



STATE MANAGEMENT ON SEA ECONOMIC DEVELOPMENT IN VIETNAM IN DIGITAL TRANSFORMATION

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Abstract:

Sustainable development of the marine economy for Vietnam to truly become a "strong maritime nation" is an urgent and essential task in the current period. Because for a long time, although initial results have been achieved, Vietnam's marine economy has yet to develop sustainably, and the combined effect needs to be commensurate with its inherent potential. In the new stage of development, To create a breakthrough in the development of Vietnam's marine economy, there is a need for innovation in state management, consolidating the system of integrated and unified state management agencies on the sea from the central to the national level.

Keywords: State management, marine economy, development.

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1. INTRODUCTION

Expanding the economic space to the sea is a direction consistent with the current trend of coastal countries. Not only in Vietnam, but coastal countries worldwide also have solid and synchronous strategies, policies, and measures to "get rich from the sea" to strengthen national defense and security and improve their position National world. For the marine economy to develop, state management must be considered the most important and pioneering factor to support and promote other factors to develop the marine economy jointly. Therefore, strengthening the state management of the maritime economy is a strategic task

of Vietnam in developing the marine economy and economic development in general.

2. STATE MANAGEMENT OF MARINE ECONOMIC DEVELOPMENT

State management is the primary activity of state agencies at all levels in operating all aspects of socio-economic life. From a scientific perspective, in a broad sense, state management is conceived as an activity of the public power nature of the state apparatus in three areas: legislative, executive, and judicial. In this sense, state agencies will make laws and rules of coexistence that all members of society must comply with. In a narrower sense, state

management is considered the process of organization and administration of the system of state administrative agencies to implement the laws, regulations, and principles promulgated by the legislature to direct the processes of state administration. Economy, culture, and society to the goals set by the State. Within the scope of marine economic development activities, state management is often seen, considered, and evaluated in a narrow sense.

In essence, this is the activity of executive agencies at all levels in managing marine resources and economic activities, ensuring that marine economic activities take place by the provisions of the law, bringing benefits to the marine economy and common interests of the country and each locality with the sea. State management of marine economic development includes several essential contents: 1) formulation of strategies, master plans, plans, and policies for marine economic development; 2) organization of state management apparatus for marine economic development; 3) organize the implementation of state management of marine economic development; 4) inspect, examine and handle problems arising in marine economic development. State management of the marine economy directly affects economic activities in many different fields (such as shipping and seaport services; fishing and aquaculture; oil and gas exploitation; tourism); marine tourism; search and rescue services, etc.), taking place both at sea and inland, always with many potential risks and risks of international disputes. Therefore, this activity carries several different characteristics from the

general state management of the economy. As follows:

Firstly, state management of marine economic development is always associated with and strictly adheres to the country's foreign policy. The East Sea is one of the regions of strategic importance to countries in the Asia-Pacific region, the Americas, and many countries worldwide. With its location on the arterial sea traffic route connecting the Pacific - Indian Ocean, Europe - Asia, and the Middle East - Asia, Vietnam's waters have many countries with related interests. Therefore, to sustainably develop marine economic activities, state management must always thoroughly grasp and strictly comply with the country's foreign policies at sea. Separating these two fields will not only negatively affect marine economic development but also create threats to national security.

Secondly, state management of the marine economy requires high costs, unique means, and capabilities. Maritime economic sectors have depended heavily on natural conditions, biological cycles, and spatial positions in the seas. These industries always require significant investments, are risky, and are potentially dangerous. Effective management requires state agencies to have strategies, master plans, and plans with substantial investment in resources, technology, and modern means. It is also necessary to have unique management capabilities, such as the ability to forecast the situation, explore, inventory, and control marine resources and handle problems quickly and effectively, ...

Thirdly, state management of marine economic development has local characteristics. This significant feature

affects the state management of maritime economic development. Vietnam's sea has a large area (about 3.5 million km²), and the sea route stretches for 3,260 km, involving many localities throughout the country (28 provinces and cities). Resources, potentials, and economic advantages of each locality vary greatly. It is impossible to have a marine economic model for all coastal localities, but depending on the actual conditions to build the structure of maritime economic sectors accordingly. Therefore, applying a standard state management policy on the marine economy for all localities is impossible. Based on the general regulations of the State, localities need to concretize policies and measures to manage marine economic development appropriately and effectively.

