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The information on actual situation relating to the seaport system

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Abstract: With a number of 320 ports of all kinds, Vietnam's seaport system is absolutely not lacking in capacity, but the current major problem of Vietnam's port industry is a very fragmented market. In many places there is a situation where local governments and private enterprises compete with other partners in the same area in an area to build and finance the construction of ports. Regarding the competitiveness of seaport services in Vietnam compared to regional and international, Vietnam currently only charges 32 USD per TEU transport unit, while this fee is 55 USD in Thailand, 76 USD in China, 117 USD in Singapore. Such cheap prices, but Vietnam's ports are currently struggling to attract international visitors. Currently Vietnam has about 800 - 900 businesses doing logistics services, but most of them only have capital from 1 to 1.5 billion. Therefore, Vietnam's logistics enterprises (logistics) are mainly agents for large foreign transnational companies. Many Vietnamese ports and containerships are only serving as transshipment port for international ports in Southeast Asia such as Singapore, even with Thailand, although the design capacity is in theory "responsive" transport ships with design tonnage "not inferior" to the other ports.

Keywords: port system, seaport, situation, logistics

1. Introduction

Currently, the transport system connecting the seaport is not synchronized with the port's capacity, leading to traffic congestion, some roads are downgraded, slow implementation. Vietnam has to increase the port system's capacity by 2 times compared to the present and 4 times by 2020, which is equivalent to having to build another 15-20km of new port as well as about 60,000 billion VND (equal to 4 billion USD).) to invest to meet growth needs. But the difficulty is that the distribution across regions and regions is uneven. Northern ports account for 25-30% of volume, so the capacity is still excess. Central ports account for 13%, are in shortage of goods, use only part of capacity. And the southern ports account for 57%, particularly 90% container, currently overloaded. To focus on building international gateway ports in Hai Phong, Ba Ria - Vung Tau and the key economic region of Central Vietnam (when possible) to receive ships of up to 100,000 tons (8,000 TEU container ships) or large more than enough capacity to be able to combine the role of international container entrepot. These are seaports classified as IA in the plan approval decision. The system of seaports must ensure that through the entire volume of import and export goods and exchanges between regions and areas in the country by sea, they meet the country's socio-economic development requirements with the planning's capacity. The seaport system at the time of planning is as follows:

- In 2015, about 400 to 410 million tons / year in which general goods and containers from 275 to 280 million tons / year.
- By 2020, about 640 to 680 million tons / year, of which general cargo and containers from 375 to 400 million tons / year;
- By 2030, there shall be around 1,040 to 1,160 million tons / year of which general cargo and containers from 630 to 715 million tons / year.

Currently the Vietnam system has a total length of 36.164km wharves, goods through about 130 million tons per year. The size of the port system in Vietnam has increased 1.8 times in berth length, and increased more than 3 times in capacity throughput, the rate of wharf construction increased by 6% per year. The development of the port system in Vietnam has met the requirements of import and export goods, contributing to the economic growth of the country in the integration period. Total volume of goods through Vietnam seaport system increased by 11.36% per year on average. Of which, containerized cargo rose by 3.35 times, liquid cargo increased 1.3 times, dry cargo increased 2.42 times, transit cargoes increased by 2.28 times, passengers increased by 1.96 times, boat increased 2 times. These are the happy signs of the economy of the country. Consideration should also be given to the development of seaport systems in relation to other types of storage facilities in order to see the contribution and correlations between different types of transport. After more than 20 years of innovation, from a poor infrastructure system in terms of quantity and quality, infrastructure has achieved remarkable results in the fields. Sea economy was selected as one of the key industries, the construction and development of the national seaport system has a great role, contributing worthily to the country's achievements.

According to Vietnam sea strategy until 2020, with the aim of striving to make Vietnam a strong country on the sea, enriching from the sea, firmly asserting sovereignty and national sovereignty over the sea and islands; in the cause of industrialization, modernization. By 2020, successful development, breakthrough in marine and coastal economy with marine economy ranked second in the marine economy (after oil exploitation and processing) and after 2020, the economy Marine will be at the forefront of maritime industries. Thus, the development of maritime economy has been considered by the Party and State as a breakthrough in marine economic development in particular and in the country's socio-economic development in the coming period.

