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Huu Cuong Le
Ho Chi Minh University of
Transport, Vietnam

Minh Thai Vu
Ho Chi Minh University of
Transport, Vietnam

Solution for maritime development in Vietnam

Huu Cuong Le, Minh Thai Vu

Abstract

The latest statistics of the Vietnam Maritime Administration shows that, at present, the whole country has 281 ports with a total capacity of over 550 million tons / year. Port system is invested synchronously in infrastructure: wharves, buoys, loading and unloading equipment, basic development complete, fully functional, large scale and regionally distributed. Domain. Planning on development of Vietnam's seaport system to 2020 and orientation to 2030, with an annual capacity of between 640 and 680 million tons / year (including general cargo 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 vessels of up to 100,000 DWT, container ships of up to 8,000 TEU or larger. The development of maritime transport has set goals: the volume of cargo handled by Vietnamese fleets will range from 140 to 153 million tons by 2020 and 237 to 270 million tons by 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 ships.

Keywords: maritime, development, efficiency

1. Introduction

By 2020, developing successfully, making a breakthrough in coastal and marine economy with maritime economy ranked second in marine economic sectors (after oil and gas exploitation and processing) and after 2020. The maritime economy will be at the top of the maritime economy. Thus, maritime economic development has been considered by the Party and the State to be a breakthrough step in the development of marine economy in particular and in the country's socio-economic development in general in the coming period. 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 by 2020 strives to turn our country into a strong nation of the sea, enriched from the sea. Over the past years, the Vietnam Maritime Administration (HHVN) has well performed the function of advising the Minister of Transport and at the same time effectively performing the function of state management of maritime including: Development and improve market share of Vietnam's 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 up a comprehensive, efficient and sustainable Vietnam Maritime Industry, towards a comprehensive international integration. A positive bright spot in international integration, enhancing the position and prestige of the Vietnam Maritime industry is becoming an official member of organizations such as: International Maritime Organization, Association of Cargo Support Management Agencies. International lighthouses and lighthouses, International Maritime Satellite Organization, Tokyo Agreement on Port State Inspection, COSPAS-SARSAT Member International. Vietnam has signed bilateral maritime agreements with 26 countries, signed agreements on the recognition of seafarers' ability certificates (CoC) with

Correspondence:
Huu Cuong Le
Ho Chi Minh University of
Transport, Vietnam

27 countries and territories. In addition, Vietnam actively and regularly participates in maritime working groups of Southeast Asian nations and the Asia-Pacific Economic Cooperation Forum (APEC); participating in Asean industry associations such as Association of Asean ship owners, Asean Port Association, Asean Logistics Association ... Besides, there are bilateral maritime cooperation with Belgium, Laos, Cambodia, Thailand and Japan. , Australia, USA, Germany ...Through negotiation and signing of a maritime agreement, it has opened opportunities for cooperation in maritime trade and shipping, creating favorable conditions for shipping businesses to transport goods by sea, create favorable conditions for Vietnamese ships and crew members to enter and exit seaports of the signed countries. A series of key tasks of the Vietnam Maritime Administration are set out such as: Comprehensive development of seaport system, shipping fleet, maritime services and logistics ... all aiming to become a marine economic bright spot. In order to achieve the above goal, the Vietnam Maritime Administration has proposed many solutions, including focusing on a number of important tasks such as: Building and organizing the implementation of legal documents, master plans and strategies and industry development. The development of port infrastructure and the dredging of navigational channels has also been given special attention, ensuring the stable routes, ensuring the safety of vessels entering and leaving the port, attracting large ships into the port; focus on implementing solutions to improve the market share of Vietnam's shipping fleet, reorganize effective maritime industry restructuring; reform and improve the quality of administrative procedures. In addition, the industry continues to strengthen international cooperation in order to develop the Vietnamese culture in the direction of specialization and globalization. Shipping

is a highly internationalized field, in order to increase market share of sea transport and improve service quality, in 2018, the Vietnam Maritime Administration will continue to implement specific schemes and plans such as: Scheme Adjusting the master plan on development of dry port system to 2020, orientation to 2030, the Scheme of adjusting the detailed planning of Southeast seaport group. With regard to the projects approved by competent authorities, the Vietnam Maritime Administration will continue propagating, disseminating and implementing according to the schedule and plans to ensure that the projects are effective in practice. Regarding maritime safety and security, search and rescue, disaster prevention and vehicle load control, the Vietnam Maritime Administration will continue to strictly implement documents of the Government, the Prime Minister and the Giaio Safety Committee. And Ministry of Transport issued. 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.



Fig. 1: Maritime system of Vietnam

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. 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. However, objectively, Mr. Phan Thong said that if the flow of goods is good for the Vietnamese fleet, it is also good for the foreign fleet if the quality and service of Vietnam is not good. Improving the market share still falls into foreign hands. 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.

2. Vietnam Maritime task plan

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 dong. 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. 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/QĐ-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. 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 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. 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. On the task in 2017, concur with the plan of the Vietnam Maritime Bureau set, Deputy Minister requested to continue reviewing, checking and request adjustment of seaport service charges. In particular, it is necessary to study, build mechanisms, invest key corridors to develop multimodal transportation. 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.

3. Conclusion

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 country's 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 the fourth in ASEAN and the 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 still 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 have not been able to export 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 institutions, 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. 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.

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