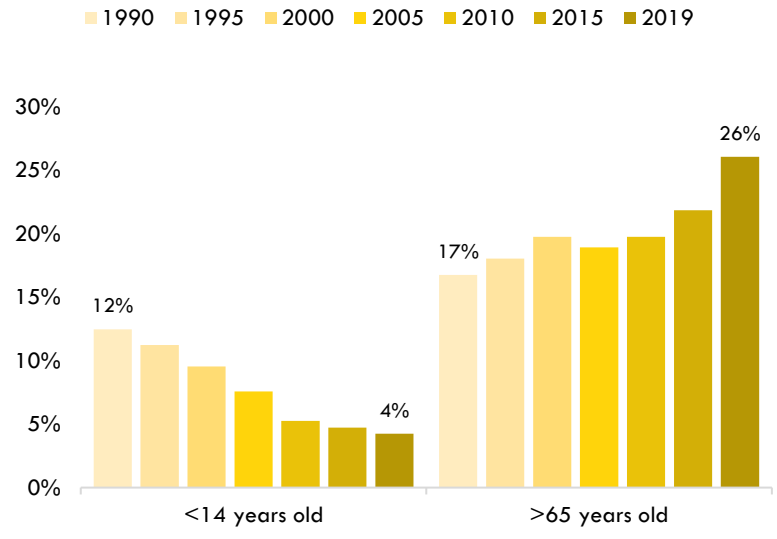
- Fatality rate: The road traffic crash fatality death rate in Vietnam (18.5) is higher than the Asia-Pacific average (15.7). The economic cost of fatalities and serious injuries is substantial, representing about 5% of Vietnam's GDP.

- Vulnerable road users: The share of minors and seniors in road crash fatalities has increased, and the share of pedestrians and bicyclists in total fatalities is concerningly low compared to the Asia-Pacific average.

- Infrastructure safety: The share of road infrastructure with 3 stars or better for pedestrians and bicyclists is below the Asia-Pacific average, indicating a need for improvement in infrastructure safety.

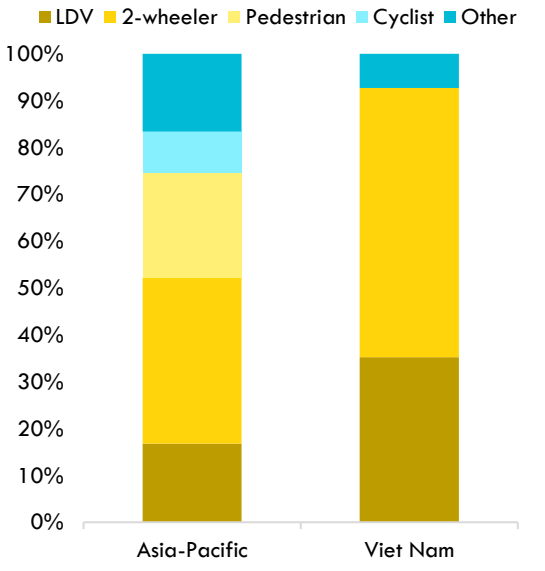
Share of vulnerable groups

Share of road crash fatalities by age



(GBD, 2021)

Share of road crash fatalities by mode



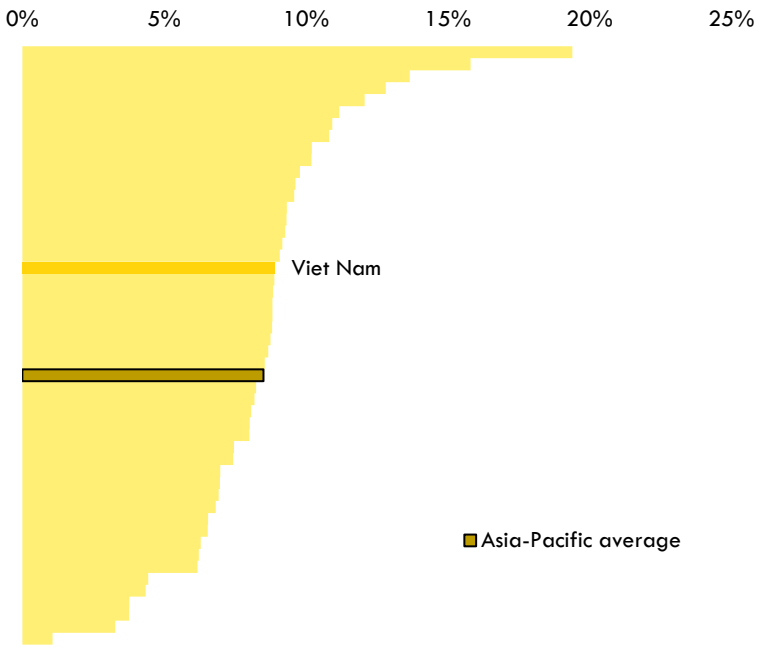
(WHO, 2023)

Goal 3 - Economic sustainability:

