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GREATER MEKONG SUBREGION CORE ENVIRONMENT PROGRAM

EOC – 22 April 2014

Climate Change Situationer Presentation:

VIETNAM

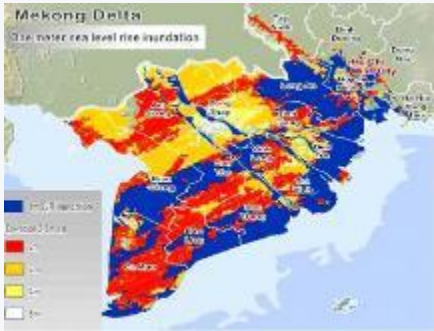
GMS - Phnom Penh Plan for Development Management

Phnom Penh Program and GMS Environment Operations Center

Country Context

GREATER MEKONG SUBREGION CORE ENVIRONMENT PROGRAM

- 1 of Top 5 countries/nations most vulnerable to climate changes. Sea level rises 1m, 5% land loses, 11% population affected, 7% agricultural activities impacted, 10% GDP reduced.
- Most vulnerable regions: Mekong River Delta
- Most vulnerable sectors: Agriculture, Water Resources, **Transport**, Trade, Education…
- Most vulnerable group: the poor, women, children, and ethnic minorities…
- Climate changes in Vietnam: increase in strengths and frequencies of extreme weather, disasters, sea level rise, land erosions and slides.



Policy/Strategy

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Dec, 2008	National Target Programs on Climate Changes (Decision 158/2008/QĐ-TTg dated 2/12/2008)
Dec, 2011	PM Decision No.2139/QD-TTg Approved National Climate Change Strategy (NCCS)
Aug, 2012	PM Decision No.1183/QD-TTg Approved National Target Program to Respond to Climate Change 2012 - 2015 (NTP-RCC)
Sep, 2012	PM Decision No.1393/QD-TTg Approved National Green Growth Strategy (NGGS)
Oct, 2012	PM Decision No.1474/QD-TTg Approved National Action Plan on Climate Change 2012 - 2020 (NAP-CC)

Policy/Strategy

Programs

- National Target Program to respond to climate change (2012 - 2015) - NTPRCC
- National Target Program on Energy Efficiency (2012 - 2015) - NTPEE
- Support Program for response to climate change - SPRCC
- USAID Vietnam Clean Energy Program
- Donors: JICA, UNDP, ADB, WB, AFD, USAID, Eximbank…

Projects in MOIT

- Strengthening Capacity on Climate Change Initiatives in the Industry and Trade Sectors
- Technical assistance to implement NTP-RCC - in regards to energy and transportation sectors - TA 7779
- Climate Change Partnership" - VNCLIP
- Support to the Development of Renewable Energy in Vietnam

Projects in MOT

- Low Carbon Development for Transport and Energy Sector
- Promoting Climate Resilient Rural Infrastructure in Northern Viet Nam (PCRRI)
- Promoting Climate Change Adaptation in Asia and the Pacific using CQS - Mekong Delta Central Connectivity Project: Rapid Climate Threat and Vulnerability Assessment
- Transport Connections in Northern Mountainous Provinces Project - Consulting Services for Climate Change Adaptation
- Technical guidance to integrate Climate Change Adaptation and Mitigation in Road Transport Projects in Vietnam

Key challenges from climate change in the transport sector

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Climate Change

Flood, erosion, land slide
- **Congestions**
- **Accidents**
- **Destroyed Infrastructures**

Transport Sector

Fuel consumption
- **GHG emission**

Key challenges from climate change in the transport sector

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Flooding

Key challenges from climate change in the transport sector

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Land Erosion and Slide

Key challenges from climate change in the transport sector

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Traffic Congestions

Key challenges from climate change in the transport sector

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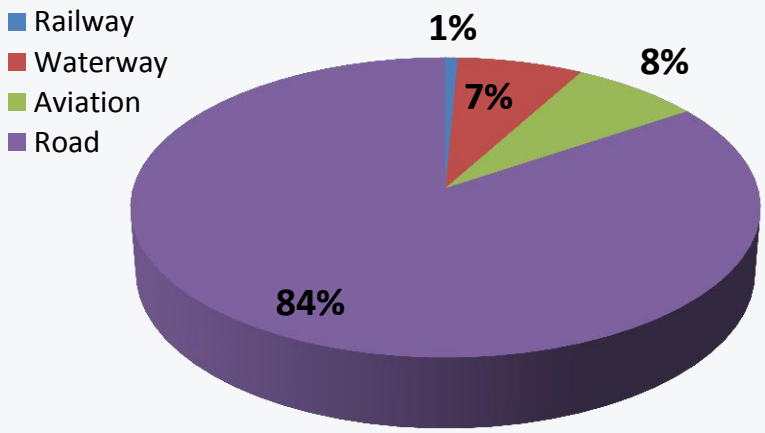
Premature Destruction of Infrastructures and Increase in O&M

