**LAW**

**ROAD**

*Pursuant to the Constitution of the Socialist Republic of Vietnam;*

*The National Assembly promulgates the Road Law.*

**Chapter I**

**GENERAL PROVISIONS**

**Article 1. Scope of adjustment**

This Law provides for road activities and the state management of road activities.

**Article 2. Interpretation of terms**

In this Law, the following terms shall be construed as follows:

1. *Road activities* include: activities on planning, investment, construction, management, use, operation, exploitation, maintenance and protection of road infrastructure; road transport.

2. *Roads* include: roads, road bridges, road culverts, road tunnels, road ferry terminals, road pontoon bridges, rescue roads and auxiliary works attached to roads.

3. *Road works* include: roads; works in service of road management, operation and exploitation; works under the smart traffic management system; road management district houses; warehouses for equipment and spare materials in the field of roads; vehicle load control works; toll booths and other road works.

4. *Road infrastructure* includes: road works; bus stations; parking lots; rest stops; bus stops and parking lots; land of roads; road safety corridors and auxiliary works in service of road activities.

5. *Road safety corridor* means a strip of land along both sides of a road, counting from the outer edge of the land for road protection and maintenance to both sides to ensure road traffic safety, vehicle visibility and limit impact on the surrounding environment.

6. *Road management agencies* are agencies under the Ministry of Transport that assist the Minister of Transport in performing the function of state management of road activities; specialized agencies of provincial-level People's Committees; specialized agencies of district-level People's Committees; commune-level People's Committees.

7. *Road manager and user* means the owner directly managing, using, operating and exploiting road works or organizations and individuals assigned to manage, use, operate and exploit road works.

**Article 3. Principles of road operation**

1. To ensure smooth, safe, synchronous, efficient and environmentally friendly traffic, to serve the needs of goods transportation and convenient travel of the people, contributing to socio-economic development, ensuring national defense and security and environmental protection. natural disaster prevention and international integration.

2. To develop roads according to planning; effective use of resources; connecting road transport modes with other modes of transport; strengthen the application of advanced science and technology, ensuring civilization, modernity and synchronization.

3. To implement uniformly on the basis of assignment and decentralization of specific responsibilities and powers, and at the same time to have close coordination among ministries, branches and local administrations at all levels.

4. All acts of violating the law on road activities must be detected and prevented in a timely manner, handled strictly and in accordance with law.

**Article 4. Development policies for road activities**

1. Policies on development of road infrastructure include:

a) Concentrate resources on developing modern road infrastructure, adapt to climate change and be environmentally friendly; synchronously connect road routes and other modes of transport with road transport;

b) Formulate mechanisms to promote the mobilization of social resources, diversify forms and modes of investment, construction, management, operation, exploitation and maintenance of road infrastructure;

c) To prioritize the development of expressways, key road works and projects connecting regions, regions, large urban centers, domestic and international centers; road infrastructure in ethnic minority areas, mountainous areas, islands and borders; road infrastructure is easily accessible and ensures safety for vulnerable subjects; road infrastructure in urban areas to reduce traffic congestion; border patrol routes and coastal roads to serve the goal of combining socio-economic development with ensuring national defense and security.

2. To rationally develop all types of transport business; creating a healthy competitive environment among all types of car transport business; developing smart transportation; to prioritize the development of public passenger transport by buses and other means of transport.

3. To encourage and create conditions for Vietnamese and foreign organizations and individuals to invest in and do business in the exploitation of road infrastructure and road transport activities; researching and applying advanced science and technology, sustainable and environmentally friendly materials and training human resources in the field of roads.

**Article 5. Road network planning, road infrastructure planning**

1. The road network planning is prescribed as follows:

a) Road network planning means a national sectoral planning, determining development orientations and spatial organization of the national highway system as a basis for orientations for elaboration of road infrastructure plannings and road network development;

b) The formulation, appraisal, approval and adjustment of road network plannings must comply with the provisions of law on planning and ensure the connection of road transport modes with other modes of transport;

c) The Ministry of Transport shall organize the elaboration of road network plannings and submit them to the Prime Minister for approval.

2. Road infrastructure plannings are prescribed as follows:

a) Road infrastructure planning means a planning of a technical or specialized nature, concretizing the road network planning, determining the plan for development of road works and other road infrastructure according to each road route;

b) The road infrastructure planning includes the following principal contents: determination of the orientation of the basic route, the main control points, the length and scale of the road route through each locality and each region; preliminary determination of the scale of bridges, tunnels and ferry terminals on road routes; identify the main intersections; plans to connect roads with other modes of transport, connection to the system of urban centers, economic zones and industrial parks; determining land use demands, investment capital needs, and roadmaps for implementation of the planning; solutions to implement the planning;

c) The Ministry of Transport shall organize the elaboration of road infrastructure plannings and submit them to the Prime Minister for approval.

3. The road infrastructure planning period is 10 years, with a vision of 20 to 30 years.

The road infrastructure planning is reviewed every 5 years to adjust it in accordance with the socio-economic development situation in each period and is publicly announced.

4. Provincial-level People's Committees shall organize the formulation of road development contents in the planning traffic network development plan in accordance with the law on planning and other relevant laws.

The contents of urban road development are determined in the planning in accordance with the law on urban planning and other relevant laws.

5. The planning specified in this Article must satisfy the following provisions:

a) Road traffic connection between urban centers, localities, regions and bus stations;

b) Effectively connect modes of transport, identify road routes connecting to international border gates, main border gates, railway stations, airports, seaports, inland ports and inland waterway ports.

6. The Government shall detail the contents, order and procedures for formulation, appraisal, approval and adjustment of road infrastructure planning.

**Article 6. Road Database**

1. The road database shall be designed, built and operated according to the Digital National Master Architecture Framework, including:

a) Database on road network planning, road infrastructure planning;

b) Database on investment and construction of road infrastructure;

c) The database on road infrastructure that has been put into operation;

d) The e-payment database for road traffic;

dd) Database on automobile transport activities, except for the database on the journey of road vehicles, images of drivers and the database on management of vehicle control time of drivers as prescribed by law.

2. The road database shall be connected and shared with the database on road traffic order and safety and other relevant databases.

3. The Government shall detail Clauses 1 and 2 of this Article; regulating the collection, management and exploitation of information in the road database.

**Article 7. Prohibited acts**

1. Destroying road infrastructure; exploiting and using road infrastructure in contravention of law.

2. Illegally connecting to main roads or branch roads; dismantling, illegally moving or falsifying road works.

3. Illegally encroaching, occupiing, using or building within the protection scope of road infrastructure.

4. Installing, dismantling, moving, adjusting or obscuring road signs in contravention of law; mounting, hanging or installing on road signs with contents not related to the meaning and purpose of road signs or falsifying road signs.

5. Engaging in transportation by automobiles or motorized four-wheeled vehicles without transport business licenses as prescribed by law or doing business in contravention of licenses.

6. Setting up points for pick-up, drop-off, loading and unloading of goods in contravention of law.

**Chapter II**

**ROAD INFRASTRUCTURE**

**Section 1. CLASSIFICATION, NAMING AND NUMBERING OF ROADS**

**Article 8. Classification of roads by management level**

1. Roads by management level include: national highways, provincial roads, district roads, commune roads, village roads, urban roads, special-use roads and are determined as follows:

a) National highway is the road connecting Hanoi Capital with the provincial administrative center; roads connecting provincial administrative centers; roads have an important position for socio-economic development, ensuring national defense and security of the region and region;

b) Provincial road means a road located in a province connecting the administrative center of the province with the administrative center of the district; roads have an important position for the socio-economic development of the province;

c) District road means the road connecting the administrative center of the district with the administrative center of the commune, commune cluster or administrative center of the neighboring district; roads have an important position for the socio-economic development of the district;

d) Commune road means a road connecting the administrative center of a commune with a village, hamlet, hamlet, village, bon, phum, squirrel (hereinafter referred to as a village) and rural population points or roads connecting with neighboring communes; roads have an important position for the socio-economic development of the commune;

dd) Village road means a road in the village area, a trunk road connecting the village with the agricultural and forestry production area and other production and business establishments in the village;

e) Urban roads are roads within the administrative boundaries of inner cities and urban areas, including urban expressways, streets, alleys, alleys, alleys and alleys in urban centers;

g) Special-use road means a road specializing in serving traffic for one or several agencies, organizations, individuals and internal roads.

2. Local roads include provincial roads, urban roads, district roads, commune roads and village roads.

3. The Ministry of Transport shall manage national highways, except for national highways specified at Point a, Clause 4 of this Article and collection roads and side roads specified at Point c, Clause 4 of this Article.

4. Provincial-level People's Committees shall manage the following types of roads:

a) Management of provincial roads and national highways passing through special-grade urban centers; national highways when decentralized; national highway routes and sections have completed the investment in the construction of replacement bypass routes in accordance with the road network planning; routes and sections of national highways are no longer included in the road network planning, unless national highways have special requirements on ensuring national defense and security; national highway routes and sections assigned by the Prime Minister on the basis of proposals of provincial-level People's Committees to meet the needs of socio-economic development, ensure national interests, national defense and security, and the ability to allocate local resources; national highway routes and sections that have been transferred to provincial-level People's Committees for management in accordance with the law on management and use of public property;

b) To prescribe the management of urban roads, district roads, commune roads and village roads;

c) Management of collection roads and side roads separated from national highways.

5. Managers and users of special-use roads shall manage special-use roads in accordance with this Law and other relevant laws.

6. The Government shall detail this Article.

**Article 9. Classification of roads by service function**

1. Main road means a road serving the main traffic in the region, connecting the traffic of regions and regions.

2. Branch road means a road connecting to a main road, which has the function of connecting traffic in areas on both sides of the main road; connecting traffic from the collection road to the main road through the intersection.

3. Collector road means a road for consolidating the system of internal roads of urban, industrial, economic, residential, trade-service areas and other roads into main roads or branch roads before connecting to main roads. The collection road may be a side road as prescribed in Clause 4 of this Article.

4. Side road means a road built next to the main road sections to separate traffic on both sides of the road from the main road. Side roads are separated from main roads or separated from main roads by separators, protective walls, barriers.

5. Road for public transport means a road serving all people and road vehicles in accordance with the provisions of this Law and other relevant laws.

6. Internal roads are roads within apartment complexes, urban centers, industries, economy, trade and services, other agencies, organizations and units and only serve subjects permitted to enter and exit within the areas specified in this Clause.

7. Roads reserved for pedestrians, cyclists and other roads.

**Article 10. Technical grade of the road**

1. The technical grade of a road must be determined in the road construction investment project. The design and construction of road construction must comply with regulations on route technical grades in approved road construction investment projects; comply with technical regulations and standards on technical grades of roads.

2. Technical grades of roads are specified in road design regulations and standards, including:

a) Expressways;

b) Roads of grades I, II, III, IV, V, VI;

c) Urban roads;

d) Grade A, B, C, D, other roads.

3. The technical grades of roads specified at Points a, b and d, Clause 2 of this Article shall comply with the national technical regulations promulgated by the Minister of Transport and technical standards announced by competent authorities.

4. The technical grades of roads specified at Point c, Clause 2 of this Article shall comply with the national technical regulations promulgated by the Minister of Construction and the technical standards announced by competent authorities.

**Article 11. Naming, renaming and numbering of roads**

1. The naming and numbering of roads is prescribed as follows:

a) Road names are named after celebrities and people with meritorious services to the country; historical and cultural relics and events; place names or customary names. Road numbers are set in natural numbers or natural numbers accompanied by letters if necessary. In case the urban road coincides with another road, both the name of the urban road and the name and number of the other road shall be used;

b) Names and numbers of roads participating in the international road network shall comply with international treaties between the Socialist Republic of Vietnam and relevant countries and international organizations. Roads connected to the international road network shall use both domestic and international road names and numbers.

2. In case there are overlapping road routes or sections, the name and number of the road under the higher management level shall be used, except for the case specified at Point a, Clause 1 of this Article.

3. It is not mandatory to assign names and numbers of roads for commune roads, village roads, internal roads and special-use roads; it is not mandatory to change the name or number of a road in case such road passes through an area decided by a competent authority to dissolve, merge, divide or adjust the administrative boundaries of the locality.

4. The Government shall detail this Article.

**Section 2. LAND RESERVED FOR ROAD INFRASTRUCTURE, PROTECTION OF ROAD INFRASTRUCTURE**

**Article 12. Land fund for road infrastructure**

1. The land fund reserved for road infrastructure must be consistent with the road network planning; provincial-level land use plannings and plans; district-level land use planning and other relevant plannings.

2. The land fund reserved for road infrastructure in urban areas is a part of the land reserved for traffic compared to the land for urban construction.

3. The proportion of land reserved for traffic on urban construction land shall be between 11% and 26%, in conformity with the standards on infrastructure development and landscape architecture in inner city and inner urban areas of each type of urban center in accordance with the law on urban planning and other relevant laws.

4. For urban centers with specific factors as prescribed by the Standing Committee of the National Assembly, the ratio of land reserved for traffic to urban construction land shall be at least 50% of the land ratio specified in Clause 3 of this Article.

**Article 13. Land reserved for road infrastructure**

1. Land reserved for road infrastructure includes:

a) Land of roads includes land for construction of road works and land for road protection and maintenance;

b) Land for construction of bus stations; parking lots; car stops, parking; rest stops; auxiliary works in service of road activities;

c) Road safety corridors.

2. The management and use of land reserved for road infrastructure must comply with the provisions of the law on land, the law on planning, the law on urban planning, the law on construction, the provisions of this Law and other relevant laws.

3. In case the drainage of water from works of road infrastructure is forced to pass through other real estate due to its natural location, the owner of the real estate through which the water drainage system passes must reserve an appropriate water drainage channel and must not obstruct or obstruct the water drainage system.

Road managers and users must limit to the lowest level damage to real estate owners when building and installing drainage systems; if causing damage, they must pay compensation according to the provisions of law.