3. STATUS OF STATE MANAGEMENT OF MARINE ECONOMIC DEVELOPMENT

Formulate strategic guidelines, master plans, and policies for maritime economic development.

Developing the marine economy is a significant policy that our Party and State have paid attention to from a very early age. Resolution No. 09-NQ/TW, dated February 9, 2007, on "Vietnam's marine strategy up to 2020," emphasized: that the 21st century is considered by the world as "the century of the ocean" and identifies the primary strategy to promote marine economic development. 36-NQ/TW dated October 22, 2018, on the Strategy for sustainable development of Vietnam's maritime economy to 2030, with a vision to 2045, defining by 2030, Vietnam will become a solid marine country, basically meeting the criteria for sustainable development of the maritime economy.

Based on the Party's policy, the Government promptly developed a Master Plan and a 5-year plan for the sustainable development of the marine economy. Ministries and sectors have developed schemes, projects, and tasks to implement the Strategy in the medium-term public investment plan for 2021-2025 and the state budget financial plan for 2021-2025. Coastal localities have developed essential marine economic development planning with uniformity, synchronization, and consistency, in line with practical development requirements, detailed investigation, and research.

The legal system on the marine economy has been increasingly consolidated, covering all areas of the maritime economy, such as the Law on Biodiversity (2008); Petroleum Law (2008); Law on the Sea of Vietnam (2012); Law on Water Resources (2012); Environmental protection (2014); Law on Natural Resources and Environment of Sea and Islands (2015); Law on Planning (2017); Law on Fisheries (2017); Law on Tourism (2017); This is an essential legal basis for effectively exploiting all potentials and strengths of the sea and developing marine economic sectors, effectively serving the cause industrialization and modernization of the country.

Organize the state management apparatus for marine economic development.

The system of state management agencies in charge of marine economic development in our country is divided into two main parts: the management agency for exploitation of marine resources by sector and the general management agency for exploitation of marine resources. These two divisions

are synchronously organized from the central government to the coastal localities. There is the assignment and decentralization of management roles and responsibilities among agencies in the system based on combining management by sector and territory.

The government performs unified state management over Vietnam's seas at the central level. The Government has assigned the Ministry of Natural Resources and Environment to perform the function of the general direction of resources and environment of sea and islands to establish the General Department of Seas and Islands of Vietnam. In addition, to effectively implement Resolution No. 36/NQ-TW, on February 6, 2020, the Prime Minister issued Decision No. 203/QĐ-TTg dated February 6, 2020, on the establishing of a National Steering Committee for the implementation of the Strategy for Sustainable Development of Vietnam's Marine Economy to 2030, with a Vision to 2045.

Locally, the Government permits the People's Committees of coastal provinces and centrally-run cities to establish provincial-level sea and island steering committees. Currently, in 28 areas and centrally-run cities with the sea, there are 14 Sub-Departments and 14 Divisions for sea and island management. The organizational structure of marine economic development management has been gradually consolidated. The contingent of cadres and civil servants involved in managing maritime economic development is adequate in quantity, with appropriate structure and quality.

Organize the implementation of state management of marine economic development.

The Government and localities have promoted propaganda of the Party's guidelines, the State's laws, and policies of local authorities on marine economic development. Focusing on raising awareness for all classes of people about developing maritime solid economic sectors, such as seaports, tourism, and services; aquaculture and fishing; coastal economic zone. Based on general regulations of the State, coastal localities have developed many policies to attract resources, especially foreign direct investment (FDI) in marine economic development.

Coastal provinces and cities are becoming bright spots in attracting FDI nationwide; typically, Hai Phong and Quang Ninh have entered the top 10 in terms of FDI attraction in 2021. The city alone, Hai Phong, has attracted 5.26 billion USD of FDI, nearly 3.5 times higher than in the same period in 2020, leading the country.

