

## **Economic Change in the Southeast Sea (2007 - 2020) – From the History View**



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**Abstract:** On the basis of historical methods, the article presents the potentials and strengths of the Southeastern sea and islands, the process of coastal localities in this area developing marine economy; to associate marine economic development with cultural development, human development, and implementation of democracy, progress and social justice; satisfactorily solving social problems, improving people's material and spiritual life, protecting environmental landscape, ensuring the requirements of sustainable development. Besides, the article analyzes and assesses the economic transformation of the Southeastern sea and summarizes some lessons learned.

**Key Words:** Marine economy, Southeast, economic changes

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### **I. INTRODUCTION**

Today in the world, peace cooperation and development are becoming the main trend, the scientific and technological revolution has developed strongly, and globalization is increasing. In that context, the nations with the sea and facing the sea are racing to own the sea, building a marine strategy, strengthening all-sided potentials to effectively exploit and use precious resources. Sea brings.

In Vietnam, the practice of marine economic development in recent years has also revealed a series of issues such as environmental pollution, exhausted exploitation of coastal resources ... Complex fluctuations of the world and in The country has created advantages, but also potential challenges for the implementation of the economic development strategy of the Southeast, which is considered to have potentials and strengths in marine economy.

Until now, the research on Southeast marine economy has been conducted under many different angles, Vietnam's marine economy on the path of development and integration (Ngo Luc Download, 2012), Economic Vietnam's coastal provinces (The Dat, 2009), Some Issues in Vietnam's Marine Strategy (Various authors, 2012), "Integrated management" in coastal and oceanic management-practices in Vietnam South", Journal of Science, (No. 51) (Ho Nhan Ai, 2009), "On Vietnam's marine economic development strategy in international integration", The Communist Review, (No. 55) (Pham Ngoc UK, 2011).

Going into the Southeast maritime economic topic, there are typical studies of Ba Ria - Vung Tau striving to become an industrial province, strongly in marine economy (Communist Party of Vietnam, 2007), Ba Ria-Vung Ship: The seaport system in the strategy of marine economic development (Government office of Vietnam, 2020), Ba Ria-Vung Tau-the headland of the Southeast...

To reflect the policies, modes and activities in the process of implementing the South East Sea Economic Development Strategy (2007 - 2020), this study has reference and inheritance of the above research results, but reflected in the perspective of history, suitable with logical methods, quantitative and qualitative methods, research.

### **II. MARINE ECONOMIC DEVELOPMENT POLICIES OF VIETNAM**

In the 1980s, the maritime economy in the Southeast as well as the whole country faced a serious and prolonged socio-economic crisis. Narrow marine economic development thinking, eliminating private economic sectors in fishing activities, collectivizing and nationalizing fishing establishments, implementing command-style management administrative subsidy, bureaucracy... restrict commodity - monetary relations, underestimate the motivation for economic benefits.

Since the beginning of the 21st century, before the complicated developments of the world and domestic situation, in order to implement the economic development strategy of the sea and islands in the Doi Moi era, Vietnam continues to propose many effective policies. Typically, the Vietnam Maritime Strategy 2020 - at the Fourth Conference of the Communist Party of

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Vietnam (Session X). The Government of Vietnam promulgates the Government's Action Plan to implement the Resolution No. 09-NQ/TW dated February 9, 2007 of the 4th Conference of the Party Central Committee (session X) on "Vietnam Marine Strategy to 2020". This document defines: "The 21st century is considered by the world as the century of the ocean, striving to make Vietnam a strong nation in the sea, getting rich from the sea, and firmly ensuring national sovereignty on the sea and islands, making an important contribution to making the country rich and strong. The specific goal is "Building and developing comprehensively in the fields of economy, society, science - technology, strengthening defense and security. Striving by 2020, the marine and coastal economy will contribute about 53-55% of GDP, 55-60% of the country's export turnover, solve social problems well, significantly improve the life of the people in coastal areas and coastal areas " (Communist Party of Vietnam, 2017, vol. 66, p.47).

Implementing the strategy of developing the marine economy in the Doi Moi period is a wise choice for Vietnam to build the country increasingly rich, democratic and civilized; step by step bring Vietnam to become a strong nation on the sea, get rich from the sea on the basis of promoting all potential from the sea, comprehensively develop marine industries and trades with a rich and modern structure, creating rapid growth, sustainably, with high efficiency with a long-term vision. To closely combine marine economic development with national defense and security assurance, international cooperation and environmental protection; to combine the development of marine, coastal and island regions with the development of inland areas towards industrialization and modernization. Exploit all resources for socio-economic development, marine environment protection in the spirit of proactively, actively opening up, fully and effectively promoting internal resources; taking advantage of international cooperation, strongly attracting external resources on the principles of equality, mutual benefit, firmly defending the independence, sovereignty and territorial integrity of the country.

