

Orientation of Vietnamese Pilot Team to 2020

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Abstract: According to the Vietnam Sea Strategy to 2020 and the objective of marine economic development in accordance with the resolution of the Party Central Committee's Congress, the maritime sector has a great potential and international character. The goal of marine economic development up to 2020 is that the marine and coastal economies contribute 53-55% of the country's total GDP, of which the maritime sector is at the forefront. The navy concentrates on accomplishing goals.

Keywords: pilot, orientation, solution.

1. Development of marine economy and shipping

Shipping is part of the shipping industry. Due to its outstanding advantages, it is a large transport capacity, suitable for transporting almost all kinds of goods in international trade, low cost, low cost and low cost. Consumption of fuel per ton of tonnage, shipping has emerged and plays the most important role in the transport of foreign trade, accounting for 80% of the volume of international goods. The sub-systems of maritime manufacturing process include: transportation, loading and unloading process and service process for the two major processes. Corresponding to the above processes, the maritime business has the following areas: ship business, port business and maritime service business. From now to 2010 and the following periods up to 2020, the development of shipping economy will be promoted with the following basic objectives:

- To concentrate on investing in the fast and efficient development of the Vietnamese fleet in the direction of rejuvenation, modernization and specialization, especially oil tankers, bulk carriers, container ships and passenger ships. In 2010, the total tonnage reached over 5 million DWT; By 2015 more than 7 million DWT and by 2020 over 11 million DWT.

- To develop in the direction of modernization in terms of quantity and quality of specialized service vessels: public services, pilotage, towage, maritime safety, search and rescue, marine salvage, construction of works Marine, oil and gas exploration, marine scientific research, marine resources exploration, tourism, sports, recreation and other specialized service vessels.

Economic development of seaport exploitation

Traditionally, the main task of the port is to load and unload cargo. At present, the business areas of the port are expanded. The port has two main functions: serving the ship and serving the cargo. In the first function, the port is the place of entry, anchorage of the ship, which provides the services of shuttle boat pick-up, towage, grease supply, fresh water, sanitation, ship repair ... In the second function, the port handles loading, unloading, transshipping, preservation, storage, recycling, packaging and distribution of import and export goods. The port is also the place where import and export procedures are carried out, where the commencement, continuation or termination of the transport process takes place.

To formulate synchronous development planning and policies

- For sea transport, port development and shipbuilding: To synchronously develop the planning, development mechanisms and policies in line with the development orientation till 2030.

- On other maritime services: From now to 2020 and development orientation to 2030. SAFETY SECURITY, SECURITY, NATURAL DISASTERS, SUSPENSION AND SUSPENSION.

- To elaborate and improve the law on maritime safety and security, and to accede to relevant international treaties.

- To attach importance to the implementation of programs, projects and schemes on assurance of maritime traffic safety;

- Strengthen the implementation of measures to curb marine accidents and minimize the detainment of Vietnamese seagoing ships abroad;

- To step up the investment in renovation, upgrading or setting up of new ones in order to create synchronism and efficiency in the application of technologies.

- To consolidate the organization and operation of marine search and rescue coordination

- Establish a system of observation and control of information and data for the purpose of detecting, forecasting and timely reporting events of natural calamities, accidents, piracy and other dangerous incidents to ensure safety. All for people and boats operating on the sea, coastal, island.

2. Training and development of transport human resources

To improve the quality and expand the forms of training and training of marine human resources in the direction of ensuring the balance between theoretical training and practical training; To enhance international cooperation in training and training in order to fully meet the human resources for marine economic development and maritime economy in particular. Provide sufficient workforce working in the fields of maritime and other related sectors of the marine economy.

To develop science and technology and protect the marine environment

- Promote the research and application of advanced marine science and technology; To renovate the management and development of potentials and enhance the role of marine scientific and technological research and application establishments.

- To complete the program and plan on marine scientific and technological development up to 2020 with a view to focusing on programs, projects and research subjects in association with the settlement of problems arising from actual practice, management and maritime business.