**Article 14. Land for road protection and maintenance**

1. The width of land for protection and maintenance of roads outside urban areas depends on the technical grade of the road and is determined according to the following principles:

a) For roads with embankments, the land for protection and maintenance shall be determined from the foot of the roadbed to the outside;

b) For roads with excavated foundations, the land for protection and maintenance shall be determined from the outermost edge of the peak trench to the outside; where the top trench is not built, it is determined from the top edge of the roof to the outside;

c) For bridges, culverts, ditches, collection pits and work items of roads, the land for road protection and maintenance shall be determined from the outer edge of the outermost structural part of the work upwards; For viaducts, overpasses, the scope of land for bridge protection and maintenance is determined from the outer edge to the outward edge of the foundation of abutments, pillars and outer edges of bridge structures;

d) For cases other than those specified at Points a, b and c of this Clause, the land for road protection and maintenance is located along the outside of the roadside and at a distance sufficient for the construction of drainage ditches, but not less than 01 meter.

2. Land for protection and maintenance of urban roads shall be determined according to the following principles:

a) If an urban road already has pavements, a part of the pavement shall be used for protection and maintenance of urban roads;

b) In case an urban road is close to the wall of a house, another construction work, a road without pavement, a road located in an alley, alley, alley, or internal road of an urban residential area, a part of the road surface may be used when protecting and maintaining an urban road;

c) In cases other than those specified at Points a and b of this Clause, they shall be determined to be similar to non-urban roads;

d) The land for protection and maintenance of bridges, culverts, ditches, collection pits and work items of urban roads shall be determined according to the provisions of Point c, Clause 1 of this Article. In case bridges, culverts, ditches, collection pits and work items of urban roads are located adjacent to other construction works, the land for protection and maintenance is the boundary of the works.

3. At overlapping and intersecting road sections, the land for road protection and maintenance shall be determined according to roads of higher technical grades; For adjacent roads, the land for road protection and maintenance is determined from the edge of the outermost road onwards.

4. In case the land for road protection and maintenance overlaps with the land area reserved for railways, the use of land for road protection and maintenance must not affect traffic safety and railway work safety.

5. In case the land for road protection and maintenance overlaps with the dike protection corridor, the use of the land for road protection and maintenance must not affect the operation and safety of the dike works. In case the land for road protection and maintenance overlaps with the scope of protection of irrigation works, the use of land for road protection and maintenance must not affect the operation and safety of irrigation works; if affected, road managers and users, owners or managers of irrigation works must take remedial measures to ensure the safety of road works, irrigation works and traffic safety.

6. Land for protection and maintenance of road tunnels, road ferry terminals, road pontoon bridges, embankments and retaining walls shall be determined as follows:

a) The land portion for protection and maintenance of road tunnels depends on the grade of the tunnel work and is determined from the outer edge of the main tunnel door, auxiliary tunnel door, ventilation tunnel door and other work items to the surroundings;

b) The land portion for protection and maintenance of the road ferry terminal depends on the grade of the ferry work and is determined from the outer edge of the road to the wharf or wharf work; the land for protection and maintenance of road pontoon bridges is determined from the outer edge of the road at the beginning of the pontoon bridge and the abutments and pillars of the pontoon bridge;

c) In case the road has land for road protection and maintenance overlapping with inland waterway works, the boundary of land for road protection and maintenance is the foundation of the road or items of road works;

d) The land for protection and maintenance of embankments and retaining walls is determined from the outer edge of the outermost part of the work to the surroundings.

7. The Government shall detail this Article.

**Article 15. Road safety corridor**

1. The width of a road safety corridor is determined according to the following principles:

a) For non-urban roads, determine from the outer edge of the land section for road protection and maintenance, according to the scale and technical grade of the road; in case the technical grade of the existing road has not yet been determined, the corresponding technical grade shall be determined on the basis of the width of the road surface and road design standards as a basis for determining the width of the road safety corridor;

b) For urban roads, determine from the outer edge of the land for protection and maintenance of urban roads to the boundary of the red line but not larger than the corridor width of the non-urban road of the same level;

c) For bridges, ferry terminals and road pontoon bridges, they shall be determined according to the vertical and horizontal dimensions of the works and depending on the river level and scale of the works; for viaducts and overpasses, determine from the outer edge of the land to protect and maintain the bridge;

d) For road tunnels, it is determined from the outer edge of the land to protect the tunnel works to the surroundings;

dd) Roads with embankments or protective retaining walls located within the land reserved for road infrastructure, determined from the outer edge of the embankment or protective retaining wall upwards but not larger than the width of the road safety corridor specified at Points a, b, c and d of this Clause;

e) For village roads, alleys, alleys, alleys in urban areas and other roads where automobiles are not allowed to move, road safety corridors are not required.

2. For roads with safety corridors overlapping with other works, they shall be delineated according to the following principles:

a) Roads with safety corridors overlapping with railway safety corridors, the delimitation of management boundaries shall be based on the principle of prioritizing the arrangement of safety corridors for railways. The management and use of railway safety corridors must not affect the quality of road works and traffic safety;

b) Roads with safety corridors overlapping with inland waterway protection corridors, the management and use of inland waterway protection corridors must not affect the quality of works and traffic safety;

c) Roads that share with dikes or have safety corridors overlapping with dike protection corridors, the delimitation of management boundaries shall be based on the principle of prioritizing the arrangement of dike protection corridors; in case the road safety corridor is larger than the dike protection corridor, it shall be calculated according to the road safety corridor;

d) At overlapping roads and intersections, road safety corridors are determined according to roads of higher technical grades; adjacent roads shall determine the road safety corridor along the outermost road.

3. The determination and management of road safety corridor boundary markers are prescribed as follows:

a) Road safety corridor boundary markers shall be determined according to the scale, technical grade, route orientation and scope of construction of road works;

b) Road work construction investors shall organize the planting of road safety corridor boundary markers within the scope of road work construction investment projects; handing over to road management agencies, road managers and users;

c) Road management agencies and road managers and users shall publicize road safety corridor boundary markers; adjustment and supplementation of road safety corridor boundary markers during the management, operation, exploitation and maintenance of road works;

d) Road management agencies, road managers and users and People's Committees at all levels shall manage road boundary markers of road safety corridors in accordance with this Law, the land law and other relevant laws.

4. The Government shall detail this Article.

**Article 16. Management and use of land in road safety corridors**

1. Land in road safety corridors which have been recovered by the State must be managed and used in accordance with the provisions of this Law, the law on land, the law on management and use of public property and other relevant laws.

2. The use of land in road safety corridors must satisfy the following provisions:

a) Ensure the safety of road works and other works in road safety corridors;

b) Do not cover road signals, do not affect the visibility of vehicles, ensure road traffic order and safety;

c) To protect the landscape and environment in accordance with law.

3. If the land in the road safety corridor has not been recovered by the State, the land user may continue to use it in accordance with the provisions of the Land Law and satisfy the provisions of Clause 2 of this Article.

4. The planting, care and exploitation of trees in road safety corridors must comply with the provisions of Clause 2 of this Article and the following provisions:

a) Take necessary measures to avoid the risk of falling trees and causing unsafety for people and vehicles participating in road traffic; causing damage to road works and adjacent works;

b) Cutting when trees obscure road signals, obscure the view of drivers of vehicles participating in road traffic and affect road traffic safety;

c) Must not affect the quality and maintenance of roads.

5. The use of land in road safety corridors overlapping with the protection scope of dikes, the vicinity of irrigation works, the protection scope of irrigation works and railway protection corridors must comply with the provisions of the Law on Dikes, the Law on Irrigation, the Law on Railways, the Law on Land, This Law and other relevant provisions of law.

6. Collector roads must be built outside road safety corridors, except for cases where collector roads are also side roads. In case it is not possible to arrange a collection road outside a road safety corridor, it may be arranged in a road safety corridor, but the following conditions must be satisfied:

a) The remaining width of the road safety corridor is sufficient to expand the road according to the planning;

b) Ensuring the safety of road works;

c) Ensuring road traffic safety and vehicle visibility.

**Article 17. Aerial and under-road protection range**

1. The aerial protection range of the vertical road section shall not be lower than the static height of the road. For road sections with a reserve for the height of the road surface layer, the height of subsidence compensation and cases where it is necessary to reserve the height of the road surface, this height must be added to the static height.

2. The aerial protection scope of road bridges is prescribed as follows:

a) The aerial protection range of a road bridge from the highest point of the structure on the bridge cross-sections or more vertically is 02 meters but not lower than the static height not specified in Clause 1 of this Article;

b) Road bridges built over railways and other roads must ensure the static of the railway or road below;

c) Road bridges built in areas with inland waterway and maritime traffic activities must ensure boat clearance for safe passage of ships and boats in accordance with the law on inland waterways and the law on navigation.

3. The scope of protection of road tunnel works is determined from the structural parts of road tunnels to the surroundings sufficient to ensure safety for works and equipment installed in works, safety in operation, exploitation and use and ensure the life of works according to designs; the external protection range of the road tunnel is insufficient to ensure the safety of the operation, exploitation and use of the road tunnel and its equipment.

4. The vertical limit of an information or telecommunications line traveling above a road shall not be less than 5.5 meters from the lowest point of an information or telecommunications line passing through a road to the highest point on the road surface. In case the line goes above a road bridge, it must satisfy the provisions of this Clause and Point a, Clause 2 of this Article.

5. Vertical limits of power transmission lines and wires traveling above roads are prescribed as follows:

a) In case the transmission line or transmission line travels above the road, the vertical distance from the highest point of the road surface to the lowest point of the transmission line or conductor on the road must not be less than the static height of the road plus the discharge safety distance in accordance with the law on electricity;

b) In case the transmission line or transmission line goes above the bridge, it must satisfy the provisions at Point a, Clause 2 of this Article plus the discharge safety distance as prescribed by the law on electricity, but not lower than the one specified at Point a of this Clause;

c) The vertical distance from the highest point of the lighting pole to the lowest point of the transmission line or conductor must not be less than 02 meters plus the discharge safety distance in accordance with the law on electricity.

6. In case of information and telecommunications lines, power transmission lines and electric conductors running above suspension bridges, in addition to complying with the provisions of Clauses 2, 4 and 5 of this Article, the safety of the suspension rope system and tower pillars of the bridge must also be ensured.

7. The limit on the safety distance in the air for toll booths and other road work items calculated from the highest point of the work vertically is 02 meters; for power transmission lines and power conductors, it is also necessary to ensure the discharge safety distance in accordance with the law on electricity.

8. When constructing, exploiting and maintaining underground works under road works, it is necessary to ensure technical regulations and standards and ensure safety for road works and adjacent works.

9. The Government shall detail Clause 5 of this Article.

**Article 18. Construction and installation of billboards, information boards for political promotion and propaganda within the scope of protection of road infrastructure**

1. Billboards include billboards, banners, signboards, light boxes and screens specializing in advertising in accordance with the law on advertising. Billboards shall be constructed and installed at the following locations:

a) Within the road safety corridor, except for the highway safety corridor and the road safety corridor at the intersection;

b) In case the diameter of the intersection is greater than 02 times the width of the road safety corridor, the billboard may be built and installed within the land area between the intersection but must ensure the distance from the billboard to the outer edge of the road surface in directions not less than the width of the road safety corridor.

2. The construction and installation of billboards must meet the following requirements:

a) Road signals must not be obscured; does not affect the visibility of the driver of the vehicle participating in road traffic;

b) Not affecting the management, exploitation, use and maintenance of roads, not affecting the safety of infrastructure works within the scope of protection of road infrastructure and road traffic safety;

c) Billboards must be installed to ensure sustainability, safety, and withstand the impact of loads and other impacts; must be designed, appraised and built in accordance with the provisions of this Law, the law on construction and the law on advertising.

3. The construction and installation of billboards specified in Clause 1 of this Article must be approved in writing by road management agencies on the location, scale and size of billboards and construction plans to ensure traffic safety and safety for road works and other adjacent works.

4. Organizations and individuals that build and install billboards shall have the following responsibilities:

a) Building and installing billboards that meet the provisions of Clauses 1, 2 and 3 of this Article;

b) The dismantling of billboards and parts of billboards must not affect road infrastructure and shall not be compensated at the request of road management agencies, road managers and users;

c) Comply with other provisions of this Law, the law on construction and the law on advertising;

5. The construction and installation of political propaganda information boards must meet the requirements specified in Clause 2, Clause 3, Points b and c, Clause 4 of this Article.

6. The Government shall detail Clause 3 of this Article.

**Article 19. Construction and installation of infrastructure works within the scope of protection of road infrastructure**

1. Within the scope of protection of road infrastructure, other works must not be built, except for the following cases:

a) Works in service of national defense and security;

b) Information and telecommunications works, power transmission lines, power lines, telecommunications poles, mobile reception and transmission stations, power poles;

c) Energy supply, water supply and drainage works, except for water plants and energy generation plants;

d) Irrigation works, dikes, natural disaster prevention and control, hydropower;

dd) Conveyor belts in service of production, urban technical infrastructure works and other special works;

e) Other roads intersect or run parallel to existing roads.

2. The works specified in Clause 1 of this Article, when constructed and installed within the scope of protection of road infrastructure, must ensure technical regulations and standards, safety in road traffic construction and safety, the provisions of law on environmental protection and must not affect the operation and use road infrastructure.

3. The construction and installation of works specified in Clause 1 of this Article within the scope of protection of road infrastructure must be approved in writing by competent road management agencies, except for dikes and cases specified in Clause 4 of this Article.

4. Power transmission lines, power transmission lines, information and telecommunications lines built on roads do not need to be approved in writing by competent road management agencies when they meet the following provisions:

a) Infrastructure work columns located outside road safety corridors;

b) The height of the transmission line on the road meets the provisions of Article 17 of this Law;

c) Lines that do not affect safety in the operation and exploitation of road works.

5. Infrastructure works constructed and installed within the protection scope of special-use roads must obtain the consent of road managers and users of special-use roads.

6. Owners or managers and users of works specified in Clause 1 of this Article, except for dike works, defense and security works, must return the affected road works, allocate funds and organize the relocation of the works in the following cases:

a) When a competent road management agency or road manager or user requests the relocation of the work for investment, new construction, upgrading, expansion, renovation, repair and maintenance of the road work;

b) Works affecting road traffic safety and road work safety without remedial measures;

c) Illegally constructed works.

7. The Government shall detail this Article.

**Article 20. Construction, management, operation, exploitation and maintenance of technical infrastructure works for common use with roads**

1. Technical infrastructure works for common use with roads are works built for the arrangement and installation of information and telecommunications lines, power transmission lines, electric conductors and public lighting; water supply, drainage, and energy supply pipelines.

