



## Role of Marine and Economic Development Logistics Port Services' Vietnam In the Context of Current

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**Abstract:** Today, with the developing of technology information, people always say that the developing of the fourth industrial revolution, including the flow of international economy, the role of marine and economic development logistics port services in Vietnam's more and more important, create the best in the cooperation developing international economic between ASEAN countries. In this article, the author analyze some main contents such as: (i) Situation Vietnam's seaport system in the current context; (ii) The need to develop port and port services in Vietnam in the current context; (iii) Objectives and measures for port development and port services Vietnam till 2020 and vision to 2030.

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### 1. Introduction:

Infrastructure's one of the four fundamental elements to develop the system of seaports and seaport logistics National. Infrastructure, institutions, law, business supply and use of port services. However, infrastructure development has not met the demand and become a major obstacle to the development of this potential service sector in Vietnam. Therefore, infrastructure seaports of Vietnam have made significant changes many projects Highway Traffic connection ports with the economic center's strategic national investment construction in recent years. Inland ports, seaports, and upgrading of information technology to thrive and applications increasingly deep and broad in many areas of the seaport.

The current infrastructure of the port system in Vietnam is still poor, there're no deep-water ports in operation, international transshipment ports to attract large vessels and transshipment cargoes countries into Vietnam ports. In order to support and create favorable conditions for Vietnam's seaport service industry, the State and enterprises should have an effective investment in overcoming shortcomings and weaknesses as well as need to have a comprehensive development strategy, clear, specific to the infrastructure system of Vietnam seaport in the future. This paper will focus on analysis and interpretation of port system and port logistics services in Vietnam.

### 2. Situation Vietnam's seaport system in the current context:

With a coastline of 3,260 km, along with many of these deep and large seaports, Vietnam's naturally favored for the development of the shipping industry. Currently, the national port system with 260 ports distributed in three port corresponding to the 3 regions. Of these, 20 ports can participate in the international transport of goods. The main port of Vietnam Maritime Bureau management and is being transferred to the Corporation Vietnam Maritime (Decision of the Prime Minister, 2014a). There're 9 ports in operation, of which there're 2 ports, Hai Phong port, and Cai Lan port in Quang Ninh in the northern area. Haiphong Port 's the largest port in the North, with 42 km of the inlet, which can accommodate vessels up to 40,000 DWT.

Per year the port can be exploited about 469,000 containers, accounting for more than 2/3 of the container exploited almost 1/5 North and exploitation of container volume nationwide. Cai Lan Port 's a deepwater port, which can receive vessels of 40000-45000 DWT. Recently the port has received 75,000 DWT vessels, opening up new opportunities for the shipping industry in Quang Ninh. Currently, the port's handling capacity is 28,500 tons per day, double the level in 2006. It is expected that the total volume of Cai Lan international container cargo will be increased from 275,000 TEU in 2011 to 1,000,000 TEU in 2019 (Institute for Economic Research and Development, 2010). Seaport system in Central has 17 major ports, which is the largest port of Da Nang and Quy Nhon with annual



catches more than 80% of all catches of the central port. Da Nang Port 's a deepwater port that can receive ships of 45,000 DWT to. In 2010 estimates of goods through the port reached 3.5 million tons, of which 100,000 TEU containers, up 30% compared to 2009 (Decision of the Prime Minister, 2014a). Quy Nhon port 's the largest port in Central, besides, strength 's exploiting container port system's equipped with up to 12,000 m<sup>3</sup> tanks to exploit the liquid commodity.

This 's a very large port with an average of 25% per year. In 2007, there's nearly 62,000 port container exploitation 20. Southern region's 22 major ports, with the number of goods of the national operators. In total the main port, Saigon New Port, Saigon Port, and Ben Nghe port are 3 ports with the largest catch. Saigon New Port's the largest cargo port in Vietnam with 18,000 TEUs in 2007, accounting for nearly 18% of the country's total production. In 2009, the port's output reached 2.4 million TEUs, accounting for 80% of the southern ports and nearly 50% of the national market.

