



# INSTITUTIONAL SET-UP OF MRV SYSTEMS IN VIETNAM

# THE CONTEXT OF VIETNAM

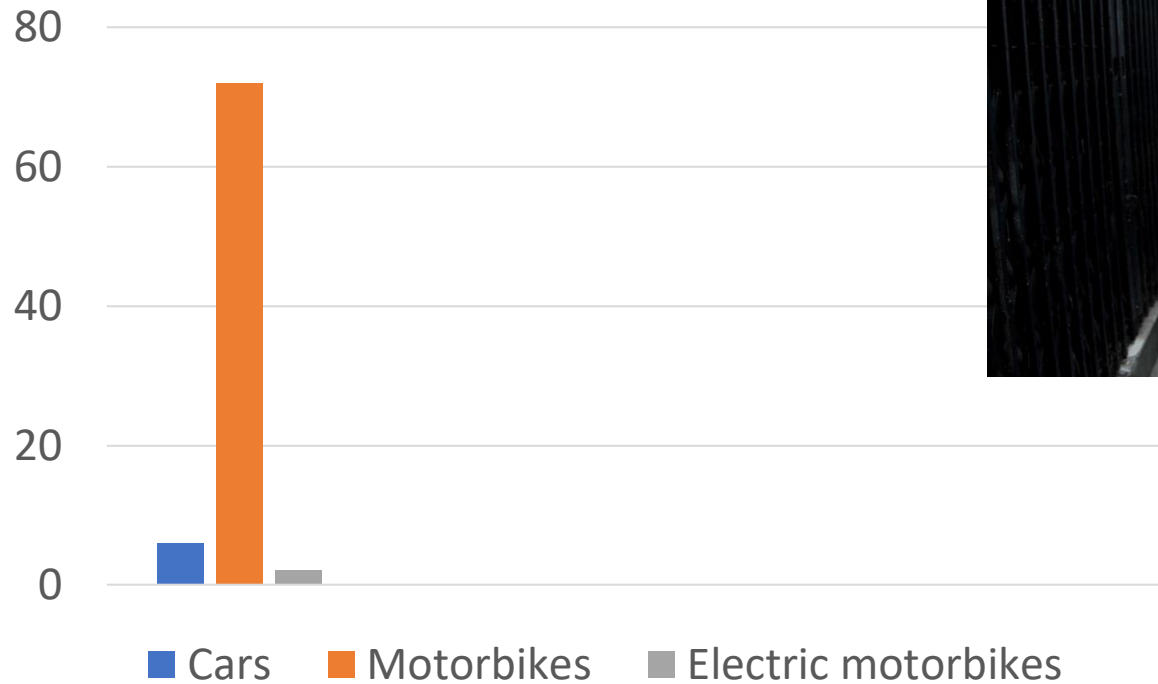
- Vietnam - one of the 30 countries with top air pollution in the world and heavily affected by climate change.
- The transportation sector is becoming a large and growing source of greenhouse gas (GHG) emissions in Vietnam.

**The transportation sector**

18% to the total GHG emissions.

Two-d traffic accounts for 80% of total CO<sub>2</sub> emissions in the transport sector in BAU scenario.

