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Maritime safety: a key for the shipping development

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Abstract

In recent times, there have been a number of particularly serious maritime accidents that have caused great loss of property to Vietnamese ships operating inland routes and VR-SB-class water transport means. The initial cause of the accidents showed that the vehicle's operating area was not in line with the permitted operating area limit or exceeded the allowed wind and wave limit. In particular, for VR-SB-class watercraft when operating beyond the permissible marine limits and not complying with the regulations on license management, loading of goods, safety equipment on board and The number of people on board is not in accordance with the actual declaration. In order to ensure maritime safety and inland waterway traffic safety in the coming time, it is necessary to strengthen the supervision of ships and VR-SB-class waterway vessels operating in the water area under management. In particular, to attach importance to supervising the work of loading and unloading of goods, ensuring that goods are loaded and tied up according to regulations and in accordance with the permitted tonnage; crew members ensure the minimum safe manning and full professional certificates; crew members and passengers on the vehicle in accordance with the declared number when carrying out procedures for arrival, arrival and in accordance with the layout of life-saving equipment of the means. Promote the propagation and dissemination of laws on maritime and inland waterways to enterprises, ship owners and crew members to raise awareness of maritime safety and inland waterways. Enhancing the inspection of Vietnamese ships operating inland routes, VR-SB-class waterway vessels on safety equipment, practice of coping with emergency situations of crew members; resolutely strictly handle violations, not letting vessels leave ports when there are serious defects affecting safety that have not been remedied.

Keywords: domestic waterway, safety, operation, solution

1. Introduction

Serious accidents have occurred recently, due to seagoing vessels, inland waterway vehicles, high speed boats and fishing boats, which are mainly caused by operators violating regulations Navigation on maritime safety, waterway transport, and state management is not guaranteed, not strictly implemented. Deputy Prime Minister Nguyen Xuan Phuc urged the Ministry of Transport to promptly review, amend and supplement legal documents to prevent traffic accidents, especially inland waterways. Law on inland waterway and inland waterway transport, especially regulations on conditions and standards of infrastructure, conditions for inland waterway transport services and valves, registration work Technical safety, training, certification of professional qualifications for the position on board. Tightening of safety conditions in high-speed rail transport, especially high-speed hydrofoils, and specific regulations on the use of high-speed trains. Besides, to intensify the inspection and examination of transport management, training, the granting of certificates of professional competence, the registration and registration of seagoing ships and inland waterway transport means; Strictly treat as prescribed by law for ship owners, owners of vessels failing to carry out the registration and registry work as prescribed so as to cause serious accidents; To direct the port authorities and inland waterway port authorities absolutely not to permit ships or boats to leave wharves when their owners fail to comply with safety regulations and other provisions of law. The Ministry of Communications and Transport shall direct the Vietnam Maritime Administration, the Vietnam Inland Waterway Administration and the provincial / municipal Communications and Transport Services in intensifying the State management

over the units managing and operating ports, navigational channels and means in inland and inland waterway transport; To request investors and contractors to expeditiously inspect and review the assurance of safety for inland and inland waterway works being exploited and constructed. To strictly handle violations and suspend the construction of contractors that fail to comply with the regulations on safety assurance in order to cause serious accidents at works under construction; To formulate the Regulation on coordination in the management and assurance of maritime and inland waterway traffic safety. The Ministry of Communications and Transport shall direct the intensification of measures to ensure maritime and inland waterway traffic order and safety in the rainy and flood season, especially safety of cross-river passenger ships and crossings. Rivers, passenger piers in the lake, tourist boats, floating restaurants, high speed boats (underground wing). In recent years, the situation of order and safety of inland waterway traffic has been complicated by many serious traffic accidents, causing great damage to

people and property. Of the people. To overcome this situation, on 10 May 2016, the Prime Minister issued Directive No.23/CT-TTg to direct the urgent solutions to ensure order and safety of waterway traffic. Geography in the new situation. However, in 2015, the number of sea traffic accidents increased by 21.77%, the number of deaths increased by 20.34%, the number of injuries increased by 44.44% compared to 2014; In the first 6 months of 2016, traffic accident has reduced in number of cases, the number of deaths and the number of people injured, but consecutive accidents occurred between waterway vessels and river bridges, causing great damage to property. In addition, the situation of violating the waterway traffic safety corridors, the problem of illegal sand and gravel exploitation changes the flow, cause river bank erosion, seriously threatens the safety of the dyke system and works. On the waterway, the state of violation of the law on registration and registration of waterway vehicles, the conditions of the shipper, port, wharf is not allowed, does not ensure the safety conditions ... still evolves complicated, latent.