Saigon Port 's one of Vietnam's largest port with a surface area of's 500,000 m<sup>2</sup> (Institute for Economic Research and Development, 2010). Catches of 350 418 TEU port in 2007 and nearly 400,000 TEUs in 2009. Ben Nghe Port 's a large port in the South. Annual average cargo port 's around 125,000 TEU, accounting for nearly 6.5% of the country's container volume. Also, now VICT - Vietnam International Container Terminal located near Tan Thuan Export Processing Zone 's the largest container port, card number along with the ports match the caliber of countries in the region. Location 's very convenient port for cargo from Ho Chi Minh city to go around the world and 's receiving a container from abroad. Foreign investors in Vietnam as much attention to the Tan Thuan Export Processing Zone, by reason of the goods transport through VICT 's very convenient. Exploitation of goods through the growing VICT. It's currently considered the most modern port in Vietnam due to the application of information technology in the management of port operations, as well as in the coordination between ports and shipping lines, significantly reducing costs, the operation of the port.

In recent years, the total volume of goods through the ports of Vietnam has increased rapidly. According to statistics from the Vietnam Maritime Administration, total cargo through Vietnam's seaports increased from 49 million tons in 1997 to 181 million tons in 2007. In the following years, cargo throughput of Vietnam seaports reached 197 million tons in 2008 and 251 million tons in 2009 with an average growth rate of 18.12% in the period 2007 - 2009. The port's loading capacity has increased significantly every year, doubling from 56 million tons in 1998 to 114 million tons in 2003. It reached 181 million tons and by 2010 approximately 255 million tons in 2007 (Institute for Economic Research and Development, 2010). Similarly, Vietnam's fleet also rapid growth, strong in

recent years. If in 2003, the number of vessels is only 679 units with 1.6 million dwt load it at the start of 2010, this figure had reached 1,654 vessels, including 450 sea vessels operate international routes, with a total 6.2 million dwt tonnage (Tri, 2016). In terms of tonnage, Vietnam's fleet is currently ranked 60/152 countries with flag-nautical vessels and fourth in ASEAN countries after Singapore, Indonesia, and Malaysia. However, besides the achievements, the port system of Vietnam, as well as the Vietnamese fleets still limited Otherwise, it will affect the efficiency of shipping business in Vietnam in the current context and the next stage.

The biggest drawback of Vietnamese seaports 's the technical infrastructure: Most of Vietnam's ports are small ports, built on rivers, far from the sea with limited access, with shallow water levels and frequent siltation. Vietnam's main ports are Hai Phong port, Da Nang port, and Sai Gon port which are located at the estuary and 30 to 90 km from the sea. According to statistics, the number of berths for ships over 50,000 DWT cargoes only accounted for 1.37% and mainly for specialized goods. Berths for vessels of 2-5 thousand DWT accounting for 21.43%, to ship 1-2 thousand DWT accounting 39.72% and less than 1 thousand DWT vessels accounted for 38.46% (Resolutions of the Central Committee, Session X, 2007). Also, the connection between the seaport system inland transport remains limited: Almost no ports are connected with railway system, also connected to the road right through areas populated in that many roads often have to face the congestion. Some ports located in urban areas, residential areas should traffic conditions stalled, only work at night should be very limited yield.

An equally important issue is that Vietnam's port system is mainly a general port and a specialized port, while container terminals occupy very little space, while the trend of container shipping in the world and in the region on a high. Currently, only about 20 seaports can participate in international cargo transport, the ports are in the process of containerizing but can only receive small fleets and are not equipped with container handling equipment modern, lack of experience in container handling. At present, there 're only a few ports in Vietnam such as Tien Sa Port in Da Nang, Chua Ve Port in Hai Phong, Tan Cang, VICT, Ben Nghe and Tan Thuan in Ho Chi Minh City are modern, most of the seaports mainly use conventional loading equipment, rudimentary or ship's crane are the main. Unloading capacity of ports in Vietnam reached an average 8-10 Container/h (1/3 of ports in the region).

