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Orientation for the development of maritime industry in Vietnam

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Abstract

Viet Nam's marine strategy defines a goal by 2020 that will strive to turn our country into a strong nation of the sea, enriched from the sea. To achieve this goal, the urgent task is to build an efficient and sustainable maritime economy, in which the role of the maritime industry is particularly important. This poses a great responsibility for Vietnam's maritime industry to further improve the effectiveness of specialized state management, in order to contribute to promoting the maritime economy and the marine economy in general according to Resolution 09 / NQ-TW dated 9/2/2007 on the Vietnam Sea Strategy to 2020, striving to make our country become a strong nation in the sea, enriched from the sea. Over the past years, the Vietnam Maritime Administration has well performed the function of advising the Minister of Transport, and simultaneously effectively performing the function of state management of shipping including: Developing and improving the market. part of the Vietnamese shipping fleet; building modern maritime infrastructure to compete - international integration; focus on restructuring the state shipping enterprise, renovating institutions and policies, promoting the development of the industry. Recognizing that role and importance, the Vietnam Maritime Administration has constantly promoted creativity, technical improvement, unanimous solidarity, efforts of leaders and employees to always achieve excellence an important political task, to build a comprehensive, efficient and sustainable Vietnam Maritime Industry, towards a comprehensive international integration.

Keywords: maritime industry, orientation, development

1. Introduction

The maritime economy has made significant progress, the output value of the shipping industry, port services and shipbuilding has continuously increased, with the growth rate in the period of 2007-2010 being 22% / Year, the period of 2011-2015 is 13% / year. However, the overall contribution of the maritime economy to the national GDP is still very small and tends to decrease, with 1.05% in 2010, 0.98% in 2015 and 0.97% in year. 2017. Domestic shipping fleet as of the end of November 2017 has a total tonnage of about 7.8 million tons, ranking 4th in ASEAN and 30th in the world. The output of goods through the seaport system has steadily increased over the years (427.3 million tons in 2015, about 511.6 million tons in 2017). After 10 years of implementing the Sea Strategy, the whole sector has made great efforts in investment in infrastructure development and logistics services, ensuring the demand for goods transport by sea with the growth of goods. Annual merchandise from 10-20%. Many seaports are capable of accommodating 200,000 tons of ships, Vietnam's human resources are lacking in quantity and weak in quality, the structure of human resources is still imbalanced, the management team is weak in professional skills, major. Crew members can only meet the limited domestic demand and export capacity such as the Philippines, Indonesia, South Korea, China, ... The number of creative research personnel is still low, the quality is not high so Marine scientific and technological achievements in service of marine activities have not yet met the requirements. The main reason is that the investment in the development of marine manpower is still inadequate; lecturers are still weak and weak; training facilities, research institutes, equipment and facilities, qualifications of personnel in service of human resource training and development ... are both lacking and weak while international cooperation in the field of training on The sea has not been strongly promoted.

With the coastline running along the length of the country, shipping has many favorable conditions to develop and play an important role. However, shipping is currently facing many difficulties in organizing and operating Vietnamese fleets. According to statistics from Vietnam Maritime Bureau - Ministry of Transport, as of June 2015, the country now has 1,809 ships of all kinds. Of these, up to 1,200 bulk carriers, 33 container ships, 156 dry bulk carriers, and 165 oil & gas ships carry only about 500 freighters on international lines. This disparity has created favorable conditions for foreign companies to account for 90% of Vietnam's shipping market share. General Secretary of the Vietnam Shippers' Council Association (VNSC), said that foreign ships to Vietnam are large, multinational corporations operating in depth and experience. , Prestige brand as well as great potential in terms of facilities and financial capacity. Therefore, Vietnamese enterprises are almost unable to compete and have to accept weak positions. However, in the overall picture, Vietnam still lacks a large fleet capable of running long distances to Europe and the Americas. But the fact is that if Vietnam

has a large fleet, it is not necessarily well-exploited, since large ships have to have a market to carry. Weaknesses of exporters in our country are still in the situation of "buying CIF, selling FOB", thus losing the right to decide on the transportation unit, which must be mandated by the customers. As a result, Vietnamese transportation companies have difficulty in working with these enterprises. Moreover, according to the experts in shipping, it is not enough to have just a ship, but also a logistics system for cargo handling and transport, such as the development of a transshipment port, "Foot centipede" gathering goods for sufficient quantity to fit the load ... Thus, the enterprise not only have to invest huge amounts of money to buy ships but also need a small amount of money for the services attached. The weakness in the development of the fleet has led to the loss of many shipping companies in Vietnam. With a restructuring effort and equitisation in the third quarter, the Vietnam Maritime Corporation (Vinalines) expects a loss of VND197 billion in the first six months of 2015 despite a further VND1,431 billion in debt.

