

Who is entitled to "slice" of logistics?

(Toquoc)-The pressure on trade in services in the coming years is greater than the current lot.

Logistic is a crucial stage of contribution to the delivery of goods from the producer to the consumer and the bridge of global trade. According to the World Bank (WB), the operation logistics (business services including receiving, shipping, warehousing, storage ...) of Vietnam ranks 53/155 countries and territories with revenues accounting for 15-20% of GDP.



A series of shortcomings in logistics operations in Vietnam is still unsolved problem of long

Although the number of local businesses participating in this sector of Vietnam is increasing rapidly with the number now at 1,200 businesses, but because a business is too new to Vietnam so businesses have difficulties and only dominates 30% of the market.

Specifically, by 2014, foreign enterprises operating in the field of logistics in Vietnam will be allowed to open 100% foreign investment under WTO commitments. Therefore, the pressure on this area in coming years is greater than the current situation.

Moreover, a series of shortcomings in logistics operations in Vietnam is still unsolved problem for a long time: the staff inexperienced, active clearance of goods at customs inefficiency, lack of transparency and time, customs paperwork cumbersome and lack of coordination among border agencies, undeveloped freight by air ...

"We can say, is inherently difficult" inherent "in services trade of Vietnam and is a barriers to Vietnam in the process of regional integration of ASEAN logistics ", responded by Mr. Le Trieu Dung, Head of ASEAN, the Department for Multilateral Trade Policy, Ministry of Industry and Trade said.

In the context of Vietnam enterprises can not take advantage of all the effects that this activity provides, this is "pie" taste for foreign companies have already experienced. Accounted for 70% of the market, the joint venture or 100% foreign capital have launched extensive operations network across the country.

The "slice" is not lost and Vietnam is a potential destination for foreign investment flows, many points that need to be "visible hand" of the state, established Commission National Logistics Committee, unified management and implementation of key programs and coordinate the sector more effectively in order to avoid difficulties in blocking the move of logistics . In addition, this measure is to avoid increasing

production costs and reduce efficiency of operation which is considered new, but potential.

Discussion about the solution, at a seminar on "Modernization of customs in order to develop 21st century logistics , " which took place yesterday in Hanoi, Mr. Sunny Chia Director of International Trade Services, UPS regional Asia - Pacific recommends: "Enterprises increasingly demand faster connection service, reliable markets and international supply chain. There is a need to reduce store inventory and warehousing costs. In addition, complete solutions and services timely and accurate information delivery, tight security ... ".

Sunny Chia also added: "Time consuming in the market is essential in today's world. Each day delay in the export process will decrease 1% for exports of goods are not sensitive to time and 7% for sensitive products over time. "

Mr. Massimiliano Guelfo, Executive Director of Piaggio Vietnam Co. , shared the existing problems of logistics operations in Vietnam is the inconsistency in the application of the law. These included the inconsistent application of laws at the local level has resulted in uneven performance between the local customs as well as the impact on imports and exports between the provinces ...

"Therefore, the consistency of the law, harmonization and standardization of regulations and procedures will be very important to create favorable conditions for trade," said Massimiliano Guelfo. /.

Quynh Anh

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Deployment of e-customs still "pass away"

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ICTnews - The application is not consistent at the local level has resulted in uneven performance between the customs authorities as well as the impact is not good to import and export activities.

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"How hard" business

Mr. Massimiliano Guelfo, Managing Director of Piaggio Vietnam Co., has shared the above at the Seminar on "Modernization of customs logistics services to develop the 21st Century" by the ministry to coordinate with the Education Forum Conference the Vietnam-US Trade and UPS held this morning, 22/08/2011 Hanoi.

Mr. Massimiliano Guelfo shared that, at present, a number of customs offices in the city has implemented customs application of advanced systems to create favorable conditions for trade, such as acceptance of electronic files sent by mail and on application of a customs border between government agencies, but in the meantime, even the ports near Hanoi, Haiphong has not been upgraded and renovated.

Status "passed away" above leads to the inevitable corollary that the mechanism of customs procedures remain slow and not predictable.

Traditionally, Vietnam Customs is required to submit original documents such as contracts, invoices ... on paper, while others are only required to submit documents with digital signatures. One objective reasons is the deployment of a system of paperless customs are heavily dependent on the speed of implementing IT applications in different government agencies in Vietnam.

"Vietnam is a" destination and potential" for foreign investment flows to produce in Vietnam to serve Asian customers. Vietnam Customs needs to quickly simplify paperwork, to overcome the bureaucracy to avoid "recognized by other countries," said Massimiliano Guelfo note.

However, viewed objectively, past time, Vietnam Customs also has investment interest for the modernization plan. A lot of early work has been developed as professional customs reform, investment in machinery, technology ...

According to Mr. Duong Van Tam, Deputy Director International Cooperation Department, General Department of Customs has set up a system equipped with four modern scanners to minimize the time for unloading and inspection the cargo container.

Initially, container screening system is operated from late in 2010 at Cat Lai Port, Ho Chi Minh City with the assistance of JICA (Japan). Every this year, the flow of goods through Cat Lai Port accounted for 80% of total imports and exports in Vietnam. With a total of 2 million TEU containers per year, the manual testing costly so much time and effort. Since launching the scanner system, time for the release of goods is very much reduced for both business and customs officials.

Scanner system was put into use at the port of Hai Phong from December 5 / 2011, also proved effective against the port ranked second nationwide in terms of flow of imports and exports, with around 1 million TEU container / year.

The system was installed in Lao Bao (Quang Tri) to serve major export activities over the border Vietnam - Laos.

The system is portable scanners supported by the U.S. Customs, is fitted to the Customs Thua Thien Hue is moving to the nearby Customs Department upon request.

"4 scanners above system has enhanced the capacity of customs administrations in the supervision of imported goods, creating favorable conditions for export and import goods from Vietnam to foreign countries and from abroad into Vietnam Nam, thereby creating confidence of business partners, foreign investors doing business in Vietnam," Tam said.

The Strategy for Customs Modernization period 2011 - 2015 continues to be accelerated. By 2015, e-customs procedures will be applied at 100% of local customs and 100% of the customs departments in key areas (such as seaports, airports and international

border gates fact, the key economic zones), 60% of businesses make e-customs procedures, import-export turnover is done by e-customs procedures accounted for 70% of the total export turnover in general .

Xuan Bach