- Strengthen the dissemination of information on maritime science and technology advances in service of maritime management and marine economic and maritime economic development.

Overview of Maritime Patronage Limited Liability Pilot team

Pilot team is a state-owned enterprise with public utility with many characteristics. Being considered as one of the pioneers, leading the navigational pilots in building pilot training program, Marine Part II Pilot Limited Pilot team during 20 years of construction and His grown up trained a team of navies with a strong political background, skilled and experienced seasoned.

Initially, Pilot team II was established on October 15, 1991 under the Decision No.376/QĐ/TCCB dated September 30, 1991 of the General Director of Vietnam Maritime Union, now the Vietnam Maritime Administration. , And was re-established under the Minister of Transport's Decision No. 5147/1997/QĐ/ TCCB-LD dated December 30, 1997. After that, the Pilot team was converted into Pilot team and officially came into operation under the Enterprise Law 2005 from December 08, 2010 in accordance with Decision No. 1776/QĐ-BGTVT dated 25 December 2010 June 2010 of the Minister of Transport.

At present, the main task of the Pilot team is to provide maritime pilot services for domestic and foreign sea-going vessels to move in and out of the assigned water area: Hai Phong, Thai Binh, Nam Nail. The early days, difficult manpower: navigational force thinning less than 10 people; Poor infrastructure, backward; The legal basis as well as the port infrastructure is too much inadequate compared to the real demand for economic development of the region. Most seaports in the area of Hai Phong are located inland dozens of nautical miles, wharves along river banks, national channels are also the waterfront in front of the quay, while narrowing is constantly fluctuating due to saunas The ability to exploit the port of Hai Phong limited, causing difficulties for pilots when leading the ship because of the risk of unsafe. Despite the lack of human resources, the facilities are simple and the area of operation is spread out with complicated flow of streams, causing pilots to stretch at work. But then "nothing is impossible", Pilot Pilot team II has gradually determined the direction of their own way.

3. Four milestones, throughout the 20 years of growth of Maritime Patronage Limited Liability Pilot team II

The first phase (15/10/1991 - 23/3/1993)

On 15/10/1991, Pilotage Pilot team II was established on the basis of Hai Phong port, Quang Ninh port and Cam Pha port under the Decision No. 376 / QĐ-TCCB of the General Director of the Union. The Vietnam Maritime Administration, now the Vietnam Maritime Administration, is responsible for leading vessels into and out of ports in the seaport waters of Hai Phong and Quang Ninh with two component units, Hon Gai and Hoa Cam Pha pepper. At the end of 1994, two components were Hon Tam Pilot and Cam Pha Pilot. The main occupants were 07 pilots (including directors) out of 58; The average income of the workers at that time was only over VND300,000 per month.

The second period (March 23, 1993 - December 30, 1997)

On 23/3/1993, the pilot team was re-established according to Decision No. 464 /QĐ /TCCB-LD by Ministry of Transport to set up state-owned enterprise - Regional Pilotage Pilot team II. At this time, the pilot team is a business organization, independent economic accounting, has full legal entity status, can open accounts at banks and use the seal. Along with the development of Vietnam's maritime industry, the Pilot team's facilities, such as

operating headquarters, waterway transportation facilities are repaired and upgraded. Then, on July 13, 1993, Do Son Pilot Station was officially established under the Decision No. 385 / TCCB-LD by the Director of VARANSAC.

Production develops, the pilot team has more conditions to pay attention to the working environment of workers. Employees are provided with favorable conditions to study and improve their professional qualifications. Additional workers are recruited according to the professional standards of each job title. The labor force at this time has increased to 92 people, of which there are 16 main pilots, including 06 excellent pilots, 01 class I, 05 class II, 04 class III and 08 pilots. history. 100% of laborers are full of jobs, average income is over 4.4 million VND / person / month.

