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Issues for Development of Ship Fleet in the 21st century

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Abstract

The market share of import and export of Vietnam's fleet in recent years has remained at 10-12%. The world shipping market has fallen into crisis since 2008 and continues to this day. The Dry Bulk Freight Index (BDI) has fallen from 11,793 points in May 2008 to 290 points in the first quarter of 2016. Freight rates have plummeted. Many major foreign shipping lines are losing money and restructuring like Mearsklines, Hyundai. Especially, Hanjin, one of the 10 biggest shipping lines in the world, has filed for bankruptcy, causing many losses to the related parties. According to the Vietnam Maritime Administration, in 2016, the total volume of transport carried by Vietnam's shipping fleet was estimated at 123.8 million tons, an increase of 4% compared to 2015. Business situation of transport enterprises Vietnam sea in the past year continued to face many difficulties due to excess supply of ships, low growth of cargo, and reduced freight rates. Many shipping companies, including large ones, continue to suffer losses. In particular, the market share of import and export of Vietnam's fleet in recent years still maintained at 10-12%. The import and export market of Vietnam's sea-going ships is mainly Middle East, Southeast Asia and Asia, and a small number of Vietnamese ships have exported to Eastern European countries. For dry-bulk import and export, Vietnam's fleet occupies about 12% of the market. There are now direct trains to markets Eastern Europe, Middle East, South America but in small quantities. For export and import of crude oil for export, Vietnam's fleet only gained modest market share. The reason is that the Vietnamese marine fleet has not met strict requirements on quality, safety standards, prevention of environmental pollution ... of foreign import-export companies

Keywords: advantages, ship fleet, development solutions

1. Introduction

In terms of inland freight, the fleet of Vietnamese flag has basically taken over nearly 100% of inland shipments, except for some specialized vessels such as LPG and cement. With container ships, now the number of Vietnamese container ships inland has increased to 39 ships. The cargo throughput of seaports by means of VR-SB in 2016 is estimated at 12.9 million tons with approximately 12,000 ship turns. This is a solution to restructure transport modes efficiently, contributing to reduce road load. Regarding the structure of the fleet according to the data in the National Register of Ships, as of 30/11/2016, Vietnam lost 1,666 vessels carrying the flag of Vietnamese nationality in operation. In particular, the shipping is 1.267 with a total capacity of 4.6 million GT, total tonnage about 7.5 million DWT. However, the structure of Vietnam's fleet is not reasonable, especially the proportion of container ships in the total fleet tonnage is low with 33 container vessels corresponding to the capacity of about 20,000 TEU. The number of ship owners is high (over 600) but the financial capacity and management is limited. Vietnamese ship owners are now facing the challenge of reducing international freight demand - the excess of international shipping. Ship owners find it very difficult to find cargo. The time charter market is almost frozen. Imports and exports of Vietnam are of great transport such as coal, steel, cement clinker, containerized goods ... Vietnamese ship owners are almost inaccessible. Domestic transportation, although the Ministry of Transport has a policy to stop licensing domestic container transport for ships carrying foreign flags, but the roadmap to implement commitments to open in the bilateral and multilateral trade agreements coming nearby. "A

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number of international conventions have come into force and require ship owners to invest in equipment to meet the requirements of the Conventions. Only the Convention on Ballast Water Management and Control, on average each vessel operating on the international route, has to invest US million to purchase and install ballast water treatment systems, Quynh said. At the same time, at present, piracy in Somalia, Africa, Indian Ocean, ASEAN waters has not been completely abolished, the abduction of seafarers for ransom in Philippine waters has developed strongly in time. In recent times, it has been causing many difficulties and expenses for ship owners to have ships passing through the area. In addition, hundreds of fishing vessels and Chinese shipping vessels operating densely in the South China Sea all day and night are more likely to cause marine accidents for Vietnamese ships going through the area. "Most Vietnamese ship owners are currently in serious shortage of capital, not only lacking capital to invest in fleet restructuring under the Government's direction but also lack of working capital to maintain production. According to the Vietnam Maritime Administration, in 2015, the total