### III. THE ECONOMIC TRANSFORMATION OF THE SOUTH EASTSEA

Southeast marine economy includes economic activities taking place on sea, islands and direct economic activities related to marine exploitation in the coastal land strip. The nature of the marine economy is open and broadly linked not only in terms of industries, but also in terms of geographical areas and territorial waters. In terms of sea space, the Southeastern Island extends from the waters of Binh Thuan province in the Southeast to Con Dao (Ba Ria - Vung Tau province). Therefore, in this study, we reflect the transformation of the marine economy of provinces with major marine economic activities in the South East Sea: Ho Chi Minh City, Ba Ria - Vung Tau, Binh Thuan, Long An.

#### *Firstly, the marine economy in Ho Chi Minh City (2007 - 2020)*

The waters of Ho Chi Minh City, with a coastline of about 15km and a sea surface area of about 900 km<sup>2</sup>, located in the southeastern part of the city, play a very important role in the socio-economic development. Association of the city (fishing, aquaculture, ecotourism, water transportation ...). However, the development of marine economy has been facing many risks and dangers such as saline intrusion, erosion, coastal erosion, accretion, sea level rise, storms, floods, and pollution... The main cause of these hazards is the improper exploitation and use of natural resources, marine and coastal environment.

Recognizing the important role of the marine economy, since 2007, implementing the policies of the Central Government, The Party Committee and authorities of Ho Chi Minh City lead the implementation of the marine economic development strategy, and take measures to manage marine resources and environment. The City of the Committee issued Action Plan No. 24-CTr/TU dated October 26, 2007 implementing the Resolution No. 09-NQ/TW of the Party Central Committee Session X on Vietnam Marine Strategy in the city.

On that basis, Ho Chi Minh City issued a series of documents and implemented the Vietnamese sustainable development strategy in the city. Since 2011, the city has planned and developed the white-leg shrimp farming area in Can Gio, promoting the city's aquarium program. In 2016, the city invested in building the City Fisheries Center in Binh Khanh Commune, Can Gio District. By the end of 2019, the whole city has 940 fishing boats, of which 580 boats with engines for marine exploitation with a total capacity of 20,691 CV, mainly exploiting in coastal areas; There are 1,156 households engaged in marine fishing activities without using fishing means such as clam, oyster, snail, house, mussels, ... and 1,066 households engaged in inland fishing with 360 motor boats and 43 non-motorized vehicles (Ho Chi Minh City Statistical Office, 2019).

Regarding aquaculture, the aquaculture area in 2018 was 7,373.6 ha, down 2.5% over the same period. Of which, the area of saltwater aquaculture is 644.5ha, all of which is the clam farming area in Can Gio district, down 20 ha (down 3%) over the same period due to the focus on farming and dredging harvest before discussing. Allocation of land to implement coastal tourism investment projects for Vingroup. The brackish water farming area was 6,139.6 ha, down 5.7% from the previous year, of which the shrimp farming area was estimated at 5,597.6ha, down 4.3% over the same period last year; Freshwater aquaculture area is estimated at 592.5ha, mainly fish farming area, up 48.1% compared to 2017. The situation of shrimp farming: as of December 4, there are 452 turns of households to raise shrimp tiger breeds with 173.9 million breeds on an area of 3,423 ha. Vannamei shrimp were 2,876 turns of households stocked with 879.9 million seeds on an area of 2,153 hectares (Ho Chi Minh City Statistical Office, 2019).

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In the field of seaport construction and development, sea transportation and infrastructure serving the Sea Strategy, the city has focused on improving and developing the operational capacity of Cat Lai and Hiep Phuoc ports to meet regional cargo transport industry requirements. As a result, Tan Cang - Cat Lai port is currently the largest and most modern international container port in Vietnam in Ho Chi Minh City, focusing on warehouse services and cargo distribution centers. Tan Cang - Hiep Phuoc Port connects the ring roads and a series of industrial zones, is the gathering place for the Mekong Delta region and the industrial zones in the south of the city. In addition, investing in storm shelter anchorage area for fishing boats in Can Gio district at Dong Dinh river, Dinh Ba river.