By 2030, realize sustainable economic and employment growth by leveraging science, technology and innovation and green investments in quality passenger and freight transport infrastructure and services in a manner that fully incorporates environmental and social impacts throughout the lifecycle of the transport infrastructure and services, (Based on SDG 8.4, SDG 9.1, 12.1 and 12.c)

Transport sector and GDP

Transport as a share of GDP

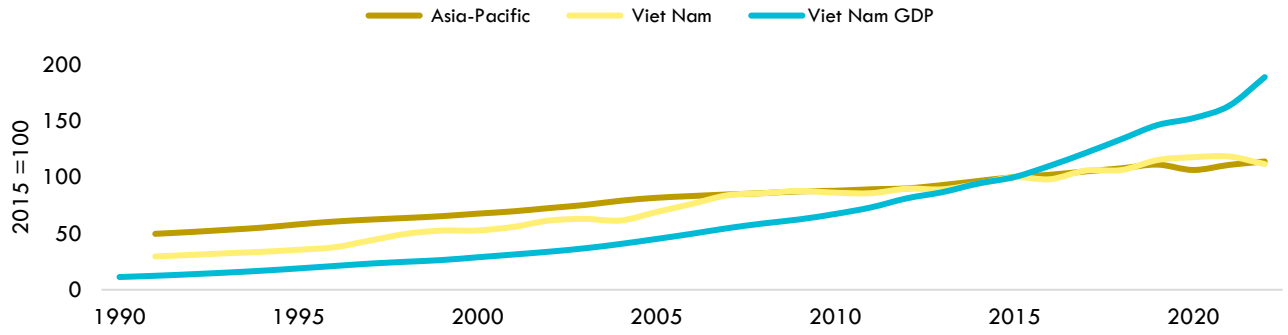


(UN, 2023)

- Sector contribution: The transport sector's contribution to GDP has decreased slightly, and transport investments as a share of GDP are lower than the Asia-Pacific average.
- Employment: The transport sector's employment growth rate is in line with the Asia-Pacific average, but the sector's share in total employment is lower.
- Logistics performance: Vietnam's ranking in the Logistics Performance Index has declined, suggesting areas for improvement in logistics efficiency and sustainability.

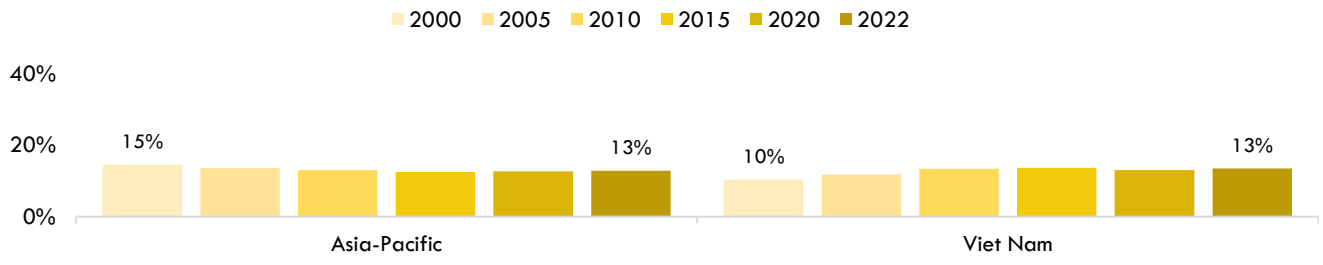
Transport employment

Growth of transport sector employment



(ILO, 2024)

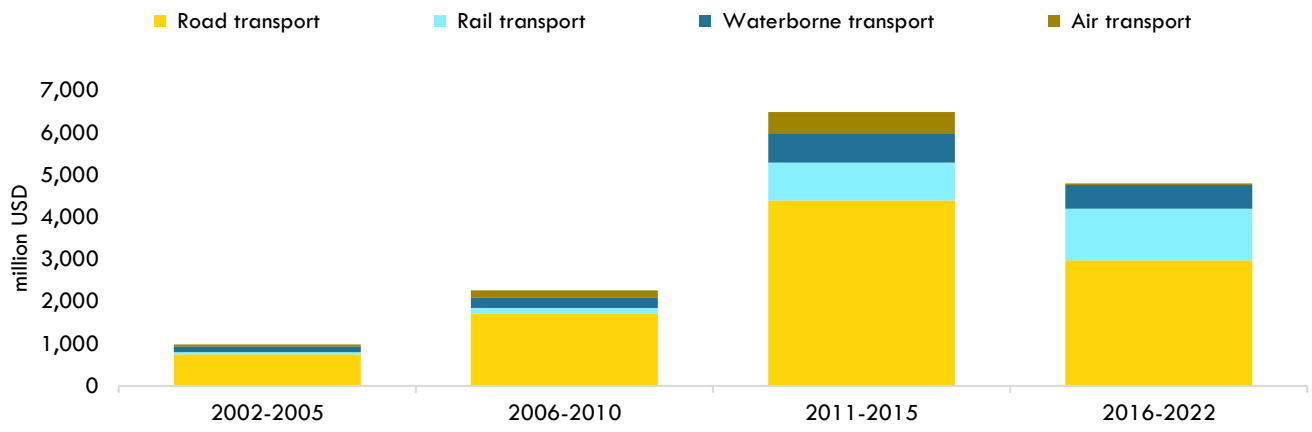
Female share in the transport employment