Efficient container handling in the ports of Vietnam is rated lower than average due to some reasons such as lack of equipment unloading uninterrupted as cranes staging at some ports, planning yard and the transport stream is not a good, unprofessional and inappropriate space station. One of the major inadequacies of the Vietnamese fleet 's the inadequate fleet structure, such as



the small tonnage vessel of about 2,300 DWT per vessel, accounting for 42% of the national fleet tonnage, specialized vessels. One of the major inadequacies of the Vietnamese fleet 's the inadequate fleet structure, such as the small tonnage vessel of about 2,300 DWT per vessel, accounting for 42% of the national fleet tonnage, specialized vessels. Besides, according to the Vietnam Registry Department, Vietnam Sea's now in the list of "black" cooperation of state inspection in the ports of Asia - Pacific (Resolutions of the Central Committee, Session X, 2007). Vietnam currently ranks 9th among the nations, who ship detained for violating the regulations on maritime safety and environmental protection internationally. Common defects Vietnam ships detained by the vessel usually perennial, high age. The average age of the fleet of Vietnam is 14.5. The oldest vessel operating in Vietnam 's 45 years old. In addition, the fleet of Vietnam has developed relatively fast in number and type, but a part of ship owners have not yet qualified and capable of managing the operation of ships operating international routes. With the number of retained such high prestige and

owned joint ventures, most shipping companies find it difficult to secure funding for the expansion of the fleet. Currently, although the State has the policy to promote the domestic shipbuilding industry, this policy has not met the demand for larger ships. The industry is also struggling due to lack of steel sheet supplies. To overcome these difficulties, the Ministry of Finance 's considering the establishment of the State Financial Investment SFCIO abbreviated. This's the financial intermediary between State and shipping companies, 're the right to make direct investments alongside tasks provide loans to the shipping industry. In addition, the State should also pay attention to the development of repairing and upgrading the existing fleet, as there are now many foreign ship owners to carry out repairs and maintenance. Due to the importance of the shipbuilding industry, we have forgotten about this service. In addition, fleet quality Vietnam also expressed through the power of the team's officers and crew should issue training, capacity building for this team also needs the proper care. In the coming time, Vietnam's seaport system will have a new development with the Government

Table 1. *Productivity Capacity of some container terminals*

Targets	Hai Phong	Quy Nhon	Tan Port	Sai Gon	VICT
Container/Hours	12	12	15	12	25

Source: Prof. Dr. Dang Dinh Dao (2011), Logistics services - These theoretical issues and practices in our country, Publisher. National Economics University, Hanoi.

Table 2. *Vietnam fleet data and VR vessels detained by PSC Organization Intergovernmental Cooperation Asia – Pacific seaport management*

	In 2009			In 2010		
	Number of vessels inspected	Number of ships detained	Rate of detained ships	Number of vessels inspected	Number of ships detained	Rate of detained ships
Vietnamese vessel	622	37	5,95%	800	52	6,50%%
VR vessel	567	63	11,11%	748	63	8,42%

Source: Prof. Dr. Dang Dinh Dao (2011), Logistics services - These theoretical issues and practices in our country, Publisher. National Economics University, Hanoi.

Table 3. *Market dynamics in the ocean Vietnam's sea fleet*

Region	In 2005		In 2010		In 2020	
	Weigh (Million tonnes)	Rate (%)	Weigh (Million tonnes)	Rate (%)	Weigh (Million tonnes)	Rate (%)
Asia - Pacific	7.500	50	13.050	45	27.200	40
European	3.750	25	6.670	23	13.600	20
Americas	3.000	20	7.230	25	20.400	30
Other areas	750	5	2.030	7	6.800	10

Source: Institute for Transport Development and Strategy - Ministry of Transport

brand shipping Vietnam has diminished, Vietnam fleets accounted for 15% share of transport. Improving the quality of the Vietnamese fleet 's a difficult task as most ships have been used for many years.

