



WWJMRD 2019; 5(4): 42-46
www.wwjmr.com
International Journal
Peer Reviewed Journal
Refereed Journal
Indexed Journal
Impact Factor MJIF: 4.25
E-ISSN: 2454-6615

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Planning for the development of logistics: The orientation in Vietnam to 2030

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Abstract

Seaport is one of five transport infrastructures, the gateway of import and export goods and is the focal point for transforming transport modes from sea transport to rail, road and inland waterway transport. . Therefore, the port system and logistics services associated with port operation always play a particularly important role. Currently, Vietnam has 44 seaports and 263 ports with a total length of about 89km. In particular, deep sea port, gateway port in combination with international transshipment port can receive ships of 100-200 thousand tons which have been invested in construction in the North and the South and are continuing to study investment. in the central region. With the capacity of about 550-500 million tons / year, Vietnam seaport system annually approves 90% of import and export goods, contributing to the driving force of economic development of the country. However, since 2007 until now, Vietnam's seaport system has made a breakthrough development. The capacity of general ports and regional hubs has been newly invested and upgraded to allow the reception of ships of 30 - 200 thousand tons. Particularly, Ba Ria-Vung Tau port successfully received the world's largest container ship with a tonnage of 18,300 TEU (194,000DWT), affirming Vietnam's seaport capacity is catching up with the development trend of the world fleet Besides, investment projects on public infrastructure development, leading projects are strongly attracting private investment sectors, many port operators and big shipping lines of the world. Gender has come to participate in seaport exploitation in Quang Ninh, Hai Phong, Ho Chi Minh City, Ba Ria - Vung Tau. This shows that the port development orientation in our country is now on the right track, meeting the development needs of the economy.

Keywords: shipping, developing plan, maritime, port

1. Introduction

As of December 2016, the total number of ports in the port system is 251 berths with about 88 km of wharf length, total design capacity of about 543.7 million tons / year. Compared to the first years of implementing the plan, Vietnam's seaport system has increased by 4.4 times in terms of port length (about 20,000 meters in 2000, and by the time of reporting it reached 87,550 meters). According to the report of Vietnam Maritime Administration, the total output through Vietnam's seaport system in 2017 is estimated at 536.4 million tons, thus the use of the Vietnamese port system reaches 98, 66%, a number that leads to the conclusion that we have exploited the seaport system effectively.

Vietnam has new and modern harbors in Cai Mep - Thi Vai (CM-TV), Hiep Phuoc, Lach Huyen and Cai Lan to replace the old ones that existed after the war, and especially those We have got deep-water ports to reduce the situation that export goods have to be handled many times at regional transshipment ports. In terms of numbers, the seaport system has also ensured the passage of all import and export goods by sea according to the growth requirements of the economy, the target is set from Planning 202. Also according to the Department of Goods Hai, the volume of goods through Vietnam's seaport system has grown steadily, averaging about 10% per year, with the 2015 output increasing 1.7 times compared to 2009, and obviously the seaport system. Still meet this growth. In terms of investment attraction, even before the Planning 202, some foreign investors and port operators have invested in port exploitation in Vietnam through a number of joint venture projects in the area. HCMC area, typically through VICT and Lotus ports. After the government planned to

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relocate ports in HCMC area to Hiep Phuoc and CM-TV, Vietnam's port group 5 was one of the rare port groups in the world to attract investment capital. Hutchison Ports, PSA, APM Terminals and Dubai Port World of the four largest container port operators in the world, with the project with the highest total investment capital of 250 million USD. Vietnam has an important geographic location in Asia, which is in the region with the most dynamic ocean freight network in the world. On the other hand, with more than 3,260km of coastline, Vietnam has great potential in developing ocean shipping and other marine related services. However, the reality is that our maritime transport has not yet. Develop well and contain many challenges. Therefore, the development of a strategy for the development of the maritime transport network and related infrastructure for our country is an urgent and practical requirement to integrate Vietnamese maritime transport and occupation. Worthy in the shipping network in Asia and around the world. Vietnam's seaports have a number of limitations and challenges, such as: Due to historical factors, Vietnam's major ports are located near big cities and deep in estuaries, Accretion and tides. Therefore, large vessels with deep drafts cannot access these port systems to load cargo. The narrow area of the urban area makes the expansion of the warehouse system as well as the development of the related infrastructure system more difficult. Unloading vehicles and warehouse systems have reduced the speed of cargo through the port. The

domestic logistics distribution system is underdeveloped, poor and ineffective, contributing to an increase in the total cost of freight. Few services related to port and shipping. Vietnam currently does not have a regional transshipment port, which makes exports to Western Europe and North America transshipment at Singapore and Malaysia ports, increasing transport costs up to 20%.