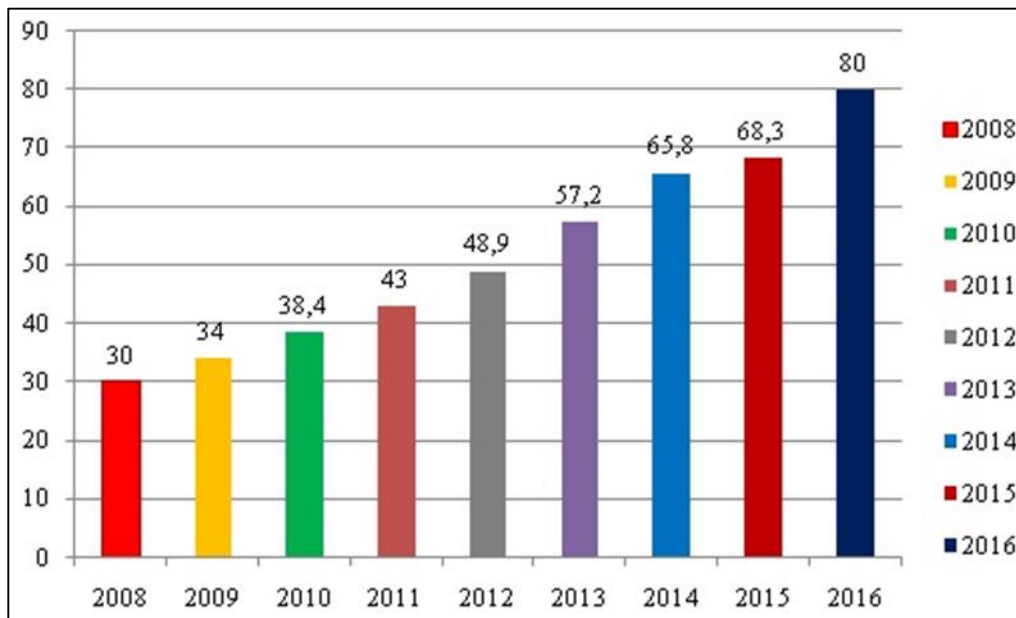


Fig. 1: GDP contribution of shipping economy in Haiphong city

Payments, contributing to debt reduction since the restructuring up to now is 3,654.9 billion. Another example is Vietnam Shipping Joint Stock Company (Vosco) with 2 consecutive years of losses (2012-2013), by 2014, the company's net profit is 25.4 billion. However, in 2015, Vosco is expected to lose about 100 billion. The difficulty of the big ship is like that, Also for the small fleet, representatives of Vietnam Maritime Bureau said that the local fleets, running the domestic routes are still not professional, Business style what to do, they borrow less money to build ships or buy ships and then rent them but not exploited in a way so often leads to unfair competition, unsustainable. To strive to achieve the basic objectives of sustainable economic, social and environmental development of the sea, coastal areas and islands by 2030. Incorporate the sustainable development of the marine economy with the social construction in harmony with the sea; preserve and sustainably develop biodiversity, marine ecosystems, protect the environment, prevent and combat natural disasters, respond to climate change and rising sea

levels in accordance with natural laws; expand and improve the efficiency of foreign affairs and international cooperation on the sea. Ensure ecological balance and harmonization of relationships between conservation and development, linkage and support between inland areas, coastal areas, islands, and oceans. Resolutely and persistently fight for the protection of independence, sovereignty, territorial integrity, national and ethnic interests in the seas and islands under sovereignty, sovereignty and national jurisdiction, resolving peaceful disputes based on international law, including the 1982 United Nations Convention on the Law of the Sea; maintain the environment of peace, stability, national security, social order and safety on the seas and islands for sustainable economic development.

2. Orientation

According to a report by the Vietnam Maritime Administration, in 2016, the development and implementation of legal normative documents is one