Replacement, upgrading, and procurement of new fleet require huge capital investment. With the exception of large state-owned transportation companies and foreign-

approved the development plan of Vietnam's seaport system till 2020 and orientations to 2030. The general objective of this master plan 's to develop the seaport system in accordance with a master plan and unified nationwide to meet the requirements of industrialization and modernization of the country, to build material and technical bases to quickly integrate our country and



compete in port activities with other countries in the region and in the world, confirmed the position and advantages of the country's marine economy, and contribute to ensuring the security and defense of the country. Forming clues economic exchanges with international importance as motivation to develop the economic zones, urban - coastal industry. The seaport development will be a strong driving force for the development of the logistics industry in general and Vietnam's shipping industry in particular.

### **3. The need to develop port and port services in Vietnam in the current context:**

Seaports are understood as transportation systems where cargo handling operations operate from the mode of sea transport to other modes of transport and vice versa. Therefore, the basic functions of the port's cargo handling, catering to exports and imports of goods are part of the technical infrastructure of national importance. The seaport system and seaport infrastructure, though not directly generating large growth and accumulation, they're defined as basic parts, an important link in the economic and social boost for the region, the region and the nation in the process of economic development. The establishment and development of seaport systems linked to the transportation network, such as roads, railways, airways, and riverways are important preconditions for the formation and development of urban centers, industrial parks, export processing zones and business center services. On the other hand, the development of seaport system also creates direct and strong motivation for other economic sectors such as shipping, port services, shipbuilding, import and export (Minh, 2011).

In the current context, to the seaport system works well, promoting the full potential and tied with string next services like warehousing, assembly, distribution, packaging ... Vietnam's seaport system should have large, well-coordinated technical infrastructure to serve all activities of enterprises. In addition to the functions of loading and unloading, simple goods transshipment, the port also plays the role of the chain of business services associated with the operation of open economic zones, free trade zones, industrial zones export processing zones, and the local economy etc neighborhood ... Therefore, the local ports or conditional build ports are those who can and must come first, ahead of the development of the region and country. Vietnam 's a country located in Southeast Asia and country of the sea with a coastline of over 3,260 km<sup>2</sup> adjacent maritime routes vital international, linking the economic center's most vibrant world. Therefore, Vietnam's sea areas have great potential for developing seaports and seaport services. In the history of Vietnam, early seaports have been formed and developed. The seaport system plays an important role in commodity exchange, trade development, economic exchange and national development in each period. Seaport system of Vietnam 's part of the infrastructure of transportation, not

only meet the requirements for loading and unloading, storage, forwarding of goods and passengers to the port due to the development needs It is also the driving force behind the process of economic integration. Infrastructure 's important to seaward, enrichment from the sea as well as strengthening national defense, security, and protection of the territorial integrity, national sovereignty over the islands and island regions of the country. In the period of renovation, the cause of industrialization and modernization of the country, opening up integration in the region and the world, seaports and port-related services become increasingly important contributing greatly to the socio-economic development in the following basic aspects:

Promoting the development of international trade through import-export activities, transshipment, temporary import for re-export, transit transport, etc., is the driving force for national development. Expand investment attraction by facilitating the import and export of machinery, equipment, materials, fuel and so on. Promote production, business development, and urban expansion. Expanding services associated with the operation of the port, such as transport, unloading, warehousing, storage, financial services, banking and so on ... Increase revenues to the budget, creating jobs for workers on the basis of promoting economic development - a society of the country, empowering, national influence in the international arena (Minh, 2010a).

### **4. Objectives and measures for port development and port services Vietnam till 2020 and vision to 2030:**

In the coming years, with the rapid growth of Vietnam and the trend of integration into the world economy, the international economic exchange through import and export activities will rapidly. Therefore, the development of the seaport system, as well as port services activity are seen as a key content development strategy of Vietnam. According to the forecast of the Ministry of Transport, if the GDP growth rate of 7 - 8%/year, the export turnover and import turnover increase 18-20%/year, the total volume of goods through Vietnamese ports in 2015, it will reach about 1 billion tons, and 2 billion tons in 2030 (Resolutions of the Central Committee, Session X, 2007).