On August 26, 2014, the Prime Minister approved the master plan for the development of Vietnam's shipping by 2020, with a vision to 2030 in Decision No. 1517 / QD-TTg.

The planning on development of Vietnam's sea transport up to 2020, with orientations to 2030, consists of the following principal contents:

1. Planning type, size of transport

Ships operating on international routes: Using bulk carriers of 100,000 tons to 200,000 tons (DWT) to import coal, ships of a tonnage of 5,000 to 50,000 tons carrying department stores, general cargo and ship Loading 30,000 to 50,000 tons to export coal, ore, alumina, import fertilizer and clinker.

Ships operating on domestic routes: using ships with a tonnage of 1,000 to 10,000 tons; specialized sea-going barges of 5,000 to 10,000 tons for transporting imported coal from the transshipment hub to the wharves of the plant.



Fig.1: Vietnamese port

2. Master plan for development of Vietnamese shipping fleet

Total tonnage of the Vietnamese fleet will reach between 140 and 152 million tons by 2020, of which international shipping will be from 40 to 46 million tons. Domestic shipping will be between 100 and 106 million tons. Million tons

3. Development planning of Vietnam seaport system

To follow the master plan for the development of Vietnam's seaport system up to 2020, with a vision to 2030 already approved by the Prime Minister in Decision No. 1037 / QD-TTg of June 24, 2014.

4. Master plan for development of Vietnam's shipbuilding industry

To follow the master plan for development of Vietnam's shipbuilding industry up to 2020 with orientation to 2030 already approved by the Prime Minister in Decision No. 2290 / QD-TTg dated November 27, 2013.

5. Orientation planning development of shipping support services and logistics

To implement the project on development of logistics services in the field of transport and communications in Vietnam up to 2020 with orientation to 2030 approved by the Prime Minister in Decision No. 169 / QD-TTg dated 22 January 2014.

6. Orientations for marine transport human resources development

By 2020, the training and retraining of about 42,000 officers and crew members; Of which new training is about 15,000 people, including 7,000 additional people required for fleet development and 8,000 replacing existing forces; The training structure is about 6,000 officers and about 9,000 crew members, technical marine workers. Enhance coherence between shipping enterprises and crew training and training institutions.

Total investment capital for fleet development from now to 2020 is about 20,000 to 30,000 billion VND (about 1.0 to 1.5 billion USD). France.

2. Some main solutions and policies

Seaport is the gateway of the national economy, plays a particularly important role in contributing to the budget revenue of the port localities, so that the local authorities have interest in investment and development. Ports, improving cargo throughput and port operation efficiency are very right, a good thing, the Ministry of Transport fully supports. However, how to develop ports, how to distribute goods, which routes will comply with the rules of the market economy and the regulation of the State with macroeconomic tools, in which the tool is direct, the most basic is the plan, not the locality to keep is kept. Each seaport and port in the Port Group No. 5 has been specifically defined and functioned in the national seaport system as planned. The investment and effective exploitation of ports in accordance with the plan will ensure the requirements and growth targets of the localities and ensure the stable and effective development of seaports, thereby, step by step. Achieving maximum convenience, minimum cost for each ton of import and export of the region. Therefore, the basic solution that the Ministry of Transport has been and will steadily implement is to improve the quality of planning and closely coordinate with localities to organize the management and implementation of a master plan. Seriously. Focusing on the most radical solutions, does not require investment funding from the very difficult budget capital such as: continue to review, schedule progress and suspend the permission for investment in port projects aggregate, containers in the region exceed the planning needs in the short term; coordinate with the Ministry of Industry and Trade to implement solutions to attract transit goods of Cambodia and Thailand through Cai Mep - Thi Vai seaport; consider licensing a number of foreign shipping companies inland transportation to distribute goods to

