



DEPUTY PRIME MINISTER HOANG TRUNG HAI:

2012 - Synchronous development of transport infrastructure

By LE HY - DINH DZUNG

Deputy Prime Minister Hoang Trung Hai is Head of State Steering Board of Priority Projects of Ministry of Transport. This is an important field that influence the development of the country and the living of people.

At the beginning of the new year, he gave Vietnam Logistics Review (VLR) a talk about matters related to the development of transport and logistics services.

• *At the time, can we estimate the efforts of the Transport to demanding requirements in the economic-social development of the country?*

For the past few years, the Transport has had many management attempts to finish targets and primary tasks of the 5 year plan 2006-2010. We have finished and put into operation many projects on transport infrastructure, meeting the increasing needs of transport of people. There have been improvements in passengers and cargo transportation, in transportation for import-export activities and public transportation at major cities like Hanoi, HCMC and other big cities, reducing traffic congestions. And there have been better cooperation between Ministries and authorities of all levels, solving problems in time and finding practical solutions to improve and develop the Transport.

So far, the planning of all areas in Transport till 2020, with orientation till 2030 has been approved. The systems of legal documents, standards have been improved, meeting the development needs of the Transport and become the management tools to it, contributing in the construction of the jurisdiction government.

What were the achievements in 2011 and what are new tasks that the Transport will

have to finish in 2012 and the next coming years?

In 2011, the Transport branch has identified breakthrough tasks in the conditions pursuant to the decree no.11/NQ-CP about stabilizing macro economy, controlling inflation and providing good social securities.

The main task of 2012 and the 5 year plan 2011-2015 is to continue to develop a synchronous system of infrastructure and to have breakthrough achievements. Improve a system of planning, a system of legal documents to develop the branch. Besides, it will continue its administration reforms, and develop the branch's businesses, pay more attention to the training, apply scientific researches into practical

conditions. Propagate and perform measurements that prevent pollutions. Intensify investigation work, fight against corruption and waste, strengthen international cooperation.

• According to report by the Ministry of Transport in 2011, the index of passenger and cargo transport both increased, year on year and there is a significant drop in accidents. Do you have any ideas about efforts by the Ministry of Transport?

It can be said that in 2011 the Transport branch has had many efforts to suggest solutions to meet the social requirements to passenger and cargo transport, and to decrease the number of accidents.

The Ministry has paid much

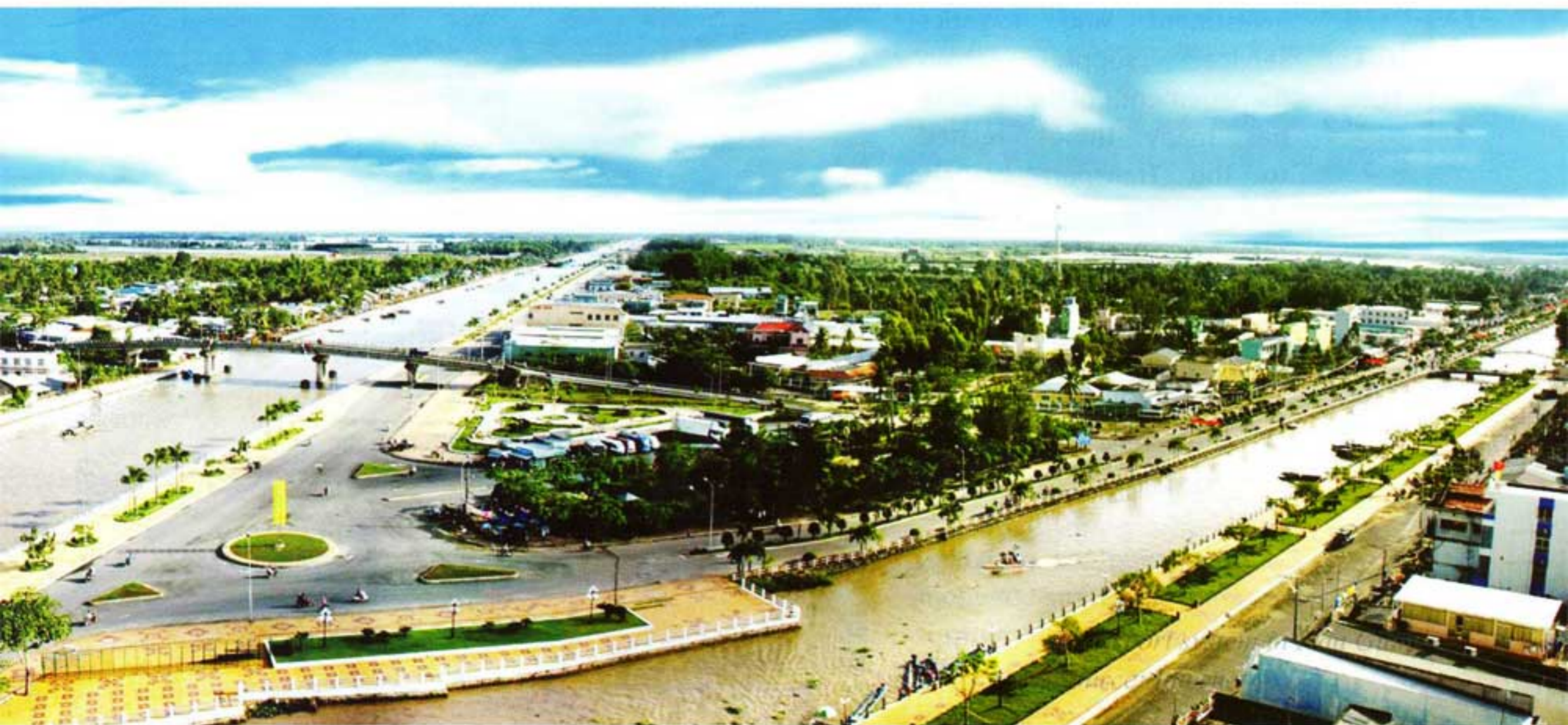
attention to and succeeded in building legal regulations, propaganda work, and the education of legal documents.