### **5. Port development perspective:**

Seaport system development and port services are central to economic development and the sea's an important factor to ensure rapid development, sustainability, and initiative in the international integration of Vietnam. Seaport system development and port services are both objective and driving force of economic development in the opening period in Vietnam, integration, industrialization - modernization of the country. Develop a comprehensive system of infrastructure in ports covers, including wharves, water areas, fairways and ensure maritime safety, power supply network, water supply,

warehousing, transportation after port, ensure connected to national, regional and international transport networks. Incorporates between port development to strengthen environmental management, ensuring sustainable development. Development priorities deepwater ports, transit ports, ports in key economic areas, dynamic economic region. Promote socialization investing seaport infrastructure, logistics, and port services. Developing logistics services, logistics centers, maximizing the domestic and international service chains.

## 6. Objective Seaport System Development:

### 6.1. Port system

Stage in 2020 and towards 2030 and focuses on developing synchronous and modern seaport system and flows into the harbor. The investment in the construction of seaports should be speeded up, investment is key at these locations with the conditions and the need to build a seaport, to exploit the natural advantages, leveraging the ability shipping meet economic development needs of the country. At the same time as the basis for building and developing Vietnam's seaport system in accordance with a master plan and agreed on a national scale.

Forming the connection center infrastructure in the transport sector, especially in key economic zones, economic zones, industrial parks and large, developed a major international transit port and ports of international gateway in the appropriate areas, in order to strengthen its position and advantages of marine economy, create focal economic exchanges valued between domestic and abroad to implement the items target of the sea strategy (Minh, 2010b).

To enhance the competitiveness of Vietnam's seaport, attract foreign ship bulk carrier to Vietnam, seaports and related industries in the port should have an interest in the planning of the seaport, takes the following areas port logistics services and ports must be connected to form the complete chain of services that can meet the requirements of foreign partners a convenient way. According to development plans, Vietnam fleets focus on developing specialized ship types such as container ships, bulk cargo, oil, and large vessels. To 2015 total tonnage of 8.5 to 9.5 million dwt, 2020 from 11.5 to 13.5 million dwt. Gradual rejuvenation of the fleet of Vietnam by 2020, the average age of 12 years (Resolutions of the Central Committee, Session X, 2007).

### 6.2. About shipping

Improving the quality of services in maritime transport, meet the needs of maritime transport inland, improve market share cargo imports and exports reached 27-30%, combined charter foreign goods on remote sea-lanes. The volume of Vietnam's ships will be about 110-126 million tons by 2015, 215-260 million tons by 2020 and by 2030, 1.5-2 times more than in 2020, the number of passengers will reach 5 million in 2015, 9-10 million in

2020 and 2030 increase 1.5 times compared with 2020 (Resolutions of the Central Committee, Session X, 2007).

### 6.3. Of services for ports

To develop and enhance the quality of transport services of goods and passengers more modern, safe and competitive, rose quickly to market the region and the world. Improving the port's capacity to identify the port of Hai Phong as both a means and an important goal in the process of economic restructuring, modernization and expansion, building gateway. To build a modern port logistics system in order to better support the operation of seaports, especially gateways and international transshipment ports.

## 7. Some solutions to develop Vietnam's seaport system:

*First*, develop a strategy and master plan for the development of ports and port services of Vietnam views 2050 as a basis for building specialized planning service economy and the programs and projects for economic development services. Planning must be in line with national development strategy, inherit experience and trend of modern development, advanced in the world and highly feasible. To enhance the competitiveness of Vietnam's seaport, attract foreign ship bulk carrier to Vietnam, seaports and related industries in the port should have an interest in the planning of the seaport, takes the following areas port logistics services and ports must be connected to form the complete chain of services that can meet the requirements of foreign partners (Dao, Thien & Hien, 2012).

*Secondly*, investment in the construction of international standard port projects, allowing large vessels to anchor, investing in modern equipment of high productivity is a necessary requirement, to develop the system. Modern seaports, contributing to speeding up the industrialization and modernization. Strengthen the mobilization of capital to invest, build and upgrade infrastructure in seaports to meet the needs of investors at home and abroad, to ease the burden for the budget while contributing restrict and minimize negative in construction work. Mobilize capital for investment and development. Create mechanisms for all sectors to invest in port operations and port services. Promote socialization in investment in ports and port services. Apply pilot PPP method for short-term investment in construction and operation of seaports. Pilot cooperation with Japan in the construction project and port operators international gateway Hai Phong with the Government's ODA Japan dredging, channel construction of breakwater bridge Dinh Vu - Cat Hai, businesses Japan built Vinaline port construction and operation, etc... To build a fast, synchronous and convergent seaport system with international standards that will significantly change the situation of cargo transport and container transportation in the region in the next decade (Minh, 2010c).