2. The construction of technical infrastructure works for common use with roads must meet the following requirements:

a) Conformity with the planning, scale of the project and the technical grade of the road;

b) Ensure technical regulations and standards in construction; ensure the provisions of the law on fire prevention and fighting and rescue and rescue; ensuring the safety of works, ensuring the landscape and environment;

c) Comply with the provisions of this Law, the law on construction and other relevant laws.

3. Construction of technical infrastructure works for common use with roads shall be carried out in the following cases:

a) Investment in the construction of urban roads must be combined with the arrangement and construction of common-use technical infrastructure works in order to ensure synchronization in order to save land resources, save investment and construction costs, ensure landscape and environment, improve the efficiency of exploitation of works and ensure order, road traffic safety in the period of operation, exploitation and use of urban roads;

b) Investment in the construction of road bridges must design and arrange locations for installation of information and telecommunications lines, water supply pipelines, power transmission lines, electric conductors, except for high-voltage conductors and electrical conductors without insulating parts;

c) Investment in the construction of road tunnels requires the design and installation of cable culverts, trenches or technical tunnels for the arrangement and installation of fire prevention and fighting systems, water supply and drainage pipelines and other works specified at Point b of this Clause;

d) Other necessary cases.

4. The management, operation, exploitation and maintenance of technical infrastructure works for common use with roads must ensure the following provisions:

a) Not affecting the safety of road works and road traffic safety; do not obstruct the maintenance of road works;

b) Ensure the provisions at Points b and c, Clause 2 of this Article;

c) Relocate and dismantle common-use technical infrastructure works and installation works in common-use technical infrastructure works at the request of road works managers and users for investment, construction, upgrading, expansion and maintenance of road works; take measures to ensure the safety of road works, fire and explosion prevention and fighting; traffic organization and other necessary cases;

d) Managers and users of technical infrastructure works shared with roads and managers and users of road works shall coordinate in the management, operation, exploitation and maintenance of works in order to ensure safety in the exploitation and use of works, ensure the quality and duration of exploitation and use of works in accordance with law;

dd) Organizations and individuals specified at Point d of this Clause, except for cases in service of national defense and security tasks, shall contribute expenses for the operation, exploitation and maintenance of technical infrastructure works shared with roads.

5. The Government shall detail this Article.

**Article 21. Protecting road infrastructure**

1. Protection of road infrastructure includes:

a) Activities to ensure the safety of road infrastructure;

b) Take measures to prevent, prevent and handle acts of destroying, encroaching, occupying or illegally using road infrastructure, illegally connecting to roads and other acts of law violation within the scope of road infrastructure protection.

2. The scope of protection of road infrastructure is limited to the above, on the water, in the air and on the subsurface and under the water surface of the road infrastructure.

3. Responsibilities for protection of road infrastructure are prescribed as follows:

a) The Ministry of Transport shall organize the protection of road infrastructure under its management, except for the provisions at Point b of this Clause;

b) People's Committees at all levels shall organize the protection of road infrastructure under their management; coordinate with road managers and users to propagate and disseminate the law on protection of road infrastructure; publicize land use boundary markers in road safety corridors; promptly handle cases of illegal encroachment, occupation and use of road safety corridors and land of roads;

c) Road managers and users shall be responsible for protecting road infrastructure under their management; in case of detecting damage to the work, the risk of causing the work incident or the risk of road traffic unsafety, it must be promptly handled, repaired and remedied; publicize the road safety corridor boundary markers as prescribed at Point c, Clause 3, Article 15 of this Law, report and request the commune-level People's Committee of the locality where the road safety corridor is illegally encroached, occupied or used for handling; perform other tasks on management and protection of road safety corridors in accordance with the provisions of this Law, the Land Law and other relevant laws.

4. Organizations and individuals that detect damaged or encroached upon road works or encroached upon road safety corridors must promptly notify the commune-level People's Committees, road management agencies or the nearest police offices for handling; in case of necessity, take measures to immediately notify road traffic users. Upon receiving the report, the responsible agency must quickly take remedial measures to ensure smooth and safe traffic.

5. The Government shall detail this Article.

**Section 3. AUXILIARY WORKS ASSOCIATED WITH ROADS; VEHICLES AND EQUIPMENT IN SERVICE OF ROAD MANAGEMENT, OPERATION AND OPERATION AND TRAFFIC ORGANIZATION**

**Article 22. Auxiliary works associated with roads; vehicles and equipment in service of road management, operation and exploitation**

1. Auxiliary works attached to roads include:

a) Road signals, except for traffic controllers' orders;

b) Road traffic safety works;

c) Road drainage system;

d) Road retaining walls and embankments;

dd) Ground clearance marker piles;

e) Works, work parts and equipment installed in works under the smart traffic management system; system for collecting, processing and storing road infrastructure data; the system for monitoring the technical status and monitoring of roads, roads and bridges and other auxiliary works.

2. Means and equipment in service of management, operation and exploitation of road works include:

a) Equipment installed in works and parts of works specified at Point e, Clause 1 of this Article;

b) Means and equipment in service of prevention, control and remedy of consequences of natural disasters and road search and rescue; vehicles and equipment for road traffic rescue and rescue;

c) Ferries, vehicles and other equipment in service of the management, operation and operation of road ferry terminals;

d) Other vehicles and equipment in service of road management, operation and exploitation.

3. Roads in operation must be adjusted and supplemented with auxiliary works, means and equipment specified in Clauses 1 and 2 of this Article in order for the management, operation, exploitation and use of road works to ensure road traffic safety and work safety.

**Article 23. Installation of road signs**

1. Road signs installed include:

a) Traffic signal lights;

b) Road signs, including: prohibition signs, danger signs, order signs, signboards and auxiliary signs;

c) Road markings and other signs on the road surface (collectively referred to as road markings);

d) Marker piles, reflective nails, reflective poles, Km poles, H piles, road boundary markers;

dd) Protective walls and barriers;

e) Sound equipment for road signals.

2. Principles for installation of traffic signal lights are prescribed as follows:

a) The lamp face faces in the opposite direction and must be placed in a position that is easy for road users to observe;

b) The order of installation of traffic signal lights in the vertical direction: red light at the top, yellow light at the middle and green light at the bottom;

c) The order of installation of traffic signal lights in the horizontal direction: red light on the left side, yellow light in the middle and green light on the right side in the direction of travel;

d) After the installation of the traffic signal light system is completed, it must be put into trial operation by the investor or road management agency in accordance with the requirements of the road traffic organization before being accepted and put into operation.

3. Principles for installation of road signs are prescribed as follows:

a) The sea surface faces in the opposite direction;

b) It is placed on the right side or above the section of the road. In some specific cases, additional signs can be placed on the left side in the direction of travel to instruct and signal road traffic users;

c) Place in a position that is easy for road traffic users to observe and implement;

d) Auxiliary signs shall be used in combination with additional explanations of prohibited signs, danger signs, command signs and signboards.

4. Principles for arranging road markings are prescribed as follows:

a) Road marking is a form of road signal marked on the road surface and on road works;

b) Road markings may be arranged independently and may be combined with road signs or traffic signals.

5. Principles for installing and placing marker piles, protective walls, reflective nails, reflective poles, Km poles, H piles, barriers and road boundary markers are prescribed as follows:

a) Marker piles shall be installed at dangerous road sections and necessary positions to guide road users on the safe road section and the direction of the route;

b) Reflective nails are installed on the road surface vertically or horizontally to guide and divide lanes;

c) Reflectors are installed in places where the route may cause confusion in the direction of the road in order to guide vehicles running at night or in foggy conditions or conditions with limited visibility;

d) Km columns shall be installed to ensure that the distance between two adjacent Km columns is 1,000 meters, in special cases, the distance between two adjacent columns is greater than or less than 1,000 meters. Km columns are used in the management, operation, exploitation, construction, renovation and maintenance of roads and the location of work incidents, traffic jams, road traffic accidents; helping road traffic users determine the distance of road sections;

dd) Pile H is installed within the range between two adjacent Km columns and ensures that the distance between 02 adjacent piles is 100 meters;

e) Road boundary marker means a landmark pile placed at the outermost edge to determine the boundary of a road safety corridor horizontally;

g) The installation of protective walls and barriers shall comply with the provisions of Clause 3, Article 24 of this Law.

6. The installation of audible road signaling equipment shall comply with the manufacturer's instructions.

7. The installation, adjustment, supplementation and replacement of road signs shall comply with the principles specified in Clauses 2, 3, 4 and 5 of this Article, ensuring technical regulations and relevant provisions of law.

8. Responsibilities for installation, adjustment, supplementation and replacement of road signs are prescribed as follows:

a) The investor of the road work construction investment project shall organize the design and installation of road signs within the scope of the road work construction investment project and the road signs indicating at the points of connection of roads other than the roads they invest in and build;

b) Managers and users of road works shall have to manage and use road signals; review, adjust, supplement and replace road signs in accordance with the provisions of this Law, the law on road traffic order and safety and national technical regulations on road signs within the scope of

**Article 24. Road traffic safety works**

Road traffic safety works shall be built, installed and arranged to ensure the safety of people and vehicles participating in road traffic, including:

1. Rescue roads shall be built at steep passes, so that vehicles can leave the main roads when going downhill, reduce their speed and ensure stopping;

2. Rescue tunnels are associated with road tunnels, serving emergency escape, rescue and rescue when the main tunnel breaks down or is used in the maintenance of road tunnels. Do not use the rescue tunnel for the purpose of traffic of vehicles;

3. Protective walls, barriers and guardrails shall be arranged at dangerous positions, which have the effect of preventing vehicles participating in road traffic from rushing out of the road when encountering incidents of uncontrollable vehicles.

In case the marker piles are not arranged at the same time, reflective markers or reflective paint must be attached to the protective walls and guardrails to warn road users of dangerous positions and instruct road users to follow the right direction of the road section;

4. Anti-glare works shall be arranged on the median strip, which has the effect of reducing the impact and light of vehicles circulating in the opposite direction to the eyes of drivers of vehicles participating in road traffic;

5. Convex bridge mirrors shall be installed at the backs of small radius curves, intersections with limited or obscured visibility, so that drivers of vehicles participating in road traffic can remotely observe vehicles traveling in the opposite direction to adjust the speed accordingly;

6. Lighting systems are built for lighting to ensure safety for people and vehicles participating in traffic; the lighting time in the road tunnel according to the operation and exploitation process of the tunnel works;

7. Separators shall be installed to divide the road section of the vehicle into two separate directions or to divide the road section reserved for motor vehicles and rudimentary vehicles or of different types of vehicles in the same direction;

8. Noise-proof walls shall be constructed at necessary locations to reduce noise caused by road vehicles;

9. Speed bumps and bumps shall be installed at locations that need to be warned or compulsory for drivers of vehicles participating in road traffic to reduce their speed to ensure traffic safety;

10. Other works in service of road traffic safety.

**Article 25. Traffic organization**

1. Traffic organization shall be carried out from the stage of planning, investment and construction to the stage of management, operation, exploitation, use and maintenance of road infrastructure in order to ensure smooth, safe and efficient traffic.

2. Contents of road traffic organization in the stage of design, construction, management, operation, exploitation, use and maintenance of road works include:

a) Stipulate the number of lanes, road sections reserved for automobiles and other road traffic vehicles, and pedestrian road sections; direction and speed of motor vehicles participating in road traffic;

b) Organize lane division and channel division on roads being invested in construction and at connecting roads;

c) Regulations on traffic at intersections and locations connected to other roads; regulations on avoiding and overtaking vehicles on the road, points allowed to stop and park on the road, pick-up and drop-off locations;

d) Stipulating the limit gauge and load capacity allowed for vehicles to safely participate in road traffic;

dd) Stipulating the time allowed to participate in traffic; the time allowed to go in the directions of traffic signals;

e) Stipulate the time of turning on and off the lighting system on the road;

g) Regulations on cases of suspension of operation of part or the whole of the route;

h) Exploit and use the smart traffic management system, expressway traffic management and operation center and other technological equipment in service of providing information and instructions to road road users;

i) Fully install the road signaling system and perform other necessary jobs;

k) Approving the plan on traffic organization for expressways.

3. Investors of road construction investment projects, road managers and users, relevant organizations and individuals shall have to install, adjust and supplement road signs and road traffic safety works for projects and roads under their management; implement the approved highway traffic organization plan.

4. The monitoring and assessment of the traffic situation on the route, adjustment of traffic organization to overcome traffic congestion, ensure road traffic order and safety shall be carried out in the course of road operation, exploitation, use and maintenance.

5. The Ministry of Transport and People's Committees at all levels shall be responsible for organizing traffic on road routes under their management.

6. Persons managing and using roads for special-use roads shall be responsible for organizing traffic on special-use roads; in case of special-use roads with public transport activities, traffic must be organized according to the provisions of this Article.

7. The Government shall detail this Article.

**Article 26. Design speed, extraction speed and distance between vehicles**

1. Design speed of a road means the velocity value used to calculate the technical norms of a road. The design speed of a road is determined in the stage of investment in road construction, upgrading and renovation to ensure the safety of vehicles.

2. The speed of exploitation on roads is prescribed as follows:

a) The speed of exploitation on roads is the value of the speed limit (maximum speed, minimum speed) that allows vehicles to participate in road traffic to ensure traffic safety and effectively exploit the route;

b) The speed of exploitation on roads shall be determined on the basis of the design speed, current condition of the route, time of circulation during the day, weather conditions, climate, flow and types of vehicles participating in road traffic on the road;

c) For double roads, the speed limit values for each direction of the road may be different;

d) There are many lanes on the same road, and the speed limit values of the lanes may be different. Lanes must meet the requirements for use purposes and widths for smooth and safe circulation.

3. Distance between vehicles on a road is the minimum distance between vehicles participating in road traffic contiguously on the same lane or road section; ensure the safety of the rear-running vehicle with the front-running vehicle.

The distance between vehicles depends on the exploitation speed of the route, weather, vehicle density, and other actual traffic conditions.

4. Before putting into operation, expressways must be fully equipped with speed signaling systems and distances between vehicles; For other routes, based on the current status of road works and the actual traffic situation of each section of the route, the road management agency shall decide on the arrangement of the road signal system to ensure the passability and road traffic safety.

5. The Minister of Transport shall detail this Article.

**Article 27. Load and gauge limits of roads**

1. Road load means the carrying capacity of the road for exploitation to ensure the safe exploitation and service life of road works.