At the same time, coastal localities have implemented many policies to support investment and development of marine economic infrastructure, such as land policies for industrial parks, construction of water supply and drainage systems, and water supply and drainage systems. Electricity, roads, schools, stations, etc., serve the development of the marine economy. From the synchronous and effective policies, the maritime economy has developed rapidly. Currently, the economic scale (GDP) of the sea and coastal areas of Vietnam averages about 47-48% of the country's GDP, of which the GDP of the marine economy

accounts for about 20-22% of the total GDP of the country.

Regarding inspection, examination, and handling of problems arising in marine economic development.

In recent years, inspection, examination, and handling of problems arising in marine economic development have achieved good results. This activity aims to improve the efficiency of state management of marine economic growth and environmental protection of seas and islands. Through inspection and examination activities to detect shortcomings and shortcomings of mechanisms, policies, and laws, to propose competent state management agencies to promulgate and amend legal provisions. Related to marine economic development, ensuring practicality. The Government and localities have focused on preventing and dealing with marine environmental pollution and incidents from economic activities; supervise and evaluate the effectiveness of the use of development investment capital of investment programs and projects in the field of the maritime economy according to regulations.

In addition to the significant achievements, state management activities on marine economic development have limitations and must be revised. Strategies and planning for the maritime economic development of marine areas and each locality have yet to create linkages and mutual support. The mechanisms, policies, and planning system for sea and island management are not "unified, balanced and harmonious among economic, social and environmental goals."

The coordination among ministries, branches, and localities in

managing marine economic development still needs to be improved. The organizational structure in the direction of seas and islands in the localities has yet to be unified. Human resources involved in the management process still need to improve in quantity, capacity, and experience due to the need for more strategic investment in human resource training. Regulations on sanctioning violations in the field of the marine economy have yet to be fully promulgated, leading to many shortcomings in the performance of inspection, examination, and control tasks.

According to the United Nations Environment Program announced in 2018 (UNEP), each year, Vietnam discharges into the ocean from 0.28 to 0.73 million tons of plastic waste (accounting for 6% of the world), ranking fourth in the world. Increasing waste affects the quality of the environment and ecosystems and, economic development and coastal communities, the potential risk of food insecurity and insecurity.

4. POTENTIAL FOR MARINE ECONOMIC DEVELOPMENT IN VIETNAM

Vietnam has the advantage of sea transportation when it is close to international and regional maritime routes. Vietnam's sea is located in an area with high economic development and is a bridge between many economic and political powers worldwide. These are favorable conditions for Vietnam to develop the maritime industry, shipbuilding industry, and logistics, especially when there are 114 estuaries, and 52 deep-water bays along the central coast (pools, bays, and lagoons account

for 60% of the time. length of coastline), more than 100 locations can build large seaports. On the other hand, the location is convenient for traffic, and the closed bays and bays have great depth and ample space in the coastal area and on the coast, which is very suitable for seaports and the development of coastal economic zones.

Vietnam's sea area has about 35 types of minerals with different exploitation reserves from small to large, belonging to the following groups: fuels, metals, building materials, precious and semi-precious stones, and liquid minerals. Several sand mines of construction materials are on the seabed in Quang Ninh and Hai Phong, with reserves of over 100 billion tons and a series of quartz sand underground in Quang Ninh's seabed (nearly 9 billion tons). Besides, the potential of seawater resources is also huge, with forms of marine energy, such as burning ice, tidal power, wave energy, nuclear energy, and heavy water from seawater.

The marine resources of our country have a high abundance. In addition to marine fish as the primary source of income, there are many other specialties of economic value, such as shrimp, crab, squid, sea cucumber, and seaweed... In the sea fish alone, more than 2,000 different species have been discovered. About 100 species have economic value; 15 extensive fishing grounds are distributed mainly in coastal areas. Fish reserves in our waters are about 5 million tons/per year, and the amount of fish that can be caught annually is about 2.3 million tons... Khanh Hoa fishermen exploit tuna for export.

The coastline is over 3,260km long, and thousands of coastal islands are favorable conditions for Vietnam to develop marine tourism. According to statistics, along the coast of Vietnam, there are about 125 beautiful beaches, some of which are rated as the world's top beautiful beaches and bays.

