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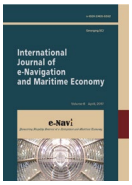

Original article

Analyzing the State Management on Car Freight Movement in Vietnam

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Abstract

The growth is hot about the number of companies, the vehicles, and the variety of the business model of freight services in general, the road freight, in particular, have cooked up big challenges for the state management as well as the administration about business activities of transport companies. The road freight has still many inadequacies about the hight running coast, badly affecting the environment, the increase in the traffic jam and traffic accidents. About the state management, the organization and implementation processes the function to control the road transport encounter many difficulties and exist inadequacies about post-check after business registration, not ensure supply-demand balance in the transport markets. Still have many duplications in plan and organize the implementation of the sustainable development policy lead to has not brought into play all resources and effectiveness. Technology applications in management and operating, the policy of sustainable development in the road freight has not been given adequate attention. Faced with the need for sustainable development and improving the efficiency of the national transportation system, research on strengthening state management of car transportation in Vietnam is very urgent. Moreover, it is very practical and scientific to propose solutions to contribute to improving the capacity, effectiveness and efficiency of the state management of goods transportation by car in Vietnam.. The article focuses on analyzing and evaluating the current state of state management about the goods freight by cars, proposing radical solutions to strengthen state management to get the goals of sustainable development of the transport and the freight transport industry. Based on data collected from actual surveys, interviews and published research, the author has analyzed the overall performance of state management in car freight transport. With the number of 1227 sending feedback votes, it is a reliable basis for analyzing, assessing the current situation and clarifying the limitations, weaknesses as well as their causes in the management of freight transport in Vietnam.

Keywords: State management, transportation road freight, Vietnam, sustainable development.

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1. Introduction

Over time, freight transport by road thrives because the road has invested in the construction of infrastructure. According to the annual budget plan, road infrastructure is invested a lot compared to railway and inland waterways. Up to now, Vietnam's roads have developed into a fairly complete traffic network, meeting the needs of goods circulation among most economic regions. With the advantage of high flexibility and thoroughness, cargo transport by car accounts for the highest share of the industry (H. P. Nguyen, Hoang, Le, et al., 2020). From 2010 to 2017, the ratio of the volume of goods transported by cars to the whole industry is always between 65% and 77%; the proportion of freight volume reached from 14.5% to 24.8% (H. P. Nguyen, Hoang, Nizetic, et al., 2020). Thus, the transportation of goods by car plays a key role in the transportation system, in particular, and the operation of the Vietnamese economic system in general.

In theory, in recent years, there have been many independent research projects or in the form of research and development projects. The researches have mentioned various solutions to improve state management capacity in road transport across the country (Jacobsson et al., 2017). However, in-depth research on state management in modernization by car is quite modest, the proposed solutions are still in nature to solve the problem but have not been studied systematically and have a long-term strategy, especially in the period of ever-deepening international economic integration and the explosion of the 4th industrial revolution (H. P. Nguyen, 2019).

State management in transportation in general and car freight, in particular, have been mentioned in many studies in many different aspects. In developing countries, state management studies on car freight transport focus mainly on soft policies to ensure a more dynamic and efficient business environment or assess the impact on aspects of energy security or the environment. (S. et al., 2018) studied the social and economic effects on the transport of goods by car, hence the idea of a system-wide sustainable approach to urban freight transportation management including innovative, environmental solutions implemented in cities in Europe. On the other hand, the study also recommends solutions to cope with increasing traffic congestion problems, the movement of goods flows, the inefficiency of the distribution processes of the goods, the lack of space, and the social and environmental disturbances in many cities. Each solution has different strengths and weaknesses to modernize the infrastructure and the appearance of the city. The study also guides the use of modern technologies in the telecommunications sector, innovation in data processing, and collaboration with many organizations, developers, and users of the system. Therefore, studies and improvements in the transport system in future cities should be considered based on the harmonization of interests among stakeholders including businesses, government agencies, and local people. (Islam et al., 2013), researched development theory and solutions in the market economy. In which, the author has reviewed development theories and went into depth into the role of state management in the development process. The author has identified 10 roles of state management in the development process including Ensuring public goods, infrastructure; Find solutions in creating rights and properties; Balance the government's budget; Organizing, coordinating and regulating activities in the implementation of government policies and programs; Ensure stability in your predictions; Screen the decision, recommend the rules to be implemented; Creating, enhancing and perfecting markets; Adjust and distribute rights and assets to create social justice; Formulate and organize the implementation of development plans; Select the scale and steps to implement the reform. (Saeedi et al., 2017), researched competitive analysis in multimodal freight networks: The market implications of sustainable business strategies. The article has mentioned the competitive environment in multimodal transport in the trend of international integration, analyzing the factors affecting competition, then proposing appropriate strategies for each market structure (Saeedi et al., 2017). Research by the author (Peetijade & Bangviwat, 2012) analyzes the characteristics and effects of empty trucks travelling in the Bangkok metropolitan area (Thailand) increasing transportation costs and inefficient use of fuel. According to the study, more than 85.75% of trucks in a week with one way are not carrying, resulting in a 37.42% increase in wasteful fuel consumption. The author proposes the combined method in the transport process to reduce the distance by about 14.59% and reduce costs. In particular, the combined logistics model is used as a solution for the future to reduce energy consumption in

the transport sector across the country (Hoang & Pham, 2018). Regarding the responsibility of the parties, the study emphasizes the managerial role of manufacturers in reducing the number of "empty" vehicles to lower costs caused by traffic congestion, environmental pollution, and traffic accidents. To improve the management of multimodal transport accessibility. (Jacobsson et al., 2017) have studied to identify existing and mandatory information attributes that need to be exchanged between management centers and transport companies. thereby proposing an information technology application model to establish connection channels between the transport management system, the multimodal transport system, and the information system.