For the coastal ecosystem of Can Gio, since 2008, the city has focused on managing the biosphere reserve, developing sustainably protective forests and mangrove forests in Can Gio district. By the beginning of 2020, the city has completed the project "Investing in material and technical facilities for the management and development of Can Gio mangrove forest"; well implementing the project "Caring and protecting Can Gio protection forest"; "Organization, management and sustainable use of Can Gio mangrove forests up to 2015 and vision to 2020"; implementing the plan of pruning, tending and planting transformation to improve the quality of Can Gio mangrove forest; to conserve, upgrade and develop coastal mangroves.

Through the Ecotourism Development Program of Can Gio district has completed the Sac forest road, and continues to invest in completing branch roads connecting Sac forest road with commune centers. From 2016 to 2020, the city will implement the project of constructing the urban reclamation area of Can Gio with a scale of 600 hectares and is building a project to expand 1,048 hectares. Every year, the Soai Rap channel is dredged to ensure ships with a large tonnage in and out of Hiep Phuoc port and is investing in constructing Can Thanh marine eco-tourism area.

In the period 2006-2011, the city welcomed about 60% of international visitors to Vietnam. The tourism revenue of the City accounts for 43% of the national tourism revenue and contributes 11% to the GDP of the City. The total number of international visitors to the city in the first 7 months of 2014 was estimated at 2,392,648 arrivals, up 9.1% over the same period, and reached 54.3% of the 2014 plan (4,400,000 arrivals). Total tourism revenue of the city (travel, hotel, restaurant) was estimated at 51,965 billion VND, up 8.5% over the same period. The occupancy of large hotels gradually increased from May to July 2014 such as: Caravelle hotels from 46.9% to 59.8%, Sheraton hotels from 64.3% to 72, 1%, Windsor Plaza hotel from 45.9% to 61.2%, Rex hotel from 55% to 58% (Nguyen Cao Tri, 2011).

### *Secondly, the marine economy of Ba Ria - Vung Tau*

The goal of Ba Ria - Vung Tau province (2007 - 2020) is to build a strong province in marine economy, with the national and international commercial port system, as one of the service, tourism and seafood centers of region and the country, significantly improving the quality of life of the people (People's Committee of Ba Ria - Vung Tau, 2008)...

To achieve the above targets, Ba Ria - Vung Tau province implements the program of restructuring the marine economy, restructuring the economy in the direction of increasing the proportion of the service sector, taking the task of port and logistic services development do the key task. Focus on promoting the development of port services, sea transport, post-port services, tourism, oil and gas; to invest in and develop new, modern and high-quality services. Increase the fishing capacity and efficiency at offshore fishing grounds. Organize logistics services for fisheries, fishing villages, and fishing ports in the direction of more and more improvement. To develop aquatic species with high economic value, process seafood in accordance with fishing and aquaculture activities, and form processing zones as planned.

As a result, the number of offshore fishing boats, in 2005 there were 2,932 units with a total capacity of 403,100 CV, in 2009 there were 3,011 units with a total capacity of 298,100 CV, in 2010 there were 3,206 units with a total capacity of 676,200 CV. 3,284 units with a total capacity of 690,700 CV, in 2012 there were 3,103 units with a total capacity of 692,200 CV (TCTK, 2012). In 2017, establishing 13 solidarity groups at sea with 171 fishing vessels and 82 members, bringing the total to 340 groups of solidarity at sea with 2,295 fishing boats, a total of 2,152 members, including 3 cooperatives, with 22 members, 63 fishing boats and 1 anchovy fishing union, 40 fishing boats (People's Committee of Ba Ria - Vung Tau, 2017).

In addition to fishing, Ba RIA - Vung Tau has strongly developed aquaculture. In the two years of 2017 and 2018, the province implemented relocation and rearrangement of aquaculture facilities in the direction of reducing the density of cages on the farming area by 50%. In the area of Cha Va, Dinh and Mo Nhat rivers: there are 345 aquaculture establishments on the river, of which 171 are in planning, 174 out of planning must be relocated. After relocation, the province issued a certificate of water surface use rights for organizations and individuals. At the same time, the province also moved to move seafood processing establishments to the concentrated processing zones in Dat Do and Xuyen Moc; cooperating with a team of Japanese experts to treat wastewater and exhaust gas of fishmeal enterprises in the province.

The changes in the field of seafood exploitation, farming and processing in Ba RIA - Vung Tau during this period were all aimed at the production efficiency and the market, step by step applying scientific achievements technology in aquaculture and fishing; strengthen the protection of the marine environment.

