

Snapshots of 10 long-listed Policies/Measures in Transport Sector (Vietnam)

TCC National Workshop on
“NAMAs Selection for Vietnam Transport Sector”
MOVENPICK Hotel, Hanoi

25 July 2014

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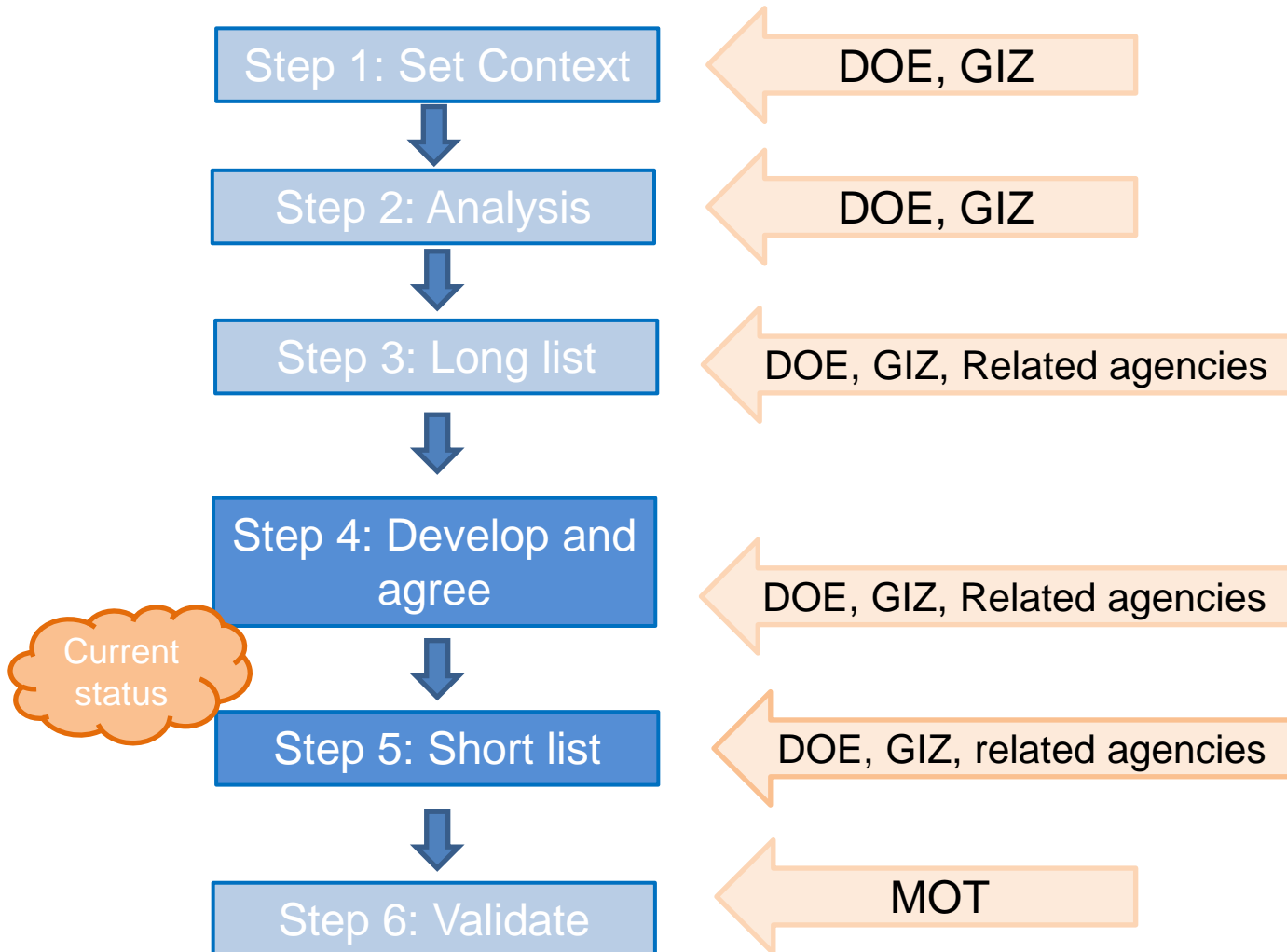