Thus, for countries with advanced industry, the studies set out focus on goals of improving connectivity between state management system and transport business management with technology solutions to develop multimodal transport, improve the efficiency of logistics and supply chain operations; optimize transport costs for businesses, minimize traffic congestion and accidents and protect the environment, sustainable development orientation of the transportation system. Some specific studies on development policies for clean energy-saving technologies, implementing the market management and regulation functions of state management or public service reform aims to strengthen the role of state management in transport activities in the context of increasing environmental pollution. On the other hand, in developing countries, studies focus on solving problems to improve efficiency transport activities based on the asynchronous contract between state management and business management in coordinating transport activities (Thailand) or propose solutions to improve the efficiency of state management of transportation at the provincial level (Laos) (Cossu, 2016).

In Vietnam, the economic doctoral thesis about state management on toll collection and use in Vietnam by (Dung & Sang, 2020) systematized the basic theory of state management on the collection and use of road tolls specify factors influencing the collection and use of road tolls such as the State's institutional capacity; intellectual level development; the country's socio-economic development; the development of science and technology; the international environment. Regarding traffic safety, (Hoang Phuong et al., 2019) has researched synchronous solutions to enhance road traffic safety in Vietnam. The author has analyzed the range and issues related to traffic safety, from there, proposing synchronous solutions to enhance road traffic safety, including mentioning state management policies on road traffic safety in Vietnam. In terms of technical solutions research, Duong Tat Sinh (Burdzik et al., 2017) researched the possibility of applying the theory of traffic-quality assessment to the road conditions of Vietnam and determine the possibility of road traffic incidents; introducing some results of applying the above problem to some roads in Vietnam. The aim is to contribute to finding solutions to detect roads with poor traffic, quality Eliminate road accidents, and traffic accidents. The article has analyzed the traffic safety factor on the road through 03 characteristic elements of vehicles operating on the road, quality assessment on 04 criteria; studying the correlation between the quality of exploitation - traffic with the ability to ensure traffic safety on some roads (Pham, 2019). This is one of the issues that state agencies need to pay attention to ensure transport safety (X. P. Nguyen, 2019).

Thus, in theory, the researches on state management in the transport sector are mainly implemented in the form of projects that deal with urgent problems in transport management in general. Meanwhile, road freight transport has specific characteristics related to the production system, supply chain on a national and global scale. Therefore, first of all, it is necessary to systematically and comprehensively study the state management to create a favorable business environment, bringing benefits to transport businesses, manufacturing businesses, consumers, and the state. In such a sense, Research to complete and improve the effectiveness and efficiency of state management of road freight is one of the topical issues. It is necessary to study scientifically, systematically, and ensure to well solve the problems posed in practice in order to closely connect state management with business management (X. P. Nguyen & Pham, 2019).

This paper implements the following objectives: (1) By survey method to collect information and data on the state management activities on road freight in Vietnam, from that point out the advantages, limitations as well as the causes of limitations in the state management of goods transportation by car. Survey results will serve as

a practical basis to propose measures, tools to enhance the capacity of the state management system on administrative procedures by automobile in particular, and transportation in general. (2) Proposed views, groups of solutions and conditions for implementing the solution, roadmap to implement solutions to strengthen state management of goods transportation by the car to meet the current development target and the next stages.

2. Methodology and Materials

2.1. Methodology

Firstly, the author uses methods of synthesis, analysis, and comparison based on secondary documents collected from statistics reports of ministries, branches, departments, branches, agencies and units of state management on road freight capitalization, information, data and documents on the business operation management of goods transport enterprises for analysis, clarifying the achieved results and limitations of state management of car transport. Specifically, some secondary documents the author used the study such as Statistics of Statistical Yearbook, Ministry of Transport, Directorate for Roads of Vietnam, reports of Provincial People's Committees, Department of Planning and Investment, Department of Transport, reports of People's Committees of districts and cities, ...

Second, the author uses the method of collecting data through the actual survey on the actual investigation: Collect primary data, and secondary data by working directly with the agency data management unit to be provided as Directorate for Roads of Vietnam, Provincial Statistical Office using officially published documents. Transport enterprises are both subject to management and directly affected by state management activities related to business conditions, policies that develop and regulate the behaviour of actors involved in the transport process. Therefore, the feedback information from transport enterprises will be a useful basis for evaluating the state management of transportation in general and automobile transport in particular.

According to data reported from 63 Department of Transport, as of July 2020, Vietnam had 50,120 automobile service providers (estimated at 3,887,060 vehicles of all kinds), mainly small and medium enterprises, even micro-enterprises (accounting for more than 80%). With a very large number of businesses, diversified in size, fields of operation, and distributed across the country, in the research limit of the topic, it is very difficult to organize investigations and collect feedback from the transport companies, which requires huge costs and in the long run. So, in order not to lose the generality of the research problem, the author has chosen to survey and evaluate 1461 transport companies in 14 provinces, the city has 900 enterprises or more to provide necessary data to assess the state management impact on the transport of goods by car. The assessment content is shown in 02 aspects: Evaluate the response level of state management activities in the field of road freight and review the effectiveness and efficiency of the solutions in the process of implementing the management functions of specialized state management agencies.