Number of road vehicles, millions

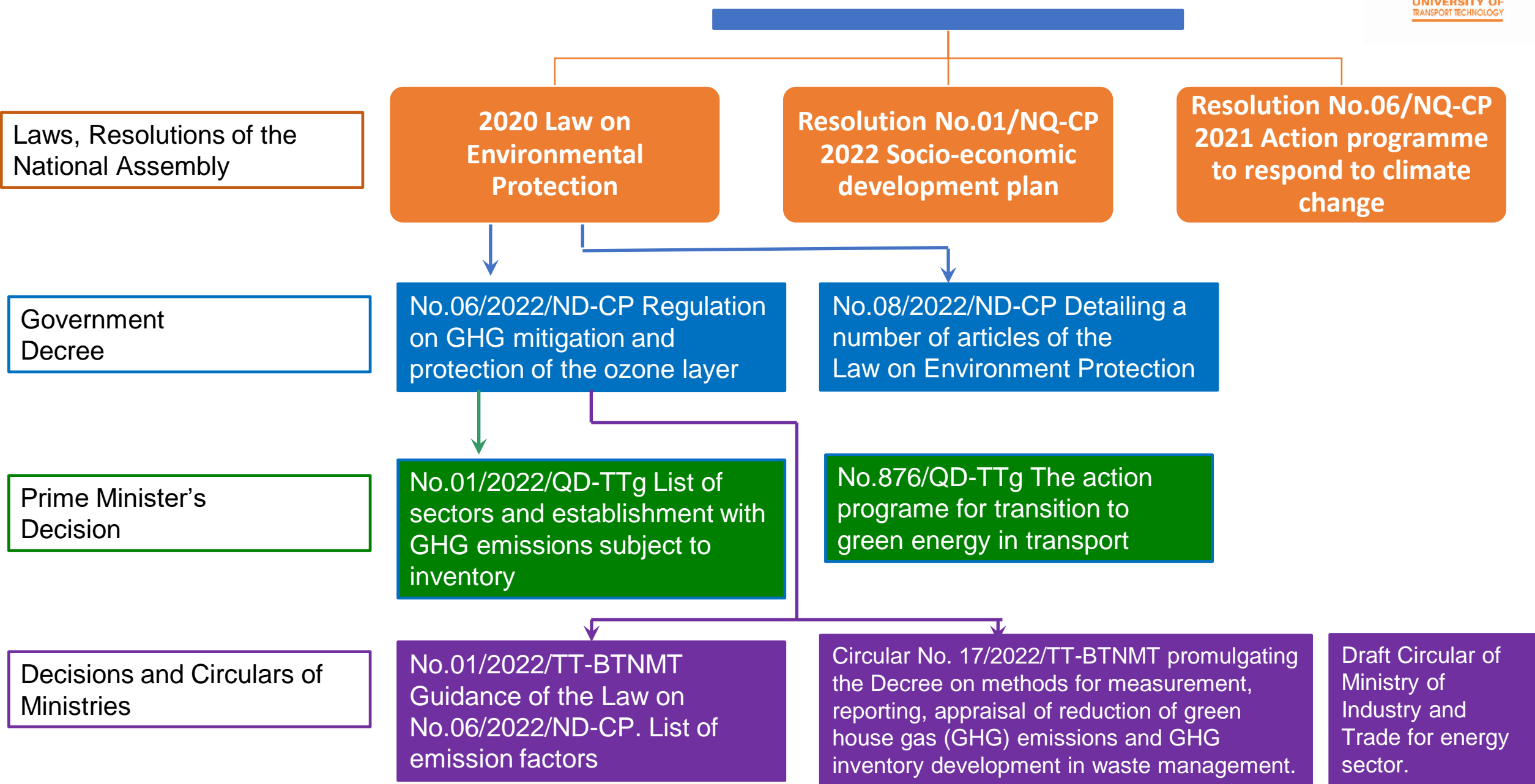


[Vietnam Automobile Manufacturers' Association (VAMA)]





# DIAGRAM OF THE SYSTEM OF CURRENT LEGAL DOCUMENTS RELATED TO GHG EMISSIONS REDUCTION AND MRV SYSTEMS IN TRANSPORT



## Facilities must conduct an inventory GHG:

- emit greenhouse gases of 3,000 tons of CO<sub>2</sub> equivalent per year or more
- Or one of the following cases:



Thermal power plants, industrial production facilities with total annual energy consumption of 1.000 tons of oil equivalent (TOE) or more;



Cargo transport companies with total annual fuel consumption of 1.000 TOE or more;