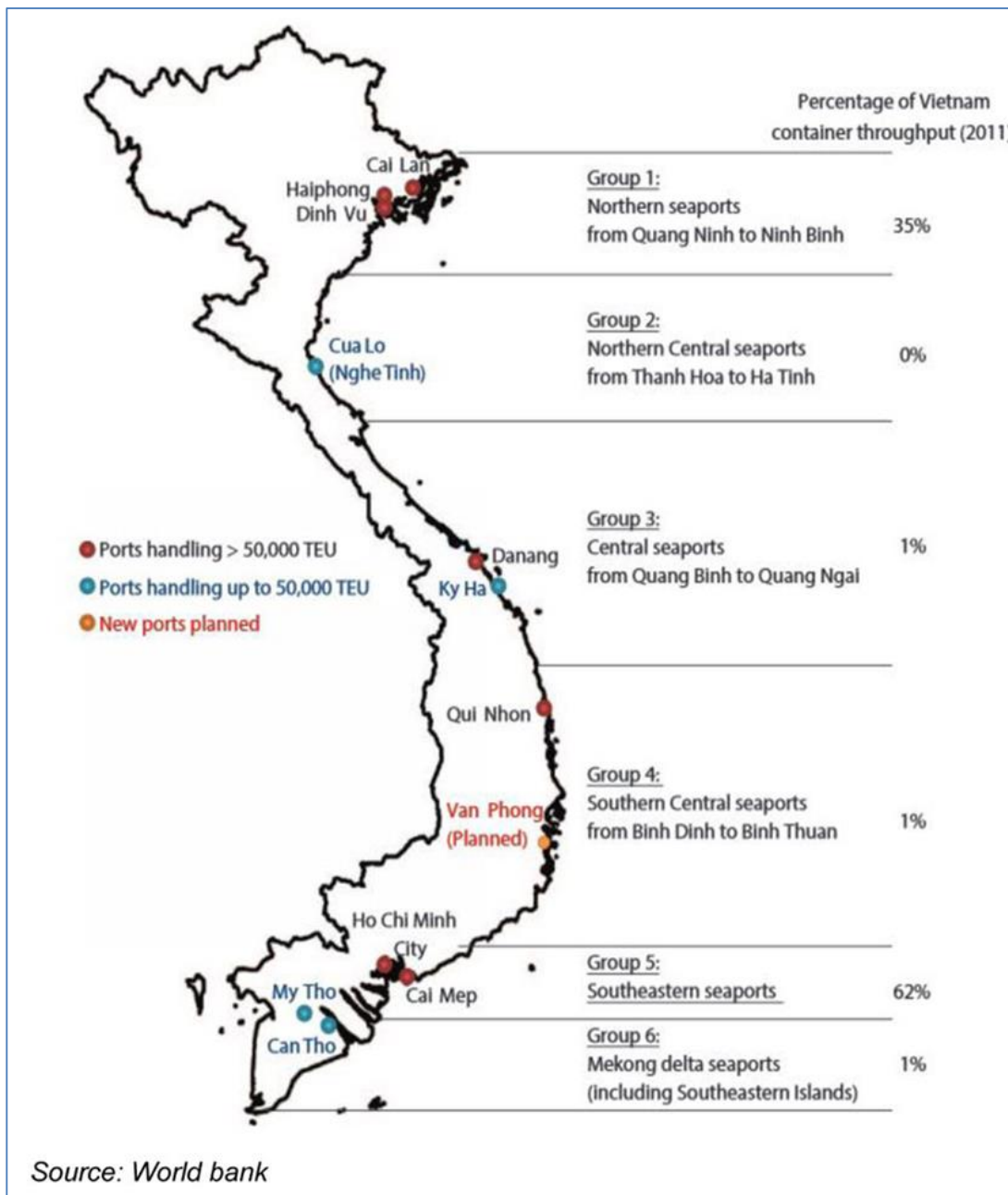


Fig. 1: Port system in Vietnam

In recent years, the announcement and putting into operation of coastal transport has contributed significantly to increasing the market share of inland waterway transport, reducing traffic accidents. However, with the increasing density of coastal transport means, there is potential danger of conflict, threatening Traffic safety between river ships and sea transport means, boats, boats, marine products and means. People live in inland waterways along the coast and on traditional inland waterways. In order to continue effectively implementing Directive No. 18-CT/TW dated 04/9/2012 of the Secretariat of the Party Central Committee on enhancing the leadership of the Party for the maintenance of order and road traffic safety, railways, inland waterways; To continue to prevent navigable traffic, ensure the safety of people, means of transport and public works on rivers and inland waterways in coastal areas, the Prime Minister requests the ministries, branches, the People's Committee Localities shall intensify the implementation of measures to ensure order and safety of inland waterway traffic. The Prime Minister asked the Ministry of Transport to continue reviewing, proposing amendments and supplements to legal documents on inland waterway transport, attaching importance to finalizing the regulations on transport business conditions and standards. Technical infrastructure for transport, application of science and technology in the field of inland waterway; Preliminary assessment of pilot results of inland waterway transport means running along the coast. The Ministry of Transport shall assume the prime responsibility for, and coordinate with ministries, branches and localities in, intensifying inspection, examination and handling of violations in order to reduce waterway traffic troughs in the last 6 months to ensure the overall reduction level of 2016 from 5 % to 10%. At the same time, conducting the survey of inland waterway means and crew, riders and shipping business units completed in 2017, serving as a basis for further implementation of the registration and management work. Management and inspection of technical safety of vehicles; to train, to grant a certificate of professional competence; Managing business activities and conditions of shipping business in accordance with regulations; To renovate models to raise the quality and efficiency of the training of crew members and riders of inland waterway means; direct checks on bridges, power transmission lines, river crossings; To work out remedies for works not compatible with inland waterway technical standards. The Ministry of Transport shall direct the functional forces of the Ministry to coordinate with the functional forces of the Public Security Service in conducting patrols, controlling and strictly handling violations of conditions on inland waterway transport business. According to the provisions of Decree No. 110/2014 / ND-CP dated November 20, 2014, the conditions for automobile transportation business under the provisions of Decree No. 86/2014 / ND-CP dated September 10, 2014; Among them, to concentrate on inspecting, detecting and handling acts of violation of means, crew members and riders, loading of means and infrastructures; It is strictly forbidden to dock the means of transport when committing to carrying a load, the number of people and lack of life-saving equipment for passengers as prescribed; To coordinate with localities in suspending the operation of inland waterway ports or landing stages, works on unlicensed rivers, failing to meet safety conditions or violating inland waterway traffic protection