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NAMA Screening Process





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10 selected policies for NAMA Selection for Transport Sector

No.	ASI (G)*	Policies/measures	Description of current policy situation in Vietnam and potential NAMA options **
1	S	Rail based Urban Public Transport	HCM City : 8 Metro Rail Transit (MRT) lines are planned (~172.6km). Also 2 monorail lines and 1 tram line are planned (56.5km). Hanoi: 6 urban railway routes covering 182.5km by 2020.
2	S	Urban Transport policies/measures	Incentives for Public Transport investments: Prime Minister Decision on incentives for public transport development is drafting. Public transport fare level/structures: There is subsidization for public bus service implemented by local governments. Bus route optimisation and prioritisation: The bus route optimisation has been conducted regularly for the new infrastructure.
3	A	Transit Oriented Development (TOD)/land-use planning	Integrated land-use planning: should be provided by Ministry of Construction TOD/compact development/mixed-use planning : Vietnam Building Code on Regional and Urban Planning and Rural Residential Planning specifies the distance between mass transit routes with accessible points and feeder system.
4	S/I	Bus system/Low carbon bus	Low Carbon Bus : The development of public transport by bus from 2012 to 2020 was approved to develop the bus transit, and integrate it with other forms of transport in various provinces and cities, investment in infrastructure. This include "Low Carbon bus" , alternative green fuel technology, BRT. HCM City has introduced 180 CNG buses in 2014 and will increase the total to 300 in 2015. In Hanoi, pilot for hybrid buses is underway to shift away from diesel buses, in collaboration with Siemens. Following the pilot phase, the conversion to hybrid buses will be upscaled. In HCM: 6 BRT lines are planned (95.2km). In Hanoi: 2 BRT lines are planned (MRT Line 4 of 53.1km and BRT supporting MRT Line 2 of 33.9km)

*ASI (G): Avoid, Shift, Improve, General



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10 selected policies for NAMA Selection for Transport Sector (cont.)

No.	ASI (G)*	Policies/measures	Description of current policy situation in Vietnam and potential NAMA options **
5	S	Non-urban rail infrastructure	<p>Non-urban railway master plan: The national railway transport master plan for railway transport aims to account for at least 3.4% of passenger transport and 4.3% of freight transport by 2020. There have been plans to upgrade the current railway connecting Ho Chi Minh City and Hanoi.</p> <p>High-speed rail: New investment of the high-speed railway linking Ho Chi Minh City and Hanoi is being discussed. (after 2020)</p>
6	I	Efficient vehicle policies	<p>EV/hybrid/hydrogen tax incentive: Energy-efficient products, fuel-efficient vehicles and vehicles running on LPG, natural gas, electricity, mixed fuel or biofuel are which are domestically unavailable are entitled to import duty exemption and tax reduction under the tax law (30-50%).</p> <p>Import law for new vehicle: New passenger cars imported into Vietnam must be granted a certificate of conformity by Vietnam Register.</p>
7	I	Fuel economy standard and Vehicle emission standard	<p>Fuel economy standard: Voluntary national fuel economy standards for passenger cars and motorcycles have been issued in 2013 and administered by TCVN. Long-term plan is to move from voluntary to mandatory but timeframe is unclear.</p> <p>Car labelling: Producers and importers are mandated to affix 7 seats and less than 7 seats passenger cars with energy labels from 1st January 2015.</p>



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10 selected policies for NAMA Selection for Transport Sector (cont.)