In the field of seaport exploitation and sea transportation, in October 2010, Ba RIA - Vung Tau put SP-PSA container port into use. Since the end of 2014 in Ba RIA - Vung Tau, Thi Vai - Cai Mep port has secured the passage of all imports and exports and exchanges between regions and regions of the country by sea to meet economic development requirements. The

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country's society with the planned capacity of the seaport system. Thanks to the development of the seaport system, economic sectors in the province continue to grow fairly on a solid foundation. The total value of industrial products (excluding oil and gas) is estimated at 47,850 billion VND, up 10% compared to 2008, GDP per capita is 5,098 USD / year. The throughput of goods through the Cai Mep - Thi Vai port cluster in 2014 reached 59.3 million tons, an increase of 20% compared to 2013.

In the period 2015 - 2020, Ba Ria - Vung Tau has mobilized investment capital for development of technical infrastructure; upgrade and complete the transport infrastructure system connecting deep-water ports, connecting road and sea traffic, connecting Ba Ria - Vung Tau with other provinces in the southern key economic region and the area to best serve the needs of travel, transportation and goods circulation such as Thi Vai - Cai Mep inter-port road, city expressway and railway. Ho Chi Minh City - Bien Hoa - Vung Tau, crossroads connecting National Highway 51A (8 lanes) running through the province are nearly 50 km long. Over the years, Ba RIA - Vung Tau has focused on the construction of coastal transport systems. The province has completed and put into operation projects on Nui Dinh cultural forest park tourism area, Nui Minh Dam cultural forest tourism area, Hoa Anh Dao tourist area, tourist sites in Con Dao and many tourism projects of various types: resort tourism, entertainment tourism, cultural tourism combined with sports, ecotourism.

### *Thirdly, the marine economy of Binh Thuan*

Binh Thuan sea area has a fishing area of 52,000 km<sup>2</sup>, is one of the three largest fishing grounds in the country, the annual fishing reserves reach 240,000 tons of seafood of all kinds, rich in many kinds of rare and precious seafood with high economic value. Currently, Binh Thuan has about 7,000 boats, of which about 3,050 ships with a capacity of 90 CV or more and 1,300 ships registered for offshore fishing.

The marine economy of Binh Thuan province is promoting more and more comprehensively in terms of exploitation, processing, farming, and logistics services for fisheries associated with diversified development of tourism services, along with attaching importance to to develop industry in order to maximize the advantages of the marine economy. In which, the fishery economy increases by 7.2% / year on average. The output of exploited seafood has increased year by year, aquaculture in both salt, fresh and brackish water has developed stably, especially the quality of shrimp seed is maintained, affirming the advantage. Particularly in 2015, the output of exploited seafood reached 198,000 tons, aquaculture reached 14,000 tons; production and consumption of shrimp seed increased sharply. Fisheries unions and unite fishing groups have been established more and more, contributing to improving exploitation efficiency and protecting the sovereignty and sovereignty of sea and islands of the country. There have been a pilot establishment of 5 local trade unions and 226 solidarity groups, 4,002 boats, 25,385 employees (of which 100% of offshore fishing boats participate). The structure of craft boats strongly changes in the direction of increasing ships with large capacity, offshore fishing associated with logistics services at sea. The province has 7,477 boats with a total capacity of 842,000 CV, of which 2,305 ships with a capacity of 90 CV or more (2010: 1,705 units) (Nguyen Manh Hung, 2019).

In the period 2015 - 2020, Binh Thuan will continue to promote the advantages of seed shrimp production in the direction of large-scale investment, reducing the number of small establishments. The whole province has 151 establishments / 668 farms / 67,695 m<sup>3</sup> nursing tanks, compared with 2010, it has decreased 05 establishments but increased 6,920 m<sup>3</sup> of nursery tanks; at the same time, Binh Thuan is actively implementing the project of Chi Cong concentrated aquatic seed production project phase 1, with a scale of 90 hectares. In 2014, production and consumption of 28 billion / plan 10 billion post (280%), an increase of 60.9% over the same period. The production of shrimp seed produced in 2015 was estimated at 18 billion posts, an increase of 94.4% compared to 2010, exceeding the target set by 2015 (12 billion posts) (Nguyen Manh Hung, 2019). tourism development in Binh Thuan in Hon Cau, Binh Thanh, Ganh Son (Tuy Phong), Bau Trang (Bac Binh), Doi Duong - Thuong Chanh, Rang, Mui Ne - Hon Rom (Phan Thiet city) beaches , Dien Cape - Khe Ga, Thuan Quy (Ham Thuan Nam), Doi Duong, Hon Ba, Nganh Tam Tan, Cam Binh (LaGi) ...