corridors. The Prime Minister assigned the National Traffic Safety Committee to coordinate activities, monitor and urge the implementation of the Directive; preside over the conference to review and review the implementation of the Directive; to promptly propose measures to handle problems arising in the course of implementation and report them to the Prime Minister.

The Department of Transport should strengthen the state management of the management units, requiring all river crossings to proactively arrange transportation capacity to meet and satisfy the demand. back to the passenger; To ensure and maintain the technical safety of the ships and fleets, to work out plans on fire and explosion prevention and fighting and environmental sanitation, with adequate life-saving and salvage means and fire-fighting devices according to regulations. Organize the inspection, examination and guidance of functional establishments in the province to improve the management of transportation, training, the granting of professional qualifications, the registration and registration of ships and means Inland water transport. Thanks to that, up to now, in the service of passenger transport, ferries have strictly observed the frequency of train operation already approved by the line management agency. During the course of passenger transportation, the boat ranger and service personnel on board are polite and civilized, guiding passengers up and down the ship; master speed in every situation; Not to exceed the allowable load ... In particular, all boat drivers and passenger ferry are firmly grasp and seriously apply the rules to enhance the realm when driving vehicles in bad weather conditions. Carrying out the examination and granting of professional diplomas and certificates as prescribed, ensuring that trainees shall be granted certificates of professional skills and knowledge of inland waterway traffic law. For the Department of Waterway Police (Provincial Police), although the area is thin, the specific features of the river are difficult and complicated, the officers and soldiers of the unit have followed the task, to implement many measures to ensure waterway safety and order. The Department actively advises the provincial Police Boards on the assignment, decentralization of patrols, control and handling of administrative violations in the field of inland waterway transport and direct the police of the districts and cities to strengthen To inspect and resolutely suspend the terminals and / or means of failing to ensure technical safety, transporting more than the prescribed number of persons, drivers without appropriate professional certificates ... To ensure orderly safety and security. On the inland waterway in the upcoming rainy season, the Coast Guard has promoted propaganda in many forms: direct propaganda, leaflets, mobilizing people to sign commitments not to violate the law on delivery. Inland waterway and participate in denouncing crimes, social evils. During the patrol, the unit regularly inspects and urges the contractors of the project to improve the corridor No.3 from Mom Rô mouth adjacent Red River to Lach Giang mouth to strictly implement the protection. Ensure absolute safety for waterway operations. At the same time maintain regular working teams in coordination with the Traffic Inspectorate (Department of Transport) and Border Guard forces, mobilize the maximum of forces, equipment, vehicles, promote mobile patrol Serious violations in the field of inland waterway transport, especially the management and operation of river crossings. To

