

1. Record Nr.	UNINA9910789176403321
Autore	Blancas Luis C
Titolo	Efficient logistics : a key to Vietnam's competitiveness // Luis C. Blancas, John Isbell, Monica Isbell, Hua Joo Tan, Wendy Ta
Pubbl/distr/stampa	Washington, DC : , : The World Bank, , 2014
ISBN	1-4648-0104-5
Descrizione fisica	1 online resource (pages cm)
Collana	Directions in development
Disciplina	388/.04409597
Soggetti	Freight and freightage - Vietnam Business logistics - Vietnam Industrial policy - Vietnam Economic development - Vietnam Vietnam Economic policy
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Description based upon print version of record.
Nota di bibliografia	Includes bibliographical references.
Nota di contenuto	Front Cover; Contents; Foreword; Acknowledgements; About the Authors; Abbreviations; Overview; Chapter 1 Introduction; Objective and Scope; Approach and Methodology; Figures; Figure 1.1 Analytical Approach; Note; Chapter 2 Vietnam's Current Situation; Economic Overview; Figure 2.1 Vietnam GDP by Industry Sector, 1990-2011; Table 2.1 Vietnam Average Annual GDP Growth by Sector; Figure 2.2 Regional Origin of Vietnam's Six Key Export Commodities; Tables; Figure 2.3 Average Worker Monthly Base Salary in Select Cities of Developing Asian Countries, 2011 Table 2.2 Vietnam's Top 12 Trading Partners, 2011 Map 2.1 Vietnam: Economic Geography; Maps; Figure 2.4 Structure of Government Institutions in the Transport Sector; Table 2.3 Vietnam's Freight Volumes by Mode, 2008 and Forecast to 2030; Table 2.4 Import Cost Comparisons for 40-Foot Container of General Merchandise; Table 2.5 Export Landed Cost Comparisons for 40-Foot Container of General Merchandise; Status of Existing Infrastructure; Figure 2.5 Vietnam: Container Handling Volume by Region, 2000-11; Table 2.6 Vietnam: Container Ports, Handling Volumes, 2007-11 Map 2.2 Vietnam: Six Port Groups and Main Container Ports (above

10,000 TEUs per annum)Figure 2.6 Estimated Terminal Utilization Levels at HCMC and Cai Mep-Thi Vai Ports; Table 2.7 Vietnam: Current Terminals at Ho Chi Minh City and Cai Mep-Thi Vai; Figure 2.7 Vietnam: Demand and Supply at Southern Region Ports, 2000-20; Figure 2.8 Number of Weekly Linehaul Services Calling at Cai Mep-Thi Vai, 2009-12; Table 2.8 Vietnam: New Terminals Planned at Ho Chi Minh City and Cai Mep-Thi Vai; Table 2.9 Linehaul Services²⁰ Calling at Cai Mep-Thi Vai as of September 2012
Table 2.10 Current and Expected Terminals in Northern Vietnam: Haiphong, Dinh Vu, Cai Lan, and Lach HuyenFigure 2.9 Vietnam: Demand-Supply at Northern Ports without Lach Huyen; Figure 2.10 Comparison of Ocean Freight Rates to Japan and the United States, 2006-11; Figure 2.11 Haiphong/Cai Lan Port Utilization Rates by Terminal, 2010-20; Figure 2.12 Vietnam: Demand and Supply at Northern Region Ports, 2000-20; Figure 2.13 Average Container Vessel Sizes Calling Haiphong and Cai Lan, September 2012; Table 2.11 Vinalines' Shareholdings of Main Vietnamese Ports and Planned Projects
Map 2.3 Vietnam: Greater HCMC Main Container TerminalsMap 2.4 Vietnam: Fragmentation of the Haiphong Port System; Table 2.12 Vietnam: Top 30 Global Container Ports in 2011 and Fragmentation of Vietnamese Ports; Map 2.5 Location of Van Phong in Vietnam's Main-Port Network; Table 2.13 Distance from Main Southeast Asia Gateway Ports to Van Phong; Strategic Freight Corridors; Map 2.6 Vietnam: Six Primary Freight Corridors; Table 2.14 Truck Cost Savings from Decreasing Congestion in the HCMC Area; Map 2.7 HCMC-Long Thanh-Dau Giay Expressway
Table 2.15 Estimates for Costs of Truck-Related Congestion in Vietnamese Cities and Regions (2010 Data)

Sommario/riassunto

Vietnam has attained a strong record of economic growth and poverty reduction since the adoption of market-based economic reforms and pro-poor policies starting in the mid-1980s. Much of this achievement was driven by an untapped, rapidly-growing labor force and the enablement of greater labor participation in higher-productivity sectors of the economy. Yet, as Vietnam has restructured its economic activity towards manufacturing, more mechanized primary sector production and, increasingly, services, and as the labor force is projected to expand at a markedly lower rate than before, finding new