volume of transport carried was about 118.7 million tons, an increase of 9.5% compared to 2014 - the biggest increase in recent years. However, the fleet of Vietnam has taken only 27.8% of total cargo through the port, more than 70% of the market share of foreign shipping. By the end of April 2017, the Seal of Memorandum of Understanding (PSC) of the Asia-Pacific Region (Tokyo-MOU), comprising 20 members: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, South Korea, Malaysia, Marshall Islands, New Zealand, Papua New Guinea, Peru, Philippines, Russian Federation, Singapore, Thailand, Vanuatu and Vietnam presented the results of this organization in 2016. Accordingly, in 2016, members of Tokyo-MOU conducted 31,678 PSC inspections of 17,503 flag-nautical vessels of 101 countries to regional ports. In 31,678 PSC inspections, 18,943 defect detection ships affected safety, security, maritime labor conditions, environmental pollution prevention and 1,090 of flagged vessels from 69 countries. Kept due to serious defects; the average retention of the entire region was 3.44%, down from 3.67% in 2015 and 3.96% in 2014.

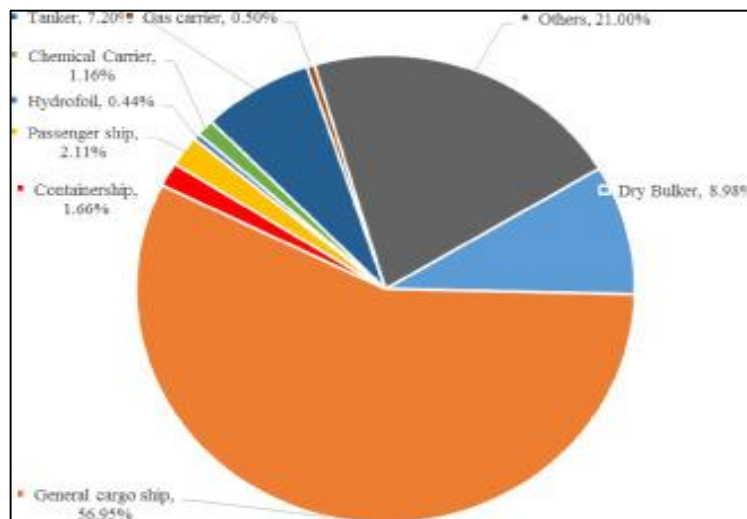


Fig.1. Ship fleet in Vietnam

The year of 2016 is a very difficult year for the business of Vietnam's shipping fleet, the freight rates are sharply reduced, fuel prices fluctuate, piracy raging in the waters adjacent Philippines, Indonesia and Malaysia. However, Vietnamese shipping companies have made great strides in maintaining the technical state of the vessel in compliance with the provisions of international treaties, in order to minimize the PSC detentions in the water. Out. In the past year, Tokyo-MOU members conducted PSC inspections of 742 Vietnamese ships and stored 30 ships (retention rate of 4.04%, higher than the regional average of 3.44%, and higher than the rate of Vietnamese ships seized in 2014, 2015). This is an issue that the maritime community in Vietnam needs to pay special attention to in 2016 and in the years to come to be able to create and maintain the beautiful image of the Vietnamese marine fleet in the world maritime industry. However, as the number and proportion of Vietnamese ships seized in 2014 and 2015 is relatively low, the fleet of 2016 in Vietnam remains in the "White" list of Tokyo-MOU in 2016, and remains 6 degrees higher than in 2015 (in 2015 Vietnam ranks 26th in the list of "White" Tokyo-MOU, in 2016 moved to No. 19). Over the years, according to the Tokyo-MOU, the Vietnam Register