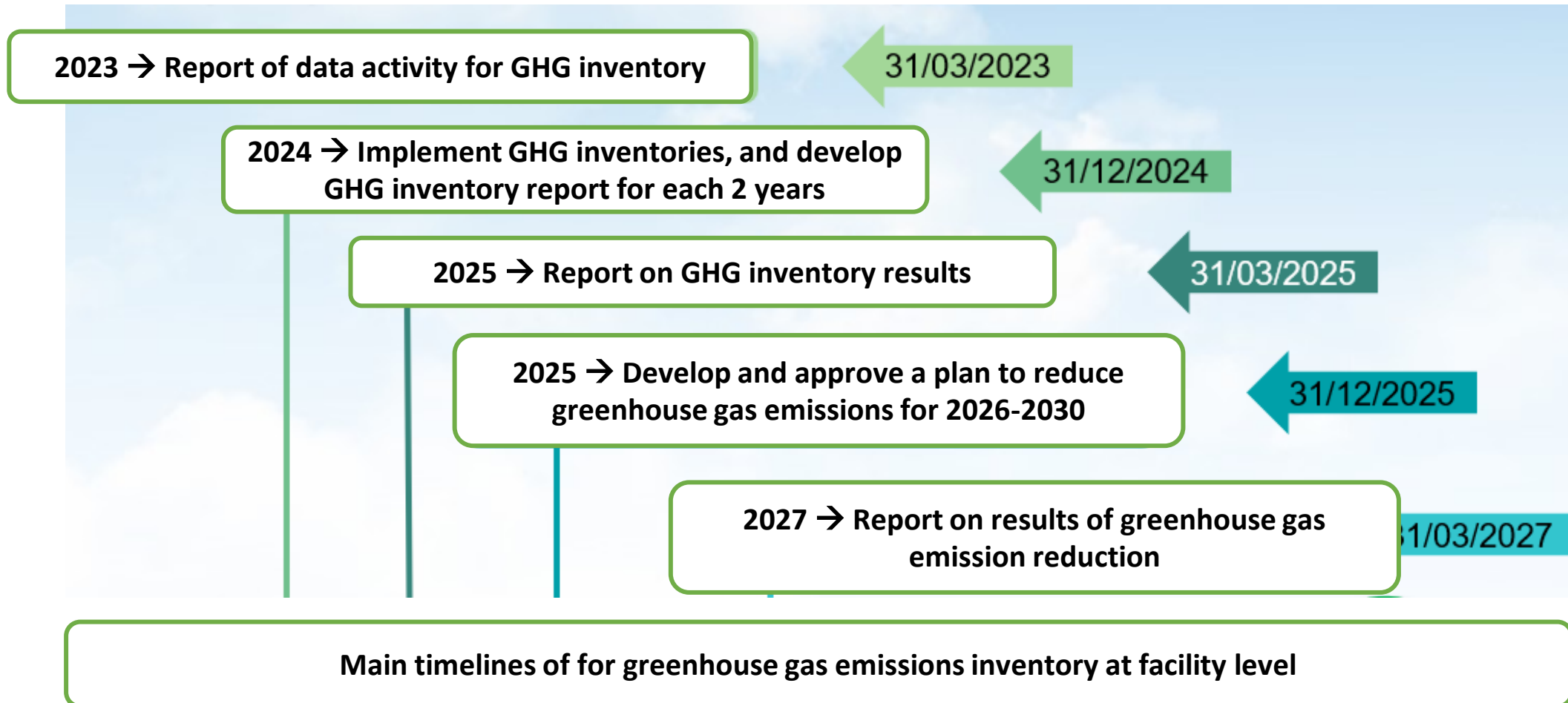


Commercial buildings with total energy consumption of 1.000 TOE or more;



Solid waste handling facilities with annual operating capacity of 65.000 tons or more.

# Roadmap for greenhouse gas emissions inventory at facility level



## Procedure for implementing greenhouse gas inventory at facility level

1. Determine the boundary and greenhouse gas inventory method
2. Select the greenhouse gas emission coefficients at the facility-level.
3. Select and collect data on greenhouse gas inventory activities.
4. Calculate greenhouse gas emissions.
5. Control the quality of greenhouse gas.
6. Assess the uncertainty of the facility-level greenhouse gas inventory.
7. Recalculate the grassroots greenhouse gas inventory.
8. Develop a greenhouse gas inventory report for the facility.

## CONTACTING DETAIL



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