2. Limiting gauge of a road means a gap with a limited size in terms of width and height of a road so that vehicles, including goods loaded on vehicles, can pass safely and are determined according to the technical regulations and standards of the road.

3. Responsibilities for announcing the load and gauge limits of roads are prescribed as follows:

a) The Ministry of Transport announces the load and gauge limits of roads under its management;

b) Provincial-level People's Committees shall announce the load and gauge limits of roads under their management and special-use roads specified at Point c of this Clause in their localities;

c) Managers and users of special-use roads with public transport activities shall provide information on the load and gauge limits of special-use roads for provincial-level People's Committees to announce;

d) Investors of road construction investment projects shall provide information on load and gauge limits to the agencies specified at Points a, b and c of this Clause.

4. For roads shared with dikes, the exploitation load of the route must not be greater than the permissible load of vehicles participating in road traffic permitted to travel on dikes.

**Section 4. INVESTMENT, CONSTRUCTION, MANAGEMENT, OPERATION, EXPLOITATION AND MAINTENANCE OF ROAD INFRASTRUCTURE**

**Article 28. Investment and construction of road infrastructure works**

1. Investment and construction of works belonging to road infrastructure means the investment, construction, upgrading, expansion and renovation of road works and other works belonging to road infrastructure.

2. The investment and construction of road infrastructure works must comply with the provisions of this Law, the law on investment, the law on public investment, the law on investment in the form of public-private partnership, the law on construction, the law on the state budget, and other relevant provisions of law.

3. The Ministry of Transport shall invest in national highway routes and sections and road infrastructure works under its management in accordance with the Law on Public Investment, the Law on Investment in the form of public-private partnership and other relevant laws.

4. People's Committees at all levels shall invest in roads of all types and road infrastructure works under their management in accordance with the Law on Public Investment, the Law on Investment in the form of public-private partnership and other relevant laws.

5. The investment and construction of road infrastructure works must satisfy the following provisions:

a) Conformity with the planning;

b) Ensure technical regulations and standards and technical grades of roads, protect landscapes and environment and come up with solutions to meet the requirements of adaptation to climate change; have solutions to design and build works to serve the disabled, the elderly and other subjects participating in traffic conveniently and safely;

c) Road works may diverge according to transport demand and ability to mobilize resources to ensure investment efficiency;

d) In case of investment and construction of works of road infrastructure related to dikes and corridors for protection of water sources, rivers, rivers and lakes, they must comply with the law on dikes and dike safety; ensure that they do not cause landslides, landslides, banks, river banks, lakes, and do not obstruct the flow; limit to the lowest level or not increase the risk of natural disasters and ensure the stability of works before natural disasters and climate change.

6. Side roads shall be built when investing in the construction of expressways, grade-I and grade-II roads passing through urban areas, densely populated areas and other necessary cases.

7. Routes with passenger transportation activities by automobiles, except expressways, must be built at bus stops to pick up and drop off passengers.

8. At road sections with newly built schools, school investors must coordinate with road management agencies in building vehicle stops and parking spots in accordance with the traffic organization of the route.

9. The upgrading, expansion and renovation of road works and other works of road infrastructure that are being operated under the public-private partnership mode shall comply with the law on public-private partnership investment and Article 48 of this Law.

10. Road works in operation that have not yet met the technical grade, have expired the exploitation time limit or fail to meet the transport flow, must be gradually invested, built, upgraded and renovated to meet the technical requirements according to road standards.

**Article 29. Verification and appraisal of road traffic safety**

1. Roads shall be inspected and appraised for traffic safety in the stage of formulation of work construction investment projects; implementation design after basic design; before putting the road works into operation and in the process of exploiting the road works.

In the stage of formulation of investment projects, implementation design after basic design, the verification and appraisal of traffic safety shall be carried out together with the verification and appraisal of feasibility study reports and construction designs.

2. Road traffic safety verification means the organization of traffic safety inspection services for research and analysis of basic designs, post-basic design implementation designs, economic-technical reports on construction of works, dossiers of completion of works, etc dossiers of route management, causes of traffic accidents and conduct on-site inspections to detect potential traffic accidents or assess the causes of traffic accidents to propose remedial solutions to ensure smooth traffic on routes, safe.

3. The traffic safety appraisal of competent agencies shall be carried out on the basis of the traffic safety appraisal report of the traffic safety appraisal consultancy organization in service of the following activities:

a) Approving the project;

b) Approve the construction design to be implemented after the basic design;

c) Decide to put the works into operation for new, upgraded or renovated works;

d) Organize the implementation of solutions to enhance conditions to ensure smooth and safe traffic for the works being exploited.

4. An organization providing traffic safety verification services must satisfy the conditions on business lines and lines, ensure independence from the construction unit and the design consultancy organization that has made the project dossier. designing works for newly constructed, upgraded, renovated road works or organizing regular management and maintenance of routes for road works currently in operation.

5. Expenses for road traffic safety inspection and appraisal shall be included in the total investment and work construction estimates for newly-built, upgraded or renovated road works; used in financial sources for road management and maintenance for road works currently in operation.

6. Inspectors performing the traffic safety inspection must be trained. The training of traffic safety inspectors shall be carried out by traffic safety inspector training establishments that are fully qualified and conditioned.

7. The Government shall detail this Article.

**Article 30. Road Traffic Connection**

1. To connect roads in service of socio-economic development, national defense and security tasks, ensuring the efficiency of smooth and safe transport activities.

2. Road traffic connection includes:

a) Connecting roads;

b) Connecting roads to regions, areas, residential areas, agencies, organizations, production and business establishments and other locations;

c) Connecting road traffic with traffic hubs of other modes of transport.

3. The connection of branch roads to main roads and between roads shall be carried out at the connection location and must satisfy the following requirements:

a) The connection location is designed and built in compliance with technical regulations and standards; conformity with road grades and ensuring traffic safety and traffic capacity of the route;

b) In case of road connection different from expressway, apart from the provisions at Points a and c of this Clause, the distance between the connection locations must comply with technical regulations and standards on expressway design;

c) The road traffic connection shall comply with the Government's regulations.

4. Responsibilities for construction of branch roads, collection roads and side roads connected to main roads in each locality and area are prescribed as follows:

a) Investors in and construction of urban centers, residential areas, commercial and service zones, administrative zones, working places of agencies, organizations, economic zones, industrial parks, production and business establishments, airports, bus stations, railway stations, inland waterway ports, inland waterway landing stages, seaports, inland clearance depots and other traffic hubs shall have to build roads to connect traffic from these areas and establishments with roads passing through areas and establishments;

b) The Ministry of Transport and People's Committees at all levels shall invest in the construction, upgrading, expansion and renovation of roads under the management of convenient traffic connections to airports, seaports, inland waterway ports, inland waterway terminals and railway stations.

5. The Minister of Transport shall prescribe the order and procedures for approving the design and the order and procedures for granting permits for the construction of intersections for national highways in operation; The provincial-level People's Committee shall prescribe the order and procedures for approving the design and the order and procedures for granting permits for the construction of intersections for local roads in operation.

**Article 31. Handover and putting road works into operation**

1. After completion, road works shall be handed over and put into operation in accordance with the provisions of this Law, the law on construction and other relevant laws.

2. Based on specific conditions, works, sections of works and road work items that have been completed and accepted according to regulations shall be handed over and put into operation and use at the request of the investor or road manager and user.

**Article 32. Construction of works on roads in operation**

1. Construction of works on roads in operation includes: construction, upgrading, expansion, renovation and repair of roads in operation; construction of infrastructure works within the land reserved for roads; construction of technical infrastructure works for common use within the land reserved for roads; building and installing information signs for political promotion and propaganda.

2. Organizations and individuals may construct works on roads in operation only when they have permits for construction of works on roads in operation issued by competent state agencies, except for the cases specified in Clause 3 of this Article.

3. Cases of construction on roads that are being exploited not subject to the issuance of construction permits include:

a) Construction of state secret works;

b) To construct within the land reserved for road infrastructure for investment projects on new construction, upgrading and renovation of road works in which the Prime Minister decides to invest; investment projects on new construction, upgrading and renovation of road works decided by the Minister of Transport and the Chairman of the provincial-level People's Committee on road routes under their management;

c) Construction on special-use roads;

d) Construction on village roads; alleys, alleys, alleys and alleys in urban areas;

dd) Warranty and maintenance of road works; urgently repair roads to overcome the consequences of natural disasters, storms and floods; rescue and rescue of traffic and other urgent cases;

e) Constructing, repairing and replacing parts, items and equipment when simultaneously satisfying the following conditions: not digging, drilling or sawing road works; does not affect the quality, load and gauge of road limits; do not cause traffic jams; not narrowing the range of road surfaces reserved for traffic; do not have to adjust, divide and divide traffic lanes;

g) Construction on roads being exploited by licensing agencies or investors of construction projects on roads being exploited; licensing agencies affiliated to the project investor;

h) Construction at places where roads intersect at the same level as railways or on road bridge decks shared with railways which have been licensed by competent state agencies in accordance with the law on railways;

i) Construction of works in road safety corridors that simultaneously meet the following regulations: not affecting the visibility of vehicles, traffic safety, not using land of roads and road works as construction sites and having been approved for construction under the provisions of Clause 3, Article 19 of this Law;

k) Urgently handle to ensure the safety of dikes and natural disaster prevention and control works;

l) In case a construction permit has been granted and a plan to ensure traffic on the road under operation has been approved by the road management agency.

4. For the case specified in Clause 2 of this Article, during the course of construction, the construction organization or individual on the road being exploited shall fully comply with the provisions of the construction permit; must arrange traffic warnings, guides, temporary signals and barriers at the construction sites and take measures to ensure traffic, protect the environment and other contents; participants in construction and maintenance activities on the road being exploited must wear protective clothing with safety signals; construction machinery must install warning devices on the vehicles.

5. For the cases specified in Clause 3 of this Article, organizations and individuals constructing roads under exploitation shall ensure traffic safety and safety of road works, and at the same time send measures to ensure traffic safety and safety of works before construction on roads under exploitation to road management agencies for inspection and supervise. Road management agencies shall handle or propose handling according to their competence if the construction causes traffic safety and work safety.

6. Organizations and individuals constructing on roads that are exploiting in violation of construction permits, causing traffic congestion, traffic safety, affecting the health, life and property of road users, causing damage or destruction of works being exploited, violations of regulations on environmental protection and other acts of law violation shall be held responsible in accordance with law.

7. The Minister of Transport shall prescribe the competence, order, procedures and contents of issuance of permits for construction of works on roads under operation; responsibility for providing information and coordination mechanisms among relevant agencies, organizations and individuals to ensure traffic order and safety during construction.

**Article 33. Construction and repair of the road section at the same level intersection between roads and railways; construction and repair of road bridge decks shared with railways, roads intersecting with railways**

1. When constructing and repairing roads at intersections at the same level as railways, repairing road bridge decks together with railways must be licensed in accordance with the law on railways; in case of construction and repair on roads in operation, they must also comply with the provisions of Article 32 of this Law.

2. When constructing and repairing road bridge decks along with railways or repairs at places where roads intersect with railways, the provisions of Clause 1 of this Article and the following provisions must be complied with:

a) The investor of the road repair project shall reach agreement with the railway management agency on the time, construction plan and traffic organization plan, except for cases where it is necessary to remedy the incident in order to prevent traffic accidents; the risk of collapse of the building;

b) Comply with other regulations related to railway traffic safety assurance in accordance with the law on railways;

c) Competent agencies shall issue construction permits in accordance with the law on railways, guide and inspect the implementation of construction and assurance of traffic safety and safety of railway and road works.

**Article 34. Construction of irrigation and hydropower works within the protection scope of road works being exploited**

1. When constructing irrigation and hydropower works within the protection scope of road works being exploited, the provisions of Articles 19 and 32 of this Law must be complied with.

2. When constructing irrigation and hydropower works intersecting with roads in operation, the provisions of Clause 1 of this Article and the following provisions must be complied with:

a) The construction location does not affect the operation, exploitation and normal operation of existing road works, except for the provisions at Point d of this Clause;

b) Take measures to ensure safety for existing road works and adjacent works, ensure smooth traffic, safety and environmental protection; ensure regulations on road statics, aerial protection scopes, and lower protection areas of road works;

c) It is forbidden to erode abutments, bridge piers and retaining walls to protect road works when dredging and construction on rivers, canals and ditches within the protection scope of road infrastructures;

d) Before constructing irrigation or hydropower works that cross or overlap the road position or affect the road works in operation, the investors of irrigation and hydropower projects must build road works for reimbursement or replacement of the affected road works or reimburse them with funds for construction of road sections replace. Road works for reimbursement have a technical grade and scale not lower than the affected road works;

dd) After completing the construction of road works for reimbursement, the investor of the project on construction of irrigation and hydropower works shall hand over the road works for reimbursement and the dossier of completion of the work and maintenance process to the road management agency or the manager, use of roads.

3. Investors and contractors of irrigation and hydropower projects shall have to provide warranty on road works for reimbursement in accordance with the law on construction.

4. Investors, owners or managers of irrigation and hydropower works shall have to maintain, operate and exploit irrigation and hydropower works in accordance with this Law, the law on construction and other relevant laws. to ensure the requirements of traffic safety and safety of road works.

5. For parts and items of works commonly used for road traffic and in service of irrigation and hydropower works, the responsibility for maintenance, operation and exploitation shall comply with the provisions of Clause 7, Article 37 of this Law.

6. In case the construction of irrigation or hydropower works affects special-use roads, the parties shall reach their own agreement or make compensation and compensation in accordance with law.

**Article 35. Maintenance of road infrastructure**

1. Maintenance of road infrastructure means a collection of tasks aimed at ensuring and maintaining the normal and safe operation of road infrastructure in accordance with the provisions of the design in the course of operation, exploitation and use, including:

a) Maintenance of road infrastructure;

b) Repair of road infrastructure;

c) Inspect, monitor, inspect the quality and assess the safety of road infrastructure.

2. Maintenance of road infrastructure is prescribed as follows:

a) Maintenance of road infrastructure includes regular maintenance and periodic maintenance and shall comply with the provisions of this Law, the law on construction, the law on management and use of public assets, technical regulations and procedures for maintenance of road infrastructure;

b) Results of road infrastructure maintenance must be recorded and dossiers compiled; road managers and users shall have to certify the completion of maintenance and management in the road work maintenance dossiers;

c) The application of maintenance to road infrastructure shall comply with the law on construction, the law on management and use of public property and the law on bidding.