Vietnam's waters are located in the tropical monsoon climate; many areas are warm all year round, and very convenient for tourists from many countries, especially countries with cold winters, to resort and swim. In recent years, Vietnam's sea and island tourism industry has been on the rise, attracting more and more domestic and foreign tourists.

In our country, the activities of reclamation and sea encroachment were carried out by our ancestors very early, from the feudal era of the Tran dynasty (Tran Nhan Tong, 1258-1308). By the 15th century, the Le Dynasty encouraged the works of reclamation and encroachment, establishing many new coastal villages in Quang Ninh, Nam Dinh, and Thai Binh (today). Nearly 200 years ago, Nguyen Cong Tru recruited poor people to build dikes and started encroaching on the sea, conquering alluvial soil in Kim Son land (Ninh Binh). By the Nguyen Dynasty, reclaiming and advancing on the sea had become a national policy, with the "Enterprise Porcelain" taking care of...

Entering the doi moi period, many sea reclamation projects have been implemented in most coastal provinces and cities with different scales. Still, large-scale reclamation projects are concentrated in Quang Ninh province. Hai Phong, Da Nang, Kien Giang... The sea reclamation projects have made

significant contributions to the process of socio-economic development, changing the face of urban and rural areas in coastal and island areas. . In which most especially 40 years ago, in 1982, the project of encroachment on the sea of Do Son (Hai Phong) was completed as well as the tasks to dig canals and roads across Cat Hai and Cat Ba islands with the spirit of reaching out. Going to the sea to "get rich and win," the army and people of Hai Phong have formed a new face of Port city - the gateway to the Northern Delta. It is also the primary basis that ensures the formation of two new communes, Tan Thanh and Hai Thanh (Duong Kinh district). It promotes the practical construction and development of investment and business projects. The industrial park's infrastructure - seaport - non-tariff Nam Dinh Vu is 1,329 ha, and Lach Huyen port is the largest in the country in Hai Phong.

From an economist's point of view, in a market economy, resources (capital) are the critical factors for the operation of the entire economy. Five basic types of money can be distinguished: financial capital. Resources, material products, people, and society. All resources can create output product lines to fulfill socio-economic development tasks. Resource Capital comprises resources and ecosystem services of the natural world, in which the country's geopolitical position is the precious resource capital. Therefore, Vietnam today, with an important position on the East Sea, is always an indispensable partner in the agenda of the Indo-Pacific region.

However, for the "South China Sea front" resource to truly become a

national development resource, it is necessary to have the motivations from the hands, brains, and strong will of people through visions and abilities— leadership skills of elites and social leaders in today's evolving applied technology era. The 8th Central Conference of the 12th term of the Party issued Resolution No. 36-NQ/TW on "Strategy for sustainable development of Vietnam's marine economy to 2030, with a vision to 2045". Accordingly, by 2030, successful and breakthrough development of marine economic sectors in the order of priority: (1) Tourism and marine services; (2) Maritime economy; (3) Exploiting oil and gas and other marine mineral resources; (4) Aquaculture and fishing; (5) Coastal industry; (6) Renewable energy and new marine economic sectors.

Implementing the Party's policy, central agencies and coastal localities have issued programs and action plans to implement Resolution No. 36-NQ/TW. The marine, coastal and marine economies are becoming the driving force of the country's development: the infrastructure system is interested in investment, and the material and spiritual life of the people in the coastal areas has been improved markedly. ... The marine and coastal economy contributes a large proportion to the gross domestic product and is a source of strong foreign currency revenue for the country's development. Sea and island tourism brings 70% of revenue to the tourism industry in the country. Sea freight transport reached 85.1 million tons. Oil and gas production reached 18.43 million tons (crude oil production reached 10.97 million tons). The output of exploited aquatic products reached 3,920 thousand tons; farming

reached 4,805.8 thousand tons. Based on economic and natural ecosystems, industrial parks, urban areas, and sea seaports strategically connect North-South and East-West between domestic and international regions.