mother ships carrying import and export goods from Cai Mep - Thi Vai seaport; study and propose reduction of pilotage fees, tonnage charges and maritime assurance; establishing interdisciplinary working missions to urge and supervise the implementation of the minimum price mechanism for container handling services; speeding up the progress of transport infrastructure projects connecting to Cai Mep - Thi Vai seaport like the project of expanding National Highway 51, Cai Mep - Thi Vai inter-port route, conducting research on exploitation solutions effectively the Dong Tranh river channel linking Ho Chi Minh City seaport with Cai Mep - Thi Vai seaports in the form of socialization, studying inland waterway routes connecting the Mekong River delta Long with Cai Mep - Thi Vai port to reduce transportation costs, reduce traffic pressure on the road ... The implementation of the project has initially achieved positive results, creating confidence for the investors, port operators and recorded signals back to Cai Mep - Thi Vai port of the child u carriers, large ocean carriers in the first days of 2014.

This Decision takes effect from the date of its promulgation. This Decision replaces the Prime Minister's Decision No. 1601 / QD-TTg of October 15, 2009, approving the planning on development of Vietnam's sea transport up to 2020 with orientations to 2030. To formulate, approve and organize the implementation of plans on maintenance of maritime works managed by the Ministry of Communications and Transport: The Vietnam Maritime Administration shall have to directly sum up, make plans and estimate the funding for maintenance of maritime works for 5 years and 5 years (or according to the planning period) and submit them to the Ministry of Communications and Transport approval; The plan for maintenance of maritime works must be based on the synthesis and appraisal of data, reports and proposals from the grassroots units, reflecting the actual requirements and current conditions of maritime works, In accordance with the process of maintenance of works according to the contents of regular maintenance work, periodic repair; The planning process for maintenance of maritime works must contain the following information: the name of the work and the work item (work) to be performed; Unit, volume, cost of implementation; execution time; Mode of execution, priority. For works and work items of priority 1 (very necessary), there must be explanations. Forms of maintenance planning according to Form 1, Appendix to this Circular; The contents of the every year and five-year (or planned) plan for maintenance of maritime works shall cover:

a) For routine maintenance:

- Depending on the time when the navigational works are put into exploitation, use and actual exploitation of the works, the regular maintenance work must be intensified in order to prevent and promptly remedy the minor damage to parts The structure of works and equipment to improve the quality of exploitation services in case of subsequent failures and incidents and ensure the life of the works.

- The cost estimate is determined in accordance with the maintenance work of navigation works. Unit price, cost estimate based on norm, unit price. Where norms and unit prices are not yet available or are not yet appropriate, Vietnam Maritime Bureau shall propose and organize the formulation of new norms and unit prices and submit them to the Ministry of Communications and Transport or

competent authorities for approval.

b) For periodic repair work:

- Based on the prescribed time limit and on the basis of the results of the evaluation and inspection of the current status of the navigable works (if any), the deterioration of parts, structure and damage deteriorates in many places. Work sections to make and propose solutions (or new ones) to restore the original quality of the works and ensure the normal and safe work of the works.

- The order of implementation shall comply with the regulations on management of investment in construction of works and other relevant regulations.

- Manage construction investment costs according to current regulations.

c) For the unexpected repair of maritime works:

- The annual plan for maintenance of navigable works: The sum-up of works and work items of marine works, which have been repaired or repaired in emergency and enclosed with funds approved by competent authorities.

- Five-year (or planned) five-year mid-term maintenance plan: 10% c

d) For maritime works which have exceeded their use duration and failed to meet the requirements for use, the Vietnam Maritime Administration and the units managing and exploiting the works shall report such to the Ministry of Communications and Transport for consideration and decision. It is possible to set up an investment project to upgrade or renovate capital construction, without using maintenance funds.

