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Communication on the Formation and Development of Vietnamese shipping

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Abstract

Talking about marine economy in Vietnam, we must first mention the advantages of sea transport, which is close to international and regional maritime routes, to develop the maritime industry, ship industry and logistics. Next is the fishery sector with about 130,000 boats, of which over 10,000 large capacity vessels and offshore fishing. Many investment projects on marine economic development, from aquaculture, seafood, offshore fishing and fishery infrastructure are invested. This is an important fishermen force that both produces and present civilians, contributing to affirming the country's sovereignty over sea and islands. The oil and gas industry always holds an important position and role in the marine economy, is the pillar and spearhead of the country, making important contributions to the annual budget, contributing to regulating macroeconomic stability, ensuring security and balance of energy, food security, social security and participation in maintaining national sovereignty over the sea. Oil and gas activities of Vietnam have developed significantly, quite comprehensively in both width and depth, financial potential and management and executive capacity, becoming a complete economic and technical branch, sets, various forms of ownership from search, exploration and exploitation to transport, processing, storage, distribution, service and import and export. Sea and island tourism industry is also on the rise, attracting investment in sea and island tourism infrastructure, attracting domestic and foreign tourists.

Keywords: shipping, plan, maritime industry, developing orientation

Introduction

Immediately after the August Revolution was successful, on August 28, 1945, Provisional Government of Democratic Republic of Vietnam issued a statement on responsibility for management of transport, architecture, irrigation, and post office. Shipping now takes on two-way transport: From the South, rice is transported to zone IV, Rescue Zone, Resistance Service, and transporting weapons to the South. In April 1947, the French occupied most of the Southern and Southern Central provinces. The South Vietnamese Resistance Administrative Committee established the Southern Maritime Department to maintain and develop coastal transport - the only route that could carry a large number of weapons and supplies in service of the war. In 1949, we bought more Song Lo ship, Thai-Singapore route, transporting weapons, medicine, ink ... secret from Thailand to Ca Mau. The French war in Indochina came to a standstill, US imperialists increasingly intervened in Vietnam and Indochina. From 1954 to 1975, the country was divided into two North-South regions. With two different socio-economic and political regimes, the shipping industry is built and developed according to different economic development strategies and modes of production. In the North, after taking over the port city of Hai Phong on April 11, 1956, the Ministry of Transport promulgated a decree to establish a state-owned river shipping company to meet the urgent transportation requirements. On August 11, 1956, the Ministry of Transportation issued Decision No. 70/ND establishing the Department of Shipping with the function of managing the river-sea streams. Include: state-owned river transport management, construction and management of new shipbuilding and repairing yards, renovations and private transportation guides.

Before the country's enormous demand, perform two strategic tasks in parallel. Building socialism in the north, fighting for liberation of the South, unifying the Fatherland, May 5,

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1965, the Ministry of Transport issued Decision 1046 dissolved the Bureau of Shipping to establish the Department of Shipping and the Inland Waterway Department. This is a great turning point in the organizational structure of the country's transport sector, and opens a new way, a very glorious future. From then on, May 5 becomes the traditional day of Vietnam's maritime industry. On July 10, 1965, the Government issued Decision No. 136/CP establishing the Department of Shipping, consisting of: fleet, seaports, maritime agents, maritime security, mechanical repair industry, construction of marine works and training schools of marine workers. Mr. Le Van Ky, Director of Hai Phong Port, was appointed as the first Director of the Marine Transport Department. The Sea Freight Department was born, marking a new development of our country. Born in combat, with important mission, heavy, especially to receive goods, transport expenses for the construction of the rear of the North, spending for the IV and the Southern battlefield. In the period of 1965-1975, the maritime sector made great contributions to the cause and the liberation of the unified South of Vietnam. The industry has successfully completed the reception and transportation of goods by sea, aid of international friends, food and weapons to support the southern battlefield, highlight is the VTB5 transport campaign, the US anti-seismic campaign at Hai Phong port and some central seaports, is a scientific work on the construction of magnetic mine demining equipment and magnetic bombs secured traffic in the period 1967 – 1972 (This work was awarded the Ho Chi Minh Award in 1998).