In order to successfully implement, the resolutions of the Party, the Ministry of Transport has been directing the development of seaport infrastructure in accordance with planning directions, concentrating and not spreading. Organizing the management of seaport infrastructure in a coordinated and modern manner, development of logistics services and infrastructure of the maritime industry, contributing to affirming and maintaining the sovereignty and sovereignty over the sea and islands must be carried out. The implementation of the master plan of the national port system has achieved certain achievements, but also some shortcomings need to be adjusted and updated to suit the new situation. The Prime Minister has approved the master plan for the development of Vietnam's seaport system in the period up to 2020 and orientation to 2030. In 2015, the national port system should meet the cargo flow through 500 - 600 million tons / year, about 1 billion tons / year by 2020 and 1.6 - 2.1 billion tons / year by 2030. The Ministry of Transport has approved the detailed plan of 6 seaport groups in the system. There are 39 seaports, of which 3 are 1A seaports (Van Phong international transshipment port, 2 international gateway ports of HaiPhong and CaiMep - ThiVai port), 11 ports of type 1.

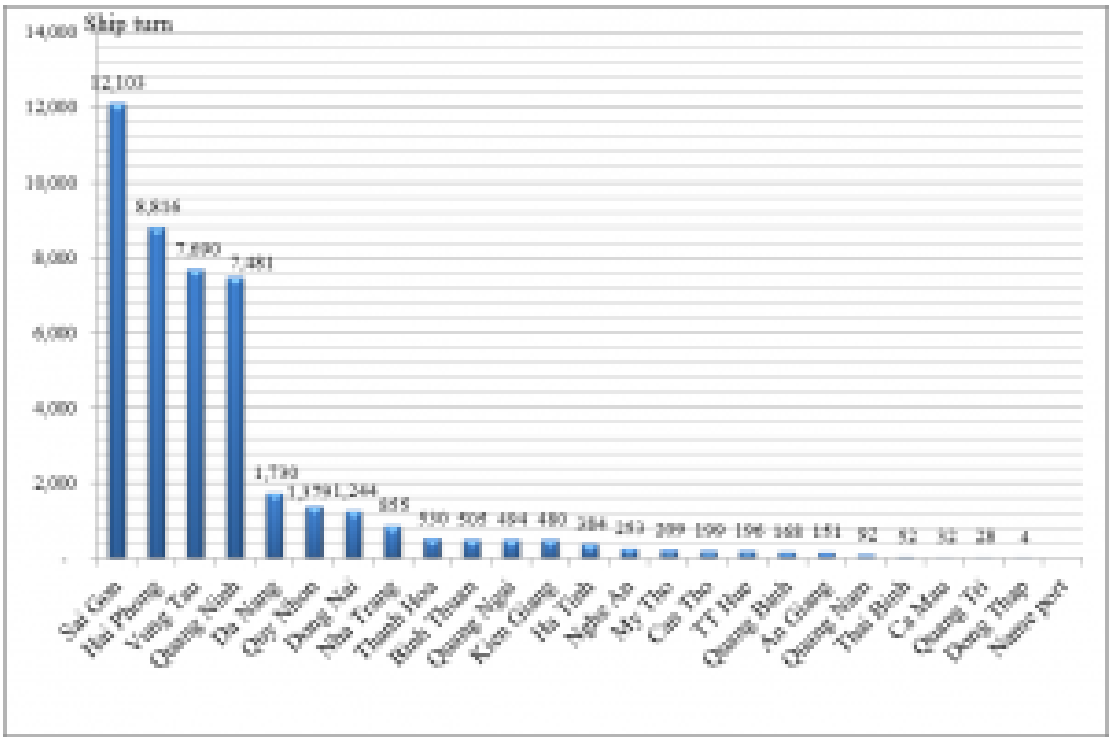

Figure 1.List of seaport in Vietnam

The overall assessment shows that although the quantity is abundant and allocated from north to south, land use and exploitation are low. The reason is spreading investment, local "deep water port" while goods are less, natural conditions do not allow. Secondly, due to the lack of foresight and inaccurate seaport system planning, in order to deal with local growth, it is impossible to establish a synchronous and rational national transport network, closely connected with the seaport system. This has undermined capacity in large urban ports undergoing rapid population growth, as well as severe degraded infrastructure. In particular, it lacks the true deepwater port to accommodate 80,000 DWT vessels or more, or about 6,000 TEU container ships, and there is no international transshipment port for the global shipping industry. Vietnam is also missing the opportunity to acquire Logistics as a key sector of maritime services formed during the development of the seaport system, which now stands at between $ 8 billion and $ 10 billion a year, largely in hand. International maritime groups operating in Vietnam. However, due to various reasons, both subjective and objective, the efficiency of using and exploiting Vietnam's seaport system is still low and it has not matched the potential and advantages. At