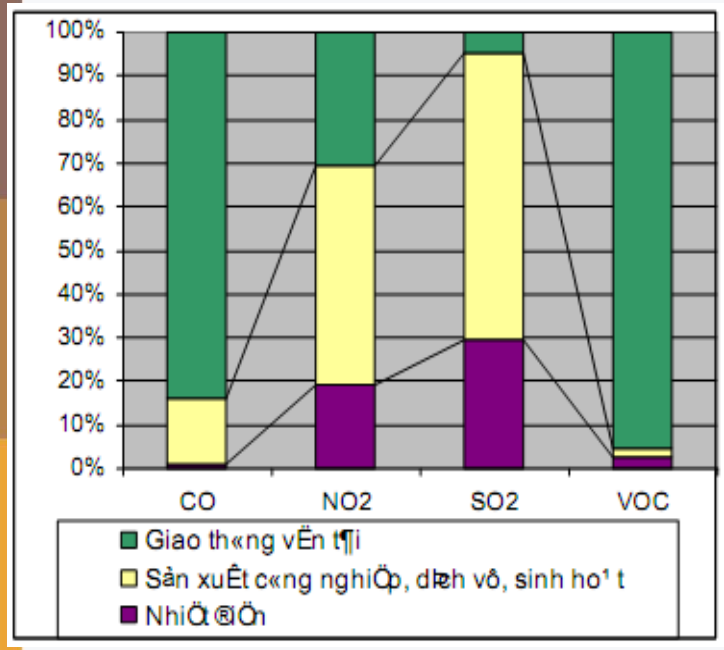
Transport sector's contribution to country GHG emissions

Transport is a large source of GHGs Emission:

- **In 2000: 12.58 mil tones of CO2 (UNFCCC)**
- **In 2005: 18.65 mil tones of CO2 (TDSI)**
- **In 2010: 27.8 mil tones of CO2 (IEEJ and TDSI)**



Source: TDSI, IEEJ 2010



Largest proportion comes from urban transport:

- **CO (97%) and VOC (over 95%)**
- **SO2 and NOx (10% and 35%)**

The role of energy use in transport sector's GHG emissions

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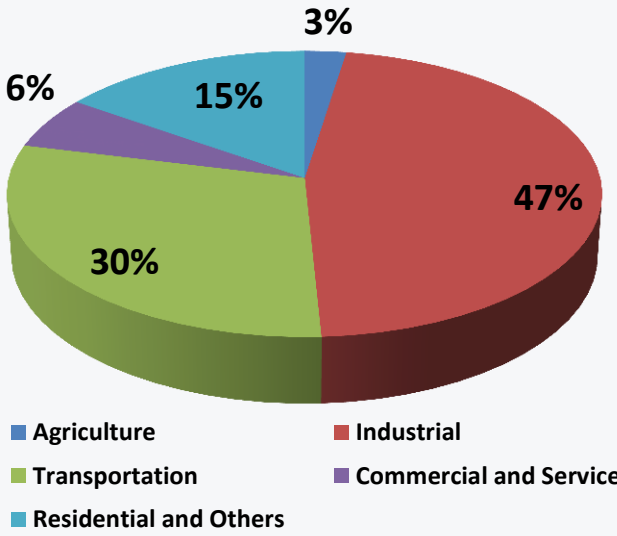
Energy consumption for transport sector:

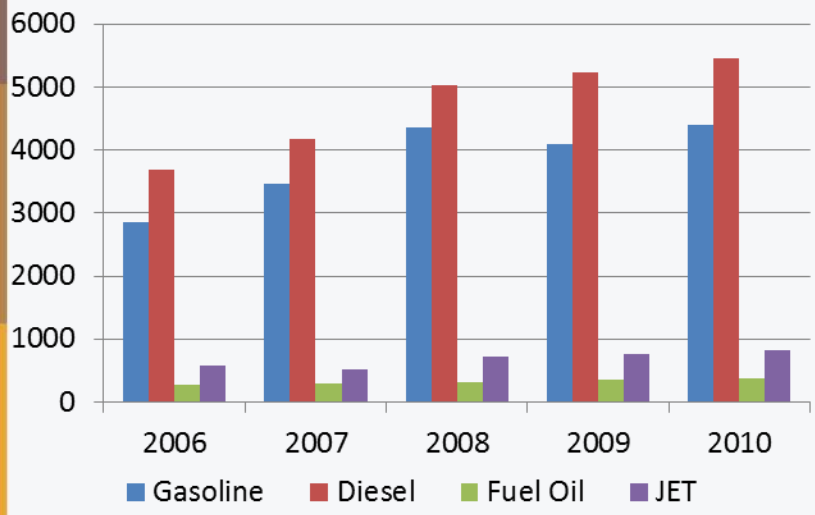
- **accounts for 30% of national energy demand**
- **makes of 60% of national fuel consumption**
- **grows at 10%/year during the last decade**

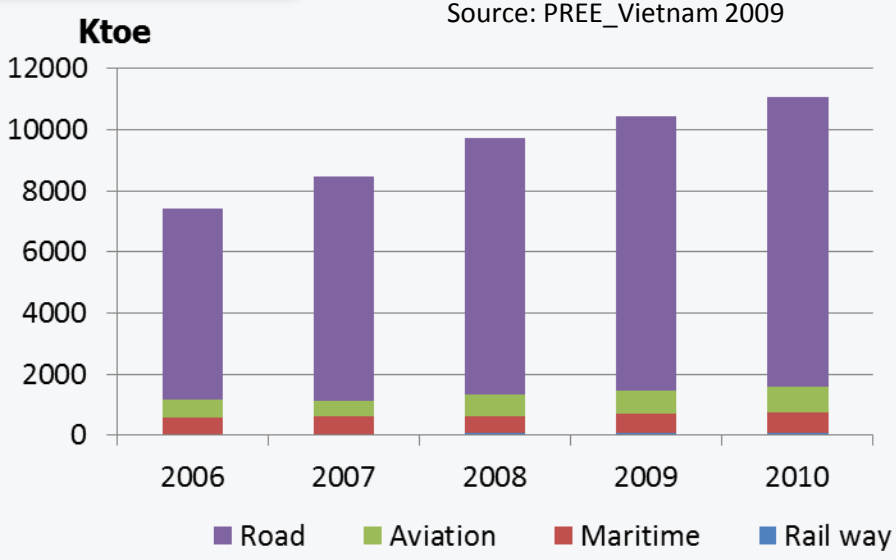
- Road transport is the biggest fuel consumer, accounting for about 68% of total fuel volume consumed by transport sector

- 90% of fuel for transport is gasoline and diesel oils



Source: PREE_Vietnam 2009





Climate Policies in Transport Sector

Two Strategies

Response to impacts of climate changes

Control of GHG emission from transport sector, reducing impacts to climate changes

Giao thông Xanh

Vì môi trường trong lành

Climate Policies in Transport Sector

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National Target Programs on Climate Changes (Decision 158/2008/QD-TTg dated 2/12/2008)

National Strategies on Climate Changes (Decision 2139/QD-TTg dated 5/12/2011)

1

- Proper transport planning;
- Development of public transport system and control/management of increase in private vehicles in urban cities.

2

- Promotion of the use of cleaner fuels
- Quick replacement of taxis and buses with LPG, CNG fleets.

3

- Promotion of the use of cleaner and fuel economy/efficient vehicles;
- Gradual replacement of old and fuel inefficient vehicles.