concentrate on handling violations related to inland waterway means of high risk of causing accidents such as overloading, exceeding the prescribed number of people, violating the regulations on life-saving and fire-fighting equipment. Through patrol, inspection, the Marine Police Department has discovered the areas are drowning, the inadequacies of the system of waterborne traffic signs to recommend to the functional agencies to coordinate to fix, ensure order and safety of inland waterway traffic. According to Tran Ky Phu, head of the Vietnam Register, the management of inland waterway vehicles is similar to the management of motor vehicles; Owners of means during the operation of the means of operation must submit to the inspection of technical safety and environmental protection of the Vietnam Register and responsible for ensuring the technical safety and environmental protection status of Means specified standards between the two exam periods. "The registry shall carry out the inspection of technical safety and environmental protection in accordance with national standards and regulations. The registry agency is not allowed to patrol, control the behavior of vehicles expired registry ... The inspection and handling of this treatment by the patrol and control forces conducted at the port and port by the port and the bar. Look at implementation levels; on the journey by the traffic police. If this control is good then surely means of implementing the law on registry will be much better" - said Mr. Tran Ky Hinh. At the meeting, Mr. Nguyen Trong Thai, Head of the National Traffic Safety Committee's Office, approved the Draft Directive of the Prime Minister on strengthening order and traffic safety in order to control and prevent traffic accidents are serious, particularly serious accidents, accidents caused by waterborne vehicles, collisions with river crossings. Mr Nguyen Trong Thai said that in the past two years, the number of deaths due to traffic accidents has increased, with 14 people increasing by 31.1% in 2014 and 12 by 2015 (20.3%). Especially recently, the accident happened between the waterway and river bridge, causing great damage to property. The main cause is that the operator of the waterway means violates the regulations on safety of the fishermen, the management is not guaranteed, patrolling, handling violations are not regular, insecure. Mr. Hoang Hong Giang recommends that the most urgent and urgent need today is to increase the concern about funding and institutions and laws. Mr. Hoang Hong Giang warned that if inland waterways are not properly taken care of, traffic accidents will be difficult to control, because tightening road load, cargo will be down the waterway, goods will be cheaper way cheaper, The people will be bigger, the people, the enterprises have to build bigger ships to go for more effective, longer term mining. It is requested the localities to strictly manage the wharves are not operating, strictly handle, thoroughly terminated unauthorized, unauthorized (now 24% of the goods yards are not allowed); Local authorities are requested to make written commitments to ensure traffic safety at the terminals, especially the status of unauthorized terminals, illegal sand mining and riverine yards. Regarding the draft directive of the Prime Minister on enhancing the work of ensuring order and traffic safety, Mr. Khuat Viet Hung - Vice Chairman of the National Traffic Safety Committee, said on the basis of the opinions of Units, National Traffic Safety Committee Office will synthesize and finalize the draft Directive, then send it back