No.	ASI (G)*	Policies/measures	Description of current policy situation in Vietnam and potential NAMA option **
8	I/A	Intelligent Transport System (ITS)/ Traffic impact control/ traffic flow improvement	<p>Traffic information: Hanoi has a Traffic Signal Control Centre (TSCC) but it appears that only a small fraction of the cameras installed are functioning and the software is outdated.</p> <p>Traffic impact control/ traffic flow improvement: Danang city has an agreement with IBM technology to establish a traffic control centre to control the traffic signal system. The REMON project is working on developing traffic management platform for the Hanoi city by the cooperating between Vietnam and German.</p> <p>ITS: MOT has implemented ITS in Vietnam beginning 2013. It will be divided into phases (2012-2030): 1) three centres to co-operate and control traffic situation in regions of north, central and south will be built, 2) updating information-technology application and perfecting intelligent transport systems' service.</p>
9	I	Eco driving	<p>Two pilot projects:</p> <ol style="list-style-type: none"> 1) Ford Vietnam, in cooperation with Vietnam's National Transport Safety Committee, Asia Injury Prevention Foundation, and the VOV Traffic Channel launched a program to raise awareness on fuel-efficient driving methods, 2) The cooperation between DRVN and ADB for the eco-driving for freight sector.



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10 selected policies for NAMA Selection for Transport Sector (cont.)

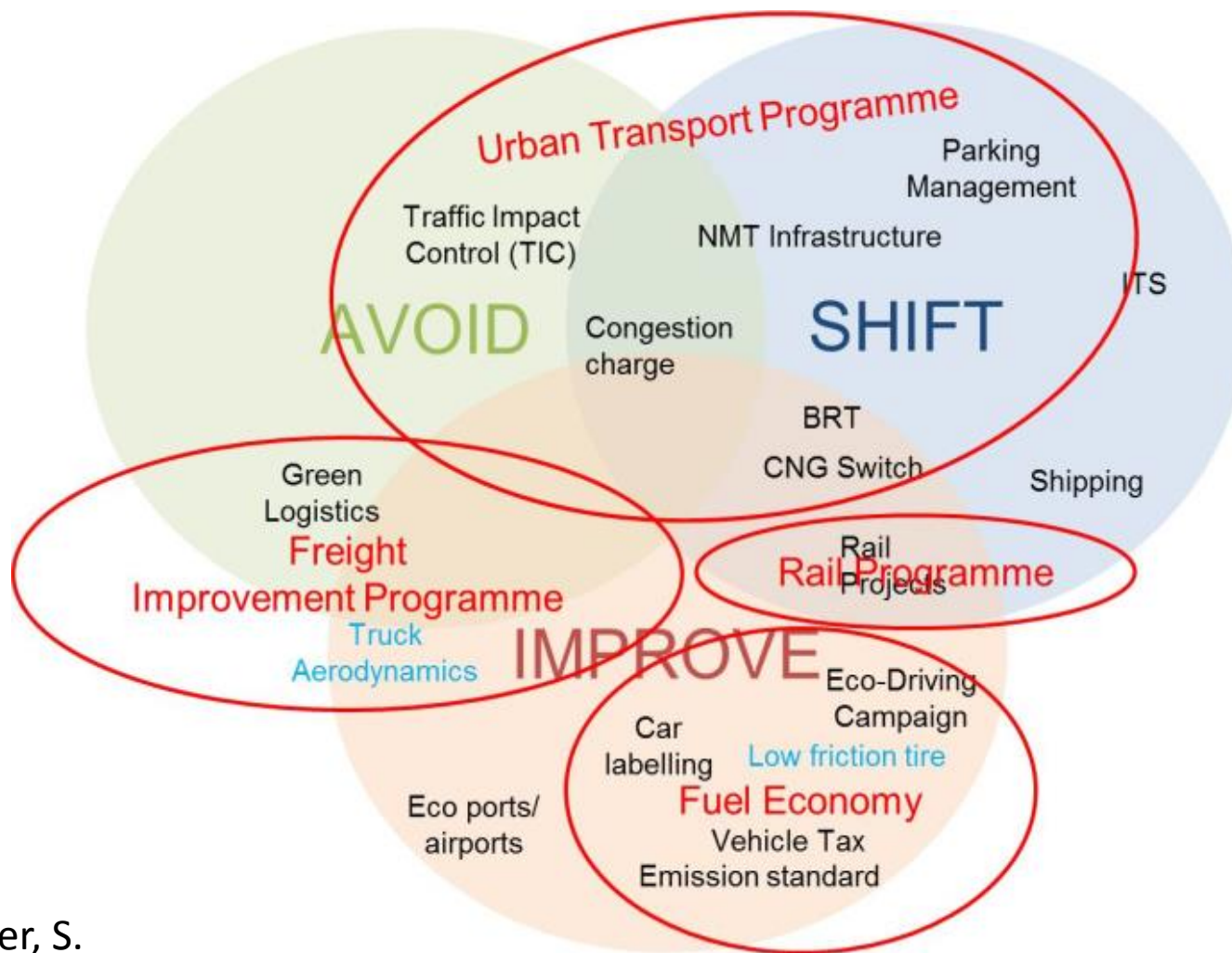
No.	ASI (G)*	Policies/measures	Description of current policy situation in Vietnam and potential NAMA option **
10	I	Low carbon fuel (1st/2nd gen Biofuel, CNG, LPC) incentives	<p>Low Carbon fuel: Roadmap for biofuels introduction in Vietnam:</p> <ul style="list-style-type: none"> - 1/12/2014: E5 biofuel (to replace RON92) launched in 7 cities/provinces in Ha Noi, Ho Chi Minh City, Hai Phong, Da Nang, Can Tho, Quang Ngai, Ba Ria-Vung Tau - 1/12/2015: E5 to replace RON92 nation-wide - 1/12/2016: E10 to be introduced in 7 cities/provinces (as above) - 1/12/2017: E10 to be launched nation-wide <p>Tax Incentives: The adoption of policies on credit, tax and land use rights for enterprises which invest in the development of biofuel production is introduced in 2007 entitling biofuel production enterprises to income tax exemption or reduction for biofuel products.</p> <p>Import duty exemption: Natural gas, electricity and mixed fuels and biofuels which are domestically unavailable and on the list provided by the Government are entitled to import duty exemption or reduction under the tax law.</p> <p>CO2 based fuel pricing/taxation systems: The Decision No. 177/2007 entitled biofuel production enterprises to income tax exemption but no CO2-based fuel pricing is in place.</p>