3. Repair of road infrastructure includes periodic repair and irregular repair to overcome damage and deterioration arising during operation, exploitation and use to ensure work safety and road traffic safety, and limit the deterioration of road infrastructure.

4. Periodic repairs include:

a) Repair defects or damage to works, work items and equipment, replacement of work parts and equipment installed in damaged works shall be carried out periodically in terms of duration or frequency of exploitation and use according to regulations, technical standards and procedures for maintenance of road infrastructure;

b) Supplementing road signs, road traffic safety works and other work items and work equipment to ensure safe and smooth traffic and improve the technical condition of the works being exploited;

c) Repair and upgrade warehouses for equipment and spare supplies in the field of roads; procurement of additional spare materials for the prevention, control and overcoming of consequences of natural disasters and search and rescue;

d) Repair and upgrade the smart traffic management system; highway traffic management and operation center; vehicles, equipment and technological systems in service of the management, operation, exploitation and maintenance of road works; road traffic management and operation system; toll collection system; vehicle load control works.

5. Unexpected repairs include:

a) Repair and remedy points where road traffic accidents often occur or points where road traffic accidents are potential;

b) Repair and remedy consequences of natural disasters;

c) Repair when parts of the works are unexpectedly damaged during operation, exploitation and use and other necessary circumstances to ensure the safety of the works and traffic safety during operation, exploitation and use.

6. The repair of road infrastructure must ensure technical regulations and standards, meet the flow and load of exploitation and comply with the provisions of the law on construction, the law on natural disaster prevention and control and the provisions of this Law.

7. Inspection, observation and inspection of road infrastructure quality and work safety assessment are prescribed as follows:

a) The inspection of the quality of road infrastructure includes road patrol work, patrol inspection and other inspection jobs in accordance with the law on construction;

b) The monitoring and inspection of the quality of road infrastructure and the assessment of work safety shall comply with the provisions of the law on construction.

8. The Minister of Transport shall detail this Article.

**Article 36. Management, operation and exploitation of road infrastructure**

1. The management, operation and exploitation of road infrastructure must ensure efficiency, ensure smooth and safe traffic and comply with the provisions of law.

2. Contents of management, operation and exploitation of road infrastructure include:

a) Receive the works and equipment installed in the works, dossiers of completion of the works after the completion of the investment and construction; compilation and preservation of road infrastructure management dossiers;

b) Organize traffic as prescribed in Clauses 2 and 3, Article 25 of this Law;

c) Protection of road infrastructure; management and use of land of roads and road safety corridors;

d) Manage, operate and exploit the smart traffic management system; highway traffic management and operation centers, vehicle load control works, toll collection systems and equipment attached to road infrastructure;

dd) Collecting, managing, using, operating, exploiting and updating the road database system;

e) Carry out natural disaster prevention and control in the field of roads in accordance with the law on natural disaster prevention and control and the provisions of this Law;

g) Perform other tasks in accordance with this Law, the law on management and use of public property and other relevant laws.

3. The Minister of Transport shall detail this Article.

**Article 37. Responsibilities for management, operation, exploitation and maintenance of road infrastructure**

1. The Ministry of Transport shall organize the management, operation, operation and maintenance of national highways specified in Clause 3, Article 8 of this Law and road infrastructure under their management.

2. People's Committees at all levels shall have to organize the management, operation, exploitation and maintenance of roads specified in Clause 4, Article 8 of this Law and road infrastructure under their management.

3. Enterprises assigned by the State to invest, build, manage, operate and exploit road infrastructure must manage, operate, operate and maintain road infrastructure in accordance with the provisions of this Law and other relevant laws.

4. The management, operation, exploitation and maintenance of road infrastructure invested in the form of public-private partnership shall comply with the law on investment in the form of public-private partnership, the law on construction, the provisions of this Law and other relevant laws.

For investment projects in the form of public-private partnerships that are in the stage of operation and exploitation, when the contracts are terminated ahead of time in accordance with the law on investment in the form of public-private partnerships but the procedures for establishing the ownership of the whole people have not been completed, responsibilities for management, operation, exploitation and maintenance of road infrastructure shall be implemented by the contracting agencies.

5. For road infrastructure being public property within the term of lease of the right to exploit the property or the transfer of the right to exploit the property for a definite term or other modes of transfer of the right to exploit, the management, operation, exploitation and maintenance of the works shall comply with the provisions of this Law. provisions of law on management and use of public property, other relevant provisions of law and signed contracts.

6. Managers and users of special-use roads, owners or managers of bus stations, parking lots, rest stops and other road infrastructure facilities shall have to manage, operate, exploit and maintain works to ensure safety and compliance with the provisions of this Law and other relevant laws.

7. Works with multiple owners or many organizations and individuals jointly managed, operated and exploited, in addition to being responsible for the management, operation, exploitation and maintenance of the works under their own ownership, the owners or organizations and individuals managing and operating the exploitation shall be responsible for managing, operating, exploiting and maintaining the whole part of the work under common ownership and use.

8. In case a road construction investment project has put all or a number of road sections or work items under the project into temporary operation, exploitation and exploitation but the investor has not yet handed over to the road manager and user, the investor shall have to temporarily manage and operation, exploitation and maintenance of works in accordance with the provisions of this Law, the law on construction and other relevant laws.

9. The Government shall detail this Article.

**Article 38. Prevention, control and remedy of consequences of natural disasters in the field of roads**

1. Investment projects on construction of road works must be designed and built sustainably, adapt to climate change, ensure technical regulations and standards, ensure flood drainage and requirements for natural disaster prevention and control.

2. The implementation of prevention, control and remedy of consequences of natural disasters and search and rescue of roads already put into operation and use shall comply with the provisions of the law on natural disaster prevention and control, other relevant provisions of law and the following provisions:

a) The Ministry of Transport and People's Committees at all levels shall organize the prevention, control and remedy of consequences of natural disasters and search and rescue of roads under their management;

b) Road managers and users shall be responsible for preventing, combating and remedying consequences of natural disasters for roads assigned to manage and participate in search and rescue; immediately repair and remedy damage to road works in cases where safety for people and vehicles participating in road traffic is not ensured; overcome the risk of collapse of road works and adjacent works; participate in rescue and rescue work;

c) Relevant agencies, organizations and individuals participating in the prevention, control and remedy of consequences of natural disasters and search and rescue.

3. The Minister of Transport shall detail this Article.

**Article 39. Bus stations, parking lots, rest stops, bus stops, road toll stations, road load control works**

1. Bus stations, parking lots and rest stops are prescribed as follows:

a) Bus stations must be built in urban centers being administrative centers of district or higher level and other necessary areas to serve public passenger transportation;

b) Parking lots shall be built in accordance with parking needs in urban areas, suburbs of cities, towns, roads with large traffic volumes and other areas when necessary for parking and vehicle custody. Parking lots include: truck parking lots; parking lots for passenger cars and cars; parking lots for a variety of vehicles;

c) The bus station is invested and built to meet the requirements of the national technical regulations promulgated by the Minister of Transport. For urban parking lots, the national technical regulations promulgated by the Minister of Construction shall be complied with;

d) Rest stops must be built outside the road safety corridor, ensuring the national technical regulations promulgated by the Minister of Transport;

dd) Rest stops and bus stations must have electric charging systems for motor vehicles using electric energy in accordance with the law on standards and technical regulations. Prioritize the arrangement of electric charging systems for motor vehicles using electric energy at parking lots. Bus stations, parking lots, rest stops are combined with investment and construction to carry out commercial service activities.

2. Vehicle stops are prescribed as follows:

a) Vehicle stops in urban areas and in residential areas, agencies and organizations in order to meet the demand for vehicle stops in service of urban traffic and these areas and locations;

b) Vehicle stops within the road area are arranged at certain locations for cars to pick up and drop off passengers;

c) For non-urban roads which are newly invested, built or upgraded, expanded or renovated, vehicle stops must be built outside the road limits.

3. Road toll booths are places where road use levies are collected for vehicles participating in road traffic.

4. Vehicle load control works are prescribed as follows:

a) Vehicle load control works to determine the axle load and the total weight of vehicles participating in traffic on roads, ensuring conformity with national technical regulations promulgated by the Minister of Transport;

b) The Ministry of Transport and provincial-level People's Committees shall decide on the location of construction and installation of vehicle load control works on roads under their management;

c) Road management agencies, competent functional agencies and organizations assigned to manage, operate, exploit and maintain road works using vehicle load control works to collect, analyze and assess the impacts of vehicle axle loads, the total volume of vehicles to work safety, road traffic safety; detecting violations and handling them in accordance with law;

d) Data collected from vehicle load control works must be promptly connected and shared with the traffic police force for handling law violations.

5. The Minister of Transport shall prescribe the operation of bus stations, parking lots, rest stops, bus stops, road toll booths and road load control works; prescribe the order and procedures for putting bus stations and rest stops into operation.

**Article 40. Smart Transportation**

1. Smart transport means the application of new and modern electronic, information, communication and scientific management technologies in order to optimize the efficiency of management and exploitation of road infrastructure; ensuring smooth, safe, efficient, timely, convenient and environmentally friendly traffic.

2. The smart traffic management system is established to integrate, store and analyze data in service of the management, operation, exploitation and maintenance of road infrastructure; support transportation activities, electronic payment for traffic; providing smart, connected and data-sharing traffic services with traffic command centers and relevant agencies and organizations,

3. The Government shall detail Clause 2 of this Article.

**Article 41. Expenses for management, operation, exploitation, maintenance and protection of road infrastructure**

1. Expenses for management, operation, operation, maintenance and protection of road infrastructure include expenses for activities specified in Articles 21, 35, 36 and 38 of this Law.

2. For investment projects in the form of public-private partnership, the expenses specified in Clause 1 of this Article shall comply with the provisions of law on investment in the mode of public-private partnership.

3. For road infrastructure facilities being public assets within the term of lease of the right to exploit assets, transfer of the right to collect property use charges, transfer of the right to exploit assets for a definite term or other methods of transfer of exploitation rights, the expenses specified in Clause 1 of this Article shall comply with the signed contracts and the provisions of law relate.

4. For the cases specified in Clause 8, Article 37 of this Law, the expenses specified in Clause 1 of this Article shall be used in the total investment of the project for the investor to organize the implementation.

5. For road infrastructure invested by the State which has been handed over and put into operation but has not yet completed the assignment and management of road infrastructure assets, the expenses specified in Clause 1 of this Article shall be allocated from the state budget's recurrent expenditures.

6. Managers and users of special-use roads must ensure funds for management, operation, exploitation, maintenance and protection of special-use roads.

**Article 42. Financial sources for investment, construction, management, operation, exploitation and maintenance of road infrastructure and revenues from road infrastructure**

1 . Financial sources for investment, construction, management, operation, exploitation and maintenance of road infrastructure shall comply with the provisions of the law on the state budget, the law on investment, the law on public investment, the law on investment in the form of public-private partnership, the law on management and use of public property and other relevant laws.

2. Revenues from road infrastructure remitted to the state budget include:

a) Road use charges collected through the heads of vehicles for automobiles;

b) Highway use charges collected for vehicles on expressways invested, owned, managed and operated by the State;

c) The State's revenues related to the exploitation and use of road infrastructure, revenues from the exploitation and use of technical infrastructure works shared with roads and other lawful revenues as prescribed by law.

3. Revenues from road use services of road investment and construction projects for business; The contract for franchising the business - management and operation of expressways being public property shall comply with the law on prices and other relevant laws.

**Article 43. Electronic payment for road traffic**

1. Electronic payment for road traffic means the payment of charges, prices and service charges related to traffic activities of road vehicles through traffic accounts.

2. Traffic account means an account opened for road vehicle owners and connected to lawful means of payment to make non-cash payments in accordance with the banking law.

3. Payment of road use levies on expressways must be made in the form of non-stop electronic payments.

4. The Government shall detail this Article.

**Chapter III**

**HIGHWAY**

**Article 44. General regulations on expressways**

1. Expressway (hereinafter referred to as expressway) means a technical grade of a road, reserved only for a number of motor vehicles and special-use vehicles participating in traffic in accordance with law, with a separation strip dividing the two directions of vehicles running separately, not intersecting at the same level with one or other roads. only allow vehicles to enter and exit at certain points, have protective barriers, service equipment, ensure continuous and safe traffic, shorten the journey time.

2. Expressways belonging to the system of national highways, provincial roads and urban roads shall be identified in the planning of road networks, road infrastructure plannings, regional plannings, provincial plannings, urban plannings or special administrative-economic unit plannings.

3. Land for construction of expressway infrastructure includes:

a) Land specified at Points a and b, Clause 1, Article 13 of this Law;

b) Land for construction of expressway traffic management and administration centers.

**Article 45. Technical regulations and standards, application of science and technology to expressways**

1. Expressways are designed in accordance with technical regulations and standards on expressways and other relevant technical regulations and standards.

2. Technical regulations and standards applied in surveying, designing, building, managing, operating, exploiting and maintaining expressways to ensure modern science and technology, digitalization, sustainable development and green traffic.

3. Research and application of science, development of new technologies, new materials, application of automation and artificial intelligence in surveying, designing, building, managing, operating, exploiting and maintaining expressways in accordance with the specific conditions of each region and each locality.

**Article 46. Highway development policy**

Policies on highway development shall comply with the provisions of Article 4 of this Law and the following provisions:

1. The State encourages organizations and individuals to use resources to participate in the investment, construction, operation, exploitation and maintenance of expressway works in the form of public-private partnerships and other forms as prescribed by law;

2. To ensure priority in the allocation of the state budget for investment and construction of projects requiring national defense and security assurance; projects passing through areas with difficult socio-economic conditions and extremely difficult socio-economic conditions; connection projects to create a driving force for socio-economic development and other projects that fail to attract non-budget capital;

3. The State shall prioritize the allocation of the state budget and other resources in the following cases:

a) Fulfill the State's obligations in accordance with law and investment project contracts in the form of public-private partnerships;

b) Expanding and upgrading expressways that are being invested or exploited on a phased scale.