(VR) has consistently maintained a list of organizations that perform safety, security, maritime and occupational safety inspections. Prevent environmental pollution for the world's best ships. In 2016, VR ranked 9th (behind China, Italy, South Korea, Britain, Norway, Germany, USA, Japan and France), but in front of the IACS member registry other: Poland, India, Croatia and Russian Federation) on this list, up 3 steps over 2014 and 2015. This is a great achievement of the Vietnam Register over the past years with efforts to reduce Minors of Vietnamese seagoing ships are kept overseas by PSC. According to the Vietnam Maritime Administration, in the past time, the shipping industry has maintained a good growth momentum, the volume of goods through seaports by Vietnamese fleets shipped more than 81 million tons, up 16% over the same period. In 2018, Vietnam Maritime Administration said that the average age of Vietnamese fleet is currently 15.6 years younger than 5.2 years of the world (20.8 years old). The structure of Vietnam's fleet has also grown towards specialization, especially, Vietnam's container fleet has grown quite well from 19 ships in 2013 to 39 ships in 2019. To continue modernizing the fleet. Vietnam National Shipping Lines (Vinalines) is also researching and investing in new fleets

with modern technology and fuel efficiency. It is expected that there will be 4 container vessels of 1,000 - 5,000 TEUs, 3 handysize bulk ships (15,000 - 35,000 DWT), 1 supramax ship (50,000 - 60,000 DWT (tons of length) invested by the Corporation in the form of purchasing or hire to buy to enhance shipping capacity of the whole corporation, increase competitiveness when the shipping market recovers. On the basis of investing in new fleets, Vietnam Maritime Corporation will expand its operations, operating on liner routes (cargo ships operating regularly on one route) in the area to meet the requirements for mother ships to enter Cai Mep - Thi Vai regional transshipment port and to other regional transshipment centers; Perform long-term contracts (COAs) with major partners to stabilize sources of goods such as coal from Indonesia, Australia to Vietnam; Ker from Vietnam exports to other countries. In addition, Vinalines will also coordinate with seaport and logistics businesses to design integrated services to create a package service supply chain that brings both business benefits. For customers, just improve the competitiveness of the Corporation.

2. Developing orientation

For the Vietnamese market, 2017 will be a year of high demand for plastics such as plaster from the Middle East to Vietnam or coal from Indonesia, Australia and China to Vietnam due to the demand of factories. Cement and thermal power plants increase. However, for these types of vessels, Vietnamese vessels are not eligible for transport, which is almost entirely carried out by foreign vessels. A positive point that can be expected for the Vietnamese fleet is the domestic market. Thermoelectric plants are in active operation, domestic industrial zones are developed and the construction market in Phu Quoc is boosted to boost demand for transportation. However, that rare bright spot is still being obscured by seaport infrastructure, by development policies. Hopefully, they will be fixed soon. Implementing the policy of restructuring the corporation; including restructuring the fleet, recently, Vinalines sold old ships, thereby reducing the fleet from 154 to 81 ships. The total fleet tonnage of the Corporation is currently more than 1.7 million DWT, the average age of vessels is 16.7 years, the average tonnage is 21,470 DWT (tons of length) / vessel, accounting for the equivalent tonnage of 25 % of Vietnamese fleet. In the context that the shipping market is still facing many difficulties, Vietnam National Shipping Lines will continue to liquidate old ships, poor technical condition, and major repair costs to cut losses and improve business results. Specifically, in 2019, Vinalines will liquidate and sell 11 ships with a total tonnage of about 232,000 tons; in particular, the number of ships sold, liquidated in the parent company - Vinalines is 3 ships with a total tonnage of 127,000 tons, the number of ships sold in subsidiaries is 8 ships with a total tonnage of 105,000 tons. It is expected that in the period of 2019 - 2020, the number of liquidated and transferred ships will be 23 with a total tonnage of about 500,000 tons. By 2020, the fleet of Vinalines will have a total tonnage of about 1.1 million DWT, the average age of vessels is about 14 years old with the fleet structure, including: container ships account for about 13%, liquid cargo ships account for about 9%. %, dry and bulk cargo ships account for about 78%. According to statistics of the Vietnam Maritime Administration, in the first 6 months of 2019, the volume of goods through