5. The order and procedures for approval of annual plans on maintenance of navigable works shall be as follows:

a) The Vietnam Maritime Bureau shall sum up and work out plans and estimates for maintenance of maritime works and submit them to the Ministry of Communications and Transport before June 15 every year.

b) The Ministry of Communications and Transport shall evaluate and approve the plans and estimates for maintenance of maritime works before July 15 every year; To compile the plan and estimate the maintenance expenditure into the annual State budget revenue and expenditure estimates of the Ministry of Communications and Transport and submit them to the Ministry of Finance before August 30 every year.

c) On the basis of the Finance Ministry's decisions on assignment of State budget revenue and expenditure estimates, the Ministry of Communications and Transport shall notify the State budget revenue and expenditure estimates to the Vietnam Maritime Administration and the managing units. , Exploitation of marine works, including the funds for maintenance of marine works.

d) The Vietnam Maritime Bureau shall review the list of projects, items and volumes of urgent works to be performed, take responsibility for planning and cost estimates for maintenance of maritime works, Transportation within 15 days from the date of receipt of the notice specified at Point c of this Clause.

e) The Ministry of Communications and Transport shall evaluate and approve the plan and estimated cost estimates for maintenance of maritime works and sum up and assign budget revenue and expenditure estimates to the Vietnam Maritime Administration.

6. The order and procedures for approving plans for maintenance of 5-year medium-term maritime works (or according to the plan term) shall be as follows:

a) The Vietnam Maritime Bureau shall have to sum up, make plans and estimate maintenance expenses for the maritime works and submit them to the Ministry of Communications and Transport before June 15 of the following year.

b) The Ministry of Communications and Transport shall approve the plan and estimated expenses for maintenance of maritime works, the plan for allocating funding for the implementation and organization of the implementation, adjustment, amendment and supplementation of the maintenance plan. Maritime works every year to suit the actual conditions.

7. To carry out the approved maintenance plan for the approved marine works

a) The annual plan on maintenance of navigable works, which is approved by the Ministry of Communications and Transport, serves as a basis for the Vietnam Maritime Administration and the units managing and exploiting maritime works. The Vietnam Maritime Bureau shall have to approve cost estimates for maintenance of maritime works according to the provisions of Articles 22 and 23 of Decree No. 114/2010 / ND-CP.

b) The adjustment and supplementation of the plans for maintenance of maritime works shall comply with the following principles:

- Works or work items which cause danger of incidents or occurrence of dangerous accidents or unsafe works must urgently handle or adjust locally construction items, the Vietnam Maritime Administration and units To manage and exploit the navigable works shall have to appraise and approve the implementation and report thereon to the Ministry of Communications and Transport;

- Works, work items and execution funds arising outside the approved plan, the Vietnam Maritime Administration and units managing and exploiting maritime works shall submit them to the Ministry of Communications and Transport for approval before implementation. .

8. To manage and inspect the implementation of approved plans on maintenance of maritime works

a) The Ministry of Communications and Transport shall formulate and promulgate annual and extraordinary inspection plans and organize the implementation thereof.

b) The Vietnam Maritime Administration and units managing and exploiting maritime works shall have to organize the management and inspection of the implementation of the approved plans of the units and make periodical and unexpected reports. To send the results of the implementation of the work maintenance plan to the Ministry of Communications and Transport (quarterly before the 22nd day of the end of each quarter, every year before January 15 of the following year).

c) The contents of the report must fully state the following information: name of the work or project item; Volume and budget for implementation; completion time; Adjustments, arising from the assigned plan; Evaluation of implementation results (according to the approved plan); Proposals and recommendations in the course of maintenance of maritime works. Forms of reports shall be made according to Form No. 2 in the Appendix to this Circular.

Conclusion

The logistics system consists of synthesizing many service stages, many areas, including logistics services in the field

of transportation and transport infrastructure is only one stage, one component in it. Seaports are the gateway of the national economy, so developing related logistics services and connecting to seaports is considered one of the most important stages of the system. Recognizing the role and meaning of completing logistics services in the transport sector in general and seaports in particular, the Ministry of Transport has completed the development project of transportation logistics in the period to 2020, orientation to 2030 submitted to the Prime Minister at the end of 2013. For the group of seaports No. 5, right from the study of planning development of seaport system, the Ministry of Transport has cooperated with localities to planning land fund for logistics centers to serve the operation of regional seaports and ports. In addition, the synchronous development of transport infrastructure is planned to harmonize transport modes, develop multi-modal transport to make the most of the advantages of transport modes, reduce costs. Transportation, logistics development in the field of transport is also the basic goal that the transport sector is making efforts not only for the Seaport Group No. 5 but also the national transportation infrastructure system.

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