to the relevant ministries, in which the Ministry of Transport to complete the system of legal documents, body In particular, the Directive will clarify the responsibilities of the Chairmen of the People's Committees of provinces and cities under the Central Government, which will chair and coordinate with the Ministry of Communications and Transport to expeditiously develop and implement the development plan. Transportation; Regularly conduct cross-sectoral inspections to address issues that cause the occurrence of traffic disruption in localities. Welcoming and highly appreciating representatives of agencies and units in commenting on and proposing urgent solutions to traffic safety assurance, Deputy Minister Le Dinh Tho requested the to finalize the report, the overall price of the results in 2015. On that basis, clearly defining the tasks and objectives in the coming time must be concentrated on deployment and implementation. To mobilize resources for investment in the construction of social infrastructure in accordance with the mechanism of socialization by various economic sectors, which shall have to take initiative in coordinating with the provincial / municipal Communications and Transport Services. It is necessary to strengthen transport connectivity, between economic zones and traffic hubs; classify appropriate facilities for infrastructure. In order to continue effective implementation of measures to ensure inland waterway traffic order and safety, Deputy Prime Minister Truong Hoa Binh, Chairman of the National Traffic Safety Committee, assigned the Ministry of Transport , coordinate with the relevant agencies to promulgate regulations on the identification and handling of dangerous positions on inland waterways (black spots), which shall serve as a basis for ministries, branches and localities to organize the implementation thereof. Measures to prevent and solve when an accident occurs. People's committees of provinces and cities under central authority shall direct functional departments and functionalities to expeditiously review and develop plans for prevention and division of responsibilities for each local agency in handling the positions there. The risk of accidents occurring between waterway and river crossings in the area, focusing on road and railways; resolutely handle thoroughly the works, harbors and wharves operating within the corridor of cross-river protection works to improve the effectiveness of the work of ensuring inland waterway traffic order and safety. Deputy Prime Minister assigned the Ministry of Communications and Transport, the Traffic Safety Committee of the provinces and cities directly under the Central Government to focus on solving shortcomings and inadequacies at high risk locations of traffic accidents. Relate to some river crossings. The Prime Minister requested the Ministry of Transport to direct the regulating work, ensuring traffic at places with high traffic density, empty channels and places where construction works affect inland waterway traffic safety; inspecting the waterway signaling system, promptly adding or replacing the buoys, signaling the loss or damage, when changing the navigation channel; To coordinate with the People's Committees of the provinces and centrally-run cities in accelerating the projects on dredging inland waterways, inland waters and inland waterways; Organize a close appraisal of sand, gravel and dredging projects in combination with product extraction in accordance with pre-licensing regulations. Together with that, direct the inspection of technical safety

and environmental protection conditions for inland waterway means, especially passenger vehicles, overnight stay cruises, floating restaurants and hotels. Floating, ship operating from shore to island, between islands; to intensively coordinate with the traffic police forces in patrolling, controlling and strictly handling unregistered vehicles or registration deadlines. At the same time, assume the prime responsibility for, and coordinate with ministries, branches and localities in, formulating and submitting to the Prime Minister for approval a scheme on restoring order and safety of inland waterway traffic safety corridors in the 2016-2020 period; Coordinating with the People's Committees at various levels to organize propaganda, guidance and mobilization of means owners to abide by the regulations on registration and registration of inland waterway means. Apart from the specific tasks of each ministry, branch and locality, the Prime Minister requested concerned ministries to launch the movement of traffic and emulation in the forces for performing official duties on inland waterways such as Police Traffic, Traffic Inspectorate, Port Authority, registry ..., image of the performers of proper public service, culture when handling work and contact with people; To coordinate with the functional agencies in intensifying the public-duty inspection, strictly handling acts of violating the regulations in the performance of official duties, especially the cases of hand-over, cover-up and tolerance of violations, seriously.