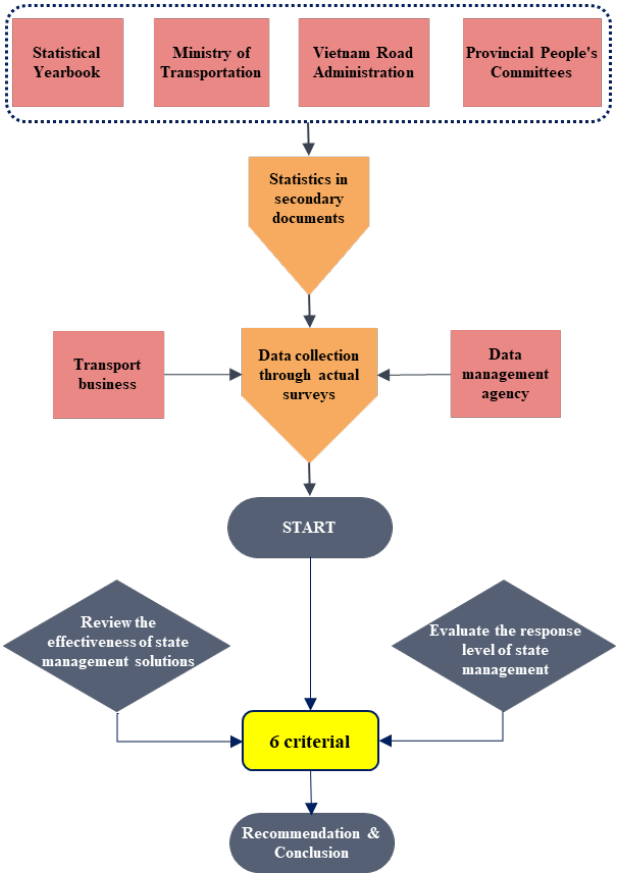

Figure 1. The process of surveying and evaluating state management in transport by car

The evaluation criteria include:

(i) The systematic, rational, and timeliness of legal documents affects the compliance with regulations of transport enterprises and individual transport business households.

(ii) The impact of infrastructure development planning, science and technology, and route allocation planning affects the planning and organization of transport operations.

(iii) The impact of the inspection and handling of administrative violations on the compliance with the law and traffic order safety.

(iv) The effectiveness of the settlement of complaints and denunciations by state management agencies towards transport enterprises and related parties.

(v) The impact of rewarding the performance of transport enterprises.

(vi) The impact of international cooperation policy on cross - border transport and the development of international transport by transport companies.

Regarding the method of information collection, the author used the information channel via email or sent a printed questionnaire to the enterprise on the principle of 1 questionnaire/enterprise. To ensure sufficient survey data, the number of questionnaires sent to enterprises is 1490. With the number of businesses submitting feedback equal to 1227 (equal to 84% of the sample size), the data is sufficient to provide the information needed for the analysis, assess the state management situation affecting the operating environment of road transport enterprises nationwide. The survey results of the transport companies are used to analyze, compare, and provide factual bases, thereby proposing solutions to strengthen the state management of road freight transportation in Vietnam.

2.2. Materials

2.2.1. Investigation design

In addition to general information about the transport company, to gather the information needed to analyze assessments and constraints, restricting when organizing the implementation of state management activities of freight transportation in practice, the questionnaire is designed to include 2 parts.

The sample questionnaire assessing the current situation of car transport management in Vietnam is shown in Table 1. This survey includes 07 criteria to evaluate the response of the state management to the transport of goods by car in Vietnam. The survey results allow us to analyze the positive aspects and limitations of the state management policies for the freight transport activities of transport enterprises.

Table 1: Survey questionnaire assessing the current situation of car transport management in Vietnam

Code	Contend	Degree evaluation				
		1	2	3	4	5
Doc	Promulgating and organizing the implementation of legal documents on road freight transport	□	□	□	□	□
Doc1	The systematic (completeness) of the document	□	□	□	□	□
Doc2	The reasonableness and consistency of the text	□	□	□	□	□
Doc3	Timeliness of documents	□	□	□	□	□
Doc4	The effectiveness of the text	□	□	□	□	□
Doc5	The level of relevance to the practice of the text	□	□	□	□	□
Stran	Building and organizing the implementation of goods transportation strategies, programs, and plans.	□	□	□	□	□
Ptran	Construction work and implementation of cargo transportation planning by car.	□	□	□	□	□
Ipol	Working and organizing the implementation of goods transport policy and solutions by car.	□	□	□	□	□
Ins	Inspection (the implementation of the provisions of the law) on freight transport by car.	□	□	□	□	□
Hvio	The handling of personal violations related to the transport of goods by car.	□	□	□	□	□
ICo	International cooperation on freight transport by car.	□	□	□	□	□

Where: 1- Very unnecessary; 2-Not required; 3-Necessary; 4-Very necessary; 5-Extreme essential.

2.2.2. Organize to collect information

The businesses involved in transport services are very diverse in size and organization of business, distributed in all territories. In particular, a large number of businesses are concentrated in 14 provinces and cities with 29,792 businesses (accounting for 71.22%) and 125,919 vehicles (accounting for 57% of vehicles nationwide). The provinces and cities with the largest numbers are Hanoi, Ho Chi Minh City, Hai Duong, and Hai Phong.