The country has formed a chain of coastal urban areas with nearly 600 urban centers, accounting for about 8% of the country's urban areas with a population of about 19 million people; 18/19 coastal economic zones in the planning have been established. The development of the marine economy also plays a vital role in enhancing the nation's synergy, position, and power and improving the "combat position" on the seas and islands, ensuring national defense and security.

4. SOLUTIONS

4.1. Perfecting institutions, policies, strategies, master plans, and plans on marine economic development toward a sustainable direction

Improving institutions, policies, strategies, master plans, and plans for marine economic development is the most critical solution to improve the efficiency of state management in this field. Accordingly, relevant ministries, branches, and localities should actively review, supplement and synchronously develop strategies, master plans, and plans related to sea and islands in integrated management, by the law practicality. The improvement of institutions, policies, procedures, master plans, and plans on sustainable development of the marine economy must ensure focus, synchronization, focus, and efficiency, which focus on the areas that need to be encouraged to develop, creating a driving force for socio-economic development, especially

prioritizing policies on agricultural and rural development and rural construction. At the same time, ensure that it is suitable to balance and mobilize resources in pristine conditions and situations and avoid spreading so that the organization and implementation of mechanisms and policies are feasible and achieve the highest results.

Strengthen the party's leadership, promote propaganda, raise awareness about sustainable development of the sea, and create consensus in the whole society.

Raise awareness and strengthen the leadership of Party committees, organizations, and authorities at all levels in organizing, inspecting, and supervising the implementation of policies and solutions for sustainable economic development — marine economy. Improve efficiency and diversify forms and contents of propaganda of the Party's guidelines, State policies and laws on seas and islands, and strategies for sustainable development of Vietnam's marine economy in the entire political system. governance, among the people, our compatriots abroad and the international community; affirmed Vietnam's consistent policy of maintaining a peaceful and stable environment and respecting international law at sea. Promote the role of the Vietnam Fatherland Front and mass organizations at all levels in propagandizing and mobilizing people from all walks of life to monitor and criticize the implementation of the Resolution.

4.2. Perfecting institutions, policies, strategies, master plans, and plans on sustainable development of the marine economy

Review and improve the system of policies and laws on the sea towards sustainable development, ensuring feasibility, synchronous and uniformity, and conformity with legal standards and international treaties to which Vietnam is a party. Create a favorable legal corridor to mobilize domestic and foreign resources for investment in infrastructure construction, development of science, technology, human resources, and transfer of marine knowledge. Actively participate in and actively promote the formation of global and regional mechanisms related to seas and oceans.

Consolidate the system of state management agencies in charge of the sea from the central to local levels, ensuring modernity and synchronousness; build a contingent of highly qualified and professional staff. Improve coordination efficiency between agencies and the central and local authorities on sea and island affairs. Strengthen the inter-sectoral coordinating agency to direct and unify the implementation of the Strategy for sustainable development of the marine economy headed by the Prime Minister; strengthen the capacity for the Ministry of Natural Resources and Environment well to perform its functions and duties as a standing agency to assist the Government and the Prime Minister in general and unified state management of seas and islands. Consolidate the organizational model, and improve the management capacity of islands, archipelagoes, and coastal areas. Implement the population arrangement on the islands in association with transforming the production organization model towards being friendly to the sea and marine environment. Reviewing,

supplementing, and developing synchronously new strategies, master plans, and plans related to sea and islands in the direction of integrated management suitable to the marine ecosystem, ensuring harmonious coherence and harmony between the conservation and development of land areas, coastal zones, exclusive economic zones, and continental shelves. Expediently develop a national marine spatial plan and a master plan on sustainable exploitation and use of coastal resources.

4.3. Develop science and technology and strengthen essential marine investigation

Promote innovation, creativity, and application of advanced scientific and technological achievements; step up research and establish scientific arguments for planning and perfecting policies and laws on sustainable development of the marine economy. Prioritize investment in the primary investigation, scientific and technological research, and training of marine human resources, forming centers for studying and applying marine biotechnology, deep seabed exploitation, and space technology in marine monitoring, reaching advanced levels in the region. Assessing potential and advantages in natural conditions, resources, ecosystems, and marine economic sectors and fields such as maritime, mining, aquaculture, aquatic and seafood processing, renewable energy, information and digital technology, marine biopharmaceuticals, underground self-operating equipment... To effectively develop and implement an essential program for a basic investigation of resources and

environment of sea and islands; expand and improve the efficiency of international cooperation in study and research in international waters. Invest in a fleet of advanced marine research vessels and submarine equipment capable of researching deep sea areas.