Transport planning has had certain achievements and besides performing strategies, and approved plans, the Ministry has had adjustments and establishment plans for next stages. Transportation means have met requirements of public transport of cargo and passengers. Public transport has developed in big populated cities and thus reduce traffic congestions. Transport safety has been improved, accidents has been basically controlled.

• In developed countries as Germany, the U.S, China and Singapore... the logistics industry has been received much attention. And Vietnam



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is considered as a country with advantages and great potential in logistics. Can you let us know about strategies to develop the industry?

In the world, many countries have succeeded in developing the logistics service industry, taking an important part in the economic-social development. In our country, the industry is still very young, and has just been paid attention and attracted investments from foreign corporations and businesses in the past few years. Logistics is a supply chain of services, in practical condition, there have been a few foreign and local businesses operating in the whole chain, most of them performing parts of the services: warehousing, packaging, cargo inspection, container and air transport.

The limit in developing of the industry comes from many reasons from planning to policies to attract capital investment and logistics service supply chain management. For the industry has many things related to the Transport branch, the Ministry of Transport, together with related Ministries and authorities, has been asked to plan the development of the logistics service industry for the Prime Minister's consideration in the coming year.

• Developing sea economy, ensuring maritime freedom and security is an important policy from the Party and

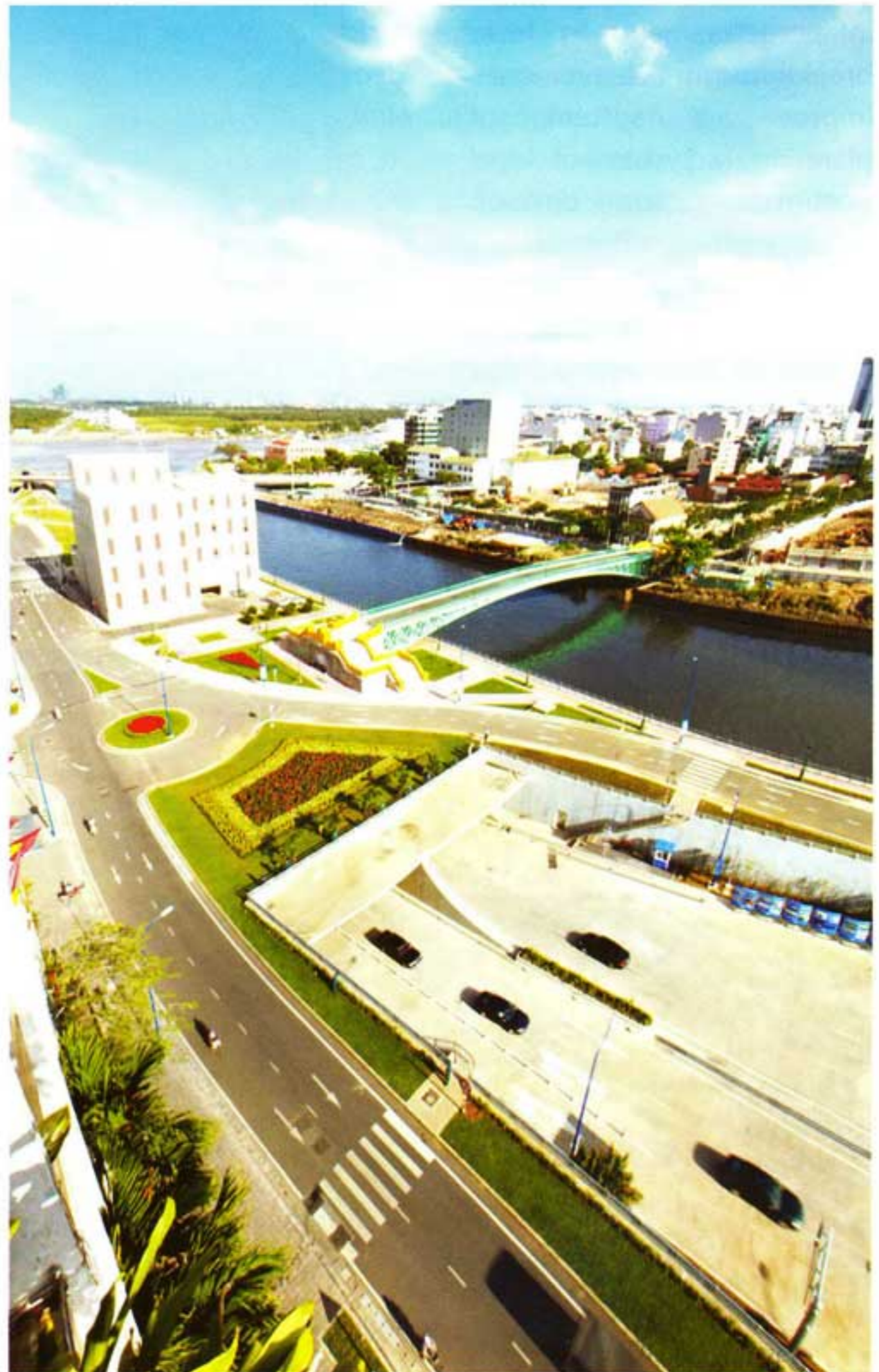
Government. Can you let us know the strategies on the policy?