Estimated using (ILO, 2024)

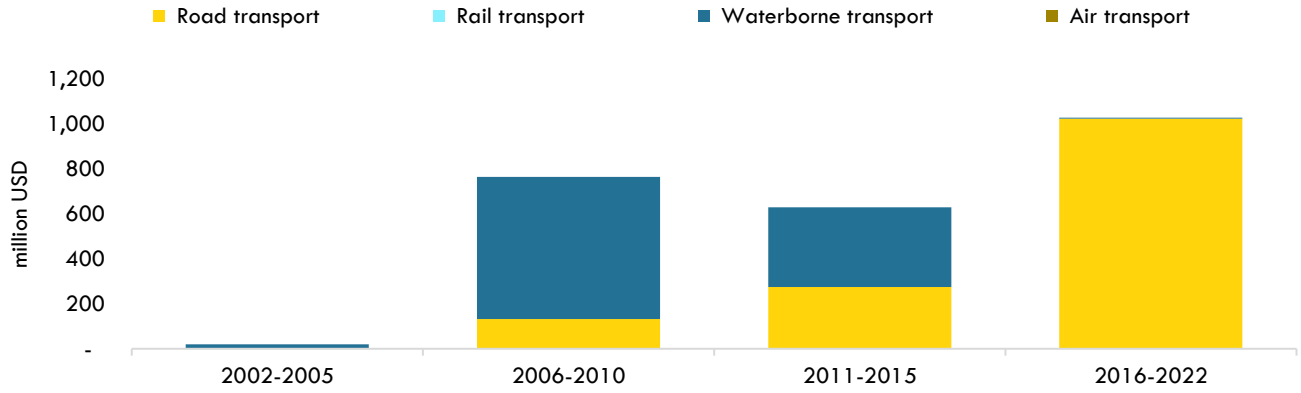
Transport investments

Official development assistance for Transport



(OECD, 2022)

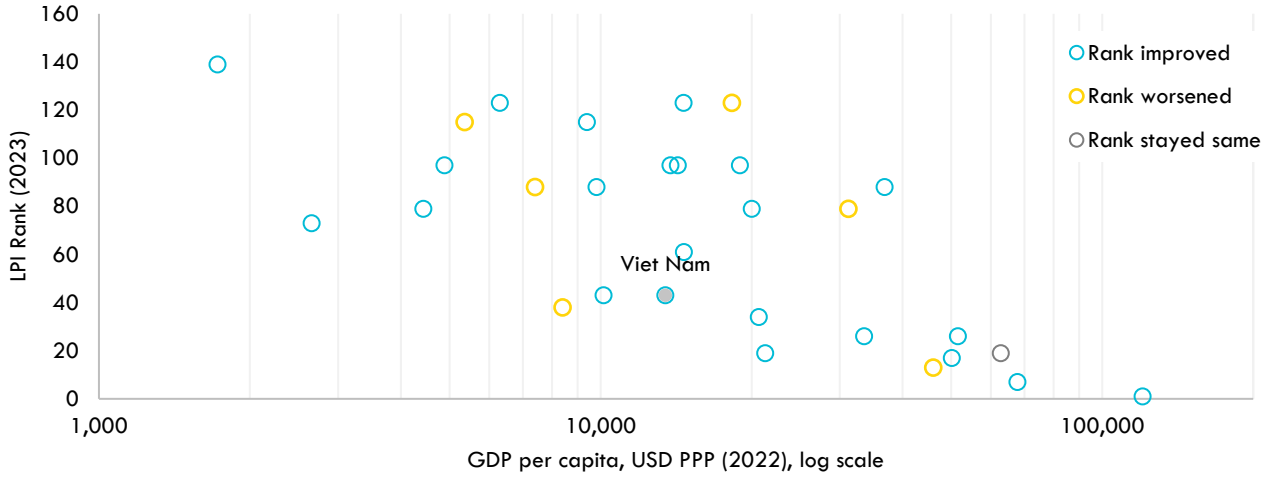
Public Private Partnership in Transport



(WB, 2023)

Freight sector

Domestic Logistics Performance Index, Rank change (2016 - 2023)



(WB, 2022)

Goal 4 - Rural access:

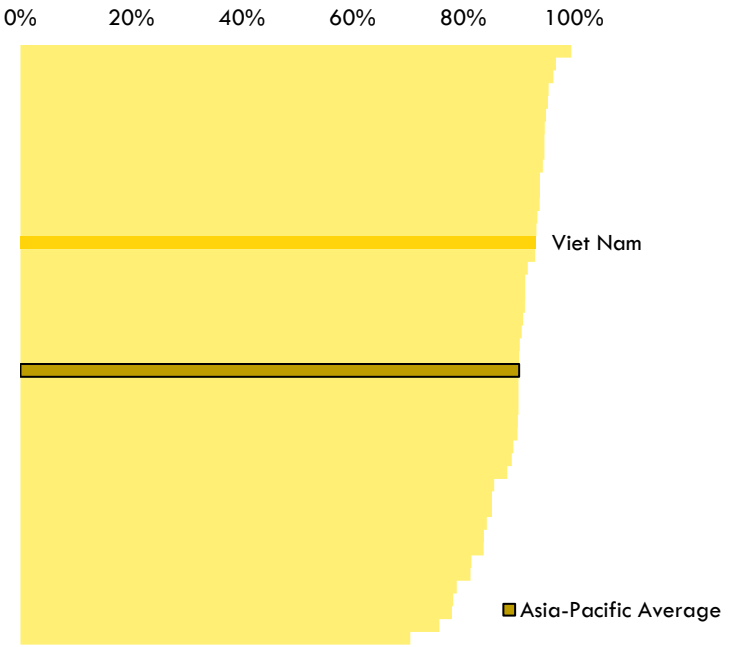
By 2030, realize accessible, inclusive, safe, affordable, and resilient rural transport infrastructure and services, thus facilitating improved access to markets, basic utilities and services including health and education by the farming community, and other rural population including physically disabled and vulnerable groups (Based on SDG 2 and SDG 9.1)

Rural access

Rural access index

(CIESIN-rural, 2023)

Share of Secondary and Tertiary roads in Total road network



(ATO and Country estimates)

- Rural connectivity: A high percentage (91%) of the rural population lives within 2km of an all-weather road, exceeding both the Asia-Pacific and global averages.

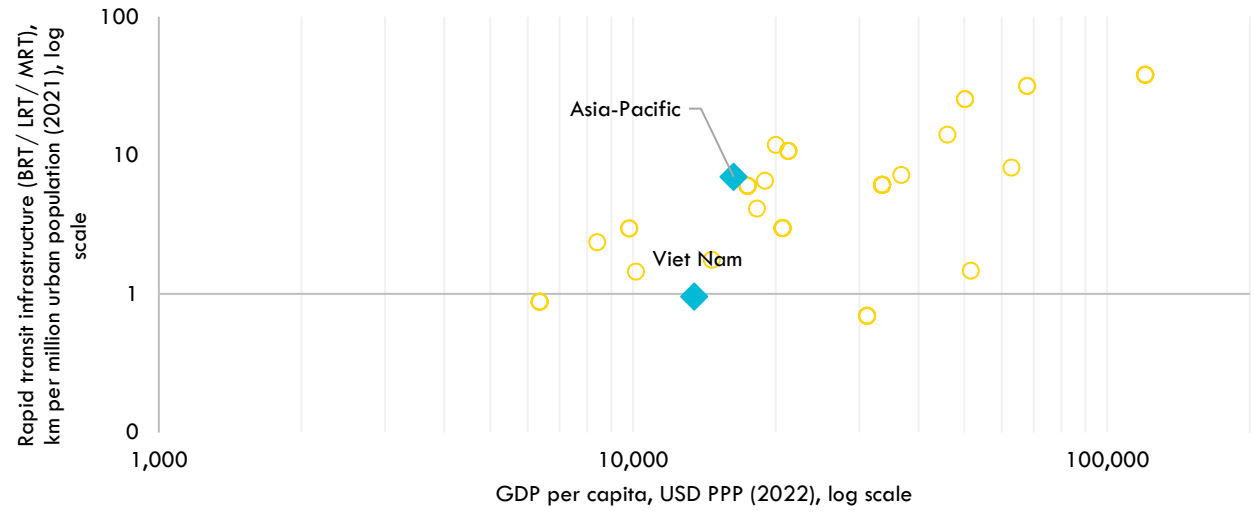
- Remaining challenges: Despite good overall connectivity, an estimated 6 million people in Vietnam still lack decent rural access.

Goal 5 - Urban access:

By 2030, ensure access to accessible, inclusive, safe, efficient, affordable, and sustainable transport facilities, systems and services for urban dwellers, including physically disabled and vulnerable groups through the development of urban transport infrastructure and services (Based on SDG 11.2 and 11.7)

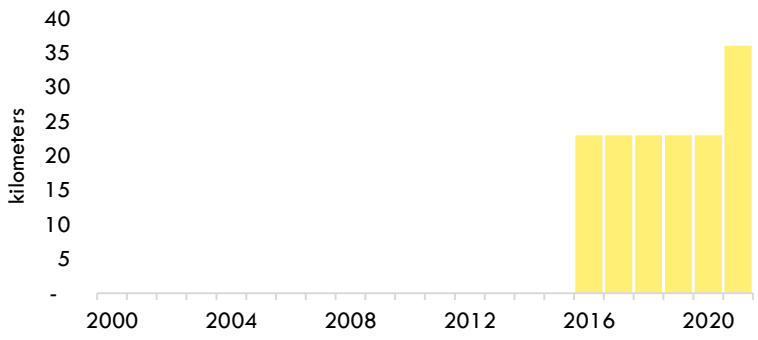
Urban rapid transit infrastructure

Rapid transit infrastructure to resident ratio (RTR)