4.4. Promote education, training, and development of marine human resources

Enhancing education, raising awareness, knowledge, and understanding about the sea and ocean, survival skills, adaptation to climate change, sea level rise, and prevention and avoidance of natural disasters for pupils and students in the future. All grades and grades. Developing high-quality marine human resources in line with market demand; having unique mechanisms and policies to attract talents; gradually forming a team of managers, scientists, and experts of international level with deep expertise in the sea and ocean. There is a mechanism to support and improve the quality of training and develop a network of training institutions for marine human resources to reach the advanced level in the region. Effectively implement vocational training, and meet the labor requirements of the maritime economic sectors and the people's job change.

4.5. Strengthening capacity to ensure national defense, security, and law enforcement at sea

Improve the organization of forces to ensure national defense, security, and law enforcement at sea. Invest in modern equipment, focus on human resource training, improve law enforcement efficiency, and enhance the synergistic and combat capabilities of forces participating in defense of

sovereignty, sovereign rights, financial rights, and the legitimate and legitimate interests of the country. To build a strong police force in coastal areas, islands, urban areas, economic zones, and industrial parks, serving as the core to ensure political security, social order, and safety in the sea area. Improve the operational capacity of the forces directly in charge of preventing, avoiding, and mitigating natural disasters, rescue and rescue, and responding to climate change and sea level rise in sea and island areas; ensure security and safety for residents, workers, and economic activities in the sea area; firmly build the all-people defense posture in association with the people's security posture in seas and islands.

4.6. Actively strengthen and expand foreign relations and international cooperation on the sea

Consistently implementing the foreign policy of independence, self-reliance, diversification, and multilateralization; proactively improve the efficiency of international integration; resolutely and persistently fight to protect the country's sovereignty and legitimate interests at sea, and at the same time actively and actively resolve and handle disputes and disagreements in the East Sea using peaceful law based on international law, especially the 1982 United Nations Convention on the Law of the Sea; preserving the environment of peace, stability, and cooperation for development. Strengthen relations with strategic partners, comprehensive partners, traditional friends, countries with maritime potential, and countries with common interests in respecting independence, sovereignty, and equality, mutually beneficial and by international

law. Actively and actively participate in global and regional forums, especially maritime cooperation activities within the ASEAN framework; coordinate with other countries to fully and effectively implement the Declaration on the Conduct of Parties in the East Sea (DOC) and promote the signing of the Code of Conduct in the East Sea (COC).

Promote international cooperation activities on sustainable management, use, and conservation of seas and oceans; strictly implement regional and international treaties and agreements on seas and oceans to which Vietnam has joined; study and join binding international treaties on the sea, giving priority to the fields of resource management, environmental protection, marine scientific research in the immediate future; promote participation in scientific research, survey, exploration and exploitation of resources in international waters. Continue to encourage cooperation, take advantage of the support of global and regional partners and organizations to develop human resources and marine infrastructure, and apply modern science and technology to coastal areas' maritime economy, environmental protection, natural disaster prevention and control and adaptation to climate change and sea level rise.

4.7. Mobilizing resources, encouraging all economic sectors to invest in sustainable marine development, and building solid marine economic groups

To increase the attraction of resources from all economic sectors, especially the private and foreign-invested economies. Actively attract large investors from developed countries

with source technology and advanced management level. Prioritize state budget investment for developing island districts and communes of Tien Tien and offshore islands; to socialize investment in marine and island infrastructure, economic zones, and coastal industrial zones. To encourage the development of enterprises of all economic sectors and strong marine economic groups engaged in production and business activities at sea, especially in offshore and oceanic areas. Continue restructuring state-owned enterprises in maritime economic sectors, ensuring improved management capacity, production and business efficiency, and competitiveness. Vietnam's maritime strategy clearly states that by 2020, the maritime economy will contribute about 53-55% of GDP and 55-60% of the country's export turnover people's life in the sea and coastal areas. Shortly, the marine economy will play a key role in ensuring the living needs of the people and ensuring that our nation is prosperous, strong, and developed. Therefore, it is necessary to look at the sea and island economy comprehensively, develop it sustainably, and ensure the country's long-term interests in striving to turn our country into a rich and intense country on seas and islands, firmly ensuring national sovereignty at sea.