The South was completely liberated, the river connecting a strip. In the context of exiting the war, the maritime industry of the country encountered a lot of difficulties, requires the reorganization of production, promote investment, actively apply scientific and technological progress into production. Expanding joint ventures associated with local, domestic and foreign branches. Since 1977, Vietnam has begun participating in the International Maritime Law Conference and is increasingly interested in the development of the Law of the Sea, including the drafting of the Convention on the Law of the Sea. On 29/01/1980, the Government Council issued Decree 30-CP on the regulation of foreign vessels operating in Vietnam. In order to facilitate the operations of the Maritime Administration, the Southern Administration of Seas was established, responsible for the management of 16 units in the South. In response to the broader development of the maritime industry, on November 28, 1978, the Government issued the Decision No. 300 to establish the Vietnam Administration of seas under the Ministry of Transport, which is specialized in managing production and business., Operating under the economic accounting system, including organizations, unions of factories, joint enterprises, factories manufacturing and repair, shipping agency Vietnam. With the organizational model of the General Department, the country's maritime industry is moving into new development. At this stage, the sector boldly borrowed investment capital, developed more than ten thousand tons of means of transport, meeting the needs of transporting passengers and goods growing. The fleet of ocean-going vessels operating effectively in the socialist zone has reached out to almost every port in the world, developing more new ocean lanes. By exploiting offshore shipping lines, the shipping industry saves millions of

dollars to the state because it does not have to rent foreign crews.

Implementing the five-year plan (1976-1980), the sea transport sector was assigned by the Ministry of Transport to build and expand the seaport system in all three regions of the country. The maritime industry continues to study the project of building oil ports and specialized ports. Since 1984, the General Department has led the entire sector to promote external economic activities in the direction of joint ventures, strengthening relations with many countries with traditional maritime. Scientific research at this stage has also begun. The Vietnam Administration of Seas has embarked on the drafting of the Maritime Law of Vietnam since 1985. The maritime industry has successfully implemented many policies and guidelines of the Party and State for five years (1981-1985). The salient advantage of the sector is debt payment, contributing to accumulation for the industry and for the country, quickly implementing the policy of building and developing the fleet of shipping ocean. The industry is one of the key economic sectors, pioneering new ways of doing business, gradually eradicating planning, establishing new mechanisms for production and business management. Transformed from an economic administrative unit into a union of economic accounting businesses across the country.

Adopting the concept of the 6th National Party Congress, the maritime sector accelerates the renovation process, especially the renovation of economic thinking and organizational structure. From the operational point of view, leaders of the General Department of Marine Affairs bravely presented the self-financing business method, the Ministry of Transport and the State has accepted this plan. By May 14, 1990, the Council of Ministers decided to establish the Vietnam Maritime Union. From here the member units are called member enterprises managed by the Executive Union under the plan of the Ministry. The Vietnam Maritime Association was established as a production and business organization and is authorized by the Ministry of Transport to assist the Ministry in performing a number of specialized State management tasks nationwide.

In 1990, the National Assembly passed the Vietnam Maritime Code, the first specialized law of our country, expressing the management of the State by law for the maritime industry. Taking advantage of opportunities, the Union promptly put forward to a model of port service organization, pilots, promptly assisted the leaders in directing effective production and at the same time gave the industry initial experiences in specialized state management. At this time, the joint venture companies were born and operated relatively effectively: Hai Au Transportation Company, Hai Yen Transportation Company, Gematrans, Gemasa. By Decree No. 239 / HDBT of July 29, 1992, the Vietnam Maritime Administration was established, separating almost all production and business management tasks, focusing on the State management over the maritime industry nationwide. Mr. Tran Xuan Nhon was appointed as Director of the Vietnam Maritime Administration. The establishment of the Maritime Administration has opened a new turning point which is very important for the survival and development of Vietnam's maritime industry. As such, the maritime industry has expanded and developed on a large scale, requiring state management under the State law to

integrate into regional and international shipping. From here, for the first time in history, many documents of the Party Central Committee, the government, and state agencies have put the issue of building Vietnam into a mighty sea.

The Vietnam Maritime Administration builds a network of 12 ports throughout the country to represent the State's Department of Law Enforcement in the Vietnam Seaport System. Navigational safety inspections have also been intensified. Therefore, the first step to restore order and discipline in port operations, transportation, maritime services, shipbuilding industry and marine brokerage has contributed significantly to the fight against smuggling in large sea corridors. The most important mission that the marine industry is actively implementing is the planning of the island's light system to ensure maritime safety and contribute to security and defense at sea. Song Tu Tay lighthouse on Truong SA islands put into operation at this time. The marine industry also well received coastal stations, officially undertake search and rescue mission at sea; Participate in the drafting of maritime agreements, advising the State ratify the participation in international maritime organizations, protection of national maritime interests according to law; at the same time, calling for investment capital at home and abroad to quickly strengthen the technical infrastructure of the industry. On the basis of the proposal of enterprises, the Maritime Department has proposed and accepted by the State to establish associations in the maritime industry such as Vietnam Seaports Association, Vietnam Shipowners' Association, Vietnam Ship Agents and Brokers Association, Freight Forwarders Association... Although the new, but in the association activities have been encouraging initial results.