According to reports of the Vietnam Maritime Administration, in 2016, the construction and Organizing the implementation of legal documents is one of the key tasks of the Vietnam Maritime Administration and other units in the maritime field, which are always considered. In 2016, the success of the completion of construction, submission to competent authorities and the National Assembly passed the Vietnam Maritime Code 2015, the Department has focused on the development of legal documents guiding the Code Consisting of 12 draft Decrees of the Government, 25 draft Ministerial Circulars and Ministerial Decision of the Minister of Transport; In addition, the Department proactively proposed to build additional 02 program draft Decree and 03 draft circular to ensure regulations and timely guidance on new issues arising in business production. Marine shipping; The implementation of legal normative documents has been carried out regularly and continuously through dissemination conferences to organizations and individuals all over the country. In the country. In addition, the Department also develops and implements marine planning, plans and schemes; Organizing staff, developing human resources are always paid attention. Regarding maritime safety and security, the Vietnam Maritime Administration continues to implement synchronously and drastically many solutions and successfully implemented the Year of Marine Traffic Safety in 2016. In the year there were 21 accidents Maritime, killing 5 people. Compared with the same period of 2015, the reduction of 2 cases and reduction of 2 deaths. The number of serious seagoing accidents has also decreased by 16 cases compared to 2015. Maritime port authorities also checked nearly 1,300 Vietnamese ships operating inland, detecting nearly 1,300 ships with defects. With a total of nearly 8,600 defects Examine over 2,000 foreign vessels, detecting 817 defective vessels with a total of 2,500 defects and containing 18 ships. Disaster Search and Disaster Prevention and Control as well as vehicle disaster control are also issues raised by the Maritime Administration of Vietnam in 2016. In addition, the implementation of foreign affairs in the field of state management of maritime affairs of the Department of Vietnam in 2016 is relatively favorable, most programs and plans have been implemented on schedule, Ensuring the quality and efficiency of the target. Other areas of work such as science and technology and environment, administrative reform are also activities actively implemented by the Maritime Bureau Regarding the fleet management plan, representatives of Vietnam Maritime Bureau, since the Decree 30/2014/ND-CP on shipping business conditions and shipping support services has been in effect since 1- 7-2014, the management and planning of transport enterprises have more formal. The decree lays down more stringent conditions for ocean shipping business registration in order to control the quantity and quality of shipping. Remarkably, in late April, the Ministry of Transport issued Decision No. 1481/QD-Ministry of Transport approved the Project of Shipping Restructuring to 2020, with the objective of developing sea-going fleet. Vietnam is modern, effective; to attach importance to the development of specialized ships of large tonnage. At the same time, sea transport will be restructured in the direction of transporting export goods, international routes, coastal routes, especially North - South transportation, coal

transport for thermal power plants. Specifically, increasing the volume of inland waterway cargo from 187 million tons / year to 356 million tons / year, increasing the market share of export and import goods to 25-30%, striving to 2020, Cargo is 21,25% compared to transport volume of transport sector. To develop the maritime transport market to ensure the capability of supporting road, rail and air transport; Improve the quality of services and reduce transportation costs, contributing to improving the competitiveness of the economy, strive to reduce by 15-20% current costs by 2020. In addition, attention should be paid to the development of VR-SB, with the goal of more than 1,000 vessels engaged in offshore navigation by 2020. To develop synchronously the transport and multimodal transport service, paying special attention to improving the quality of logistics services. In particular, the Scheme also emphasizes the need to strengthen the role of state management, renovate policy institutions, create a transparent and open legal framework, reform administrative procedures in a way that facilitates and removes difficulties. Towel, barrier, encourage all economic sectors to invest in developing fleet. Before the concern of many enterprises about the preferential loans in the development of shipping. The Ministry of Transport has said that banks have affirmed that if the bank has a good business plan, it is feasible and banks are very supportive of lending. Therefore, the Ministry of Transport suggested enterprises wishing to borrow capital contacted the Department of Enterprise Management - Ministry of Transport to guide the development of business schemes and plans. There is a sad reality, according to Mr. Phan Thong, ever, shipping industry has been developing in the direction of "self-swimming", sea transport has little favor of the State compared to aviation or Number of other industries. Therefore, long time, new shipping problems arise inadequate, seaports, ships are built, massively build, lack of scientific planning, overall. Therefore, want to develop well in accordance with the planning, have to wait for other activities go up evenly. According to Mr. Thong, the economy is facing many difficulties, foreign enterprises are still standing, so Vietnam enterprises more difficult. Moreover, the disadvantage of Vietnamese enterprises is that they do not have the foresight to do business in a snatch-style way. Therefore, in order for the project to be successfully implemented, the State needs to support many enterprises and themselves. Enterprises must change their business practices and practices to keep up with the trend. With the signing of many Free Trade Agreements (FTA), shipping companies expect the market will be prosperous and some enterprises have made preparations in advance. It can be seen that the problem of shipping is still a lot of difficulties and obstacles that need to be solved jointly by the State management agencies and enterprises also need to work out a reasonable business plan. Businesses still have to follow the market mechanism, but businesses should have the link, mutual reciprocal, so that Vietnamese people serve the Vietnamese. Representatives of shippers said that when they decided to take the domestic transport rights to Vietnam's fleets, businesses showed their agreement and wished to have a deeper connection between the businesses together. At the meeting, the President of the Vietnam Maritime Union's Labor Union also reported the trade union summation in 2016. Accordingly, in 2016, the Union of the Department has focused on directing the affiliated