(ITDP, 2022)

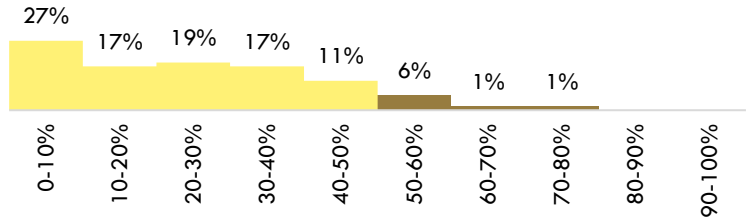
Urban rapid transit infrastructure length



(ITDP, 2022)

Urban access

Share of cities by level of urban access (out of 70 cities)



(CIESIN-urban, 2023)

- Rapid transit development: Urban rapid transit infrastructure has expanded, but the infrastructure-to-resident ratio remains significantly lower than the Asia-Pacific average.

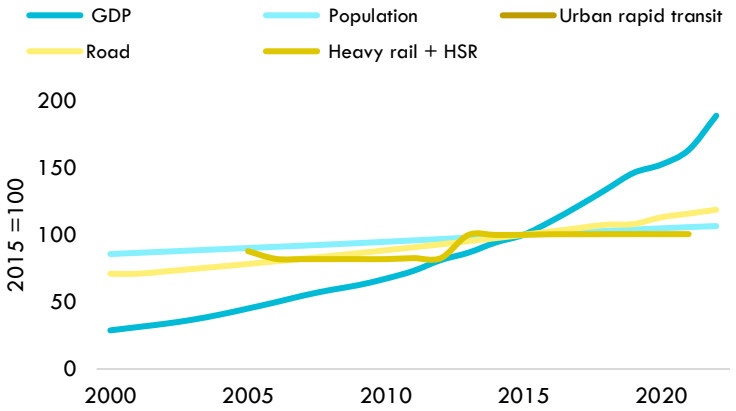
- Public transport accessibility: Data on urban access to public transport indicates room for improvement in ensuring convenient access for urban residents.

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)

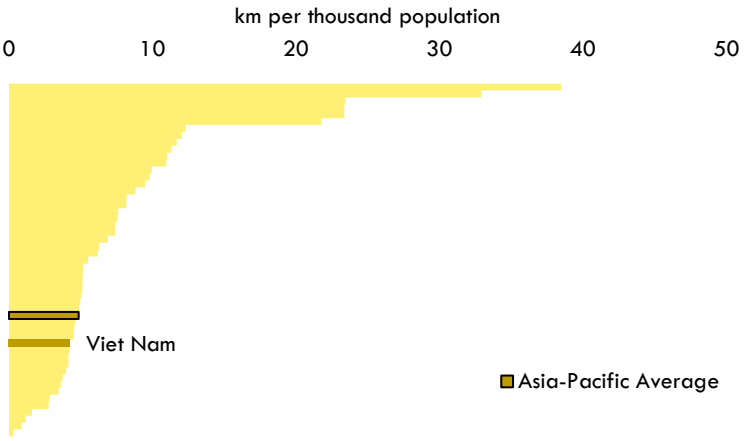
Transport infrastructure

Growth of transport infrastructure



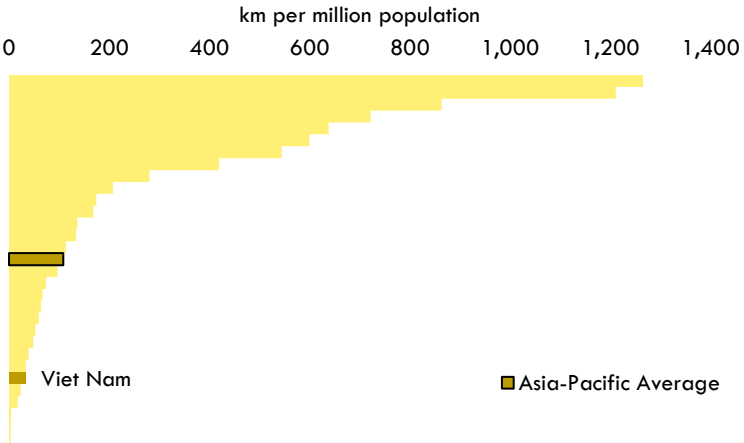
(IRF, 2024) (UIC, 2024) (ITDP, 2022) (ATO and Country estimates)

Road transport infrastructure availability (2022)



(IRF, 2024) (ATO and Country estimates)

Rail transport infrastructure (including HSR) availability (2021)



(UIC, 2024)