**Article 47. Investment, construction and development of expressways**

1. The investment and construction of expressways shall comply with the provisions of Article 28 of this Law.

2. Expressways shall be invested and built in accordance with the planning specified in Clause 2, Article 44 of this Law and shall be invested and constructed synchronously with the following works:

a) Collector roads or side roads;

b) Expressway traffic management and operation centers;

c) Rest stops, bus stops and parking spots;

d) Non-stop electronic toll collection system for roads with road use levy collection;

dd) Vehicle load control works.

3. Based on transport demands, investment resource capacity and planning, the investment policy decision level shall decide on the investment phasing and determination of compensation, support and resettlement according to the planned lane size or project schedule determined in the investment policy decision.

4. The investment in expressways through urban areas must be consistent with urban plannings and relevant laws; have appropriate solutions to develop space, connect traffic on both sides of the road, and ensure the environment.

5. The level of investment decision shall approve or approve the adjustment of sub-projects or component projects in case the funding of sub-projects and component projects has changed compared to the preliminary total investment of the approved sub-project or component project but must not exceed the preliminary total investment of the entire project for which the policy has been decided invest.

In case of decision to separate the project into sub-projects or component projects, the level of investment policy decision shall decide to assign a presiding agency responsible for organizing the implementation of the project to ensure the comprehensiveness and synchronization of the whole project; be responsible for reviewing, regulating, balancing and uniformly adjusting the total investment among sub-projects and component projects, ensuring that the total investment of the entire project for which the investment policy has been decided.

**Article 48. Expansion and upgrading of expressways or roads in operation to be upgraded into expressways**

1. The expansion and upgrading of expressways or roads in operation and upgrading into expressways shall be carried out in order to meet transport requirements, serve socio-economic development, in the national interest, meet national defense and security requirements and conform to the plannings already approved by competent authorities.

2. For projects that have been invested in the form of public-private partnerships and are in the stage of project contract implementation, the contracting agencies shall reach agreement with investors on the expansion and upgrading of expressways or roads in operation and upgrading into expressways according to one of the following options:

a) The investor proposes to adjust the investment project for expansion or upgrading;

b) The State shall formulate an expansion or upgrading investment project in the form of public-private partnership or public investment, except for cases of overlap with investment projects in the form of public-private partnerships for which investment policy decisions or project decisions have been issued or overlap with public investment projects for which investment policy decisions have been issued or have been making investment decisions in accordance with the law on investment in the form of public-private partnership, the law on public investment.

3. In case of agreement with the investor, the competent authority shall carry out the procedures for adjusting the investment policy or investment project in accordance with the Law on Investment in the form of public-private partnership and organize negotiations with the existing investor to adjust the contract.

4. In case of failure to reach an agreement with the investor as prescribed in Clause 2 or Clause 3 of this Article, the competent agency shall terminate the contract in accordance with the Law on Investment in the form of public-private partnership, in case of termination of the contract in the national interest, to ensure the requirements of national defense and security.

5. The Government shall detail Clauses 2, 3 and 4 of this Article.

**Article 49. Management, operation, exploitation, maintenance and protection of expressway infrastructure**

The Ministry of Transport, provincial-level People's Committees and other organizations shall manage, operate, exploit, maintain and protect expressway infrastructure in accordance with the provisions of Chapter II of this Law and the following provisions:

1. To apply smart traffic in the management, operation, exploitation and maintenance of expressway infrastructure in order to provide necessary information to road users; detecting, warning and handling incidents on highways; monitor vehicles, collect, manage and exploit traffic data;

2. The inspection and protection of expressway infrastructure shall be carried out regularly and promptly to handle incidents on expressways;

3. Items related to vehicle safety, bridges, road tunnels and works and equipment related to safety in operation and exploitation must be regularly and periodically inspected and assessed; timely repair and remedy;

4. The exploitation of expressway infrastructure assets shall comply with the provisions of the law on management and use of public assets, the law on public-private partnership investment and other relevant laws;

5. The Government shall detail this Article.

**Article 50. Highway usage fee**

1. The State shall collect tolls for the use of expressways for vehicles circulating on expressways owned by the whole people and directly managed and operated by the State, including:

a) Expressways invested by the State in the form of public investment;

b) Expressways may be invested in other forms upon the termination of contracts or transferred to the State.

2. Management and use of revenues from expressway use charges are prescribed as follows:

a) The road management agency shall organize the exploitation of the property and remit the collected charges into the state budget in accordance with the law on charges and fees;

b) The organization that receives the charge collection or business franchising - management shall pay the concession amount into the state budget; the fee amount collected during the performance of the transfer contract is not required to be remitted to the state budget, except for the revenue that must be shared with the State in accordance with law.

3. The Government shall prescribe the conditions and time for the collection of expressway use charges; the collection of expressway use charges for expressways falls into the cases specified in Clause 1 of this Article but does not meet the provisions of Clause 1, Article 45 and Clause 2, Article 47 of this Law.

**Article 51. Suspension of highway operation**

1. Suspension of operation of expressways means a case of temporarily prohibiting vehicles from participating in road traffic on one-way, two-way, one-way section or the whole expressway, except for vehicles on duty of the People's Army, People's Police, vehicles performing fire prevention and firefighting, rescue, rescue, ambulance, dike protection, incident remediation, ensuring road traffic safety.

2. Cases in which expressways must be temporarily suspended include:

a) The works are damaged due to work incidents or as a result of natural disasters and cannot be safely exploited and used;

b) In the event of a fire, explosion or particularly serious traffic accident, the operation shall be temporarily suspended in service of rescue and rescue and ensuring road traffic safety;

c) When there is a request for national defense and security service or other special cases at the request of a competent state agency.

3. When detecting the risk of unsafety or the risk of an incident of an expressway work affecting the safety of people, vehicles and other property, the expressway manager and user shall have the following responsibilities:

a) Promptly stop the use of expressways, within 60 minutes from the time of stopping, and notify competent persons of the reasons for the suspension and take responsibility for their decisions;

b) Take measures to ensure the safety of people, vehicles and other property; limit and prevent possible hazards to the works;

c) Protect the scene; participate in rescue, rescue and settlement of traffic jams;

d) Notify the Traffic Police to perform the task of ensuring traffic order and safety on the route, road management agencies, expressway traffic management and administration centers, and local administrations.

4. When suspending the operation of expressways, the following tasks must be performed:

a) Managers and users of expressways must urgently take measures to ensure traffic to limit traffic congestion; adjust and supplement road signaling works and other works in service of traffic assurance; participate in guiding people and vehicles to participate in road traffic; coordinate with the Traffic Police and local authorities in organizing traffic on expressways; repairing damage and overcoming shortcomings on expressways to ensure that expressways are put into operation and use in accordance with design regulations and standards;

b) The traffic police shall perform the tasks of traffic command and control;

c) Local administrations shall coordinate in ensuring traffic when it is necessary to regulate vehicles participating in highway traffic to roads under their local management;

d) Rescue and rescue work shall comply with the provisions of this Law, the law on road traffic order and safety and other relevant laws.

**Article 52. Rest stops, bus stops, parking**

1. Rest stops shall be built in accordance with national technical regulations promulgated by the Minister of Transport and technical standards announced by competent authorities to serve the synchronous exploitation of expressway works, provision of services for road traffic users, support rescue, rescue, repair, fuel and energy supply for vehicles participating in road traffic.

2. The investment in rest stops shall be carried out as follows:

a) In case the expressway project is invested in the form of public investment, the rest stop may be invested together with the project in the form of public investment or the investor is selected in accordance with the law on bidding;

b) For expressway projects invested in public-private partnerships, rest stops are invested in construction together with projects in public-private partnerships;

c) For existing rest stop works that are public assets, the State shall select investors to operate, exploit or upgrade, expand, renovate, modernize, operate and exploit them in accordance with the law on bidding or the law on management and use of public assets or in combination with the implementation of expressway projects by the mode of public and private works.

3. In case of necessity, based on the demand for service use and the nature of the project, the competent agency shall consider and decide on investment in vehicle stops and parking spots to serve road traffic users on the expressway.

4. The location and scale of rest stops, bus stops and parking lots shall be determined when formulating construction projects and designs.

5. The Government shall detail Clause 2 of this Article. The Minister of Transport shall detail Clauses 3 and 4 of this Article.

**Article 53. Highway Traffic Management and Operation Center**

1. Expressway traffic management and operation center is a component of the intelligent traffic management system, which is invested simultaneously when building expressways to serve the management, administration and maintenance of one or several interconnected expressways; support road users.

2. An expressway traffic management and administration center includes:

a) The working house of the expressway manager and operator; infrastructure and civil works for the management, operation and installation of technological equipment; other necessary technical infrastructure works; system of technological equipment for storing, analyzing, processing data, displaying information on the traffic situation on the route or a number of interconnected expressways;

b) Infrastructure for the work of the traffic police force performing the task of ensuring traffic order and safety on expressways;

c) Equipment installed along expressways includes systems of technological equipment to collect information for the management, operation, exploitation, maintenance and protection of road infrastructure, provision of information to road users and smart vehicles.

3. Expenses for management, operation and maintenance of expressway traffic management and administration centers shall be included in expenses for management, operation, operation, operation, maintenance and protection of expressway works.

**Article 54. Information for management, use, operation and exploitation of expressways**

1. Information in service of management, use, operation and exploitation of expressways includes fixed information and information on changes connected to expressway traffic management and administration centers for traffic administration.

2. Fixed information on expressways includes information on road signaling works, except for the information specified at Point d, Clause 3 of this Article.

3. Information on changes includes:

a) Information on adjustment of traffic organization for a certain period of time in service of repair and maintenance of works; ensure road traffic order and safety;

b) Information on the traffic situation on the expressway; information on the location and time of road traffic accidents, traffic jams, work incidents, fire and explosion incidents, locations for repair and maintenance of works;

c) Information on weather and natural disaster events affecting traffic;

d) Signals of traffic commanders and controllers, information on traffic signals, information on electronic signs and other information.

4. The form of displaying information on changes in service of road traffic users is prescribed as follows:

a) The information specified in Clause 3 of this Article may be posted on radio, electronic newspapers and other media permitted to operate;

b) The information at Point a, Clause 3 of this Article must be provided on road signboards and temporary signboards;

c) The electronic signage system installed on the roads may display a number of information specified in Clause 3 of this Article;

d) Information provided by expressway managers and users in the form of face-to-face, telephone, e-mail and information technology network platforms to road users and related subjects.

5. The provision, receipt, exploitation and use of information is prescribed as follows:

a) The expressway manager and user shall provide the information specified in Clause 2, Points a, b and c, Clause 3 of this Article to the expressway traffic management and operation center, the traffic police and the media specified at Point a, Clause 4 of this Article;

b) The traffic police shall provide information on the situation of road traffic accidents and traffic commanders to the highway traffic management and administration centers, expressway managers and users and the media specified at Point a, Clause 4 of this Article;

c) The organization assigned to maintain the expressway shall provide information on the traffic situation, road traffic accidents, damage and breakdowns of works, locations undergoing maintenance and other necessary information to the expressway traffic management and operation center, Traffic police, highway managers and users;

d) The provision of information at Points a, b and c of this Clause must be accurate and timely, and be kept and preserved at the expressway traffic management and operation center.

**Article 55. Expenses for management, operation, operation, maintenance and protection of expressways**

Expenses for management, operation, operation, maintenance and protection of expressways shall comply with the provisions of Article 41 of this Law and the following provisions:

1. For expressways managed and operated by the State, expenses for management, operation, operation, maintenance and protection shall be covered from the state budget;

2. For expressways invested in the form of public-private partnerships, expenses for management, operation, exploitation, maintenance and protection shall comply with the provisions of law on investment in the form of public-private partnerships.

**Chapter IV**

**ROAD TRANSPORT**

**Article 56. Road transport activities**

1. Road transport activities are the use of rudimentary vehicles and motor vehicles by organizations and individuals to transport people and goods on domestic and international roads. Road transport activities include transport business activities and internal transport activities.

2. Domestic road transport activities are activities carried out by organizations and individuals using rudimentary vehicles or motor vehicles to transport people and goods on roads within the territory of Vietnam.

3. International road transport activities are activities carried out by organizations and individuals using motor vehicles to transport people and goods between Vietnam and other countries. International road transport activities must comply with the provisions of this Law, the law on road traffic order and safety and conform to international treaties to which the Socialist Republic of Vietnam is a contracting party. Motor vehicles engaged in international road transport business of other countries are not allowed to transport people and goods with the same starting and ending points located in the territory of Vietnam.

4. Road transport business means an activity in which organizations and individuals (hereinafter referred to as transport business units) use rudimentary vehicles or motor vehicles to provide services for transporting people and goods on roads for the purpose of profit.

5. Business in transportation by automobiles and four-wheeled vehicles with engines, including passenger transportation and cargo transportation. Transportation business by automobiles and four-wheeled vehicles with motors means that organizations and individuals perform at least one of the stages, including: operating vehicles and driving or deciding on freight rates for transporting passengers and goods on roads for the purpose of profit, except for internal transport activities specified in Clause 12 of this Article.

6. Business of passenger transportation by car includes: business of passenger transportation on fixed routes, business of public passenger transportation by bus, business of passenger transportation by taxi, business of passenger transportation under contracts and new types of passenger transportation business according to the Government's regulations.

7. Fixed-route passenger transportation business means a type of passenger transportation business that uses passenger cars with 08 seats or more (excluding the driver's seat) to transport passengers, with the identification of the bus station of the place of departure and the bus station of the place of arrival with the schedule, defined itinerary.

8. Public passenger transportation business by bus means a type of passenger transportation business that uses passenger cars with 08 seats or more (excluding the driver's seat) to transport passengers, with the determination of the starting point, end point, and vehicle stops for pick-up, dropping off passengers with a defined schedule and itinerary; including intra-provincial bus routes, inter-provincial bus routes, specifically as follows:

a) Intra-provincial bus route means a bus route operating in the area of a province or centrally-run city;

b) Inter-city bus route means a bus route operating in 02 provinces or more centrally-run cities.

9. Passenger transportation business by taxi means a type of passenger transportation business that uses passenger cars with less than 08 seats (excluding the driver's seat) to carry out transportation at the request of passengers; The fare for the trip is selected by the passenger in one of the following ways:

a) The freight shall be calculated through the cash register;

b) The fare shall be calculated through the fare calculation software that is directly connected to the passenger through electronic means;

c) Freight charges as agreed upon with the transport business units.