The 2005 Code harmonizes closely with the reality of our country both internal and external relations that the 1990 Act has not yet defined or regulated, but no longer in accordance with the actual requirements. The 2005 Law and its implementing guidelines have been promulgated recently as an important legal basis, contributing to the rapid, comprehensive, effective and sustainable development of maritime activities in the country. We each have the right to apply each organization, individual. In particular, the Fourth Plenum of the Party Central Committee (4th course) in 2007 adopted Resolution No. 09/2007 / NQ-TW on the promulgation of the Vietnam Marine Strategy to 2020, which defines one The important goals are to 2020 "strive to make our country a strong country on the sea and enriched by the sea." The resolution sets out the basic objectives for the maritime economy and highlights the key tasks of the transport sector in the maritime economy; Specifically, the maritime economy has been identified as a breakthrough factor to promote the fast and sustainable development of the maritime economy, contributing to the assurance of national sovereignty, sovereign rights and national jurisdiction over the sea and islands. The resolution also pointed out strategic orientation for socio-economic development to 2020, developing maritime economy ranked second after mining and processing of oil and gas and minerals; after 2020, ranked first in development priorities in five marine economic sectors. This is also the first time that the Party has fully assessed the role and position of the sea and marine economy in the cause of socio-economic development and national security.

Policy and strategy for development

On February 20, 2009, the Prime Minister issued Decision No. 26/2009 / QD-TTg regulating the functions, tasks, powers and organizational structure of the Vietnam maritime Administration, directly under the Ministry of Transport. Vietnam maritime Administration has developed a system of 24 maritime ports across the country to strengthen specialized state management, ensure maritime safety and security and protect the marine environment. Vietnam maritime Administration is also planning to develop and implement specific programs so that by 2015 Vietnam will stand for candidacy and become a member of the Inter-governmental Maritime Organization Council (IMO) in Group C. Next time will continue to host the Tokyo MOU conference, The Asia-Pacific Maritime Agency Leaders Forum conference. In recent years, the system of seaports in Vietnam, including international gateway ports, ports in key economic zones and transshipment ports, has been given priority to investment in development. General ports and container ports on Cai Mep - Thi Vai river in Ba Ria - Vung Tau have been built and put into operation and capable of receiving vessels of up to 150,000 DWT. Vietnam's goods have been transported directly to the East and West coasts of the United States and to Western European countries without transiting through third country ports, reducing transportation costs and increasing the competitiveness of Vietnamese at the same time, it is the premise for the goods transit service serving the countries in the region. In parallel with the construction and operation of ports on Cai Mep - Thi Vai River, the shipping industry is launching an international container transshipment project in Van Phong (Khanh Hoa), Investment project to build Hai Phong International gateway port in Lach Huyen in the mode of Public - Private - Partnership (PPP). Up to now, Vietnam maritime sector has basically completed the construction of the port system in accordance with the master plan for the development of Vietnam's seaport system up to 2010, with 49 seaports and nearly 50 km of maritime border lines. Implementing this master plan, three port centers have been established in three key economic regions in the North, Central and the South to meet the country's socio-economic development needs in the period of integration with the economy world. Vietnam's seaport system is rapidly expanding in quantity and quality; Port throughput has increased at an average rate of 13% per annum.

Up to December 2010, the total tonnage of the national fleet has reached 6.5 million DWT, especially tankers and container ships increased quite fast. It is estimated that by 2015 it will have a total tonnage of 8.5 - 9.5 million and by 2020 it will reach 11.5 - 13.5 million DWT. By gradually rejuvenating the Vietnamese fleet by 2020, the average age of 12 years.

The Vietnam Maritime Administration has reformed the administrative procedures at the seaport towards simplifying procedures, forming and providing "one-stop-shop services" for shipowners and cargo owners in line with international practices and maximize the advancement of information technology in management and administration. The results of the reform of administrative procedures have been highly appreciated by the owners and owners of domestic and foreign ships.