With a very large number of businesses, diversified in scale and fields of activity, dispersed across the country. It is very difficult to organize investigations and collect feedback from transport companies, which requires huge costs and in the long run. In the research limit of the topic and does not lose the generality of the research problem, the author chose to survey transport enterprises in 14 provinces, cities that have more than 900 companies to necessary data to assess the status of the impact of state management on freight transportation by car.

With the total number of firms equal to N = 29792; overall ratio p = 0.5, error k= 0,05,$z_{1-\alpha/2}$; sample size (n) calculated by the equation (1). The number of enterprises to be surveyed in 14 provinces is equal to 1461.

$$n = \left[\frac{1}{N} + \frac{N-1}{N}.\frac{1}{p(1-p)}\left(\frac{k}{z_{1-\alpha/2}}\right)^2\right]^{-1} \quad (1)$$

The author used the communication channel via email or sent a printed questionnaire to the enterprise on the principle of 1 vote/enterprise. To ensure sufficient survey data, the number of questionnaires sent to the enterprises was 1490. The number of enterprises submitting feedback is 1227 (equal to 84% of the sample size), in which, Da Nang had the highest rate of respondents (90%), In Binh Duong, only 67% of enterprises surveyed gave feedback (shown in Table 2).

Table 2: Number of enterprises responding to the survey

Province / city	Number of enterprises	Number of enterprises surveyed	Number of businesses responding to information	Ratio (%)
Bac Kan	1327	65	53	82
Bac Giang	1323	65	51	78
Binh Duong	1101	55	37	67
Đa Nang	959	50	45	90
Ha Nam	1011	50	42	84
Ha Noi	7518	375	315	84
Hai Duong	3256	160	135	84
Hai Phong	2959	150	132	88
Ho Chi Minh city	3863	200	163	82
Khanh Hoa	1365	65	47	72
Lao Cai	1322	65	48	74
Phu Tho	941	50	39	78
Tay Ninh	1191	60	51	85
Thanh Hoa	1656	80	69	86
Total	29792	1490	1227	-

3. Results and discussions

The results of the survey and general assessment of the state management activities in the car transport sector in the surveyed areas are described in Table 3. In term of the legal document system, completeness, the up-to-date, and efficient legal system related to the transport business of the enterprise. In which, the systematization and completeness of legal documents are rated the highest (3,829 points - good). However, the appropriateness of the document system with practice is only assessed at below average (2,333 points).

Regarding the accuracy of the construction and implementation of transport strategies, programs, and plans, most of the businesses rated it below average (reaching 2,533 points). The work of planning construction and implementation is assessed at an average level (2,650 points). The inspection, inspection,

and violation handling in transport activities were rated as good by businesses (3,805 points and 3,941 points). The organization of the implementation of solutions and policies on freight transport is assessed quite low, at a level below average (2,372 points).

In short, according to the results of the transport enterprises, the biggest limitation of state management on freight transportation by car is the low level of compliance with the reality of the management document system. The implementation of solutions and policies in specific conditions of each locality and for each enterprise. Table 4 clearly shows the combined results from survey research on the management situation in the evaluation criteria of the transport companies.

Table 3: The general assessment of state management in the field of freight transport by car

Criteria code	Bac Can	Bac Giang	Binh Duong	Da Nang	Ha Nam	Ha Noi	Hai Duong	Hai Phong	Tp. HCM	Khanh Hoa	Lao Cai	Phu Tho	Tay Ninh	Thanh Hoa	The average value
Doc1	3.094	4.02	3.216	3.044	4.071	4.003	4.022	3.008	4.018	3.043	4.917	4.949	3.941	3.957	3.807357
Doc2	3.943	3.039	2.027	3.956	3.929	2.997	3.015	2.159	3.086	3.681	2.354	2.282	1.333	3.159	2.925714
Doc3	2.245	2.137	2.243	2.467	3.333	3.035	2.163	3.765	3.871	2.894	3.646	3.513	4.216	3.812	3.095714
Doc4	3.208	2.333	2.568	2.756	3.167	2.93	3.185	3.78	3.215	3.447	3.396	3.615	3.765	3.783	3.224857
Doc5	2.283	2.333	2.622	2.422	2.643	2.162	2.904	2.129	2.117	2.574	2.646	2.333	2.216	2.246	2.402143
Stran	2.358	2.294	2.838	2.067	2.119	2.384	2.578	2.75	2.896	2.277	2.354	3.487	2.667	2.217	2.520429
Ptran	3.434	3.431	2.676	3.244	3.31	2.559	2.407	3.083	2.35	2.34	2.229	2.231	2.412	2.362	2.719143
Ipol	2.321	2.431	2.351	2.533	2.357	2.213	2.4	2.583	2.325	2.574	2.396	2.462	2.373	2.449	2.412
Ins	3.321	3.49	3.649	4.311	3.405	3.181	4.111	4.129	4.215	4.319	4.375	4.333	3.627	4.159	3.901786
Hvio	4.302	3.765	4.459	4.489	4.405	3.283	4.57	4.091	4.153	4.234	4.646	3.41	3.431	3.841	4.077071
Kntc	3.792	4.373	4.324	3.644	3.262	3.162	3.259	3.432	3.411	4.66	3.75	3.436	3.569	3.362	3.674
Tdkt	2.283	3.039	3.297	2.689	2.19	3.038	2.889	2.856	3.147	3.404	3.271	2.282	2.353	3.217	2.853929
ICo	1717	1824	2514	3244	3976	2143	3333	3576	3227	2447	2792	2436	3373	2188	2770