present, most of seaports still use backward management and exploitation technology, productivity is limited (only 45% - 50% of the world advanced level). Meanwhile, some ports, due to lack of vision and heavy weight in dealing with local growth, are difficult to connect to establish a coherent national transport network. This not only leads to more port and less cargo, but also undermines the capacity to clear goods at large urban ports, but is under increasing population pressure and transportation infrastructure degradation.

With 3260 km of coastline stretching from the North to the South, the continental shelf has sovereignty over 3 times the size of the mainland, numerous bays, deep rivers, and geographic proximity to international maritime routes. Therefore, Vietnam has great potential in developing marine economy. At present, sea transport is still the dominant sector, occupying the absolute advantage (80% of volume) in trade exchange between countries. and average growth rate of 8-9%. The largest throughput ports are in the Asia-Pacific region. Potential is, but it is not simple to have a direction and a total solution to maximize this potential. The point of the Party and State is to develop the marine economy, facing the sea. The development of marine infrastructure in which seaport development must be prioritized must be one step ahead to serve the political stability and social and economic development of the region and the region as well as the country. Now, Vietnam has a master plan for the port system up to 2020 and Vietnam is expanding its vision up to 2030. However, in reality there are still many inadequacies. The status of "medium and small" in the port system, wherever there is sea port construction without regard to socio-economic efficiency or investment spread, many small ports without water ports. Deep, international ports are losing the advantage of the sea that we have. Due to the inadequacies in the development of Vietnam's seaport system, the need for seaport system, situational analysis and hence some solutions from the perspective of a student To contribute a part in the development of Vietnam's seaport system is increasingly perfect.

2. The process of forming Vietnam's seaport system

Vietnam's seaport system has a long history of development, starting with the ancient trading port before the 17th century and the flourishing of the later dynasties. These may include Hoi An, Pho Hien, Thanh Ha, Ha Tien, Thang Long or Van Don. In 1149 King Ly Anh Tong of Ly dynasty officially established Van Don site, and Van Don was the first trading port of Dai Viet, in trade with countries in East Asia and the world such as Japan, China , India, Thailand, Indonesia. The commercial port of Van Don prospered throughout the three dynasties: "Ly dynasty, Tran dynasty- Hau Le, Le dynasty and then recession and neglected in the Mac dynasty. Tran, in the documents of the ancient Chinese, Arabs, Indians and Persians, confirmed the Cua Dai area in the past. the main port of Champa, where the foreign ships often visit fresh water from Champa wells and in exchange for produce such as incense, cinnamon, ivory, glass, silk , tortoise and nacre. From the end of the 16th century to the 17th century, more Chinese and Japanese immigrants settled in Hoi An. Hoi An quickly became a prosperous trading port for centuries. Due to the unique characteristics of natural geography, the high economic growth rate of the country is concentrated in both the South and the North, the attractive area behind the port is a large area. Therefore, the distribution of ports will be concentrated mainly in the north of Hai Phong, Quang Ninh, in the south of Ho Chi Minh City, Vung Tau, ThiVai and a few in the Mekong Delta. In the central region, on the length of 1600 km, there are many bays quite suitable for the construction of ports (such as Cam Ranh, Van Long, Da Nang ...) but the attractive area of the port is narrow, The economic development is not high, so the volume of goods through the port has not reached optimal, the port is scattered on the sea with small scale. Besides the advantages located near the international sea route with many locations to build and expand the development of seaports, most of Vietnamese seaports are located deep in the estuaries. Can be mentioned as: Sai Gon port cluster from buoy 0 to 95 km; Hai Phong and Cai Lan ports are from 20 to 70 km away from Can Tho, and 120 km from Can Tho. Therefore, the train speed, train width and radius are very limited. Weather and technical factors also limited access to the port. The monsoons, storms, sea waves happen quite often, assistance, towing ships into ports cannot be done 24/24 year round. Therefore, it can be said that with the increasing size of international ships, the capacity of ships to port of Vietnam is limited and unfavorable.

