

Presentation issued without formal editing

FOR PARTICIPANTS ONLY

14 March 2017

ENGLISH ONLY

**UNITED NATIONS
CENTRE FOR REGIONAL DEVELOPMENT**

In collaboration with

**Ministry of Public Works and Transport, the Government of Lao PDR,
Ministry of the Environment (MOE), Japan
Partnership on Sustainable, Low Carbon Transport,
United Nations Economic and Social Commission for Asia and the Pacific, and
United Nations Office for Sustainable Development**

**TENTH REGIONAL ENVIRONMENTALLY SUSTAINABLE TRANSPORT (EST)
FORUM IN ASIA,
14-16 MARCH 2016, VIENTIANE, LAO PDR**

**Country Presentation
(Viet Nam)**

(Presentation for EST Plenary Session 8: of the Provisional Programme)

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ENVIRONMENTALLY SUSTAINABLE TRANSPORT

THE GOALS OF VIET NAM TO 2030

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PART I - STATUS OF VIET NAM'S TRANSPORT SECTOR



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In recent years, the transport infrastructure system in Vietnam has seen much upgrade and new construction, contributing to increasing the operational capacity and keeping up with the economic growth by raising operational speed on roads; reducing the transportation time by railway and river; boosting up the volume of commodities transported through seaports, and passengers and goods via airports.

Vietnam's ranking of transport infrastructure quality and capacity (by the World Economic Forum) has kept climbing from the 103rd place in 2010 to the 74th place in 2014. However, the large proportion of the transport infrastructure system in Vietnam is still of small scale, lacks comprehensiveness and continuous connectivity as well as sees limited capacity to meet transportation needs and safety requirements. Compared with other developed regional countries, the transport infrastructure system in Vietnam is deemed average in quality.



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Road: The total length is approximately 260,000 km with various types of roads, including over 20,000 km of national highway and roughly 24,000 km of provincial roads. There has been more than 700 km highways and freeways completed while nearly 500km is now still under construction. Though Vietnam's road infrastructure system's intensity is comparable to that in other regional countries, its scale is quite small (the intensity of national highways and freeways is lower with fewer lanes).



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Railway: The total length of Vietnam national railway system is 3,143 km with the intensity of 7.9km/1,000 km², in which main-route rail is 2,531 km long. There are three railway gauges including gauge of 1000 mm (accounting for 85%) and gauge of 1435 mm and mixed gauge. At present, maintenance has been conducted mainly to keep the obsolete railway infrastructure of Vietnam in a safe condition and for moderate operation.



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Maritime: Vietnam's seaport system has been invested with 44 ports including 219 berths/harbors, 373 terminals which are 44,000 m long. Among those, there are 213 general and container terminals which are around 35,900 m long. The total cargo volume via seaport is more than 400 million tons per year (of which general and container cargoes take up roughly 240 million tons/year).



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Inland waterway: The total length of inland waterway managed and exploited across the country is more than 19,000 km, most of which is operated in an uncontrolled manner. Management and maintenance cover around 6,700 km of national inland waterways and 12,600 km of local ones (located in 27 provinces and cities). The operational water depth is guaranteed at 2.0 m to 2.5 m in national Northern inland waterways and over 3 m in Southern ones. Besides, the coastal waterways have also been put back into operation since 2014. Regarding ports, there are 131 inland waterway ports, including 13 ones where vessels from overseas could dock in.



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Airway: There are currently 21 operational airports, including 7 international ones and 14 domestic ones. Total transport capacity via airports is 70 million passengers per year. Two biggest airports in Hanoi and Ho Chi Minh City (HCMC) are of 4E standard (ICAO).



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Transport demand until 2030

The transport demand forecast in Vietnam from 2013 to 2020 shows that despite being decreased in comparison with previous period, the growth rate of transport volume is still high at 9.1% for commodity and 10.7% for passengers. Specifically, the sectorial total transport volume is around 1,300 billion ton.km (equivalent to 2.2 billion tons of goods) and 340 billion passenger.km (equivalent to 6.3 passengers).

To 2030, total transport volume will be approximately 2,500 billion ton.km (equivalent to 4.3 billion tons of goods) and 667 billion passenger.km (equivalent to 14 billion passengers). The annual growth rate of transport volume during period 2021 – 2030 is 6.7% for goods and 8.2% for passengers (Decision 318/QD-TTg).



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**PART II - VIET NAM STRATEGY AND ACTION PLAN FOR
EST UP TO 2030**

Targets

- Year 2017:

Apply Euro 3 for motorbikes and Euro 4 for automobiles

- Year 2020:

- 20% buses and taxi use CNG and LPG

- Public transport in urban area: 20 - 25%

- Year 2022: Apply Euro 5 for automobiles

- Year 2050: 80% buses and taxi use CNG and LPG

**SUSTAINABLE DEVELOPMENT GOALS
IN TRANSPORT OF VIET NAM
TO 2030**

Objective 1

Ensuring a healthy life and promote well-being for people of all ages in the transportation sector.

By 2030, continuing to control and reduce traffic accidents in every year on all three criteria : the number of cases, the death and injured people.

Objective 2: Forming cities and human settlements to be comprehensive, secure, sustainable resistance

- Target 2020: Percentage of public passenger transport in Hanoi meets about 25% of travel demand, in which, urban rail occupies 2-3%; Ho Chi Minh City meets about 20% of travel demand, in which, urban rail occupies 4-5%.
- Target 2030: Percentage of public passenger transport in Hanoi city meets about 40% of travel demand, in which, urban railway is about 17%; Ho Chi Minh City meets about 35% of travel demand, in which, urban railway which is about 18%.
- Roadmap to 2030: 30% of passenger by public transport such as buses and taxis will switch to natural compressed fuel, liquefied petroleum gas.

Objective 3: Urgent actions combat with climate change

Apply the UN Framework Convention on Climate Change (UNFCCC) to be policies of country such as:

- Integration of measures to respond to climate change in policies, strategies and national planning.
- Improving education, raising awareness, human capacity and institutions on mitigation, adaptation, and early warning of climate change.



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PART III - CONCLUSIONS



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**Viet Nam is committing itself to
Environmentally Sustainable
Transport**

THANK YOU FOR ATTENTION!