Table 4: Summary of survey results on the state of state management

Criteria	Doc1	Doc2	Doc3	Doc4	Doc5	Stran	Ptran	Ipol	Ins	Hvio	ICo
Point evaluation	3829	2.919	3.149	3.208	2.333	2.533	2.650	2.372	3.805	3.941	2.755

3.1. The general assessment of state management of freight transport by car in Vietnam

3.1.1. For businesses transporting goods by car

After the renovation period to present, the size and mode of operation of the transport service system (with nuclear transport enterprises) are constantly changing to meet the needs of the whole society. Transport enterprises are both subject to the impact of management policies and guidelines from state management agencies, at the same time, it is also an important factor contributing to improving the efficiency and effectiveness of state management activities in relevant fields. Under the management and regulation of state management agencies, compliance with the law and taking responsibility before the law of the business together with the parties involved in transport activities have a great impact on the business environment in

general and the legal environment in particular. In general, for more than a decade, the car service system in Vietnam has had a strong development in the direction of becoming more efficient and highly professional. However, from the perspective of state management, the activities of transport services business organizations and enterprises in general, there are still many problems and shortcomings in transporting goods by car in particular in the following aspects:

(i) Regarding the management of business activities: Different from the modes of the railway, the waterway or the aviation, the business of transporting goods by car does not have to invest in a network of roads or berths, so their business capital scale focuses on vehicle investment and operating systems and business management. Over the past 10 years, although the number of freight transport companies by car has increased rapidly, the vehicle size is quite small with many different business models: Equitized companies from state-owned enterprises, joint-stock companies, limited companies, cooperatives, and household businesses. The capital scale is small, the number of vehicles is not large and the transport management level is outdated, and the application of intelligent technology management methods and tools has not been promoted in business management. This leads to ineffective communication between the organizations and the cooperation between the parties involved in transport activities. The ratio of empty miles is still high (from 30 - 50%), increasing transportation costs, increasing the traffic of vehicles on the road, reducing the business efficiency of enterprises, and the entire transport service system

(ii) Regarding compliance with the provisions of the law: In general, the transport service enterprises have well observed the administrative procedures to ensure the correct business conditions. However, in the course of transport activities, according to the state management agencies, some transport units (in which the driver is responsible for the main responsibility) revealed many behaviours that did not strictly comply with state management regulations on vehicle load, traffic safety, and environmental protection. In which, the sense of compliance with the law of the transport participants is not high, the pressure to reduce transportation costs and fierce competition due to imbalance between supply-demand are the main factors that lead to non-compliance.

(iii) Strict connection and compliance with regulations on information provision of transport companies that related to the state management agencies are still limited. The main reason is that there has been no drastic participation in state management agencies, the readiness of transport enterprises and providers of modern technology management solutions. This causes considerable difficulties for state management in traffic coordination management, and issue relevant policies to ensure adherence to the current business environment by regions, traffic routes, and business-specific conditions.

3.1.2. Regarding state management activities

In general, the state management of freight transportation in Vietnam is on the right track, increasingly approaching the general situation of the world. Over the years, transport management has made many positive changes and achieved good results. The legal system, mechanisms, and policies for the management and development of mathematical culture are relatively complete, synchronous, and unified among management levels ensure that it is suitable for the specific transport conditions of Vietnam. Especially the strong change in state management thinking from the Government level, the Ministry of Transport and related ministries and agencies according to the construction policy, institutions to lead the economy; preside and take responsibility for investment in areas beyond private capacity; establish a business environment that is conducive to all participants (both domestic and foreign); building e-government, e-commerce to improve the efficiency and effectiveness of state management in all socio-economic fields.

Building the legal system has formed a relatively complete legal document system on functional regulations, state management tasks, laws, and policies that evolved in the transport of goods by car. In the process of building and perfecting institutions and policies, The Ministry of Transport has always actively organized to collect comments from departments, ministries, branches, localities, socio-political organizations, at the same time, post it on the Portal of the Ministry of Transport to receive the people's opinions.

About the organization, management and administration, strong participation, and continuous

innovation of management methods from the level of Government, ministry, branch to local authorities, this has created a positive change in the macro-management of the economy, the transportation industry in general, and road transport in particular. In which, streamlining the management apparatus, to reform administrative procedures and strengthen the application of information technology in organizations and operations has brought about the efficiency and capacity building of the state management system. Inspection, inspection, and handling are effectively implemented, the transport operation order has been set up, creating conditions for organizations and individuals doing transport business and goods transport services, ensuring equal competition for organizations and individuals (business households).

However, analyzing the activities of state management agencies and evaluation opinions of SMEs, state management companies in the field of fine arts by car discovered and existed as follows:

(i) Regarding the organization of the state management apparatus, the state management system from the central to local levels has been established with a full range of management agencies and responsibilities and powers of state management of transportation in general. However, the coordination and management mechanism among state management agencies related to the contents of the activities of public transport by car has not ensured uniformity, there is also an overlap of powers between regulatory agencies by industry and localities. In particular, vehicle management, traffic safety management, and environmental protection have the participation of many state management agencies, this leads to overlap, making it difficult to coordinate planning and implementing the specialized state management functions.