Thirdly, to improve the quality of seaport exploiting business, synchronous investment in the system of wharves and warehouses and international standards, contributing to the increase of loading and unloading capacity, create favorable conditions for investors to operate effectively. Implementing the policy of leasing port infrastructure will bring the prospect of establishing seaport construction enterprises by mobilizing all capital sources, especially encouraging the private sector at home and abroad. Besides the need to develop a comprehensive system of infrastructure connecting seaports, and enact mechanisms and appropriate policies and plans to train human resources appropriate for the development of ports and services the port. Promote the application of scientific and technological achievements, investment in modern and synchronous equipment. To perfect and develop new models in the management and operation of seaports. Focused management and operational state in seaport exploitation. Apply for mining lease port infrastructure determines this is the appropriate model in the development process of Vietnam Maritime sector, promote investment efficiency and in the long run will be the basis for policies to mobilize capital investment in building infrastructure, seaports, to the Vietnam Maritime sector is really important role in the economy of the country. Need to pilot held port authority to command the unified focus in business operation and seaports as well as port services (Dao, & Hien, 2012). Further reform administrative procedures in ports and port services, creating favorable conditions for shippers, shipowners save time, freeing the ship quickly, reduce transport costs and increase the efficiency of investment.

### 8. Sea Transport Planning:

For sea transport, need to focus on building and developing the seaport system and upgrading the transport fleet. *Port system development:* At present, the seaport system of Vietnam is small, with backward facilities, the management and exploitation is not really effective. Therefore, the need to focus on building a reasonable seaport system, while ensuring the modernity and meet development needs. Vietnam needs to develop a national seaport system, including international gateway ports, deep-water ports in three key economic zones capable of receiving new generation container vessels, Specialized ports and passenger ports. *Upgrading the fleet:* In recent years, the investment of capital for the construction and development of the fleet has not been stated really interested, in fact, the development of fleet required capital investment is not small so having support from the government. Currently, in Vietnam, the largest vessel with the largest tonnage is Van Phong with a capacity of 105,630 DWT, total investment up to \$ 44 million. However, to develop logistics services in Vietnam, we need more Van Phong than 1 ship. The objective for 2020 is to develop the fleet towards modernization, rejuvenation

and dedicated chemical, Vietnam fleet will match international standards. Total volume of transportation fleets Vietnam 2020 will reach 215-260 million tons, including international transport 135-165 million tons/year, domestic transport 80-105 million tons/year (Decision of the Prime Minister, 2014b).

Besides the investment in fleet development, may invest indirectly in the development of the marine industry to enhance the competitiveness of the sector, encouraging large tonnage shipbuilding. Toward 2020, Vietnam will have a system of shipbuilding and ship repairing yards for ships up to 400,000 DWT. In particular, focus on developing auxiliary industries for the building industry, ship repair to form an industry Shipbuilding complete synchronization (Decision of the Prime Minister, 2014b).

### 5. Conclusion:

In the current context of international integration, with the strategy of developing seaport system and seaport services in the 21st century, the Party and State's determination to strive for Vietnam become a strong nation from the sea and enriched from the sea. At the same time show the determination, the will to strictly implement the international commitments to which Vietnam and the region participated. As a country with significant geo-strategic and geo-political waters, it has the potential to enrich and diversify the sea, how to make the potential of the sea a strong place to promote the economy. The rapid and sustainable development is urgent in the present context. The development strategy of Vietnam's seaport system is one of the important factors for the State of Vietnam to speed up the development of maritime economic sector in the context of deepening integration into the world economy, contribute to the successful implementation of Vietnam Maritime Strategy 2020 became strong national and enriched sea from the sea./

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