

SOLUTIONS TO IMPROVE THE TRANSPORT PROCESSES OF TEMPORARY IMPORT- RE-EXPORT OF GOODS BY ROAD BETWEEN VIETNAM AND CAMBODIA.

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Abstract: Currently, transporting temporary import-re-export commodities of Vietnamese and Cambodian companies through those Southern Seaports of Vietnam are implemented by Vietnamese transportation companies. Those logistics services go along with transportation services are rather various and developing. However, in fact, there are some shortcomings and difficulties raised recently. This study is aimed evaluating current situation to find the advantages and difficulties of delivery processes to propose solutions to orient and develop delivery services of Vietnam to type of temporary import-reexport goods between Vietnam and Cambodia.

Key words: goods transportation, temporary import, re-export, import-export, Cambodia, Vietnam.



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I. INTRODUCTION

As we know *“in the field of economics and business, logistics also undergoes a development process consisting of many different stages, each of which has the progress, change and addition of both the internal and external features of this concept [10, 667]”*.

Viet Nam advocated the expansion of trade relations with ASEAN, especially with neighbouring countries, including Cambodia. With a geographical position not too far away, so the rotation of goods between Vietnam and Cambodia is easy and saves a variety of costs. Cambodia is developing a very potential market for trade between Vietnam and the country. Between the two countries with a common borderline 100 km spanning 10 provinces of Vietnam and 9 Cambodia. In addition, the market for the consumption of building materials is also abundant in local development, the country is in the construction phase of infrastructure, factory, factory,... Moreover, the market demand of two countries also has similarities; Therefore, in recent years, the economic cooperation, trade and investment between Vietnam and Cambodia is increasingly growing strongly. The similarities in culture and traffic conditions with many favorable mountains, the River has facilitated promoting the trade of goods between the two countries. The Export-Import operations of Cambodia through the southern ports of Vietnam increased, in which the temporarily imported, re-exported items also increased accordingly. Cambodia's delivery operations are conveyed through Vietnam as most of the logistics enterprises in Vietnam are responsible. This is also an opportunity for my Logistics businesses, however, competition and legal proceedings are also causing difficulties and disadvantages for the type of goods temporarily imported and re-exported. This article goes deeply to learn about

the business of goods delivery temporarily imported, re-exported by road between Vietnam and Cambodia.

II. SOME TERMS FOR TEMPORARY IMPORT AND RE-EXPORT OF GOODS

2.1. Freight Logistics

Freight logistics are the activities in the flow of distribution of goods, an important stage connecting production with consumption, the two sides mainly of the remanufacturing cycle of society. Freight logistics performs the function of bringing products from the place of production to the place of consumption, completing the second surface of the distribution circulation is material distribution, when the first item is the trade procedure has formed. The logistics are attached and parallel to the transport process. Through logistics, transport operations are conducted: the collection of goods, transportation, loading and unloading, storage, transfer, packaging, procedures, vouchers... With such a wide function, there are many definitions of delivery.

In accordance with FIATA's sampling rules on logistics services: "The delivery service is defined as any type of service relating to transportation, consolidation, storage, loading, packaging or distribution of goods as well as advisory services related to the above services, including customs matters , finance, purchasing insurance, payment, collecting documents relating to goods.

According to Vietnam commercial law in 2005, the delivery of goods is commercial behavior, according to which the service delivery of goods receiving goods from the sender, organization of transportation, storage, storage, doing the paperwork and other related services to deliver goods to the recipient according to the consignment of the owner , of the carrier or other of the recipient.

So basically, freight forwarding is a collection of operations and procedures related to the transport process in order to carry out the movement of goods from the place of shipment (the sender) to the place of delivery (the recipient of goods).