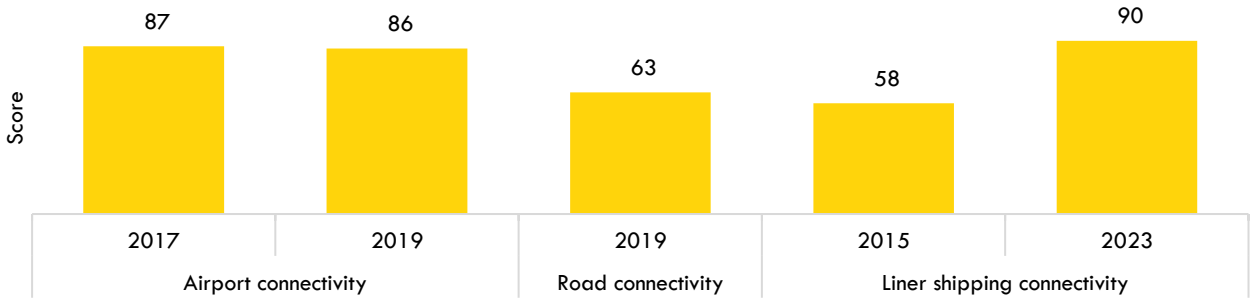
• Infrastructure Expansion: Road and heavy rail infrastructure has expanded, and the bus motorization index has improved. However, road length per thousand population and heavy rail length per million population are lower than the Asia-Pacific averages.

• Connectivity: Vietnam's IATA airport connectivity score has slightly decreased, while its Liner shipping connectivity index has significantly improved. Container port traffic is substantial, ranking among the top in the EST region.

• Telecommunications: Vietnam has achieved widespread coverage of mobile network technology and internet usage has increased significantly.

Transport connectivity

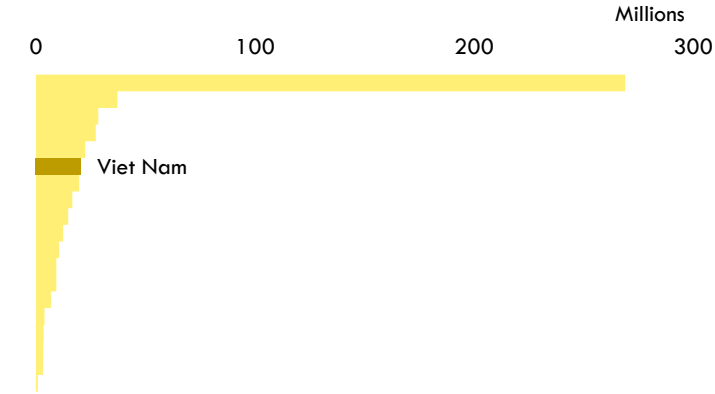
Transport connectivity



(WEF, 2018) (UNCTAD, 2024)

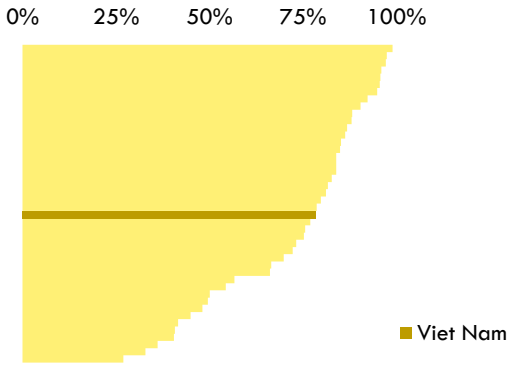
ICT

Container port traffic (TEU)



(UNCTAD, 2024)

Percentage of individuals using the internet (2022)



(ITU, 2023)

Transport Policy insights:

The insights are based on the transport policy trackers developed by the ATO. Trackers include analysis of policy measures and targets from all the transport relevant policy documents for a country published after the adoption of the Aichi 2030 Declaration, i.e. 2021.

• Policy activity: Vietnam has adopted 24 policy documents since 2015, with a focus on low-carbon development, air pollution, and national access and connectivity.

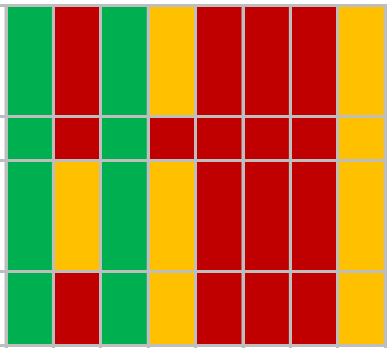
• Target setting: The policy documents include 63 targets, primarily addressing low-carbon development and air pollution, with target years extending to 2050.

• A review of policy documents published since 2015 highlights a clear prioritization of climate change mitigation and air pollution, with 83% and 75% of documents respectively providing extensive coverage on these issues (Goals 1a and 1c). Road safety also received substantial attention (29% of documents, Goal 2). However, there is a notable gap in policy focus on rural and urban access. Additionally, while some attention is given to resilience, economic sustainability, and national access and connectivity (Goals 1b, 3 and 6), these areas receive less comprehensive coverage compared to the top priorities.