10. Contractual passenger transport business means a type of passenger transport business in which passengers use passenger cars to transport passengers under a written contract of carriage between a passenger transport business unit and a transport hirer, including hire of drivers.

In case the transport business unit uses a passenger car with 08 seats or more (excluding the driver's seat), there must be a written transport contract between the passenger transport business unit and the transport hirer who rents the whole vehicle, including the driver.

11. Automobile cargo transport business means a type of transport business that uses cargo cars or special-use cars to transport goods on roads.

12. Internal transportation activities by automobiles or four-wheeled vehicles with motors are non-commercial transportation activities, without the collection of freight charges, and transportation costs shall be included in the expenses for management, production and consumption of products or services of the transporter; including internal human transportation activities and internal cargo transportation activities and are prescribed as follows:

a) Internal transportation by car or motorized four-wheeled vehicle means the use of motorized automobiles or four-wheeled vehicles by agencies or organizations to transport officials, employees, laborers or preschool children, pupils, students of such agencies or organizations;

b) Internal cargo transportation by automobiles or motorized four-wheeled vehicles means the use of cargo cars, special-use vehicles or motorized four-wheeled vehicles by agencies, organizations and individuals to transport products and goods organized by agencies and such organization or individual manufactures or equipment, tools, raw materials and fuels to serve the process of production and consumption of products or services of such agency, organization or individual.

13. Transport business units must have safety management departments. Transport business units and internal transport units must ensure the management of traffic safety in transport activities by automobiles and four-wheeled vehicles with engines.

14. The Government shall detail this Article.

**Article 57. Passenger transport by car**

1. Business units engaged in passenger transportation by car shall have the following responsibilities:

a) Operate vehicles and drivers or decide on freight rates for passenger transportation;

b) Organize health examinations for drivers engaged in passenger transport by car and employ drivers to ensure sufficient health as prescribed by law;

c) Announcement of transport service quality standards;

d) Apply information technology to manage, administer and provide data on transport activities in accordance with law;

dd) Take responsibility or be jointly responsible for the consequences caused by employees and representatives of the passenger transport business unit by car due to the implementation of the request of the passenger transport business unit by car in contravention of law;

e) Take responsibility or jointly take responsibility for violations committed by employees and representatives of passenger transport business units by car in accordance with law.

2. The transportation of passengers by car must comply with the provisions of Article 56 of this Law and fully comply with the requirements and conditions for ensuring road traffic order and safety in accordance with the law on road traffic order and safety.

3. The Minister of Transport shall prescribe the organization and management of passenger transportation by automobile.

4. Provincial-level People's Councils shall, based on local resources, decide on support for loan interest rates at credit institutions for projects on investment in bus vehicles and construction of infrastructure in service of public passenger transportation by bus; support funding for public passenger transportation activities by bus; support for users of public passenger transport services by bus through the policy of exemption and reduction of ticket prices.

**Article 58. Rights and obligations of passenger transport business units by car**

1. Passenger transport business units by car have the following rights:

a) Collection of transport charges;

b) Refusing to transport passengers who commit acts of disrupting public order on cars, obstructing the operation of passenger transport business units by car, affecting the life, health and property of others, or committing ticket fraud;

c) To decide on preferential policies to serve customers and expand business markets.

2. Passenger transportation business units by car have the following obligations:

a) Comply with and fully comply with regulations on business, conditions for business of automobile transport, commitments on transport quality, transport contracts;

b) Purchase insurance for passengers; insurance premiums shall be included in the ticket price and the value of the transport contract;

c) Declare prices in accordance with the law on prices; provide tickets and transport receipts;

d) Compensation for damage caused by employees and representatives of passenger transport business units by car in the course of transportation in accordance with law;

dd) Exempt and reduce ticket prices for the elderly, disabled people and other policy beneficiaries in accordance with law;

e) Organizations and individuals that do not have licenses for passenger transport by automobiles must not be allowed to operate and drive vehicles or decide on freight rates for passenger transportation;

g) It is forbidden to employ persons who do not have driving licenses or have driving licenses but are not suitable for the type of vehicles, persons with driving licenses with all points deducted, persons whose driving licenses are being deprived or have their driving licenses revoked to operate passenger transport vehicles.

**Article 59. Rights and obligations of drivers and service staff on passenger transport cars**

1. Refusal to transport passengers commits one of the following acts:

a) Disrupting public order on automobiles;

b) Obstructing the work of drivers and service staff on the car;

c) Causing damage to the life, health and property of other people on the car;

d) Ticket fraud;

dd) Violations specified at Point c, Clause 2, Article 60 of this Law.

2. Refusing to operate a vehicle when detecting that the vehicle fails to meet the safety conditions prescribed by the law on road traffic order and safety.

3. Passenger transportation must not be refused, except for the reasons specified in Clause 1 of this Article; must not cause difficulties to passengers who are the elderly, people with disabilities, children and pregnant women; it is not allowed to transfer passengers to other means without the consent of the passengers, except for force majeure cases.

4. Collect money at the posted fare or according to the transport contract.

5. Having civilized and polite attitudes, words and behaviors; guide passengers to sit in the right place, arrange priority seats for the elderly, people with disabilities, children and pregnant women.

6. To fulfill the responsibilities prescribed by law on road traffic order and safety and other relevant laws.

**Article 60. Rights and obligations of passengers**

1. Passengers have the following rights:

a) To be transported in accordance with tickets, transport contracts and commitments of transport dealers on transport quality;

b) Receive tickets or vouchers for ticket replacement; to refuse the trip before the departure of the vehicle and to be refunded the fare as prescribed;

c) To be entitled to exemption or reduction of ticket prices in accordance with law.

2. Passengers have the following obligations:

a) Pay the trip fare according to the posted fare or as agreed with the transport business unit;

b) Comply with regulations on transport; strictly follow the instructions of the driver and service staff on the car;

c) Failing to carry goods banned from circulation, dangerous goods or wild animals; goods with foul odors or other animals or goods that affect the health of passengers and the environment;

d) Presenting papers proving eligibility for fare exemption or reduction to transport service providers as prescribed by law;

dd) Carry out epidemic prevention and control in accordance with law.

**Article 61. Freight Transport by Car**

1. Transport paper means a paper to certify that the driver has received the goods with the quantity, type and condition of the goods to be transported to the place of return; is evidence of the freight transport contract.

2. Units engaged in the transportation of goods by automobiles shall have the following responsibilities:

a) Operate vehicles and drive or decide on freight rates for cargo transportation;

b) Organize health examinations for drivers and employ drivers who are in good health as prescribed by law;

c) Apply information technology to manage, administer and provide data on transport activities in accordance with law;

d) Take responsibility or be jointly responsible for the consequences caused by employees and representatives of the goods transport business unit by car due to the implementation of the request of the goods transport business unit by car in contravention of law;

dd) Take responsibility or jointly take responsibility for violations committed by employees and representatives of units engaged in goods transport by car in accordance with law.

3. The transportation of goods by car shall comply with the provisions of Article 56 of this Law, fully comply with the requirements and conditions for ensuring road traffic order and safety in accordance with the law on road traffic order and safety and other relevant laws. When transporting goods on roads, they must have transport papers as prescribed by law.

4. The Minister of Transport shall prescribe the organization and management of goods transport by automobile.

**Article 62. Rights and obligations of goods transport business units by car**

1. Units engaged in cargo transport by car have the following rights:

a) Request the transport hirer to provide necessary information about the goods to be inscribed on the transport papers and have the right to check the authenticity of such information;

b) Request the transport hirer to fully pay the freight and incurred expenses; request the transport hirer to compensate for damage caused by the breach of the agreement in the contract;

c) Refusal of transport if the transport hirer fails to deliver the goods as agreed upon in the contract;

d) Request for inspection of goods when necessary;

dd) Storing goods in case the transport hirer fails to fully pay the freight and expenses incurred as agreed upon in the contract.

2. Automobile freight transport business units have the following obligations:

a) Organizations and individuals that do not have a license for automobile transport of goods transport must not be allowed to operate and drive vehicles or decide on freight rates for cargo transportation on their behalf;

b) It is forbidden to employ persons who do not have driving licenses or have driving licenses but are not suitable for the type of vehicle, persons with driving licenses with all points deducted, persons whose driving licenses are being deprived or have their driving licenses revoked to operate goods transport vehicles;

c) Supplying vehicles of the right type, time and place and delivering goods to the consignee as agreed upon in the contract; issuance of transport papers to drivers before carrying out transportation;

d) Guide and inspect the loading and unloading of goods on vehicles to ensure that they do not exceed the volume of goods allowed to be transported in traffic, exceed the load and gauge limit of roads or exceed the size limit permitted for loading of vehicles and comply with safety instructions in the course of transportation. freight forwarding;

dd) Compensation for damage caused by laborers and representatives of the goods transport business unit by car in the course of cargo transportation in accordance with law.

**Article 63. Rights and obligations of drivers of goods transport by car**

1. Drivers of goods transport by automobiles have the following rights:

a) Refusing to operate the vehicle when detecting that the vehicle fails to meet safety conditions; the vehicle does not have a journey monitoring device, a device to record the driver's image as prescribed by law or is installed but the device does not work; means of loading goods in excess of the volume of goods allowed to be transported in traffic, exceeding the load and size limit of the road or exceeding the size limit allowed for loading of vehicles, unless there is a circulation permit as prescribed by law; goods banned from circulation in accordance with law; no transport papers;

b) Before carrying out cargo transportation, the driver shall request the person responsible for loading the goods onto the vehicle to sign for certification of loading the goods into the transport papers; refuse to transport in case of queuing on vehicles in contravention of the law.

2. Drivers of goods transport by car are obliged to comply with the provisions of law on road traffic order and safety and other relevant provisions of law.

**Article 64. Rights and obligations of the hired person transporting goods by car**

1. Renters of cargo transport by automobiles have the following rights:

a) Refusing to load goods on a vehicle when such vehicle is not in accordance with the agreement;

b) Requesting the goods transport dealer by car to deliver the goods on time, place and other contents as agreed;

c) Request the goods transport dealer by car to pay compensation for damage in accordance with law.

2. The hirer of cargo transport by car shall have the following obligations:

a) Having sufficient lawful papers on goods and providing them to transport dealers before carrying out transportation; packing goods in accordance with specifications, writing symbols and codes of goods fully and clearly; deliver goods to transport traders on time, place and other contents as agreed;

b) Not to request or load goods in excess of the volume of goods allowed to be transported in traffic, in excess of the load and gauge limit of the road or in excess of the size limit allowed for loading of vehicles, unless there is a circulation permit as prescribed by law;

c) Fully pay the freight and expenses incurred to the freight forwarder;

d) Appointing a person to escort goods in the course of transportation, for goods that must be escorted.

**Article 65. Transportation of passengers and goods by rudimentary vehicles, motorcycles, two-wheeled motorcycles, three-wheeled motorcycles**

1. Organizations and individuals that use rudimentary vehicles, motorcycles, two-wheeled motorcycles and three-wheeled motorcycles for the transportation of passengers and goods must comply with the law on road traffic order and safety.

2. Organizations and individuals providing software services to support transport connection by rudimentary vehicles, mopeds, two-wheeled motorcycles and three-wheeled motorcycles must comply with the provisions of Article 80 of this Law.

**Article 66. Transportation of passengers and goods by motorized four-wheeled vehicles**

1. Enterprises, cooperatives and business households that use motorized four-wheeled vehicles for transport business must comply with the provisions of this Law and the law on road traffic order and safety.

2. Enterprises, cooperatives and business households established in accordance with law and having transport business licenses may use motorized four-wheeled vehicles for transport business.

3. Individuals are not allowed to use motorized four-wheeled vehicles to transport internal people, except for the purpose of passenger transportation business. Organizations are allowed to use four-wheeled vehicles with motors for internal transportation and must comply with the provisions of law on road traffic order and safety.

**Article 67. Multimodal transport**

1. Multi-modal transport means the transportation of goods from the place of receipt to the place of return of goods to the consignee by at least 02 modes of transport, including the mode of transport by road on the basis of a multi-modal transport contract.

2. The investment in and construction of bus stations, parking lots and cargo transshipment hubs must ensure connectivity with other modes of transport and requirements on traffic organization.

3. Provincial-level People's Committees shall prioritize the allocation of land funds for construction of bus stations, parking lots, and cargo transshipment hubs in accordance with the road network planning.

**Article 68. Consignment goods**

1. Consigned goods are goods sent by passenger transport cars without the sender accompanying them on board, which shall be made under the agreement between the transport dealer and the consignor.

2. Only goods of suitable size and weight for vehicles and not prohibited from circulation, dangerous goods, wild animals, goods with bad odors, animals and other goods affecting the health of passengers and the environment may be accepted.

3. The person having the consigned goods must make a declaration for consignment of goods, in which the name, quantity and volume of the goods are declared; names, addresses and personal identification numbers of the sender and recipient of the goods.

4. Transport business units shall inspect consigned goods according to the goods consignment declaration and certify them in the goods consignment declaration. The declaration of consignment of goods shall be made in 02 copies, one copy shall be kept by each party.

5. The consignee of the consignment must present his/her identity papers upon receipt of the goods.

6. The compensation for damage to consigned goods shall comply with the provisions of the civil law and other relevant laws, except for the case specified in Clause 7 of this Article.

7. Transport business units are exempt from compensation for damage to consigned goods in the following cases:

a) Due to natural characteristics or inherent defects of consigned goods or losses at permissible levels;

b) Due to the arrest or coercion of consigned goods by competent state agencies;

c) Due to force majeure causes;

d) Due to the fault of the transport hirer, the cargo escort of the transport hirer or the cargo consignee.

**Article 69. Transportation of patients by ambulance**

1. Patient transport service means the use of ambulances with specialized medical equipment by organizations and individuals to transport emergency patients or transport patients.

2. Medical examination and treatment establishments, organizations and individuals providing services of transporting patients and using ambulances to transport patients must meet the conditions prescribed by law on medical examination and treatment and other relevant laws.

3. Ambulances transporting sick people must have signs of identification, post up information, install journey monitoring devices and devices to record the driver's image in accordance with the law on road traffic order and safety and other relevant laws.

**Article 70. Transportation activities for preschool children and students by car**

1. Transportation of preschool children and pupils by car means the use of automobiles to transport preschool children and pupils between their places of residence and place of study or to participate in other activities.

