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1. INTRODUCTION



- VIETNAM'S DTA SYSTEM
 - → 71 DTAs (27/30 OECD & 9/10 ASEAN)
 - → The first DTA (Australia 13 April 1992)
 - → Before 1995: OECD Model with some modifications
 - → Since 1996 until now: UN Model
 - Recently Vietnam Model



1. INTRODUCTION



* Re-negotiation: No

 Amendment: Yet (Singapore, Belgium, HongKong, India)



2. VIETNAM'S DTA POLICY



- 1. DTA negotiation scenario with each counterpart approved by GDT
- 2. Spontaneous Exchange of Information (EOI)



2. VIETNAM'S DTA POLICY



- Before 1995
 OECD Model with some modifications (passive income, tax sparing)
- Since 1996 until nowUN Model (DTA negotiation)
- 3. Recently Vietnam Model based on UN (technical fees, PE, international traffic, tax sparing,...)





LEGAL FRAMEWORK

IMPLEMENTATION ORGANIZATION

> PRACTICAL ISSUES





- LEGAL FRAMEWORK
 - DTAs (71)
 - Law on signature and accession to international convention
 - Law on Tax Administration
 - Circulars 205/2013/TT-BTC





IMPLEMENTATION ORGANIZATION

- Before July 2007:

Centralizing at GDT level

Official assessment

- Since July 2007 until now:

De-centralizing to tax provincial level

Self-assessment





> PRACTICAL ISSUES

- 1. PE determination
 - The interpretation of the permanent character of business
 - The relation between the six month period of service PE and the three basic conditions for the existence of a PE
 - The income attribution to a PE





PRACTICE ISSUES (Cont.,)

- 2. The interpretation of the term "operation" in international transport
- 3. The benefit owner with respect to interest on loans given to or guaranteed by government
- 4. The loss of taxing right of source with respect to the income from alienation of shares in FDI enterprises
- 5. Distinguishing between royalties & service