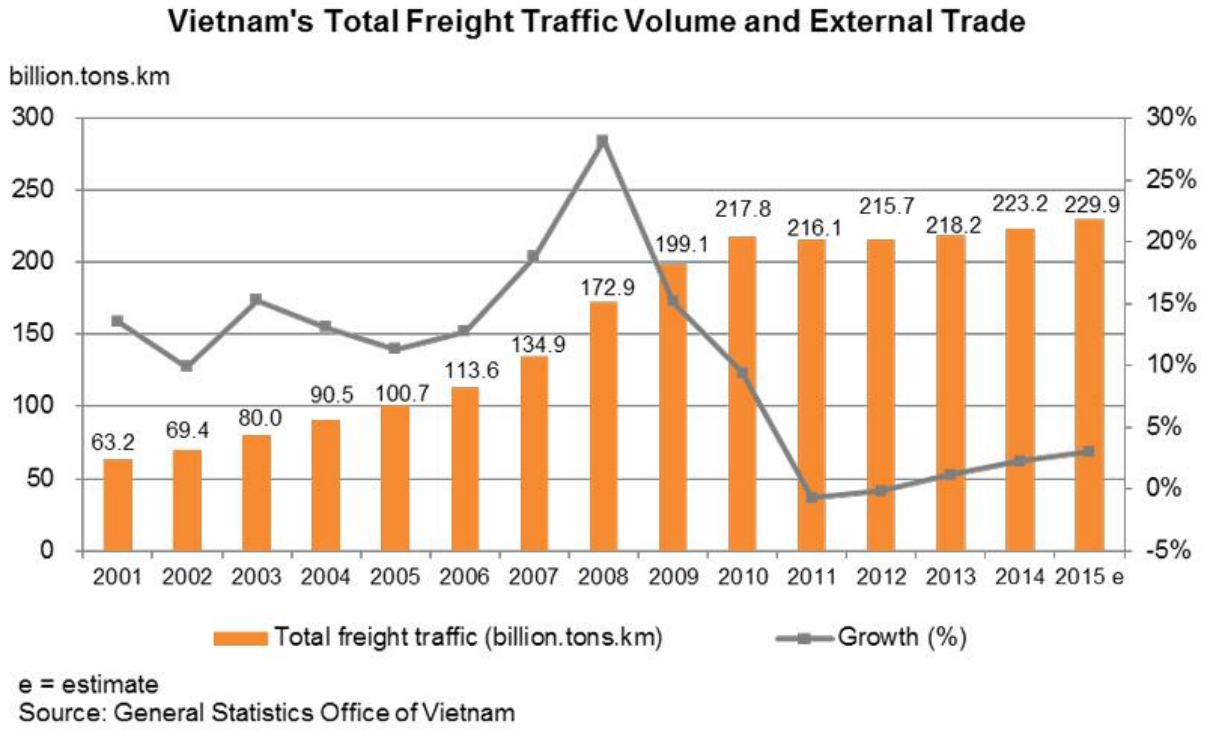

Figure 1.Volume of goods transferred by transport

Ha Tien in the Mac Cuu period, also known as MangKhut, was an important link in the eastern Gulf of Thailand. Lan, on the Asian trade maritime route through the Gulf of Thailand, along the coast of the South China Sea, Guangzhou, China or Luzon, Philippines. In the period of Mac Cuu's father, Mac ThienTich (1706-1780), he applied a comparative freedom and respect for trade. Mac ThienTich opened a port for foreign merchant ships to trade freely. Ha Tien became the destination of the merchant ships from the Malay Peninsula, Siam, India, Burma, Fujian, Guangdong, Hainan. On the occasion of Mac ThienTich birthday (12th lunar month), the merchant ships are allowed to enter Ha Tien port for tax exemption. For a long time, the job of making white wax (glaucoma) for lighting is a traditional profession in Ha Tien, supplying to neighboring countries like China, Thailand and Malaysia. In addition to this land there are many other commercial products, Le Quy Don used to write in "border cover" in the district of Ha Tien, the mass is like copper, black as iron, it is said to use it. In the French colonial period, the port of Da Nang was quite developed, while after 1954, the northern areas exploited large ports such as HaiPhong, QuangNinh and the region. South developed quite strong port of Saigon. Some data on the volume of goods circulated by transport in the pre-reform period, from 1976 to 1985 also showed clearly the role of shipping in business development. With the structure accounting for over 50% of the volume of cargo moving in all transport sectors, the volume of cargo has quadrupled since 19 76 to 1985.

