

Vietnamese ocean shipping planning to 2020, and orientation to 2030

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Abstract: Vietnam currently has 39 seaports divided into six groups. Group 1: Northern seaport from Quang Ninh to Ninh Binh. Group 2: North Central from Thanh Hoa to Ha Tinh; Group 3: Central Vietnam from Quang Binh to Quang Ngai; Group 4: South Central from Binh Dinh to Binh Thuan; Group 5: South East and Group 6: Mekong Delta. Seaports are also specifically designed to be classified into three types: national general port, local port (with attractive range and function mainly within that locality) and specialized port (Direct service to specialized industrial establishments, cargoes through specific ports such as crude oil, coal and ores. 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%. Therefore, it is necessary to plan the development of sea transport in Vietnam

Keywords: ocean shipping, orientation, plan, maritime, transportation

1. Introduction

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 can not 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.

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

1. To review, amend, supplement and perfect the system of relevant legal documents in the maritime sector and create a stable and favorable legal corridor for sea transport activities. In the immediate future, to supplement and amend legal documents on mechanisms and policies to assist shipping enterprises in overcoming difficulties and maintaining production.
2. Promote administrative reform in the field of maritime transport, especially administrative procedures at seaports and ship registration procedures;
3. Strengthen the inspection and supervision of the implementation of Vietnamese law and international conventions related to the assurance of maritime safety, maritime security and environmental protection.
4. To encourage all economic sectors, including foreign organizations, to invest in the development of Vietnam's sea-going fleet.
5. To step up the restructuring process so as to build and develop Vietnam National Shipping Lines as the core in the shipping domain and the Shipbuilding Industry Corporation as the core in the field of building and repairing industry ship.
6. Promote the socialization of human resource training, including training at home and abroad; To consolidate the development of specialized universities and colleges in the three northern, central and southern regions
7. Promote international cooperation on the sea.
8. Shipping companies should closely monitor the evolution of the domestic and international markets in order to seek and take advantage of the opportunities and take the initiative in developing and implementing a flexible fleet development plan. Planning orientation to ensure business efficiency; Enhance the management and operation of the fleet. To intensify the coordination and cooperation with importing and exporting enterprises in order to take initiative in seeking contracts for transportation of goods; To improve the quality of services in order to attract owners, develop a network of qualified agents abroad, step by step create a closed, professional, effective and prestigious logistics service system bearing the trademark Private to business.

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

1. 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.

2. 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.
3. 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.
4. 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.

3. Conclusion

Based on analyzes of factors affecting the success of seaports as well as trends in seaport development in the Asia Pacific and Vietnam, along with the basis from the system development planning Vietnam's seaports to 2020, with orientation to 2030, the orientations for maritime development and seaports in Vietnam are concentrated on sea transport, raising the quality of sea transport services, meeting the demand for sea transport. Domestic market, increase import market share of import and export 27-30%, combined with renting foreign goods on the distant shipping routes. Volume by the Vietnamese fleet will be about 110-126 million tons by 2015; 215-260 million tons by 2020 and by 2030 1.5-2 times increase compared to 2020; Passenger numbers will reach 5 million by 2015; 9-10 million in 2020 and 2030 increase 1.5 times over in 2020. To develop

Vietnam's modern fleet, attaching special importance to the development of specialized vessels (container ships, bulk cargo, oil).) And large tonnage ships. In 2010, the total tonnage of 6-6.5 million DWT; By 2015, the total tonnage of 8.5-9.5 million DWT will reach 11.5-13.5 million DWT by 2020. By gradually rejuvenating the Vietnamese fleet by 2020, the average age of 12 years. On the shipbuilding industry, by 2020, to develop the country's shipbuilding industry to reach the advanced level in the region, to build ships of up to 300,000 DWT, passenger ships, oil service ships and rescue ships. Rescue, guarantee of maritime, works...Regarding the development of seaport system in the next period, in addition to upgrading and deepening investment, bringing into full play the capacity and efficiency of existing ports. Ownership should focus on building international transshipment port, international gateway port in key economic zones, some deep-water ports specialized for container handling, large ore and oil ore, equipment modern.

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