To develop a sustainable marine economy, many experts believe that it is necessary to focus on the following groups of solutions:

Firstly, They are raising awareness for the whole society about the strategy of marine economic development in association with prevention and adaptation to climate

change and the protection of sovereignty over seas and islands, considering these three sides of an issue that has the potential to become a problem.

Secondly, urgently develop a project to restructure the marine economy, mechanisms, and policies to promote the initiative rights of sectors, levels, localities, and territories, with management and focus. The central government created a breakthrough in economic growth and restructuring towards modernity, breadth, and depth. Supplement and complete the sector development planning according to new content linking marine economic development with prevention and adaptation to climate change and protection of sovereignty over sea and islands in all fields of infrastructure investment. Building island routes, seaport systems, coastal urban areas, oil and gas industries, shipbuilding, transportation, tourism, aquaculture, etc. At the same time, promoting linkages and cooperation between sectors, localities, and territories, modernizing enterprises and cooperatives, building national marine brands, and attracting foreign direct investment and private investment in marine economic development. ..

Thirdly, urgently develop an adaptation strategy for coastal livelihoods, protect the ecological environment, and identify and approach each field, such as shipping, fishing, aquaculture, and crop production. , livestock ... with the participation of representatives of local agencies, technical experts, mass organizations, households, hazard mapping, new water storage plan, adopting a regional approach to community-based coastal

natural resource management. Mobilize the community to participate in dyke solidification, restoration, and development of coastal protection forests to create a corridor to protect sea dykes, and prevent sea level rise and saline water encroachment into fields. Organize solidarity groups and cooperatives for maritime transport, fishing, aquaculture, etc., to have conditions to support each other in production to cope with storms and tsunamis...

Fourthly, increase investment in new construction and consolidation of a robust sea dyke system, improve information and communication systems, tsunami early warning system and weather forecast, and develop forest and flooded strategies. In the immediate future, deploying the sea dyke system in lowland and flooded areas soon. Prioritize relocation of infrastructure and population in areas at risk of flooding, supplementing a qualified workforce for the island district and archipelago.

Fifthly, urgently implement scientific research topics in the field of Selection and breeding of food plant varieties, industrial plants, aquatic and seafood breeding varieties, etc. To renovate the occupational structure and develop the profession's new adaptation to salinization, drought, and flooded areas, applying modern and new technologies in mineral exploitation, oil and gas, flammable ice, shipbuilding, and processing marine products... Strengthening and expanding international cooperation in scientific research activities, training and technology transfer, attracting ODA capital, direct investment capital from other countries...

Sixthly, urgently train and foster researchers and managers of marine economic sectors and coastal communities with professional qualifications and skills to respond to climate change and protect coastal communities' sovereignty over the sea and islands, striving to achieve over 80% of trained workers by 2020. At the same time, the Government should assign functional sectors to provide educational content on the marine economy, climate change, protection of sea and island sovereignty, and curricula at high school, intermediate and high school, colleges, and universities in the informal system.

5. CONCLUSION

State management of marine economic development is an indispensable element at the national and local levels. Vietnam's seas and islands are not only associated with the country's development. Still, they are also a strategic trade intersection of the region and the world, an essential source of raw materials and food, and a place of economic development. development prospects... Therefore, sustainable development of the marine economy plays a vital role in developing the country in the past, present, and future. In the past, besides the achievements, the state management of marine economic development in our country poses many difficulties and challenges. Those difficulties and challenges, if not overcome soon, will become a significant barrier to developing our country's marine economy. That requires the entire Party, people, and army to have synchronous management solutions, to bring the maritime economy to a rapid and sustainable development, contributing to accelerating the

industrialization and modernization of the country.

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