2.2. Temporarily imported, re-exported, exported goods

Under the Foreign Trade Management Act 05/2017/QH14 is assigned by the National Assembly of the Socialist Republic of Vietnam to XIV, session 3 through Jun. 12, 2017 and Circular No. 11/2017/TT-BCT Regulation on temporary import and re-export activities; Temporarily exported, re-imported and exported goods:

The trader who buys goods from a country brought into the territory of Vietnam or from the private customs zone put into the inland and sold the goods to the country, other private customs area is carried out as follows:

- a) The trader must have a business license temporarily imported and re-exported to goods belonging to the list of goods banned from exporting and prohibiting imports; Goods suspended for export and suspension of imports; Goods not allowed to be circulating, used in Vietnam; The goods are administered by measures of export quotas, import quotas, tariff quotas, export and import permits;
- b) The trader of temporary import business, re-export must meet the conditions prescribed for goods in the industry, temporarily imported and re-exported business conditions;
- c) The trader of temporary import, re-export only to do the procedures at the Customs authority of the gate for goods not specified in point A, point B of this clause and article 40 of this Law.
- d) Goods temporarily imported and re-exported are retained only in the territory of Vietnam within the given time limit.

e) Goods temporarily imported and re-exported business shall be customs formalities when imported into the territory of Vietnam and are subject to inspection and supervision of Customs authorities until re-exported from the territory of Vietnam.

f) The consumption of goods temporarily imported and re-exported in the domestic must follow the provisions on the import management of goods of this Law and other provisions of the relevant law.

III. A NUMBER OF RELATED STUDIES HAVE BEEN PUBLISHED

Ruth Banomyong (2015), Assessing the National Logistics System of Vietnam (Vietnam national logistics system evaluation) kicked off Vietnam's tiered infrastructure and logistics services.

Hong Gyun Park (2015). The Efficiency and Productivity Analysis of Large Logistics Providers Services in Korea. Evaluate the efficiency and productivity of logistics service providers in Korea. In the evaluation of logistics services, the author mentioned the temporary import for re-export at the border ports of Korea.

Ngo Duc Hanh and Trinh The Cuong (2014). Actual situation of Logistics in Vietnam and solutions, the authors evaluated the status of logistics services on a national scale and proposed solutions to improve and expand logistics services.

Trinh Anh Duyen (2017). Promote the implementation of e-customs in import and export customs clearance at Hai Phong Customs Department. The author cited difficulties of enterprises and customs authorities for goods clearance and proposed solutions to perfect the application of electronic customs in import and export of goods.

Most of the published works focus on logistics services in general, including customs declaration, bulk cargo and container transport, but studies have not mentioned the temporary delivery service. import, re-export or temporary export, re-import as well as

transshipment between Vietnam and Cambodia. That is why this study was conducted and does not overlap with previously published studies.

IV. SITUATION OF DELIVERING TEMPORARY IMPORT FOR RE-EXPORT BY ROAD BETWEEN VIETNAM AND CAMBODIA IN RECENT YEARS

4.1. Situation of services of temporary import for re-export by road between Vietnam and Cambodia

The companies have two large warehouses in Cambodia and in Vietnam, including many different types of vehicles that can meet the needs of customers. In Cambodia, companies have logistics units located in the heart of Phnom Penh, making it easier for customers to receive or delivery goods, reducing travel costs. But if customers want to transfer to other provinces, the company always has cars available to meet the service. In Vietnam, the company's warehouses are located in Hoc Mon, Cu Chi near wholesale markets, including all kinds of different vehicles such as dwarf trailers specializing in transporting motor vehicles or cranes, steel trailers for transporting steel. , container trailers for transporting containers.

The offices of companies are fully equipped to serve employees in performing their functions. The equipment is checked periodically every year, and a decision is made to change every five years. Vietnam's logistics businesses offer a wide range of services to Vietnamese and Cambodian customers including freight services, shippers' agents, logistics services, consignees, and shoppers. , Customs declaration. Particularly for freight forwarding by Vietnam-Cambodia road (both directions are charged the same price).

Table 1: Price of goods transported from Cat Lai Port to Phnom Penh

Vehicle type	Volume of goods (m3)	Unit Price of carriage (USD)	Delivery fee (USD)
1 ton car	6 m3	600 USD	35 USD

2,5 ton car	12 m3	700 USD	35 USD
5 ton car	18 m3	900 USD	100 USD
10 ton car	32 m3	1,100 USD	150 USD
15 ton car	48 m3	1,350 USD	150 USD
18 ton car	60 m3	1,500 USD	150 USD

Source: Ruby Logistics Company

In order to handle customers' requests for delivery and receipt of temporarily imported goods for re-export by road to and from Cambodia, enterprises must comply with the following process:

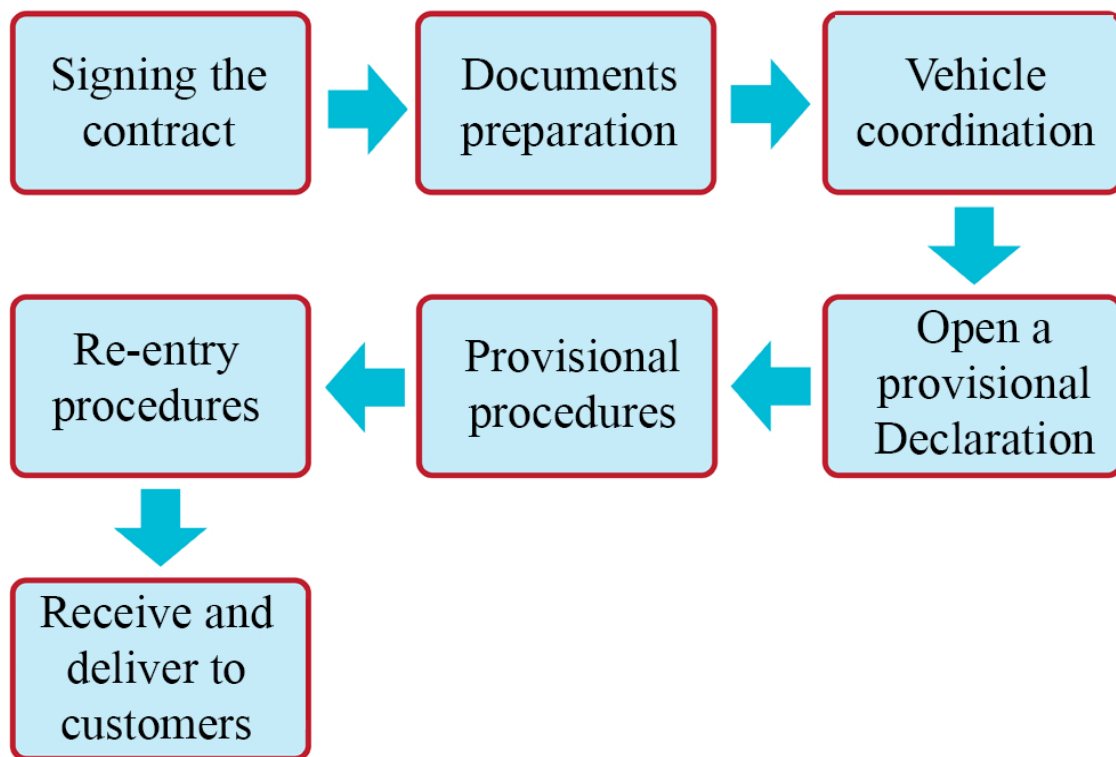


Diagram 1. The process of delivering and receiving temporary import and export goods by road between Vietnam - Cambodia

Goods delivered by land between Vietnam and Cambodia are quite diverse, including:

* Equipment, machinery, construction facilities, molds, samples temporarily imported for re-export and temporarily exported for re-import for production, construction works, project implementation, testing. Foreign ships

and aircraft are temporarily imported for re-export for repair and maintenance in Vietnam.

- * Components, spare parts and supplies temporarily imported to serve the replacement and repair of foreign ships and aircraft.
- * Temporary export - re-import to fairs, exhibitions, product launches.
- * Temporarily exported - re-imported for warranty and repair.
- * Temporary export - re-import to serve the work within a certain period of time.

Typical Vietnamese logistics enterprises providing temporary import, re-export and temporary import-export forwarding services between Vietnam and Cambodia include Ruby Logistics, Mekong Logistics, Import and Export Transportation Companies. Trung Thanh. Currently, among these companies, there is a fierce competition in terms of wedding transportation price, service quality, information technology, transportation and customer services.

4.2. Assess the current situation of temporary import for re-export by road between Vietnam and Cambodia in recent years

4.2.1. Advantages

Most of Vietnam's logistics enterprises specializing in the forwarding of goods between Vietnam and Cambodia have a young, dynamic, highly qualified and capable staff who are able to grasp and update. to make changes in legal provisions and sanctions related to import-export business activities. This is one of the factors that made the success of Vietnamese enterprises in recent years.

Businesses with compact and reasonable company organizational structure have also made important contributions to the company's business operations. Each department implements a separate procedure and then combines and transfers it to other departments, this ensures the company's work is carried out continuously, consistently and effectively.