Climate Policies in Transport Sector

Action Plans of Ministry of Transport to Response to Climate Changes in 2011-2015 (Decision 199/QĐ-BGTVT dated 26/1/2011)

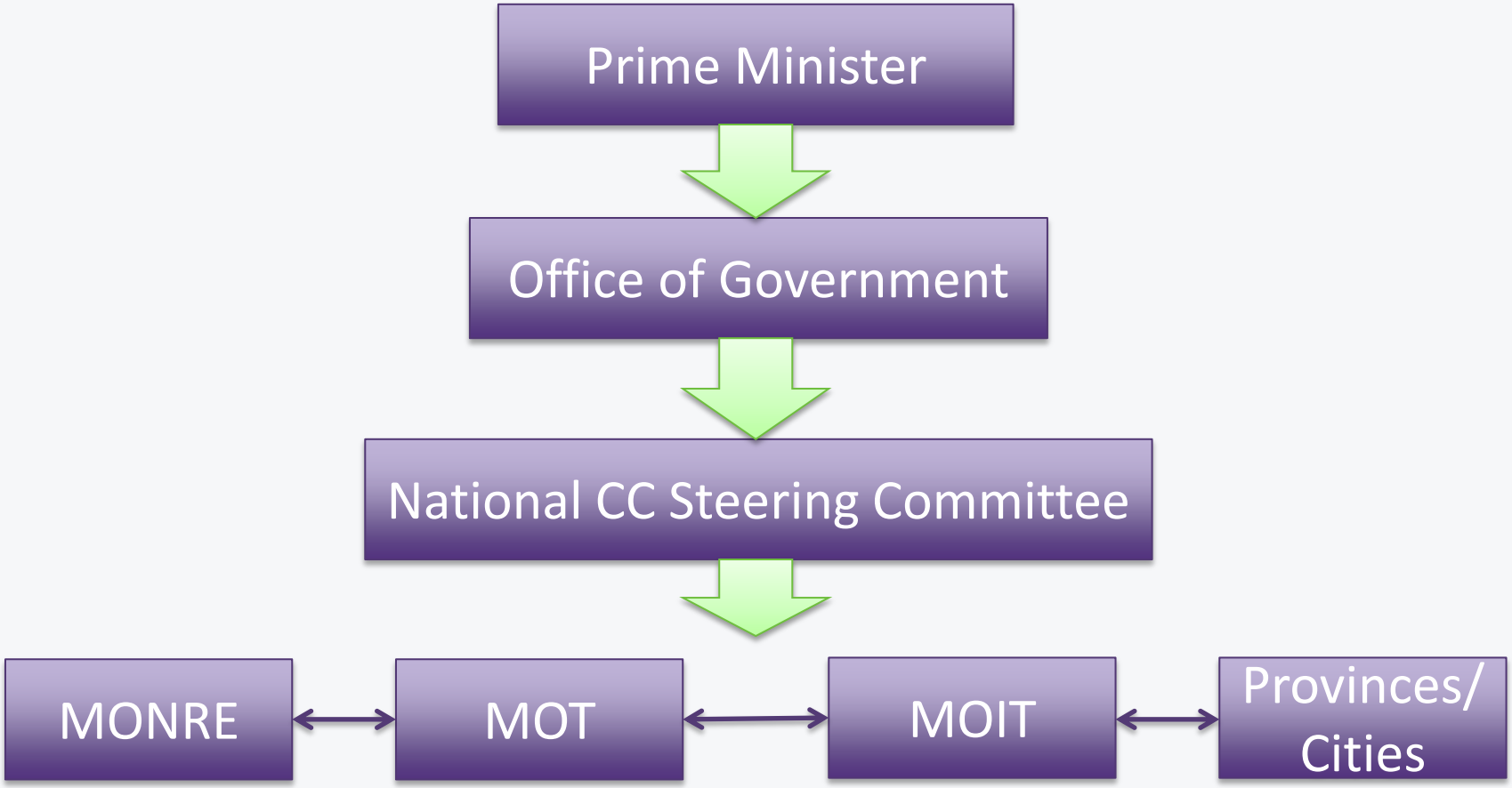
Objectives:

- Assess impacts of climate changes in transport sector
- Propose proper action plans
- Mobilize supports from international donors

Priorities:

- 06 prioritized subprojects on impact assessments and setting up action plans (complete in 2013)
- Mobilization of donor funds for 12 subprojects of 3 groups:
  - Pilot measures/technologies on climate proof transport infrastructures (06 subprojects)
  - Introduction of low carbon development (03 subprojects)
  - Capacity building (03 subprojects)

Institutional arrangements



Gaps in the Policy Framework

Gaps :

- Human Resource
- Statistical Data
- Co-operation mechanism
- Overlap functionary aspects
- Regulations/Laws on Climate change Adaptation and Mitigation