(ii) Constructing and promulgating the system of legal normative documents: The legal document system on car transport still lacks regulations on container transport, multimodal transport, and special freight, there is a lack of detailed and complete regulations on business conditions for foreign-invested transport enterprises. The implementation of the process of drafting and promulgating legal documents has not ensured the consistency, the scientific and practicality is not high. There are still many difficulties and obstacles in the process of construction and implementation. Some documents do not guarantee long-term stability in terms of effectiveness and feasibility, there are still incorrect legal documents about the content, format of the document, and agree on the authority to issue. The main reason is limited human resources, implementation organization, and budget. On the other hand, the gathering of comments for the draft before its promulgation has not been effectively implemented, a lack of broad participation of those directly affected by the state management policy. The timely promulgation of legal documents under the Law and the Law is not ensured.

(iii) Regarding the management of water administration in the field of freight transport by car: The management of business conditions has been done following the business registration and licensing process (Transport permits, intermodal permits, badges) ... but the inspection and control work has not been done regularly and continuously, so it is heavy on administrative formality, have not used many economic tools. The administration of business licensing and settlement of administrative procedures regarding business conditions is still slow, causing difficulties for subjects in remote areas. Administrative procedures are still many, overlapping, unreasonable, sometimes even causing troublesome and negative conflicts for enterprises and business individuals.

(iv) Regarding the implementation of supervision, inspection and violation handling: In addition to solutions to enhance inspection activities, the Ministry of Transport has carried out a full inspection and examination of sectors of industry, including an administrative and specialized inspection. Regarding the settlement of complaints and denunciations, the Ministry of Transport also strengthens and resolves denunciations and complaints to ensure that the law is correct and meets the expectations of the parties. At the same time, the Ministry of Transport also actively coordinates with relevant organizations, agencies, and localities. This is aimed at promoting the propaganda, dissemination, and education of the law in many different forms to concretize and bring the provisions of the transport law to the subjects directly under the cooperation. dynamic text. However, the inspection and handling of traffic safety regulations, overloaded vehicles, and environmental pollution of traffic participants have not been discovered and thoroughly handled.

(v) Regarding ensuring the effective connection

between state management agencies in specialized fields: The coordination between state management agencies in the same profession, between sector management and administrative boundaries, has not yet created a uniform system, able to quickly and effectively handle problems that arise in real transport activities on a national scale or in specific regions. The main reason is that the information connection is not systematic in terms of both the implementation process and the necessary database. Therefore, it is necessary to set up an information management system to implement an efficient and effective management process with a complete, accurate, and timely database.

3.2. Recommendation for solutions

3.2.1. Completing the process of building, issuing and implementing legal documents on the transport of goods by car

Content development must ensure compliance between the objectives of developing legal normative documents, content requirements of the legal framework with the nature of the industry, and the specifics of the survey subjects in different territories. It is essential to ensure the core principle of the relationship between the legal system of the transport sector and other legal systems (Figure 2).

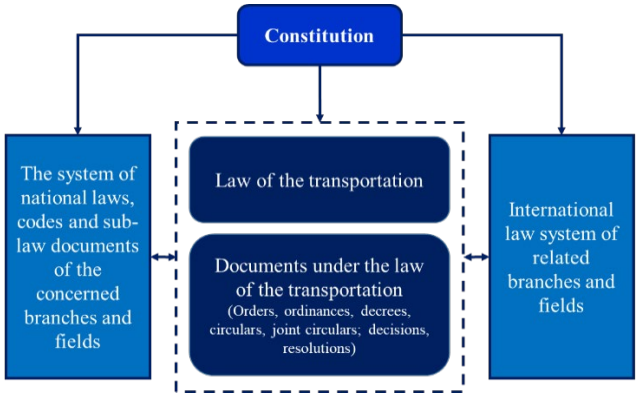

Figure 2. Relationship between the legal system of the transport sector and other legal systems

Diversifying forms and methods of organizing opinion collection with different subjects, which focus on subjects directly affected by the policy proposed in the legal framework. In the current period, the use of the communication system on the Internet to collect people's opinions about the legal framework is considered an effective, convenient, and fast solution. However, not everyone, in any locality or residential area, can use IT effectively. Therefore, it is necessary to be flexible and diversified in both the form and content of the questionnaire for opinions and how to exchange information to obtain authentic opinions, reflect the actual situation related to the settlement of legal documents.

Contributing ideas to develop legal documents is both the obligations, responsibilities, and interests of all related agencies, organizations, and individuals, especially the object directly affected by the policy proposed or specified in the legal framework. Therefore, to ensure the necessary accuracy and completeness of the data, plan, collecting comments on legal documents should be done promptly, ensure enough time for research subjects to comment. The investigation department collects sufficient data to meet the survey requirements.

For subjects directly affected by the proposed policy in the legal framework, the consultation on draft legal documents should be done many times to ensure the accuracy of problems that arise in practice, at the same time, set up a two-way communication channel between the four parties: "drafting agency - appraisal and approval - survey organization - survey object". The quick information connection between stakeholders and the content that has been reviewed many times will ensure the high efficiency and feasibility of the legal framework before being issued.