union affiliated implementation Charter of Vietnam Trade Union XI. In particular, the Vietnam Maritime Administration has worked closely with the government in the management, administration, job creation, income generation and the implementation of policies for Workers, employees, laborers. Organizing, mobilizing and mobilizing Workers, employees, laborers in the sector to actively participate in emulation movements and social activities. Speaking at the conference, Vice Minister of Transport praised the achievements of the maritime industry in the past year. The Vietnam Maritime Administration has developed documents that guide the Maritime Code of Vietnam 2015 very active. Of which, two important items are the Regulation on posting up prices and prices of seaport services. This is a great success, disassembled for business to avoid economic losses. In the field of shipping, the Deputy Minister said that despite the difficulties, transport remained positive for the second year in a row. Despite a very small growth of only 4% compared to 2015, the total production is estimated at over 123 million tons but also impressive in the context of difficult business situation, many large foreign shipping lines suffer losses. Structure, even bankruptcy. This is an effort of civil servants of the Vietnam Maritime Administration and also enterprises and enterprises operating in the maritime field. This is the most prominent sector in 2016. Especially, Cai Mep - Thi Vai port has high container growth. In 2012, only 499,000 TEUs, to date has reached about 2,000,000 TEUs. Cai Mep - Thi Vai area has more than 1,200 ships over 80,000 tons into the port. The number is small compared to the designed capacity but such rapid growth is very significant.

In 2017, the Vietnam Maritime Administration continues to develop legal documents guiding the implementation of the Vietnam Maritime Code 2015. It is expected that the Department will submit 8 Decrees, 1 Decision of the Prime Minister and 6 Circulars of the Ministry. Bare. To focus on completing and submitting a number of projects, including the Scheme on Development of Port Development till 2020 with orientation to 2030; In addition, the Department continues to implement measures to ensure maritime security and safety, investment in the construction and maintenance of marine infrastructure, Strengthen international cooperation, IMO. Also at the conference, the leaders of Vietnam Logistics Association, Vietnam Ship Owners Association, Vietnam Seaports Association ... have proposed and contributed many ideas to develop more maritime, more efficient growth. It is necessary to attach importance to the domains in the order of priority: developing sea and island tourism; maritime economy; exploitation of oil and gas and other mineral resources; aquaculture, aquatic product exploitation and development of fishery infrastructure; developing shipbuilding industry; developing renewable energy and new economic sectors. Focusing on effective investment in economic zones, industrial parks, coastal urban areas and infrastructure systems connecting the synchronous regions as a groundbreaking foundation for developing the coastal areas to become the destination of the world is also a gateway to reach the world. Planning to develop Vietnam's seaport system to 2020 and orientation to 2030, with the capacity of from 640 to 680 million tons / year (of which total goods combined containers and containers from 375 to 400 million tons / year) by 2020; reach from 1,040 to 1,160

million tons / year (including general cargo, containers from 630 to 715 million tons / year) in 2030; focus on building international gateway ports in Hai Phong, Ba Ria - Vung Tau and key economic regions of the Central region capable of receiving ships of up to 100,000 DWT, container ships of up to 8,000 TEU or larger. Development of maritime transport has set goals: the volume of cargo handled by Vietnamese fleets from 140 to 153 million tons in 2020 and 237 to 270 million tons in 2030; develop Vietnam's fleet of ships in the direction of modernity and efficiency; focus on developing specialized ships such as container ships, bulk cargoes, liquid cargo and large tonnage vessels.

3. Conclusion

Currently, the connection of major seaports in the world uses large modes of transport such as railways and highways. However, the Vietnamese seaport system only has Hai Phong port connected to the railway (Cai Lan port has invested but has not been able to operate due to lack of synchronous gauge), there is no separate highway for transportation. Loading goods. Traffic connecting waterways is limited by the static of bridges crossing the river. Therefore, the efficiency in transporting goods to the seaport has not been optimized in terms of time and transportation costs. Therefore, a problem posed is the need to link the seaport with multimodal transport for the port system to develop sustainably, logistics costs are pulled down. The Vietnam Maritime Administration is continuing to study the development of a dry port system - the extended arm of a seaport to support port services and to contribute to the efficient organization of the transport network. The Department also noted that the planning must also spend the appropriate land fund behind the port to build a distribution center for goods and services after the port, conveniently connected to the national transportation network. In the coming time, the Vietnam Maritime Administration will propose to deploy new points in the port development plan, including the viewpoint: "Ship size as planned" as a basis for investment in construction of infrastructure. Public ports, only allow vessels with specifications suitable to the receiving capacity of the wharf, technical standards of the channel, ensuring safety and quality of exploitation at seaports.

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