3. Actual situation

The advantages of long-standing development, the seaport system that was established early and were very prosperous in feudal times until the war years or the reconstruction of the country are good conditions for the development of the latter for seaport system of Vietnam.

Distribution of Vietnam's seaports is along the country, the North, Middle, and South of Vietnam have main ports. However, the current distribution is going to be "both redundant and missing" while in some places such as Saigon port during the time of traffic jams, congestion costs both time and money as well as losing competitiveness. But the difficulty is that the distribution between regions and regions is uneven. Northern ports account for 30% of the transport volume, so the capacity is still over. Central ports accounted for 13% of volume, in short supply, using only part of capacity. South ports account for 57% of the total volume of shipped containers, up to 90% of container volume, which is currently overloaded. There is another place to develop the port but it cannot operate or operate ineffectively. Vietnam seaport system is divided into 8 port groups, including 4 important port groups in key economic zones. The technical status of the port system in Vietnam is generally old and outdated. However, at some large ports there is a good investment in technology, especially

from foreign partners. The port system, wharf built from the previous period has deteriorated in some places. There are cases of collapse in the port of Tra Vinh cause both damage to people and property. Thus, coupled with the new construction, the repair and upgrading of ports is technically very necessary. In many localities, auxiliary works in the port system have not been paid much attention. Most recently, the demand for frozen warehouses in Hai Phong port is becoming increasingly urgent. Just as water utilities are not as important, they must be considered indispensable in the port system. Seaforts can not be operated due to lack of power supply. SP-PSA Port, Phu My I IP has registered capital of USD 240 million. SP-PSA is in the process of being completed and tested, scheduled to be operational in the second quarter of this year. Although the port is nearing completion but not yet know where to find power to use. In accordance with the power supply scheme, SP-PSA will be supplied with electricity through the 965 (inter-port) route, but by this time the 965 route has not yet been completed.