2. Tasks and solutions

In order to ensure maritime safety and safety of inland waterway traffic in the coming time, the Minister of Communications and Transport shall direct the agencies, units to concentrate on performing the following tasks: The Vietnam Maritime Administration has directed port authorities to intensify the monitoring of VR-SB ships and waterway vessels operating in the watershed area. Particularly, to attach importance to supervising the loading and unloading of goods, ensuring that goods are loaded and tied up in strict accordance with regulations and with the right loads; Seafarers shall ensure the minimum safe margins and professional qualifications; Crew members and passengers on the means of transport shall be in accordance with the declared quantity when carrying out the procedures for travel to and in accordance with the equipment of the means of life saving. Promote dissemination of maritime and inland waterway laws to enterprises, shipowners and seafarers to raise awareness of maritime safety and inland waterways. Strengthening the inspection of Vietnamese vessels operating inland and inland waterway vessels carrying the VR-SB level on safety equipment and training of emergency crews; Resolutely handle the violations and not allow the means to leave the port when there are serious defects affecting the safety has not been overcome. The Vietnam Register has instructed its Registered Sub-Departments to focus on improving the quality of ship registration, VR-SB marine vessels and other waterway facilities to limit technical incident meetings. Strengthen the inspection of the performance of duties of the registrars in the work of registration, to strictly handle violations. Study on the amendment and supplement of technical regulations on ships and waterway vehicles in line with improving the safety standards for crewmembers and passengers, step by step approaching the minimum requirements of the

international convention that Vietnam Nam is a member of maritime safety, maritime security and prevention of environmental pollution. Strengthening the work of instructing enterprises and ship owners on the regulations related to maritime safety, maritime security and prevention of pollution of the marine environment. Shipowners, management and exploitation companies Inland waterway vessels and vessels shall strictly comply with the law on maritime safety, maritime security and the prevention of environmental pollution; Instructing the ship's captain to uphold the responsibility and seriously perform its duties. Port enterprises shall only be allowed to load the cargo on the vessel at the correct tonnage of the seagoing vessel and the permitted means of transport; Goods are loaded onto the right vessels and vessels as prescribed; The goods are lashed and fastened in accordance with regulations, guidelines on packaging and tying goods before leaving the port. The provincial / municipal Communications and Transport Services shall intensify the inspection and raising of the quality of training and testing activities and the professional certificates of crew members and riders; approve and strictly manage the business of passenger transport by fixed routes, passenger transportation under contract and transportation of tourists. The Legal Department reviews and synthesizes new acts and violations of VR-SB domestic ships and means of transport to port owners to supplement the draft decree on sanctioning administrative violations in maritime and inland waterways. The Traffic Safety Department shall assume the prime responsibility for, and coordinate with the Inspectorate, the Legal Department and concerned units in, organizing periodical or extraordinary inspections of agencies and units on the implementation of this Directive

3. Conclusion

Inland waterways of Vietnam, Vietnam Maritime Administration on the specific cause of the ship accident mentioned above show that in addition to objective factors such as erratic weather changes, irregular rules, increasingly extreme sea conditions and More unpredictably, the main and direct causes of the accident include the maneuvering of ships of officers and crew members working on board that are not compliant with the regulations, unable to respond to incidents and handle situations. Ship emergency encounters at sea. Cargo ships are overloaded or carry dangerous goods not in compliance with regulations, violating regulations on operating areas, ships are not bounded according to regulations; officers and crew members without appropriate professional certificates, these violations belong to the responsibility of ship owners and captains in the management of ship operation and operation. The ship does not have adequate equipment as prescribed or unreliable operation equipment, this is the ship owner's responsibility not to fully perform the regime of maintenance, repair and refit regularly for the ship; Besides, there are still cases where the registry units and port authorities have not complied with the regulations when performing official duties, resulting in the ship's deficiencies or violations of safety regulations after completing the inspection or before leaves the station. In order to enhance the ability to operate safely, prevent environmental pollution, minimize the risk of accidents of inland ships and inland waterway vessels of VR-SB level, the Vietnam Register Department recommends that ship

owners comply with legal documents, national technical regulations, directives of the Government, the Ministry of Transport, and instructions of the Vietnam Maritime Administration, the Vietnam Inland Waterway Administration, the Vietnam Register of Industry management and operation of vehicles; fully implementing the regime of inspection, maintenance, regular and irregular repair and re-equipment for ships to maintain a satisfactory technical state of ships and related equipment, pay attention to safety equipment and equipment used in emergency situations; ship border according to regulations; Only use officers and crew members who have had all the qualifications and qualifications suitable to the job position on the ship; strengthen the training, regular training and retraining, focusing on improving the sense of responsibility, diligence, professional qualifications of officers and crew members, especially coping skills trying and dealing with emergency situations; do not carry overloaded cargoes and goods that are not allowed to be transported, paying special attention to safety when carrying dangerous goods; Arranging 24-hour communication channel with ships during operation.

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