Developing sea economy is one of the big policies from the Party and Government, and there have been specific regulations on and allocations of viewpoints, tasks, schedule, content and responsibilities of related ministries and branches. And the matter of ensuring maritime freedom

and securities is also another big policy from the Party and Government and has been carried out pursuant to specific regulations in Vietnam Law and regulations in international convention in which Vietnam is a member.

The policy has been stated clearly in the Decree on Vietnam Sea Strategy till the year of 2020 by the Central Committee of the Party; at

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Source: Internet

the same time, there is an action program from the Government to perform the Sea Strategy until 2020. In the coming time, the Prime Minister will reconsider the program for adjustments (if necessary) to suit the conditions of social-economic development in the coming time.

At the beginning of the New Year, do you have anything to say to logistics businesses and VLR readers?

At the beginning of the New Year of Dragon, on behalf of the Government I wish logistics businesses a successful new year with new achievements in business. I hope Vietnam logistics businesses have plans to attract investments to develop their business, to widen logistics network, to provide more services in logistics supply chain, ensuring stable developments in their businesses to contribute to the economic development of the countries.

I also wish VLR a good progress to be an important information channel of the industry and readers of it a prosperous new year.

• **Thank you, Mr. Deputy Minister. We wish you and your family good health in the New Year.** 

Specific targets for transportation system:

Road system: National Highway 1A is to be upgraded and widened: some parts of priority will be basically finished in 2015; and the whole will be finished in 2012. Parts of Ho Chi Minh Road are to be upgraded and connected. Parts of coastal road connecting to dyke will be chosen for upgrade first. North, West, and South West boarder roads will be connected and East-West economic corridor will be upgraded. Constructing 6-8 lane express ways will be put in priority, reaching the length of 1,000km in 2015 and 2,000km in 2020.

Railroad system: Maintaining and upgrading existing railroads of national standard; and technically upgrading North-South railroad (with existing size of 1meter) will be put in priority to ensure trains to travel on it at 90-120km/h. Do research for suitable project of high-speed railroad; develop iron-wheel transport at cities, using the railroad as main means of city-suburban public transportation; invest and construct new railroad system of size 1,435mm connecting HCMC-Can Tho and HCMC-Bien Hoa-Vung Tau.

Local waterway: Finish upgrading main local waterway to reach technical standards, especially important routes. Bring more routes into operation, develop waterway transport in Mekong Delta; utilize waterway transport in Hong River, coastal routes, and at estuaries of Lach Giang, Day, Tieu, and Soai Rap. Invest in and upgrade hub ports, cargo and passenger berths in Mekong Delta and Red River Delta; main waterways will be put in priority.

Maritime: Check out planning; keep investing in national seaport systems, international gateway ports, deep-water ports at 3 economic priority zones which are able to receive new generational container ships, general ports, specialized ports, passengers ports, meeting requirements of social-economic development and of integration; invest in and synchronous develop the infrastructure for seaports including berths, navigation ways, connecting roads to ports, and after-port services; computerize port services, synchronously invest in and upgrade two international gate way seaports: Lach Huyen port (Hai Phong) and Cai Mep-Thi Vai port (Ba Ria-Vung Tau); encourage foreign investors to utilize Van Phong transshipment port (Khanh Hoa); apply experimentally port authorities.

Airline: Basically finish the upgrading, widening and building airports, 5 international airports in Hanoi (Noi Bai), HCMC (Long Thanh), Danang, Can Tho, Khanh Hoa (Cam Ranh) will be synchronously invested and upgraded. Noi Bai international airport will be a gateway air port of regional standard; Long Thanh international airport (HCMC) will be newly built with the capacity of 80-100 million passengers/year, which enables to regional and global compete; build two parallel runways of 4,000m x 60m and a passenger station with capacity of 25 million passengers/year; invest in airports in Hanoi and HCMC areas, enabling them to have size and service quality of those in the region, computerize management system to control North-South transport axis and air ports.