Vietnam's seaports was estimated at 308.8 million tons, up 13% over the same period in 2018; In particular, the volume of container cargo through the seaport in 2019 reached 9.1 million TEUs, an increase of 3% over the same period last year. However, Vietnam's shipping industry is still challenging that the fleet is declining. Specifically, in 2018, according to statistics, Vietnam's fleet has more than 1,600 ships, but at the moment, that number drops to 1,568 ships. The total tonnage of Vietnam's fleet is about 4.8 million GT and the total tonnage is about 7.8 million DWT (tons of length). /. According to the Vietnam Maritime Administration, in 2015, the total volume of transport carried by the Vietnamese navy was about 118.7 million tons, an increase of 9.5% compared to 2014 - the biggest increase in recent years. However, the fleet of Vietnam has taken only 27.8% of total cargo through the port, more than 70% of the market share of foreign shipping. In spite of its favorable geographic position and 3,260 km of coastline, it provides a great opportunity for the development of the fleet, but in 2015 it ranks only 28th in the world. With 45 points, much lower than other countries in Asia such as China, Hong Kong, Singapore, Korea, Malaysia, Japan. Due to the low export volume of Vietnam, the lack of seaport system, few deep water ports and outdated seaport infrastructure, the mother ships of major carriers do not favor to port. Moreover, the fleet of Vietnam sea ships is rather fragmented, with low fleet weight and poor management capacity. Therefore, many companies exploit ships ineffectively, thus limiting their ability to link sea transport. Specifically, the inadequacies of the Vietnamese fleet include:

According to data from the Transportation Sector Restructuring Scheme, the current share of ocean freight in the total transport volume is only 17.6% (while road transport is still at a high level With 75.3% of total transport volume), this proportion is not commensurate with the potential and strength of a country that has a huge advantage in maritime transport development such as Vietnam. Vietnam's shipping fleet is almost exclusively operating on inland transports with a market share of over 90%. On international routes, the fleet mainly runs short routes around Southeast Asia and Northeast Asia and also accounts for only about 12% of the market share on these routes. Despite its large market share, inland shipping is facing low tariffs, scarce resources and a disproportionate between North-South transports (north to south only). 60% from south to north).

According to statistics of Vietnam Maritime Bureau, by 2015, Vietnam's cargo ship fleet has 1,849 vessels (not including 38 foreign flagged vessels) with a total tonnage of 7.3 million DWT. However, the structure of the US Navy fleet is generally not reasonable. In the container fleet trend of the world, container ships of Vietnam only 64, accounting for 3.5%, much lower than the average proportion of 13% of the world. Recently, the rate of growth of container ships in the world about 7.7%, the new Vietnam only increased by more than 1%. In contrast, composite cargo ships accounted for the largest number with 1,085 units, or 58.7%. Subsequently, dry bulk carriers were 318 (17.2%). Oil tankers and chemicals with 185 (10.5%), but owned by many shipowners. The bulk carrier has 188 (10.2%), but its exploitation is generally ineffective. According to general assessment of Vietnam Maritime Bureau, the number of ship owners in Vietnam is

quite a lot, but financial capacity and management level is limited. Of the 597 shipowners, only 33 owners of vessels have a total tonnage of over 10,000 DWT and the rest are 564 small business owners of the private sector in the provinces of Hai Phong, Thanh Hoa, Thai Binh., Can Tho ... but only managed 27% of total fleet tonnage.