2. Transportation activities for preschool children and pupils by car shall be organized by educational institutions or carried out by transport business units and are prescribed as follows:

a) In case the educational institution organizes the transportation of preschool children by itself, the pupil must meet the regulations on internal transportation by car;

b) In case the transport business unit transports preschool children and pupils by car, it must meet the regulations on transport business activities by car.

3. Transportation activities for preschool children and students by car must comply with the provisions of law on road traffic order and safety.

**Article 71. Trucking Support Services**

Road transport support services include: service provision of bus stations, rest stops, parking lots, freight transport agents, ticketing agents, freight collection services, transshipment services, cargo warehousing services, loading and unloading services on vehicles participating in road traffic, etc. road motor vehicle leasing services, road traffic rescue services, software services to support transport connection by car.

**Article 72. Bus station and rest stop services**

1. A bus station or rest stop service provider shall be established in accordance with the law on enterprises and the law on cooperatives.

2. The operation of bus stations and rest stops must ensure quality, order, safety, environmental sanitation, fire and explosion prevention and fighting and be subject to the management of competent state management agencies in their localities.

3. Passenger bus station service providers have the following rights and obligations:

a) Arrange cars that are eligible for transport business to the passenger pick-up and drop-off terminals;

b) Leasing ticket-selling places or organizing ticket-selling organizations for passengers under contracts with transport business units;

c) Declare, post up and announce information on service prices of vehicles entering and leaving bus terminals in accordance with the law on prices.

4. A shopping station service provider has the following rights and obligations:

a) Arrange cars to go in and out of the wharf for loading and unloading cargoes;

b) Organize warehousing, consignment, packing, preservation, loading and unloading of goods on automobiles in accordance with this Law;

c) Declare, post up and announce information on service prices of vehicles entering and leaving the shopping station in accordance with the law on prices.

5. Rest stop service providers have the following rights and obligations:

a) Providing services for people and vehicles participating in road traffic;

b) Perform work under the entrustment contract with the transport business unit.

6. Provincial-level People's Committees shall base themselves on the type of bus station to determine the price of vehicle services in and out of the bus station in accordance with the law on prices.

7. Provincial-level People's Committees shall allocate land funds for construction of passenger bus stations, freight bus terminals or passenger transfer points in central areas of urban centers in order to connect between modes of passenger transportation inside and outside urban centers. The bus station must be stably arranged at the traffic connection focal area.

**Article 73. Parking service**

1. Parking service providers shall be established in accordance with the law on enterprises and the law on cooperatives.

2. Parking service providers may provide the following services:

a) Taking care of road vehicles;

b) Maintenance and repair of road vehicles;

c) Supply fuel and energy for road vehicles;

d) Other services as prescribed by law.

3. Parking service providers have the following rights and obligations:

a) Ensuring security, order, environmental sanitation and fire and explosion prevention and fighting at parking lots;

b) Publicly post up the rules and service prices at the parking lots, names and phone numbers of competent state management agencies for vehicle owners to report and complain when necessary;

c) Compensation for damage if the road vehicle is lost or damaged;

d) Collect money for custody of road vehicles;

dd) Do not allow owners of transport business vehicles to use parking lots to pick up and drop off passengers, or to load and unload cargoes, pack and load goods;

e) Refusing to serve road vehicle owners who fail to comply with parking lot regulations;

g) Submit to the inspection and supervision of competent state agencies.

**Article 74. Freight Forwarding Agency Services**

1. Units providing freight transport agency services shall be established in accordance with the law on enterprises and the law on cooperatives.

2. Freight transport agency service means an organization or individual hired by a transport business unit to perform one or more stages in the transportation process, except for the stage of directly operating vehicles and drivers or deciding on freight rates.

3. Units providing freight transport agency services shall be entitled to remuneration for transport agency services as agreed upon with the transport business units.

4. Units providing freight transport agency services when loading and unloading goods on vehicles must comply with the provisions of this Law and other relevant laws.

**Article 75. Ticketing Agent Service**

1. Ticketing agency service business units shall be established in accordance with the law on enterprises and the law on cooperatives.

2. A ticketing agency service provider must have a ticketing agency contract with a bus passenger transport business unit or a fixed-route transport business unit.

3. Transport business units and ticketing agent service units are not allowed to pick up and drop off passengers at the location where the ticketing agent is located, unless the ticketing agent is located at the bus station.

**Article 76. Goods collection, transshipment and warehousing services in road transport activities**

1. Units providing goods collection agency services, transshipment services, and warehousing services shall be established in accordance with the law on enterprises and the law on cooperatives.

2. Units providing goods collection agents, forwarding services and warehousing services must preserve goods according to the regulations of goods owners and must have contracts on goods collection, transshipment or lease of goods warehouses with goods owners.

3. The loading of goods on automobiles must comply with the provisions of this Law and other relevant laws.

**Article 77. Loading and unloading services on vehicles participating in road traffic**

1. Units providing loading and unloading services on vehicles participating in road traffic shall be established in accordance with the law on enterprises and the law on cooperatives.

2. The loading of goods on vehicles must not exceed the volume of goods transported permitted for traffic participation inscribed in the certificates of technical safety and environmental protection inspection of road vehicles and comply with the provisions of law on order and road traffic safety.

3. Cargo handlers shall be responsible for violations of regulations on cargo loading on automobiles.

4. Cargo loading and unloading persons shall be responsible for compensation for loss and damage to goods in accordance with law.

**Article 78. Road motor vehicle rental services**

1. The service of leasing road motor vehicles includes:

a) Vehicle rental service for self-driving means the leasing of passenger cars with less than 08 seats (excluding the driver's seat), mopeds, two-wheeled motorcycles and three-wheeled motorcycles for the renters to control the vehicles by themselves;

b) Vehicle leasing service for transport or internal transport business means the leasing of automobiles (excluding the hiring of drivers) by organizations and individuals for the lessor to organize the business of transport by car or internal transportation.

2. A self-driving vehicle leasing business unit must satisfy the following requirements:

a) Vehicles may be leased only when the lessee has a valid driving license suitable to the type of vehicle to be leased;

b) Drivers must not be arranged for vehicle renters to be arranged;

c) Having to sign a contract on leasing a vehicle for self-driving with the lessee enclosed with a photocopy of the lessee's driving license.

3. Renters of vehicles for self-driving may not use leased vehicles to transport passengers and goods with the collection of money.

4. Units providing vehicle leasing services for automobile or internal transport business must satisfy the following requirements:

a) It is established in accordance with the law on enterprises and the law on cooperatives. For foreign service providers, they may only provide services through the establishment of joint ventures with Vietnamese partners according to the proportion of contributed capital in accordance with the provisions of treaties to which the Socialist Republic of Vietnam is a contracting party and the provisions of relevant laws;

b) Having to sign a contract on leasing a vehicle without a driver with the lessee.

**Article 79. Road Traffic Rescue Service**

1. Organizations and individuals providing road traffic rescue services must satisfy the following requirements:

a) It is established in accordance with the law on enterprises and the law on cooperatives;

b) Traffic safety and labor safety must be ensured in the course of rescue;

c) Rescue vehicles are not allowed to be used for cargo transportation by car.

2. Organizations and individuals providing road traffic rescue services shall have to comply with the provisions of law on road traffic order and safety.

**Article 80. Software services to support transportation connectivity by car**

1. Automobile transport connection support software means a connection protocol between transport business units, drivers and passengers or transport hirers that takes place in an electronic environment.

2. Organizations and individuals engaged in automobile transport business using software to support automobile transport connection must comply with regulations on business and conditions for automobile transport business, the law on electronic transactions and other relevant laws.

3. Organizations and individuals providing software services to support car transport connection to automobile transport business units must comply with the provisions of the law on e-commerce, the law on electronic transactions and other relevant laws.

**Chapter V**

**STATE MANAGEMENT OF ROAD ACTIVITIES**

**Article 81. Contents of state management of road activities**

1. To formulate, promulgate or submit to competent agencies for promulgation and organize the implementation of policies and laws; regulations, technical standards and economic-technical norms on road activities.

2. To formulate, promulgate and organize the implementation of master plans and plans on road activities.

3. To propagate, disseminate and educate the law in road activities.

4. Investment, construction, management, operation, exploitation, maintenance and protection of road infrastructure.

5. To manage transport and road transport support services.

6. To organize scientific and technological research and application; training and fostering human resources in road activities.

7. To examine, inspect and settle complaints and denunciations; handling violations of law in road activities.

8. International cooperation in road activities.

**Article 82. Responsibilities for state management of road activities**

1. The Government shall perform the unified state management of road activities.

2. The Ministry of Transport is the agency responsible for assisting the Government in performing the state management of road activities.

3. Ministries and ministerial-level agencies shall, within the ambit of their tasks and powers, assume the prime responsibility for, and coordinate with the Ministry of Transport in, performing the state management of road activities.

4. People's Committees at all levels shall, within the ambit of their tasks and powers, have to organize the implementation of the state management of road activities.

**Article 83. Road Inspector**

Road inspectors have the following tasks:

1. To inspect, examine and handle violations of the law on road infrastructure; road transport at transport units, bus stations, parking lots, rest stops, units providing transport support services;

2. To inspect, examine and handle violations of the law on training, testing, issuance of road motor vehicle road permits, technical safety inspection and environmental protection activities for motor vehicles, except for training, testing and issuance of driving licenses, inspecting technical safety and environmental protection for vehicles of the People's Army and People's Police performing defense and security tasks in accordance with the law on road traffic order and safety;

3. To perform other tasks in accordance with the law on inspection and other relevant laws.

**Chapter VI**

**IMPLEMENTATION TERMS**

**Article 84. Amending and supplementing a number of articles of relevant laws**

1. To amend and supplement Point 1.1, to add Point 1.1a after Point 1.1, Subsection 1 of Part V - Fees in the field of transport in the List of charges and fees promulgated together with the Law on Fees and Charges No. 97/2015/QH13 which has been amended and supplemented a number of articles under Law No. 09/2017/QH14, Law No. 23/2018/QH14, Law No. 72/2020/QH14, Law No. 16/2023/QH15, Law No. 20/2023/QH15 and Law No. 24/2023/QH15 are as follows:

- Road use charges collected through the heads of vehicles for automobiles

- Charges for the use of expressways for vehicles circulating on expressways owned by the whole people and directly managed and operated by the State on behalf of the owner and directly managed and operated by the Government, for expressways managed by the Ministry of Transport; Provincial-level People's Councils for expressways under local management

2. To amend and supplement Section 23 of the List of technical and specialized planning in Appendix II promulgated together with the Planning Law No. 21/2017/QH14, which has been amended and supplemented with a number of articles under Law No. 15/2023/QH15, Law No. 16/2023/QH15, Law No. 28/2023/QH15 and Law No. 31/2024/QH15 as follows:

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3. Amending and supplementing a number of articles of the Law on Investment in the form of public-private partnership No. 64/2020/QH14 which has been amended and supplemented a number of articles under Law No. 03/2022/QH15 and Law No. 28/2023/QH15 as follows:

a) Clause 4 of Article 45 is amended as follows:

"4. For the projects specified at Point b, Clause 9, Article 3 of this Law, the type of contract through the mechanism of direct toll collection from users shall not be applied, except for the case of renovation, upgrading, expansion, modernization, operation and business of existing expressway infrastructure works and systems or roads in operation that are being renovated, upgrading into expressways but must ensure the right of choice of service users.";

b) Point b, Clause 4, Article 52 is amended as follows:

"b) During the period when the handling plan has not yet been implemented and a replacement investor has not been selected, the contracting agency shall be responsible for ensuring the safety and anti-degradation of the works and infrastructure systems for the project in the construction stage; organize the operation and business of works and infrastructure systems in order to ensure the continuity of the provision of public products and services for projects in the operation stage. For road infrastructure, the contracting agency must also be responsible in accordance with the provisions of the law on roads and other relevant laws.".

c) Point b Clause 4 Article 70 is amended as follows:

"b) The value of public property in accordance with the law on management and use of public property.

For projects on renovation, upgrading, expansion, modernization, operation and business of existing expressway infrastructure works and systems or roads in operation which are renovated or upgraded into expressways, the value of existing road infrastructure assets shall not be included in the proportion of state capital participating in the project.".

4. To amend and supplement Clause 5 and add Clause 5a after Clause 5, Article 51 of the Electricity Law No. 28/2004/QH11, which has been amended and supplemented with a number of articles under Law No. 24/2012/QH13, Law No. 28/2018/QH14, Law No. 03/2022/QH15 and Law No. 16/2023/QH15 as follows:

"5. At the intersections between overhead power lines and railways, the minimum height of the power conductor at the lowest point when the conductor is in the maximum deflection state is equal to 4.5 meters plus the discharge safety distance according to the voltage level.

In case the highest point on the means of transport is greater than 4.5 meters, the vehicle owner must contact the high-voltage power grid project management unit to take necessary safety measures.

5a. At the intersections between overhead power transmission lines and roads, the vertical distance from the highest point of the road surface to the lowest point of the power transmission line, the power transmission line traveling above the road must not be less than the static height of the road plus the safe distance of discharge according to the voltage level.

In case the highest point on the means of transport is greater than the distance specified in this Clause, the vehicle owner must contact the high-voltage power grid work management unit to take necessary safety measures.".

**Article 85. Enforcement effect**

1. This Law takes effect from January 1, 2025, except for the case specified in Clause 2 of this Article.

2. Points a and b, Clause 2, Article 42, Article 43, Article 50, Clause 1, Article 84 of this Law take effect from October 1, 2024.

3. The Law on Road Traffic No. 23/2008/QH12 which has been amended and supplemented by a number of articles under Law No. 35/2018/QH14 and Law No. 44/2019/QH14 shall cease to be effective from the effective date of this Law, except for the case specified in Article 86 of this Law.

**Article 86. Transitional Regulations**

1. For expressway projects whose investment policies have been decided before the effective date of this Law but have not fully satisfied the requirements of this Law, they may continue to invest under the investment policy decisions approved by competent authorities.

2. For expressways put into operation before the effective date of this Law but fail to meet the provisions of Clause 1, Article 45, Clause 2, Article 47 of this Law and expressways specified in Clause 1 of this Article, the construction investment roadmap satisfying the provisions of this Law shall comply with the Government's regulations.

*This Law was approved by the National Assembly of the Socialist Republic of Vietnam in its 15th session, 7th session on June 27, 2024.*