In a nutshell, building and promulgating legal documents of the state management system of Vietnam in general and the state management in the freight good by car, in particular, has been specified with full details. In which, defining the duties and responsibilities of the stakeholders, from the stage of making proposals to develop legal documents to issuing and organizing the implementation. However, to improve the quality of legal documents, it is necessary to renew and perfect the content, methods and organize the implementation of the gathering of comments from all stakeholders throughout the construction and promulgation process.

3.2.2. Improving the quality of planning and implementation

In which, in addition to increasing financial resources, improve the quality of human resources, solutions to innovate and apply technology in sociological investigations, surveying, and measuring techniques, will ensure the fast and high accuracy of the database. At

the same time, it is necessary to establish an information system that connects the database between the planning of transportation infrastructure development and the planning data for socio-economic development, planning on land and resource use, planning for the development of relevant branches and branches, planning for the development of regions, provinces, and cities. The relationship between road transport planning and other sector and subsector planning is depicted in Figure 3. In the process of developing, announcing, and organizing the implementation, it is necessary to strengthen inspection, supervision, and timely adjustment to ensure the feasibility, efficiency, and effectiveness of the planning.

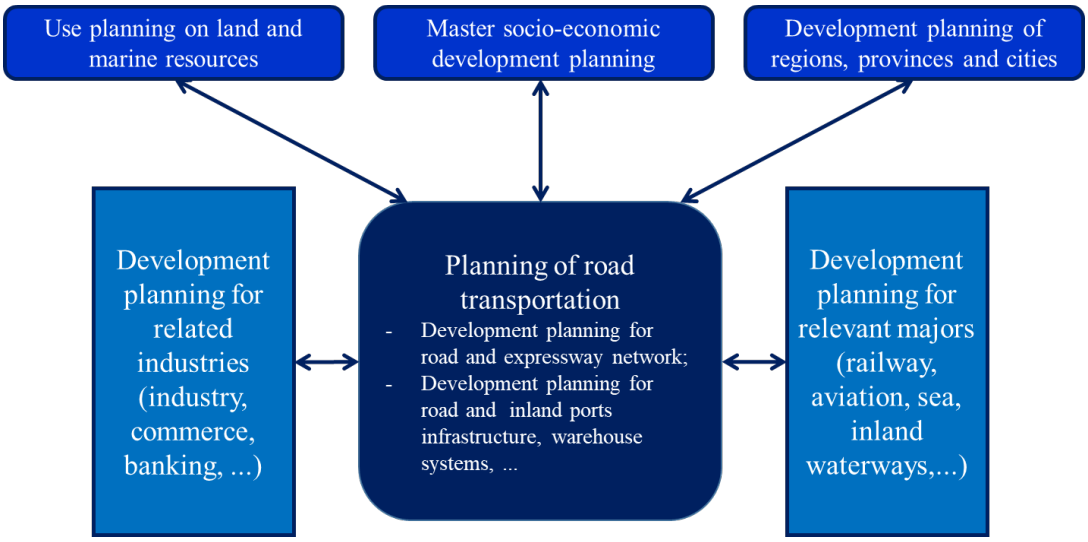

Figure 3. The relationship between road transportation planning and other sector planning

3.2.3. Complete policies to strengthen connectivity, improve efficiency and develop harmonious modes of transport, develop multimodal transport and logistics

About legal documents: It is necessary to review, adjust, and supplement legal documents related to container transport. Prescribing responsibility and taking additional forms of handling for goods transport business units carrying over permissible loads. Advise , shoppers, to select and sign transport contracts with transport units to comply with traffic safety standards and procedures, proceeding to mandatory regulations on conditions for participation in international traffic and long-distance transport.

Develop and manage the planning of bus stations, parking lots, roadside stations, and freight recentres to meet the needs of modern transport management, increase connectivity with other transport modes; by 2020, to have a complete and reasonable bus station system; the roadside station system was formed synchronously on the highway and expressway. Develop mechanisms and policies to socialize investment in transport services with the support of the state such as long-term stable land allocation, taxes, loans, ...

Prioritize investment, speed up the implementation of infrastructure works connecting modes of transport, in which to attach importance to connecting railway with seaports and major river ports; airport; Investment in large container transport logistics works in key production areas, especially in dry ports with railway and inland waterway connections.

Modernize the transportation service and distribution system; speed up the investment in the air transport operating system, maritime management systems; soon put the railway transport dispatching recentre into operation; expand the installation of cruise monitoring equipment on transport business vehicles and form a common data centre for the entire transport industry.

3.2.4. Strengthening the coordination of the flow of means of transport and supporting information for transport operation for enterprises

The management information system integrates the management functional modules with the real-time updated database of the traffic network. The system database is information and data about transport activities that serve as the foundation for the management, inspection, and control of transport activities. In particular, data on the traffic volume of vehicles passing on the route or intersection will be

forecasted based on the online transmission information about the traffic speed and vehicle density on the managed route and the connecting routes; arrival - departure vehicle planning data at loading - unloading and transhipment centers (ports, warehouses, stations, ...). Based on the vehicle traffic forecast and analysis of the current state of vehicle density, the system can predict and warn early congestion or the risk of an accident on the road. Checking and assessing the level of environmental pollution can be done by a system of equipment that automatically measures and transmits data to the centre. To ensure safe control, a vehicle load test system is connected and can automatically transmit data from the load measuring equipment to the central management system.