Apart from the above general limitations, there are also inadequacies in each type of ship. Bulk cargo ships: mainly transported agricultural products (rice, sugar ...), steel products, iron ore, fertilizer, coal dust, cement ... on domestic and short routes in the Southeast Asia, China or some ships transported on long distances to West Africa, South America, Eastern Europe. Currently, bulk carriers with a tonnage of less than 10,000 DWT account for the largest volume but only 13% of total tonnage. The ships of 20,000 - 30,000 DWT account for 47% of the total tonnage, and over 40,000 TDW are very few but account for 21% of the tonnage of the bulk carriers of Vietnam. The exploitation of bulk carriers of Vietnamese enterprises is generally very inefficient, the average time for running vessels is only 30 - 35%, the time of empty bulk carriers is still quite high, about 13 - 15% during the year, the time waiting for ships to work usually also accounts for about 20-25%, the phenomenon of the afternoon ship in line while the lack of goods very often. The sea container shipping began to develop in Vietnam in the 1990s. By the end of 2015, Vietnam had 15 container shipping companies with a total of over 64 ships. Download about 544.106DWT. VN container ships are generally small in terms of tonnage, the age of the ship is high, the speed is slow compared to the container fleet of foreign firms. Vietnam has only two shipping lines ranked among the top 100 container shipping companies in the world, namely South China Sea and Vinalines, but also in relatively low rankings. Most of Vietnam's container ships operate on domestic routes like Hai Phong - Da Nang - Ho Chi Minh City under the protection of the Government. Only a few carriers have sailed to Singapore and Hong Kong but the frequency is limited. Meanwhile, competitive pressure on international routes for Vietnam shipping lines is growing. In 2015, Vietnam has over 40 international container shipping lines and currently accounts for about 85% of Vietnam's export and import container. These shipping companies operate mainly under three forms: VN companies as agents, joint venture companies or companies with 100% foreign capital. From the analysis above, the fleet of Vietnam still has many restrictions on transportation output, fleet structure and ownership structure as well as transportation routes. To develop the type of ocean freight that is commensurate with its potential and advantages, besides the solutions for port planning, seaport infrastructure investment and administrative reform at Port, Government and shipping companies need to see the development of the fleet is one of the important and urgent solution.

To implement the objectives of the Vietnam Sea Strategy until 2020, the Prime Minister issued Decision No. 1601/QĐ-TTg approving the plan for development of Vietnam sea transport up to 2020 and orientation to year 2030 on maritime transport, the Decision stated: "to improve the quality of sea transport services; Meet domestic shipping demand; To increase the market share of import and export of goods from 27 to 30%; To develop the Vietnamese fleet in the direction of modernization,