Enterprises with a fleet of specialized vehicles with the number of dozens, the initiative of transport means and not letting goods anchored outside the port affect customers, as well as daily trips from Vietnam. to Cambodia regularly without fear of affecting the retention time of goods in Vietnam.

Especially Vietnamese businesses have transport vehicles with Cambodian number plates, so it will limit the risks when goods are re-exported to Cambodia. This is a great advantage in freight services by road.

4.2.2. Disadvantages

The infrastructure as well as the management of the unsynchronized State makes logistics enterprises in Vietnam all right. Specifically: taxes and customs are administered by the Ministry of Finance and Trade, managed by the Ministry of Industry and Trade, as the Ministry of Communications. While all things related to logistics, it must work overlapping multiple places.

The communication hasn't been quick. By the year 2010-2011 There is new electronic customs, reduce somewhat but are still too slow. For example, pharmaceutical goods must ask for a health permit..... The communication is completely manual. That's just 1 of the papers to customs clearance while others have to do at different agencies in Vietnam.

V. SOME SOLUTIONS TO COMPLETE THE OPERATION OF THE GOODS DELIVERY TEMPORARILY IMPORTED BY ROAD BETWEEN VIETNAM AND CAMBODIA.

On the basis of the above analysis, the author proposed a solution in order to improve the work of delivery of goods and services temporarily imported re-exported by road between Vietnam and Cambodia as follows:

5.1. Solutions for Logistics Enterprises

+ Human Resources: The logistics enterprises of Vietnam need to invest in human resources for jobs, know trades and more professionally by training and retraining existing human resources and attracting more human resources to be trained in logistics from colleges and universities.

+ The process of implementing the work: Vietnam Logistics enterprises need to have the process of implementing the work clearly and also need to explain to customers to specialize in each stage of the process of implementing the delivery.

In addition, businesses must also regularly face the many procedures of the Cambodian Customs authority in the customs clearance of goods that make the transit time rise and arise many costs of the price team to transport goods by road for goods temporarily imported re-exported.

+ Expanding customer service: Vietnam Logistics Enterprises need to contact the industry associations of Vietnam and Cambodia to reach large customers can be groups to expand production and business from Vietnam to Cambodia such as Hoang Anh Gia Lai, Vinamilk, Vinamit, Vinacafe... To perform the profession, the delivery service. At the same time, these businesses also need to diversify the service products in the most updated way to serve the companies of the two countries.

+ Expanding multi-modal transportation services: Enterprises are customers of logistics companies of Vietnam not only need to transport freight forwarding by road but they also need to transport goods by air, waterway. If the logistics enterprises can do more of these transportation services, it is the competitive advantage of the business.

5.2. Recommendations to the Vietnamese state agencies

+ Coordination between state agencies: Ministries such as the Ministry of Industry and Trade, the Vietnam Chamber of Industry (VCCI), the General Department of Customs need to coordinate mechanisms so that priority is given to temporarily imported goods. re-export or temporarily export, re-import or transshipment goods imported and exported between Vietnam and Cambodia, creating the best legal corridor for Vietnamese logistics enterprises to dominate the Cambodian market.

+ Supporting Vietnamese enterprises to access Cambodia market: Vietnam's trade and investment promotion agencies need to support Vietnamese logistics enterprises to access domestic enterprises, Cambodian and national enterprises. They also have opportunities to promote and approach customers to expand their businesses.

+ Upgrading road transport infrastructure: Road transport routes from Vietnam to Cambodia have been upgraded, but the scale and requirements of Vietnam's infrastructure practices are still lower. request. We need to expand the route, upgrade existing roads, especially roads through the main border gates between the two countries.

VI. CONCLUSION

Currently, when trading between countries is increasing, the transportation-logistics sector will be the leverage of the economy. The delivery operation alleviates the cost of exporting and exporting the international labour, increasing the relationship between the countries, which is the long arm connecting the relationship between the exporter and the importer. And above is the delivery process by one of the long-standing transportation methods and can be said to be safe at a relatively economical and flexible cost. The study of the delivery process of temporarily exported re-entry through the Cambodian market by road is not only the form of super-weighted cargo transportation to the construction of Cambodia, but also

the delivery of many other items with a wide variety of forms of re-export, temporarily exported re-imported and transferred goods.

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