Building an information system to support vehicle flow coordination and transport operations requires a huge investment, so there should be a reasonable investment policy and plan. During the exploitation process, it is necessary to have close coordination between specialized state management agencies and localities. On the other hand, the consensus and regulatory compliance of the transport companies, traffic participants will contribute to improving the efficiency of the established management system. Under this direction, transport management and coordination centers can be set up according to regional traffic networks or routes with large volumes of traffic and complicated traffic situations.

The transport vehicle coordination management is under the active authority of the transport companies. If you want information about vehicle traffic, traffic conditions, and the information needed to manage transport operations, businesses will have to increase management costs. Therefore, there is a need for coordination between state management agencies and businesses to establish a traffic information management system, both help transport enterprises to actively maneuver vehicles and facilitate state management agencies to monitor and coordinate traffic flow.

3.2.5. Renovate the management of transport business licenses

Adjust regulations on business conditions and administrative procedures related to conditions for business licenses, ensuring the suitability of business environment with multi-sector nature and expanding the international transport market.

Regulate the authority to license and supervise the implementation of business commitments for local state management agencies. At that time, the management of licensing and monitoring of SME commitments can be assigned to local state management agencies (Department of Transport and functional departments in districts), central authorities are responsible for setting the policy and related regulations. Empowering the local state management agencies will ensure the management and control closely and closely with the actual business activities in each locality, at the same time reduce costs and time for the transport business.

Promote the application of IT to computerize administrative procedures, ensure the management efficiency improvement, and the development orientation of information systems to synchronously manage the fields of transportation in general and automobile navigation in particular from the local level. to central.

3.2.6. Increasing the responsibility of transport enterprises in terms of traffic safety and environmental protection

Strengthen the inspection and examination of the implementation of traffic safety and environmental protection requirements of transport business units. At the same time, it is necessary to increase the direct inspection of the organization, management, administration, and implementation of traffic safety regulations, environmental protection in businesses. Especially focusing on examining the operation of the traffic safety control department of the business.

Coordinating between agencies and units in inspecting and handling violations of the transport business conditions; coordination between the registry center, grasp the operating status of the vehicle, medical centers for driver's health control, police agencies, operational status inspection, traffic safety violations in the course of transport activities, between people who are service users, supervising transportation activities with the transport management agency, the Department of Transport, specifically Here is the Division of Transportation, Vehicle and Driver Management.

Continue to complete the Center for integrating and processing data from cruise monitoring equipment to

integrate data of all transport business vehicles according to the roadmap specified in Decree 86/2014 / ND-CP. In particular, completing policies on the provision of vehicle management data of transport enterprises and building a database of road transport management connection nationwide; computerize the work of statistics, reporting data on road transport through transport management software. The installation of a cruise monitoring device can be given as a necessary condition for the registration of freight transport.

Vehicle load management: Due to many changes in traffic conditions, in addition to completing the policy on load management, it is necessary to adjust the plan to use the vehicle load checking station accordingly. It is possible to set up a management system to coordinate and control information on vehicle loadings between transport operators, transport service businesses, and state management agencies.

3.2.7. Reform policies to encourage and attract off-budget investment

For infrastructure development: Develop policies to socialize investment in transportation support services (bus stations, roadside stations) by land resource use policies, appropriate financial assistance policy. Prioritize the state budget capital to invest in diffuse works, ensuring the connection of transport modes in major economic centers, important gateways, and traffic hubs, improving the efficiency of multimodal transport. Strengthening investment cooperation, attracting foreign investment capital for projects requiring high technology and large capital.

For investment in means and technological equipment serving the management of transport operation and business: Review and adjust investment capital structure for each mode of transport to ensure harmonious development between modes of transport. For the transport of goods by car, it is necessary to establish a control information system to ensure a balance between the number of vehicles (carrying capacity) and the demand for transport, avoiding investment costs. Restructuring the convoy of freight transport vehicles towards focusing on investment in container transports to strengthen the organization of multimodal transport, perfect the logistics system, the supply chain nationwide, and international links.

4. Conclusions

Based on analyzing the current status of industry activities, the state management apparatus structure and the process of implementing the state management functions in the transport of goods by car. The study has pointed out the shortcomings, limitations, and causes leading to the shortcomings and limitations of state management activities in the field of goods transport by car in Vietnam in the past period. From there, provide important evidence to propose solutions to improve the state management capacity of goods transportation by the car to well implement the socio-economic development strategy in general and the transport sector development strategy in particular.

Research has proposed solutions to renovate the structure of the state management apparatus in a streamlined direction and delineate the responsibilities and powers of the concerned state management agencies; reform the coordination mechanism between the vertical state management agencies and relevant ministries and branches; propose the establishment of an information system integrating management functions and ensuring effective coordination among relevant state management agencies.

Regarding strengthening functional activities of state management, research and propose solutions to improve the effectiveness of the construction, promulgation, and implementation of legal documents; solutions to strengthen coordination, provide information to facilitate operations for the parties involved in the transport process to reduce traffic congestion, traffic accidents caused by goods transport by car; proposing to complete the transport development policy in line with the new requirements of the economy.

Regarding state administrative management for transport enterprises, study and propose solutions to innovate licensing activities, managing and licensing business of transport services by car, in which the innovation of management decentralization and increase enhancing the application of information technology is considered the top priority solution;

For transport enterprises, researching and proposing solutions to strengthen coordination between state management agencies with business management to enhance the responsibility of transport enterprises in ensuring traffic safety and environmental protection.

This is an urgent task nowadays for both state management agencies, transport enterprises and all people in traffic.

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