In order to further improve the efficiency and effectiveness of state management, to create favorable conditions for

enterprises operating in the maritime field, in the coming time, the Vietnam Maritime Administration will pay attention to upgrading the technology system. Information in the direction of modern. At the same time, to focus on improving the Website of the Vietnam Maritime Administration to serve the work of managing and promoting the image of the Department. Today, the industrialization, modernization and international integration are posing a great task for Vietnam's maritime industry. Opportunities are many, but challenges are not small, requires the whole industry must constantly move forward with a firm determination to step into the second millennium of the 21st century.

In the period from now to 2030, with a vision of 2050, we need to develop an effective and sustainable marine economy on the basis of synchronously resolving the relationships between economic development and defense protection. security at sea; between economic development and ensuring social security of sea and islands; between economic development and rational use of marine and island resources; between economic development and marine environmental protection; between sea, coastal and island development with inland development. The clarification of the maritime economic function in a broad sense, including ocean economy, ocean-based economy, such as the island economy and the coastal economy, is necessary from there. To diversify strategic directions and linkages in the development of maritime economic spaces: coastal economy (coastal districts, towns), island economy, marine economy and ocean economy.

Studying the Norwegian model as mentioned above, in the coming years, especially under the impact of the 4th industrial revolution, marine science and technology must become a driving force for economic development. Sea. To build marine science and technology potentials to meet the requirements of renewal and international economic integration, effectively serving the national industrialization and modernization process. The State encourages and promotes the expansion of international cooperation in the fields of science and technology application and technology transfer with cleaner, environmentally friendly marine environment, renewable marine energy, and climate change adaptation models. Post. Strengthening the national marine science and technology system, forming a unit specialized in basic investigation with modern and coastal equipment, including the task of building and uniformly managing the national marine data system. Science and technology will contribute to restructure marine economic sectors in each area to be reasonable on the basis of ecosystem-based approach to gradually move to the "blue" sea economy.

Marine spatial planning for interdisciplinary, inter-regional management of marine, island and coastal areas, to ensure coherence in marine economic development right from the early stages of development. On the basis of marine spatial planning, to strengthen control of marine economic development, the level of compliance with the planning, impact on the environment, to prevent and minimize possible damage to people, resources and marine environment, waste of resources, social impacts and security and defense. At the same time, actively researching the impacts of climate change and sea level rise on coastal areas, sea, islands, proposing solutions to adapt, minimize and handle natural disasters and environmental incidents. Sea, coastal, island. Include recommendations on

environment, marine resources and risks into development investment projects, socio-economic development plans and plans in coastal, sea and island areas. In addition, we must effectively control, manage and treat wastes and pollutants before discharging them into the sea from coastal river basins and from marine economic activities. Prevent degradation and restoration of important ecosystems, such as coral reefs, mangrove forests, degraded seagrass beds in association with conservation and restoration of marine biodiversity and aquatic resources and seed sources. Natural seafood, are declining.

All must be done in parallel with promoting propaganda, raising awareness for the right position, role and potential of the sea; about Vietnam's sovereignty, rights and interests in the South China Sea, as well as Vietnam's sovereignty over natural resources, environmental protection obligations and the construction of "Vietnam sea brand".

Conclusion

Currently, the South China Sea is considered to be one of the most complicated waters in the world, not only related to the interests of many countries along the South China Sea, but also related to the political interests of many powers. World sea world. The situation of Vietnam sea area is unpredictable. Therefore, the task of protecting the sovereignty of the sea and islands is getting more and more serious. Over the past years, the Party and the State have issued many major guidelines on marine strategic directions, economic development orientations, ensuring national defense and security to firmly protect sovereignty, sovereign rights and rights. Sea and island jurisdiction and security, is a solid support for fishermen and economic sectors to produce and exploit marine resources. In particular, the biggest and thorough policy is to manage and protect the Vietnamese waters firmly but to maintain a peaceful and stable environment. In the exclusive economic zone and continental shelf, the State exercises sovereignty rights over the exploration, exploitation, management and preservation of natural resources in the waters above the seabed, seabed and subsoil; on other activities to explore and exploit this area for economic purposes; national jurisdiction on the installation and use of artificial islands, equipment and structures on the sea; marine science research, protection and preservation of marine environment; other rights and obligations in accordance with international law.

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