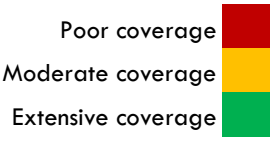
Transport relevant policy documents

Red - Poor coverage; Orange - Moderate coverage; Green - Extensive coverage

Doc. No.	Document Name	Year	Goal 1a	Goal 1b	Goal 1c	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6
1	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								
2	Intended Nationally Determined Contribution of Viet Nam (2015)	2015								
3	National Logistics Master Plan - VNM	2016								
4	NATIONAL ACTION PLAN FOR THE IMPLEMENTATION OF THE 2030 SUSTAINABLE DEVELOPMENT AGENDA	2017								
5	One Strategic Plan 2017-2021	2017								
6	National standard TCVN 6438:2018 on Road vehicles - Maximum allowable limit of emissions	2018								
7	National Child Helmet Action Plan	2019								
8	Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020								
9	Updated Nationally Determined Contribution - VNM	2020								
10	National plan to adapt to climate change for the period of 2021-2030, with a vision to 2050	2020								
11	Vietnam National Energy Development Strategy to 2020 with an Outlook to 2050	2020								
12	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								
13	Railway network planning for 2021-2030, vision to 2050	2021								
14	Implementation of NDC for Transport in Viet Nam	2021								
15	Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)	2021								
16	Road network planning for 2021-2030, vision to 2050	2021								
17	Master Strategy for Vietnam's Service Sector Development in the 2021-2030 period, with a vision to the year 2050	2021								
18	RESOLUTION ON FIVE-YEAR SOCIO-ECONOMIC DEVELOPMENT PLAN DURING THE 2021 – 2025 PERIOD	2021								
19	National technical regulation QCVN 109:2021/BGTVT on Level 5 Emissions for newly manufactured, assembled and imported cars	2021								
20	Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation	2022								

21	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	
22	Viet Nam NDC 2022 Update	2022	
23	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	
24	Decision 896 QD TTg 2022 Approving the National Strategy-for Climate Change until 2050	2022	

(ATO National policy tracker)



Transport relevant national targets

Doc. No.	Target	Year	Goal 1a	Goal 1b	Goal 1c	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6
2	**Intended Nationally Determined Contribution of Viet Nam (2015)**									
	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	x		x					
3	**National Logistics Master Plan - VNM**									
	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	x		x					x
	Logistics cost equal to of GDP = 13 (Baseline = 18; 2020)	2030					x			x
7	**National Child Helmet Action Plan**									
	To increase helmet wearing rates among children in Vietnam to over 80% by 2030	2030				x				
8	**Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045**									
	100% of newly built national highways and provincial roads (grade III or higher) and 75% of the total length of the national highway network being exploited reach the traffic safety level of 3 stars or more according to the standards of the Global road traffic safety assessment program.	2030				x				x

	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 50cm3 or electric motorbikes with an engine capacity of less than 4kW. Continue to develop the application of modern 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 for-experience activities, extra-curricular activities for	2030	x		x	x				
	Traffic safety database must be developed and completed with modern technology, synchronous connection, meeting the requirements of traffic safety management and research.	2030				x				
	The system of legal documents on traffic order and safety, the organization of the traffic safety management apparatus from the central to the local level must be completed with effective and effecient implementation. Develop and complete traffic safety manuals and handbooks on expressways, rural roads, etc. as applications on smart mobile device platform.	2030				x				
	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				x			x	x
	100% of car owners use the electronic toll collection account for multi-purpose payment for road traffic services and pay fines for violations	2030	x		x	x	x			x
	In the period of 2031 - 2045, annually reduce road traffic accidents in all three criteria of traffic accidents, deaths and injuries, aiming to have no deaths due to road traffic accidents.	2045				x				

	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 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.	2030	x			x			x	x
	100% of expressways and national highways are equipped with a system of emergency stations, or in the service area of a medical facility capable of giving emergency assistance to a traffic accident victim, ensuring accessibility for traffic accident victims in the fastest time since receiving the emergency request information. All provinces and centrally run cities have emergency medical centers 115, ensuring the fastest access to traffic accident victims since the emergency request information is received. All general hospitals at district or higher level nationwide ensure emergency capacity and access to traffic accident victims in the fastest time since receiving information requesting emergency support. Study to establish new emergency medical stations or improve the capacity of existing medical facilities, ensure the ability to provide emergency traffic accident services as regulated, provide 24/7 on-standby service in general district hospitals, at roadside stations on expressways or at locations with an average service radius of about 50 km, and at the same time build a modern communication network, ensuring accessibility to victims within 30 minutes of receiving emergency request information Promote the application of science and technology in the construction of the 115 medical emergency system nationwide	2030				x				x
	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	x		x	x			x	x
	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	x		x	x	x			
11	**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 by 15% by 2030	2030	x		x					
	Reduce greenhouse gas emissions from energy activities compared to the normal development scenario to 20% by 2045	2045	x		x					