attaching special importance to the development of specialized ships and large-tonnage ships. " Up to June 2013, the fleet has 1.788 vessels of various types, with a total capacity of 4.3 million GT and a total capacity of about 6.9 million DWT, ranking 5 out of 10 Asean. In addition, Vietnam owns 80 foreign flag-flagged vessels with a total tonnage of 1.1 million DWT, accounting for about 15% of the total fleet tonnage. The average tonnage of Vietnamese vessels is relatively low at 3,960 DWT / vessel at No. 9/10 of Asean, ships of less than 50,000 DWT account for nearly 80%, ships of 5 to 15 thousand accounts for about 17% Over two thousand ships account for only 3.3%. About 600 shipowners of all economic sectors, of which only 33 major owners of ships with a total tonnage of over 10,000 DWT, the rest are small fleet of private economic sectors, Of the 33 big shipowners, there are 25 owners of four major economic groups: Vietnam National Shipping Lines (Vinalines), Vietnam Airlines, Vietnam Oil and Gas Corporation (PetroVietnam), Vietnam Petroleum Corporation (Petrolimex). Vietnam's shipping fleet is in a state of surplus of small-tonnage vessels, composite cargo vessels, while there is a lack of large-scale vessels running international routes and specialized ships carrying cement, chemicals and gas. Liquefied. With such a fleet structure, the domestic fleet only accounts for 10-12% of the import and export market, of which the combined dry bulk market share accounts for 12%, containerized cargo accounts for 8%. Liquid cargo accounts for 8%. The export market of the Vietnamese fleet is mainly China, Southeast Asia, Asia, some ships have exported to Eastern Europe but in very small quantity. Some Vietnamese ship owners have large vessels such as VTB Container Vinalines, Bien Dong Shipping Company, Gemadept Corporation, Vietnam Shipping Joint Stock Company, have shipped to Europe and North America. Most of the dry bulk carriers, mainly containerized feeder feeder ships, are used in Singapore and Hong Kong, while other major markets such as the Americas are owned by foreign shipping lines. The reason for the low market share of Vietnamese shipping is primarily due to subjective factors such as improper fleet structure; The technical condition is poor, the ship is detained many times abroad; The organization of management of service delivery of Vietnamese enterprises is weak, lack of linkage between ships, cargo owners, trade, insurance; Difficult financial resources; Weak and lack of human resources; The habit of buying CIF, selling FOB lost the opportunity to rent a means. In addition, due to some objective reasons such as the global financial crisis; Oil prices, fuel prices are unstable and continuously rising; the mechanism of government policy is lacking and incomplete. In terms of business efficiency, due to the global economic crisis affecting the development of domestic and international shipping, ocean carriers are suffering a severe impact, Freight rates fell sharply while input costs, fuel and maintenance increased. The business was not effective, the shipping business of Vietnam suffered severe losses, a series of small businesses in the local bankruptcy, large state enterprises also fall into losses, debt Fatal. As for the foreign fishing fleet operating in Vietnam, up to now there are about 40 foreign shipping lines operating in Vietnam, including some famous brands. The lines are Maark lines, NYK line, CMA CGM, MSC ... The major shipping lines import and export, accounting for nearly 90% market share of import and export goods in

Vietnam. Some foreign shipping companies have started the alliance, forming a big corporation in transport operations, such as CKYH Alliance, KOS Line, COSCO, Hanjin Shipping, Yang Ming Line, The P3 coalition includes Maersk Lines, MSC lines and CMA CGM. The world shipping lines with modern large tonnage fleet, strong financial potential, together with global integrated logistics network, Vietnam shipping companies very difficult to compete for the transport market. Regarding state management mechanisms and policies: Policies on encouraging the development of maritime transport are very limited, policies on financial support, taxation are lacking and not effective. Typically, in 2003, the Prime Minister issued Decision No. 149/2003 / QD-TTg regulating a number of policies and mechanisms to encourage the development of the Vietnamese fleet. Over a period of 10 years of implementation, some provisions of the Decision have contributed a certain part to the development of maritime activities, creating conditions for the operation of Vietnam shipping enterprises (such as the main Domestic transport books have been guided in the Minister of Transport's Circular No. 04/2012 / TT-BGTVT dated February 29, 2012 regulating the procedures for licensing of foreign ships for inland transport). The majority of the content in the decision has not brought much effect for enterprises because there is no guidance from ministries (Ministry of Finance, Ministry of Industry and Commerce). Therefore, it is necessary to develop and promulgate a new mechanism that is appropriate to the practical conditions and must be effectively applied to bring practical benefits to the enterprises. In order to support shipping enterprises to overcome the difficult time, step by step increase the capacity and market share of cargo transport of Vietnamese shipping enterprises, and at the same time, the direction of the Government and the Ministry of Communications and Transport, VARANSAC researches and develops a project on enhancing the market share of export and import of Vietnamese shipping companies. The project focuses on two main objectives: The period from now to 2015 to support Vietnam shipping enterprises overcome the difficult period, restore production; In the period after 2016, to step by step improve the capacity and market share of export and import of Vietnamese shipping enterprises. The scheme offers a number of solutions to gain market share for the Vietnamese shipping fleet in the import and export of state-owned commodities such as coal, minerals and foodstuffs. Suggest some of the financial tax, fees for businesses. The Government Office and a number of line ministries agreed that it is necessary to develop a mechanism to support Vietnamese shipping companies to improve their market share in cargo transportation in accordance with the Resolution of the 4th Conference. On the Vietnam Marine Strategy to 2020. Regarding the policy of restricting foreign vessels to transport inland container Up to now, the container fleet of Vietnam has 26 vessels with a total tonnage of 230,000 DWT and six foreign-flagged vessels under Vietnamese ownership, fully capable of replacing domestic containerized cargo. Foreign- flagged ships owned by foreigners who have been licensed for domestic transportation before. In 2012, VARANSAC has submitted to the Ministry of Transport plans to replace foreign vessels transporting domestic container vessels by Vietnam, so that since April 1, 2013, the Ministry of Transport has stopped