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Formulating NAMAs* from Transport Policies/measures



*Bakker, S.

Steps of the NAMAs Screening Process

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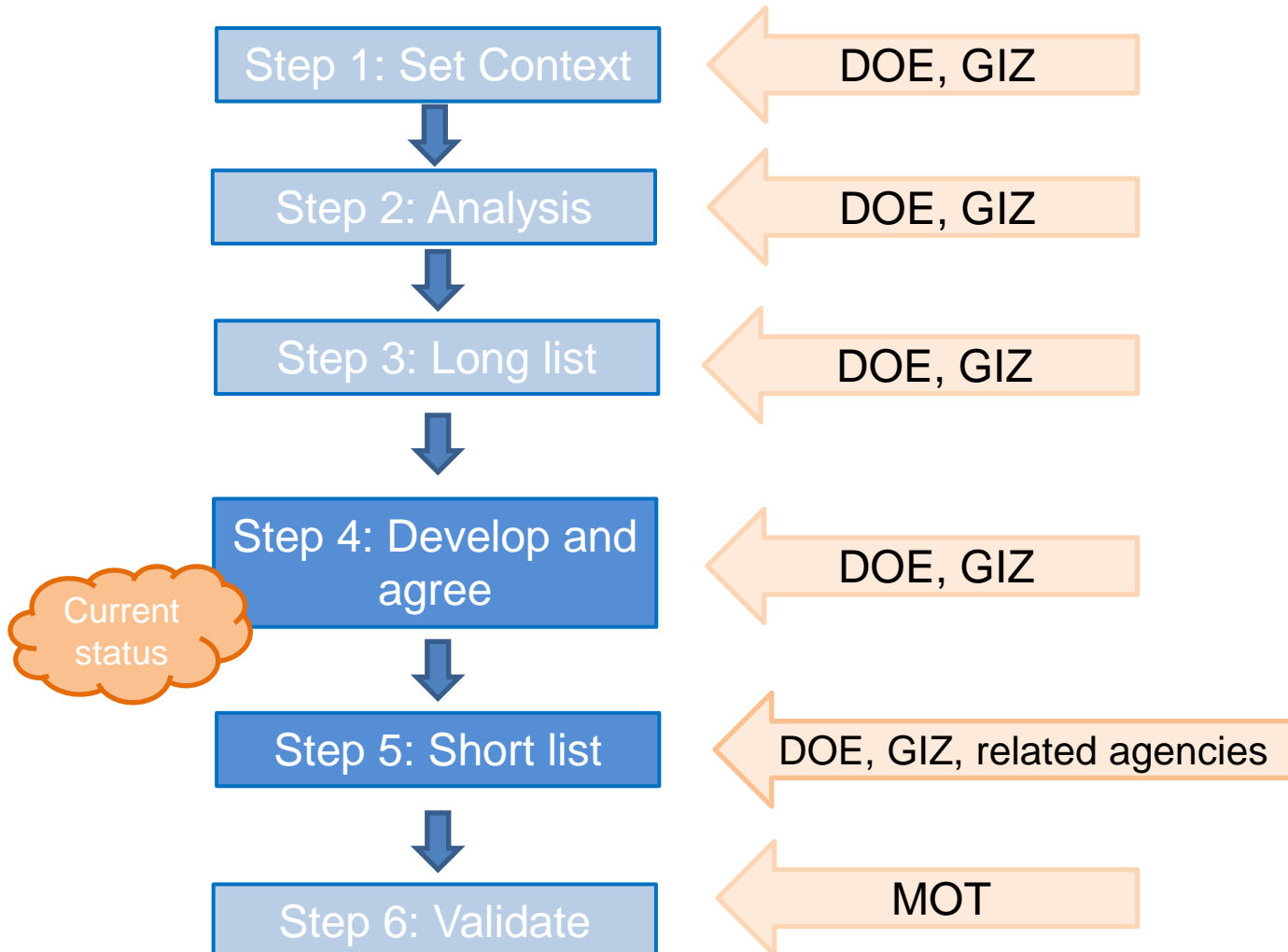


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Selection Criteria

1. Likelihood of successful implementation

Stage of development (status) of the measure: idea, existing regulation, included in budget, implementation started, etc

Number and diversity of stakeholders, social acceptance

Technical and operational feasibility

2. Mitigation potential

What are the anticipated direct and indirect impacts?

3. Co-benefits:

Social: access to transport, road safety, comfort increase

Economic : economic growth, job creation, congestion reduction, security of energy supply

Environmental: air quality, noise reduction,

4. Costs and finance

Abatement cost per tonne of CO₂-eq

Transaction costs

Access to financial resources

Financial risks;



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Selection Criteria

Score	Likelihood of successful implementation	Mitigation potential (MtCO ₂ -eq/yr)	Co-benefits	Cost/finance
5	High chance of success	>1	Very high	Low cost and good access to finance
4	Good chance of success for at least the main parts	0.5 – 1	High	Low cost but some financial barriers
3	Medium-good chance for most parts	0.1 – 0.5	Average	Medium cost and/or financial barriers
2	High barriers for several parts	0-0.1	Low	High cost and/or financial barriers
1	Very high implementation barriers	0 (only indirect)	Negative	Very high cost and/or financial barriers



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Case study for scoring of policies against criteria

Policy / measure	Description	Scoring				Total score
		Likelihood of implementation	Mitigation potential	Co benefits	Costs and Benefits	
Non-Motorised Transport (NMT)	Master planning for PT/NMT: A master plan for urban rail transit system in Bangkok was developed by MOT. BMA also developed a master plan for public transport and bicycle system.	4	2	4	3	13



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