Binh Thuan province is building, completing and developing in the direction of modernizing the marine economy, including investment in accordance with the planning of Mui Ne national tourist zone, Phu Quy tourist area; building infrastructure for tourism development. Preserve, preserve and promote cultural, landscape and biodiversity values in sea and islands, such as Hon Cau, Co Thach, Hoa Thang - Hoa Phu, Mui Ne, Ke Ga, Hon. Lan, La Gi, Phu Quy so that by 2030, Binh Thuan will become a national tourism and sports center (Nguyen Manh Hung, 2019).

### *Fourthly, the marine economy of Long An*

With a geographical location located at a hinge between the East and the South West and in the middle of the Southern Key Economic Region, Long An has conditions to connect traffic (waterways, roads) with provinces and big cities in the region (Ho Chi Minh City, Dong Nai, Vung Tau...) are very convenient; has potentials for marine economic development.

In 2019, Long An International Port is put into operation. With a milestone of welcoming nearly 1,000 ships at home and abroad in and out of the port, reaching nearly 1 million tons of import and export goods through the port. Notably, the Port has successfully received and unloaded many cargo ships with the capacity of over 50,000 DWT. Long An International Port is expected to become a hub for import and export for the whole Mekong Delta.

Currently, Long An is implementing and completing the project to build Long An International Port in Can Giuoc, the project is located in a complex of 04 project areas with a total area of 1,935 hectares, including: Long An International Port; Dong

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Nam A Long An Industrial Park; Southeast Asia Industrial Service Area Long An; Long An Southeast Asia Urban Area. In which, Long An Port has an area of 147 hectares, is invested and built into 3 phases with a total capital of nearly 10,000 billion VND, including: 7 berths capable of receiving ships up to 70,000 DWT with a total length from the beginning of Pier 1 to the end of Pier 7 is: 1,670m; 07 barge berths; Warehouse system, bonded warehouse; Container yard system and other auxiliary works (Ngoc Diem, 2020).

Long An marine economic activities have brought into play the advantages of natural geographical conditions, contributing to promoting the socio-economic development of Long An province, the Southern key economic region, increasing the circulation of goods, speeding up the exploitation and development of ports in the Mekong River Delta region and the Southern region.

## **IV. ASSESSMENT OF ECONOMIC TRANSFORMATION IN SOUTHEAST SEA (2007 - 2020)**

The Southeast is home to many exciting economic activities in the country, at the same time creating a strong attraction for foreign investors to invest in this area, making important changes in the cultural and socio-economic life in the Southeast; thereby opening up new prospects for rapid growth, comprehensive development, as a driving force for the development of the country; at the same time, creating its strengths according to the open economic structure, associated with domestic and foreign market demands, creating a driving force for the rapid transformation of the national economic structure in a positive direction, contribute to stabilizing the macro economy.

With its position, the Southeast plays a particularly important role in the development of marine economy, where a great concentration of advantages in resources is concentrated, developing all four main areas of marine space: Coastal space, marine space, island space and ocean space. From 2007 up to now, the Southeast has contributed greatly to the national marine economic development. The Southeast actively coordinates and promotes geographical advantages and regional structural advantages for economic development, including seaports, industry, services and tourism. The Southeast is gradually shaping up to be the major marine economic center of the country, with oil and gas service industrial parks, shipbuilding industrial parks, at the same time, expanding and modernizing seaports, developing tourism and marine services, promoting trade and service activities and promoting international integration and exchange (Tran Duc Thanh, editor, 2012, p.66-67).

In the process of implementing the Marine Strategy (2007 - 2020), the Party committees and authorities of the provinces and cities in the Southeast have rapidly shifted the marine economic structure towards a modern, efficient, and revenue. The Southeast becomes the region that contributes nearly 50% of the national budget. According to data on the final settlement of budget revenues and expenditures of provinces and centrally-run cities in 2014, Decision No. 2041 / QD-BTC dated September 22, 2016 of the Minister of Finance, the Southeast, collects 472,051,051 million VND, accounting for 42.14% of the whole country. In which, Ho Chi Minh City collected 280,593,771 million VND, accounting for 25.5% of the whole country; Ba Ria - Vung Tau province collected 109,030,911 million VND, accounting for 9.73% of the whole country. The Southeast is an area where 4/6 provinces and cities have to regulate the shared revenues to the central budget (Point of view of provinces, 2015) (Ho Chi Minh City, Ba Ria - Vung Tau, Binh Duong, Dong Nai).