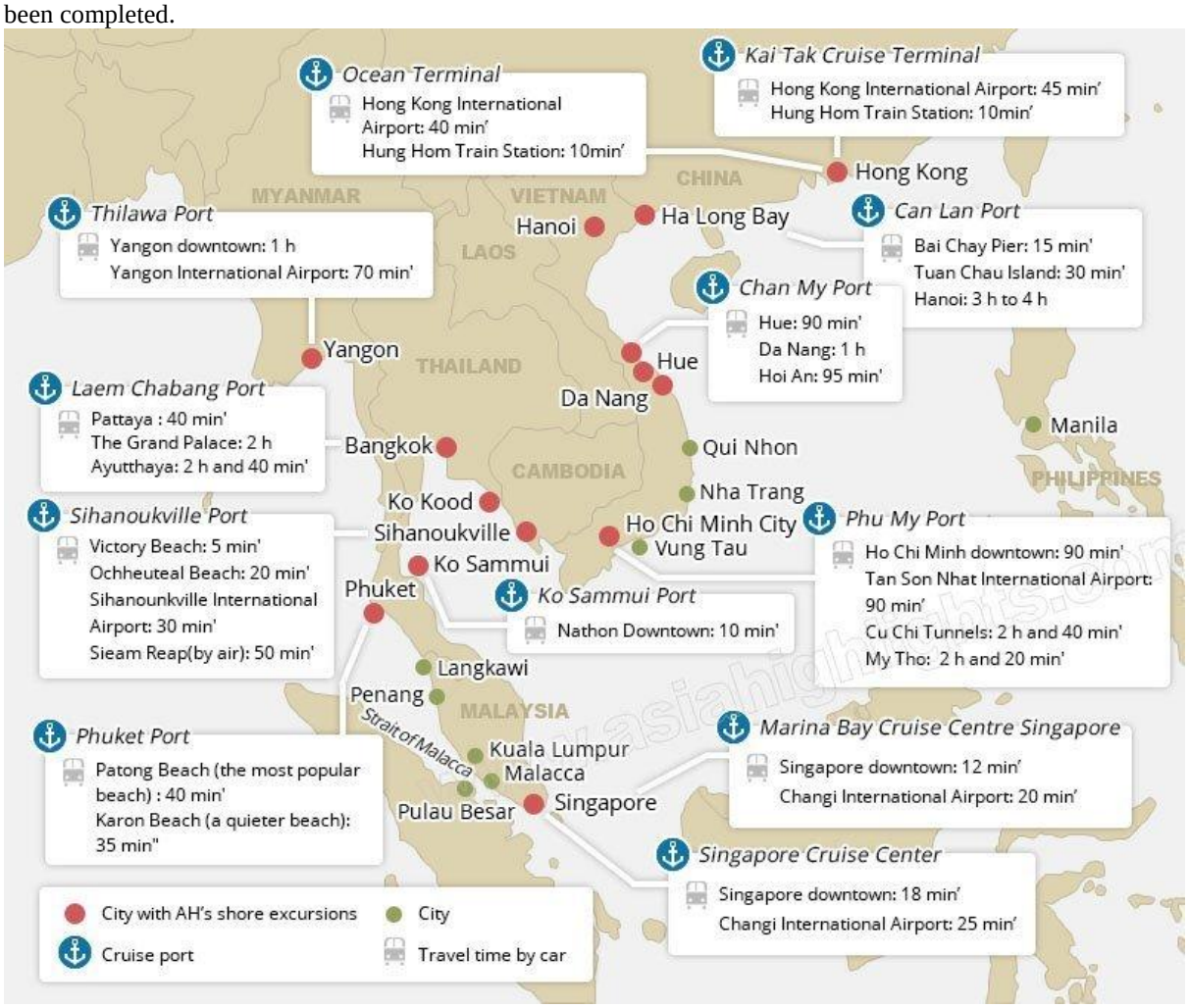

Fig. 3. Top cruise port in Asian

Considering the individual ports, it can be seen that in some large ports, the capacity was maintained at a relatively stable level. In the first quarter of 2009, Sai Gon Port liberated 500 times of cargo of all kinds, 4,670,051 tons of cargo throughput, reaching 38% of planned 2009 output, up 41.6% over the same period last year. The two largest items accounted for through the port are sand (48%) and container (21.8%). In the five ports, the volume of cargo through Tan Thuan 2 port increased 24.7% and the maritime services increased by 38.4% compared to the first quarter of 2008. Total volume of goods through Saigon Port in the first quarter of this year is holding a record in previous quarters, in which the loading and unloading in March 2009 reached 1,806,585 tons of cargo. Oriented to 2020, the ports are divided into eight geographical groups, with three main centers called international gateways to receive large tonnage vessels serving the key economic zones. The port system by 2010 is likely to pass 100 million tons of cargo. The plan was, however, only in 2006, the volume of goods through the ports was 154.498 million tons, up 11.2% over 2005 and far exceeded the planning. Of this total, container shipments totaled 3.42 million TEUs, an increase of 11.84 percent compared to 2005, of which the Saigon Port handled 1.47 million TEUs, while forecasts from consulting firms, including water consultants

In addition to 2010, container through Saigon port is 2 million TEU, in fact, in 2007 will reach 2.5 million TEU. Thus, the average growth in 10 years (2000-2010) will be 10-12% per year.

Infrastructure is not synchronized from the traffic system leading to the port, technical factors forming the port, other auxiliary factors. There is even a port of construction that can not operate because there is no full path system or if it is too far, high costs. Conversely, some ports are experiencing congestion due to the inability of the infrastructure to meet rising demand. At present, many seaports need highways and dredge canals such as the port area of Can Tho city with 16 ports, most of which are capable of receiving ships of less than 5,000 tons and only a few new wharves. construction will be able to receive ships with a tonnage of 10,000 tons. It is necessary to expand the inter-provincial road 25 from Cat Lai to Ha Noi, as the road is too narrow and degraded when there are several thousand vehicles a day. Heavy load and container loading and unloading. Meanwhile, investors in Dong Nai and Ba Ria - Vung Tau have proposed to widen Highway 51 from four lanes to six lanes as the route is overloaded and traffic jams or underground tunnels) to reduce traffic accidents. The Ho Chi Minh City - Long Thanh - Vung Tau Expressway should be started soon from now to 2010 because this route plays an important role in transporting goods in the coming years when the seaport system, the parks The province has been invested comprehensively. At the same time, the Bien Hoa-Vung Tau high speed rail line should be deployed soon to link the seaport system with industrial parks on National Highway 51, Ho Chi Minh City to Phnom Penh, to the delta. Cuu Long and go to the Central Highlands. Construction of the Ho Chi Minh City - Long Thanh – Dau Giay expressway to promote the development of the southern key economic region. The Ministry of Transport also suggested that localities rely on highway planning to make roads connecting to the highway. Ho Chi Minh City experiment dredging Soai Rap river channel to create a channel to the port of Ho Chi Minh City is a right direction because this is the second navigation channel is very convenient for ships with a tonnage of 50,000 tons About Cat Lai Port, Nha Be – Hiep Phuoc of Ho Chi Minh City.