The third period (30/12/1997 - 25/6/2010)

On 30/12/1997, the pilot team was re-established according to the Decision No. 5147/1997 / QĐ / TCCB-LD by the Minister of Transport to transform the state-owned pilot team Maritime Navigation Pilot II into a state-owned enterprise The Maritime Pilotage II Regional Maritime Services Pilot team, whose main task is to provide public services - maritime pilotage service to guide domestic and foreign sea-going ships in assigned waters. The infrastructure of this period was paid special attention by the Pilot team to new investment: In December 1998, the Pilot team moved its headquarter to a new location with floor area of over 1,000sq.m, changing working conditions. Significantly, facilitate the customer in dealing with the Pilot team.

In the nine years from 2001 to 2009, the pilot team's annual growth rate has been growing: if in 2001, the output was 546 million GTHL, and by 2009 it was 1,140 million GTHL. The number of pilot vessels has increased from 5.069 in 2001 to 9.544 in 2009. In 2009, the pilot team earned VND55.7 billion in pilotage fees, up 438.52% against VND12.7 billion in 2001. In 2010, in terms of seaport infrastructures in Hai Phong and its neighboring regions, the depth of the navigable channel has deteriorated and navigational safety in the region has become more and more ineffective. In the case of complexity, the Pilot team still satisfies and promptly requests customers to provide maritime pilot services. 2010 was the year the pilot team achieved the highest targets since its inception:

+ The number of times the ships for maritime pilotage services are 10 times higher than in 1992 and exceeds 16% of the plan;

+ Output increased by 10% compared to plan;

+ Pilotage charge is equal to 111% of the plan;

Fourth stage (from 25/6/2010 to present)

On June 25, 2010, the Minister of Transport issued Decision No. 1776 / QĐ-BGTVT on the transfer of Region II Maritime Pilotage Pilot team to Region II Maritime Pilot One Member Limited Liability Pilot team. Then, on November 30, 2010, the Minister of Transport issued the decision approving the temporary charter of organization and operation of the pilot team.

On 15/12/2010, the Pilot team held a conference to implement the conversion plan of Maritime Pilotage Pilot team II into Maritime Pilotage Region II Limited Pilot team (the Ministry of Transport appraised on June 10th / 2010).

Table 2.1 shows the number of ships with pilotage and the pilot team's production has increased steadily in recent years. On average, from 2012 to 2014, the increase in ship traffic with pilotage was 105.1%, while the average increase was 103.2%. As a result, the pilot team's revenue from pilotage fees averaged 105.52%.

4. Actual status of Pilot team for period 2012 - 2014

4.1. The pilot team's operating objectives and business lines

a) Operation objectives

- To establish and maintain a maritime safety environment, create conditions for commercial development, marine economy and humanitarian objectives, combine defense and security protection, coordinate search and rescue and rescue Providing services on the sea, asserting sovereignty, national sovereignty over the sea and islands, in accordance with the relevant provisions of law.

- Performing public-utility tasks assigned by the State and assigning plans on maritime pilotage in the area from Hai Phong to Nam Dinh. To exercise the rights and obligations of the maritime countries to the international treaties in Vietnam which have been signed and acceded to.

- To enhance the expansion of international cooperation and integration in the exercise of the rights and obligations of members of international organizations participating in the Pilot team.

- To build and develop a contingent of marine navigators who reach the advanced level in the region and in the world to achieve the objectives of ensuring maritime safety and security and protecting the environment.

- To conduct business effectively, preserve and develop the capital of the owner of the investment in the Pilot team and other enterprises; Complete the tasks assigned by the owner.

- Maximize profits and efficiency of production and business of the Corporation; Increased accumulation, capital concentration, specialization division and production cooperation to improve the quality of management, service quality, investment and business efficiency, reputation and competitiveness; To carry out the task of developing production and business according to the branch's orientation.

b) Business lines of the pilot team

The pilot team registers its main lines of business and related industries in accordance with the law and is subject to the supervision by the owner of the State of investment, ratio of investment capital and investment efficiency. The business line of the pilot team registered by branch or profession level 4 according to the system of economic sectors of Vietnam, according to the charter "Organization and operation of Region II Maritime Pilotage One Member Limited Pilot team" on 25 11th of 2014.