The above statistics show that Ho Chi Minh City has the highest income source in the country, and is named "The richest city in Vietnam". During the years 1986-2020, Ho Chi Minh City always played the leading role of the economy of Vietnam. The city accounts for 0.6% of the area and 8.34% of the population of Vietnam but accounts for 20.5% of GDP, 27.9% of industrial production value and 37.9% of foreign projects. The economy of Ho Chi Minh City is diverse in fields, from mining, fisheries, agriculture, processing industry, construction to tourism, finance,... Image of a city on a boat dock, busy with merchant boats since the opening of the land, until now, it is even more noisy.

Ba Ria - Vung Tau province is the main seaport center of the Southeast region, belonging to the group of seaports No. 05 including: Ho Chi Minh City, Dong Nai and Ba Ria - Vung Tau. Containers over 100,000 tons can be docked at Ba Ria - Vung Tau port to go directly to Europe and America. By 2020, the province has 24/52 ports put into operation.

In the years 2007-2020, the provinces of Ba Ria - Vung Tau, Binh Thuan and Ho Chi Minh City promote the development of marine tourism. Typically, Vung Tau and Phan Thiet were built into the leading tourist centers of the country.

In the years 2007 - 2020, the Southeast coastal region has focused on completing the system of infrastructure connecting between localities in the region, between regions and other localities; to give priority to investment in the development of urban centers in the direction of green urban centers and ecological cities; to build and upgrade a number of national highways with great transport demands and expressways according to the approved planning; to complete the relocation of ports in Ho Chi Minh City area and complete investment in Cai Mep - Thi Vai international gateway port and Long An international port; to develop the iron wheel transportation in the urban centers. Provinces in the Southeast coastal region have consolidated and improved the organizational capacity of directing and coordinating marine economic development.

In the process of marine economic development, the Southeast provinces have strengthened the coordination and cohesion among localities in building development policies, mobilizing and allocating resources for development investment. construction of infrastructure; training, attracting labor and creating jobs, protecting the environment, coping with climate change,

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ensuring security, defense, protecting forests and water sources; cooperation between localities in the region on investment promotion, technology transfer, labor supply, building material areas and expanding product consumption markets ...

### V. CONCLUSION

The South East Sea Island is a place with great potential of the country with oil fields in Cuu Long and Nam Con Son basins on the continental shelf; and many potentials in seafood, tourism, and shipping. Saigon - Ho Chi Minh City together with Ba RIA - Vung Tau, Binh Thuan, Long An soon became an important economic axis among localities in the southern key economic region, and was a gateway for international maritime exchange.

Economic activities of the Southeast sea (2007 - 2020) have changed in many aspects such as oil and gas exploitation and processing, sea transportation, offshore fishing and modernization of aquaculture in the direction of intensive farming; Modernization of seafood processing goes hand in hand with improving management and marketing capacity. Focus on restructuring the marine profession, step up the industry shift towards building large ships, mechanize, increase equipment and apply new technologies to expand exploitation in offshore fishing grounds and, objects of high value; socio-economic development in seas, islands and coastal areas.

The Southeastern coastal provinces have implemented a number of credit and tax policies to promote all economic sectors to exploit the high seas, associated with the construction projects of fishing ports, fishing ports and logistic services, attracting economic sectors, effectively and rationally exploiting and using potentials of natural resources associated with aquaculture development for sustainable development to become a highly competitive commodity manufacturing industry. As a result, it facilitates the restructuring of the fisheries sector, from a heavy industry in harvesting natural resources, to investment in export with high socio-economic efficiency.

Along with the strong development of the fisheries, shipping, processing industry..., the marine tourism activities of the Southeast have also been promoted, bringing high economic efficiency. The transformation of the Southeast marine economy in the years (2007 - 2020) is a process of structural transformation associated with industrialization and modernization, meeting the requirements of innovation and active integration. In the international economy, three lessons can be drawn: (1) promoting the advantages of sea and island resources to develop marine economy, especially in the fields of oil and gas exploitation, fisheries, tourism and seaports in the Southeast; (2) developing marine economy to contribute to improving the quality of life for people in the Southeast coastal area; (3) closely link the protection of sovereignty to the economic development of the Southeastern sea.

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