Taxes: import and export taxes, customs ... Procedures: Customs, ship registration procedures, current status of specialized state management activities at seaports are still in the mechanism of overlapping multiple crossed, contradictory and not in accordance with international rules. The implementation of management functions is undertaken by several agencies. Therefore, management activities cause difficulties for commercial and marine activities. Complex declaration procedures, papers submitted and submitted too many and duplicate content. Previously, when entering the port, the ship must submit 36 papers, produce 27 papers, when entering the port is 15 and 13 types, when the port of 36 and 27 types. At the same time, the location of the procedures is scattered, through many "doors"; The deadline for carrying out procedures is not consistent but according to the separate regulations of each agency. All these restrictions have had adverse effects on commercial maritime business. The length of the ship's stay at the port, the length of ship clearance and cargo, has led to increased costs, reduced profits, and even missed out on business opportunities. In addition, the special role and character of the Van Phong International Transit Authority also poses an urgent need for state-specific port state management regulations as well as coordinated, effective, effective between the agencies in charge and in accordance with international practices. The reform of administrative procedures at seaports was marked by the pilot in the seaport in HCMC. Content is the formation of "one-stop" mechanism: removal of the status of declarants must go to headquarters of all six functional agencies or all six agencies on board, the place of procedures will be at the headquarters of the Port Authority shipping; to simplify the order and procedures and minimize the types of papers to be submitted or presented; reduce time and improve procedures and clarify responsibilities of stakeholders. Pilot implementation generally had a positive impact. According to statistics, in the pilot year, the number of ships entering Ho Chi Minh City's port increased by 13.98%. At the same time, economic benefits for owners, owners, vessels and related businesses such as shortening ship release time and releasing goods, reducing costs, increasing profits and enhance business autonomy; At the same time, the authorities at the port will be able to reduce management costs and form new operating modes.

4. Conclusion

Vietnam has a total of 44 seaports of all types, including 14 seaports of categories I and IA (planned to have 15 seaports of categories IA and I), 17 seaports of class II and 13 seaports of class III including about 219 berths. the port has nearly 44 km of wharves and dozens of transshipment zones. Regarding the volume of cargo throughput, according to the Vietnam Maritime Administration, in 2014 the throughput of Vietnam's seaport system was estimated at 370.3 million tons, up 14%, of which container cargo reached 10.24 million TEUs. , an increase of 20.1% compared to 2013 and the year to achieve the highest output ever. The volume of goods going through port Group 1 - The northern sea port from Quang Ninh to Ninh Binh continues to grow steadily, reaching 120.3 million tons, up 13% (accounting for 33% of the whole country); Group of seaports No. 5 - Southeast Sea port reached 162 million tons, up 14% (accounting for 44%). Also according to the Vietnam Maritime Administration, in 2014 the container volume of Hai Phong area reached 3.36 million TEUs, an increase of 20.3%; Ho Chi Minh City area reached 4.98 million TEUs, up 14.8%. The port of Hai Phong and

Dinh Vu is the seaport with the largest throughput, followed by Hai Phong Port (Hoang Dieu / Chua Ve), other ports in Hai Phong are quite capable. Meanwhile, in the City area. In Ho Chi Minh City, leading ports in terms of operating capacity include: Cat Lai, Vietnam International Container Terminal - VICT, Saigon Port, ICD Phuoc Long, Ben Nghe Port. Thus, according to the development plan of Vietnam's seaport system to 2020, with a vision to 2030, by 2014 the volume of goods through Vietnam's seaports has reached 90.3% - 92.6% of the target out. According to the approved plan as mentioned above, the industry's goal in 2015 is to reach 400 - 410 million tons / year of cargo throughput, of which general cargo and containers from 275 to 280 million tons/year.

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