4.2. The current status of the organization and human resources of the pilot team

Pilot team is a public-interest, market-oriented, socialist-oriented corporate entity which is a legal entity and an independent accounting unit.

a) Team management

The board of directors of the pilot team is composed of 5 key staff, responsible for all activities and organization of the pilot team. Board of Directors includes:

***) Director**

He is the head of the pilot team appointed by the Northern Maritime Safety Assurance Corporation. The pilot team director is responsible to the state for all activities of the pilot team in the performance of the functions and duties assigned. The Director of Pilot team undertakes the following duties:

+) Building business plans, investment orientation and capital construction.

+) Develop and issue the pilot team's rules, rules and regulations.

+) Direct the organization of cadres

***) Deputy Directors, Chief Accountant and Controller**

To directly assist the director or deputy director in taking responsibility for the director for the assigned tasks, on behalf of the executive director when the director is absent, assist the director in the following domains: Internal affairs, technical supplies; Direct departmental operations; Signing economic contracts

b) Finance - Accounting Department

The Finance and Accounting Department is composed of 6 staff, whose duties are to advise the director on periodic financial planning; Perform accounting tasks in the areas of revenue and expenditure, fund monitoring, production development; To perform payroll obligations for employees; Participate in the documentation of pilotage charges and economic contracts.

c) General planning and administrative organization

General planning department and administrative organization consists of 15 cadres, responsible for all responsibilities related to: organizations such as stationery, receptionist, doing the work related to official dispatches, Paperwork for places to be received; Carrying out statistical work, participating in planning for the pilot team; To monitor and urge the plan norms; Organizing staff, social insurance and health insurance, technical supplies.

d) Pilot teams

The pilot team's pilot fleet consists of 66 people including 17 outstanding pilots, 7 first class pilots, 17 second class pilots and 25 third class pilots, and pilot pilots. This is the main workforce engaged in production, business, work in conditions influenced by weather and not counting the day or night. Pilot crews are officially trained and have the following tasks: Assignment of pilots to lead the ships according to plan, exercise the rights and obligations of maritime pilots in accordance with the provisions of the Maritime Law of Vietnam; Participate in pilot training, direct professional guidance, and tutor training.

e) Department of Vehicle Management

The pilot team's vehicle management department consists of 48 officers, sailors and staff. The fleet consists of 36 officers such as: reward boat, sailor ... have the duty and function to assist the director in managing the entire fleet of the pilot team; Coordinate with the central executive office to implement the daily production plan. (It is a daily plan of providing maritime pilot services, which is set up by the production and / or business management board.), To serve pilotage and administrative service upon request; Statistics on the

operation time and quantity of fuel consumed by waterway and waterway means for maintenance, repair, insurance, renewal of registration and settlement of fuel. periodically; To monitor the division of ships and canoes, arrange crew members and drivers on board ships, canoes and cars.

F) Business - service department

The business-service department has 10 staff members, the department is responsible for advising on the exploitation and use of waterway means, idle equipment, station equipment not yet fully used for effective business. To serve the main duties of the Pilot team; Develop a business plan for towing ships and support ships; Looking for contractual partners and business cooperation service for leasing of waterway vehicles, tugboat services, support ships; To procure equipment for the operation of Headquarters and Stations according to the approved plan; Organizing the purchase of fuel and materials for the operation of the train; Procurement, sewing and dressing, labor protection according to the approved plan; External relations with organizations and individuals inside and outside the Pilot team to coordinate to solve the work related to the assigned work.

4.3. Current status of technical facilities

- Buildings and architectures: The pilot team has 01 main office at 4 Le Thanh Tong Street, Ngo Quyen District, Hai Phong City. It has 4 spacious floors with a total area of 1000 m². In addition, there are 02 pilotage stations in Do Son and Cat Hai areas which are fully equipped with necessary facilities for operation.

- Means of transport: The pilot team currently has 07 cars of 05 to 16 seats and 03 ships, 04 canoes, 01 boat for the pilot.

Thus, the pilot team's assets are very limited, the equipment is mostly old equipment does not match the trend of modernization fleet pilot in the region and the world..

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