15	**Decision No. 1658/QD-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)**									
	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	x		x	x				
	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	x		x	x				
	The share of public passenger transport in urban areas in particularespecially, grade I urban centers will reach at least 20% and 5%, respectively;	2030	x		x	x			x	
	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	x		x	x			x	
	Target to 2030: The intensity of greenhouse gas emissions as a percentage of GDP to decrease by at least 15% compared to 2014.	2030	x		x					
	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	x		x					
14	**Implementation of NDC for Transport in Viet Nam**									
	Shifting passenger transportation from private to public transport: BRT: 4 routes in 3 cities (13 routes in 5 cities - conditional)	2030	x		x	x				x
	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	x		x					x
	Shifting passenger transportation from private to public transport: Bus: develop in 05 (13 - conditional) central level cities	2030	x		x	x				x
	Conditional: Ethanol: E5 accounts for 40% of total amount of gasoline sold; No supply restrictions	2030	x		x					
	Shifting passenger transportation from private to public transport:Urban railway: 3 routes in 2 cities	2030	x		x	x			x	
13	**Railway network planning for 2021-2030, vision to 2050**									
	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	x		x	x				x
	Planning for 09 new railway lines, total length of 2,362 km by 2030	2030	x	x	x				x	x
	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	x	x	x				x	x

	Transport: Cargo volume reached 11.8 million tons, accounting for about 0.27% market share; passenger 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%).	2030	x		x	x				
16	**Road network planning for 2021-2030, vision to 2050**									
	100% of district and commune roads will be of technical grade, meeting the transport demand in rural areas	2030						x		
	The expressway network is planned to be 41 routes, with a total length of about 9,014 km The national highway network consists of 172 routes, with a total length of about 29,795 km	2030	x							x
	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	x		x	x				
20	**Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation**									
	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	x		x					
	By 2040, phase out manufacture, assembly and import of automobiles, motorcycles and mopeds with fossil fuels for domestic use	2040	x		x					
	From 2025, use electricity and green energy for 100% new buses	2025	x		x					
	achieve at least 50% vehicles using electricity and green energy; use electricity and green energy for 100% new taxis.	2030	x		x					x
	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	x		x					x
	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	x		x	x				x
	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	x		x	x			x	
	Public transport coverage is expected to reach at least 40% and 10% in special urban areas and class-I urban areas, in turn.	2050	x		x	x			x	
	Use electricity and green energy for ships which are built, converted and imported after 2035	2035	x		x					x

	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	x		x					x
	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	x		x					x
	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	x		x					
	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 depending on available technology and remaining emissions.	2050	x		x					
	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	x		x					x
	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	x		x					x
	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	x		x					x
	By 2040, partly stop manufacture, assembly and import of railway vehicles and equipment using fossil fuels.	2040	x		x					x
	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	x		x					x
21	**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 step by step limit to stop the production, assembly and import of cars, motorcycles and mopeds using fossil fuel for domestic use .	2040	x		x					
	100% of buses will replace and invest in new electricity and green energy.	>2025	x		x	x				
	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	x		x					x
	The rate of vehicles using electricity and green energy will reach at least 50%; 100% replacement taxi, new investment using electricity, green energy.	2030	x		x					x
	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	x		x					x
	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	x		x	x				x

	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	x		x	x				x
	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	x		x	x			x	
	The rate of public passenger transport in special urban centers and grade-I cities will reach at least 40% and 10%, respectively.	2050	x		x	x			x	
	New, converted or imported marine ships that use electricity and green energy after 2035;	>2035	x		x					x
	From 2050, 100% of ships operating on domestic routes will switch to using electricity and green energy.	>2050	x		x					x
	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	x		x					
	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	x		x					
	All means and equipment at ports, marine signaling devices use electricity, green energy or take equivalent measures.	>2050	x		x					x
	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	x		x					x
	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	x		x					x
	Develop a green transport system towards the goal of net greenhouse gas emissions to "zero" by 2050 .	2050	x							
24	**Decision 896 QD TTg 2022 Approving the National Strategy-for Climate Change until 2050**									
	By 2030, total greenhouse gas emission nationwide reduces by 43,5% compared to the business as usual (BAU) scenario.	2030	x		x					
	By 2050, total greenhouse emission nationwide achieves net zero emission; emission peaks in 2035 and reduces rapidly.	2050	x							

(ATO National policy tracker)

Transport relevant sample projects:

A sample list of projects by the MDB highlights their focus with respect to the Aichi 2030 Declaration Goals.

Transport relevant projects

Year	Project name	Amount (million USD)	Goal 1a	Goal 1b	Goal 1c	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6
2024	Southern Waterway Corridors and Logistics Development Project	107	x	x	x		x			x
2022	Paris Agreement Alignment of Mekong Delta Region Master Plan Transport Projects	0.2	x	x			x			x
2024	Mekong Resilient Regional Connectivity Project	267		x			x	x		x
2021	Climate Resilient Inclusive Infrastructure for Ethnic Minorities Project I	58		x			x	x		
2023	Vinh Long City Urban Development and Enhanced Climate Resilience Project Additional Financing	2		x					x	
2023	First Resilient Infrastructure Development Project	148		x						
2023	Nghe An Province's Vinh City Priority Infrastructure and Urban Resilience Development Project	130		x						
2021	Ho Chi Minh City Development Policy Operation - 2	100							x	
2023	Vietnam Partnership for Market Implementation	5								

(MDB Projects database)

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