licensing ships flagging national flag In addition to foreign ownership of inland transportation, only the license is granted to shipping companies to collect or distribute imported and exported goods to their parent ships in Cai Mep - Thi Vai area. After the implementation of the above policy, the market share of domestic container transport of Vietnam's shipping fleet has increased rapidly, in 2010 only 58% but in 2013 it has reached 80%, including 06 flagged ships. Foreigners owned by Vietnam domestic transport, the market share of transport has reached 90-95%, the coefficient of use of ships has increased on average from 80-90% compared to 50-60% before. Businesses have estimated that business performance has increased by about 10% over the same period of 2012, especially some container ships in previous years for long- mooring because of shortage of freight, This has now been brought back to domestic mining. Regarding domestic freight rates, although the volume of domestic transportation increased even during the peak period for cargo transport during the Lunar New Year, the Hai Phong - Saigon freight rates were trending. Discounted to compete and attract goods due to the unbalance of goods between the two ends of North (Hai Phong - Saigon transport volume is only 60% compared with Saigon - Hai Phong afternoon) - Hai Phong is higher than Hai Phong but still lower than the peak of 2012, the freight rates change frequently according to market supply and demand, but businesses have affirmed absolutely no phenomenon of joint shipping lines To raise rates arbitrarily. In order to improve service quality and market share of Vietnam's shipping fleet, VINAMINO has regularly and continues to hold seminars among shipowners and shippers for the purpose of proposing solutions. To improve the quality of services of Vietnam's sea-going ships, meeting domestic transportation demands, step by step proceeding to import and export transportation. At the same time, propose competent authorities to support measures such as policies to win market share in transport, policies to support the mechanism of transfer of registration of flagging foreign nationality to fly the flag of Vietnam; financial bookings, taxes, fees.

3. Conclusion

Vietnam Maritime Administration said that in the recent time, the shipping industry has maintained a good growth momentum, the volume of goods through seaports transported by Vietnam has reached more than 81 million tons, up 16% over the same period. Period of 2018. As of June, Vietnam's fleet has 1,568 ships with a total capacity of about 4.8 million GT, a total tonnage of about 7.8 million DWT. The average age of Vietnamese fleet is 15.6 years, 5.2 years younger than the world (20.8 years old). The structure of Vietnamese fleet is also developing towards specialization. In particular, Vietnam's container fleet has grown quite well from 19 ships in 2013 to 39 ships in 2019. According to statistics of the United Nations Trade and Development Forum (UNCTAD), the Vietnamese fleet is ranked 4th. in the ASEAN region and the 30th in the world. Despite good growth, Vietnam's shipping industry still faces challenges, which is a declining fleet: In 2018, Vietnam's fleet has more than 1,600 ships, but at the moment, that number drops. 1,568 ships left. VNA leads the assessment of economic experts: This is a worrying figure, because when the fleet declines sharply, the goal of meeting 100% of domestic freight transport volume will be

difficult to achieve as expected. . Assessing the issue of management of sea-going river ships (VR-SB), the representative of Vietnam Maritime Administration said that the policy of establishing coastal transport routes, sharing the burden with roads is correct, but moderate. Through, many vehicles operate in the wrong way and still transport goods from one seaport to another. This situation, if not managed in time, will disrupt the fleet.

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