

## D/ DETAILED OUTLINE

### I.Executive Summary

- Location (1 sentence)
- Historical data (1 sentence)
- Competitive advantage (1 sentence)
- Challenges & Recommendation (1 sentence)
- Comparative advantage (1 sentence)

### II. Introduction (1-2 slides)

- **Introducing global context**
  - Global trade and commerce context

**Example:** As per Kyove's (2021) definition, globalization refers to the interconnectedness and the growing exchange of products, services, technology, and employment opportunities on a global scale. The remarkable surge in globalization has led to a substantial improvement in international trade. In terms of numbers, global trade reached an unprecedented high of \$28.5 trillion in 2021, as reported by UNCTAD in 2022 (UNCTAD 2022a). Consequently, because of the rising trend in global business, there is a noteworthy need for key trading centers strategically positioned at crucial global junctions.

- Introducing the critical role seaports play in that market

**Hints:** As pivotal hubs connecting nations, facilitating the movement of goods, and driving economic growth.

- **Introducing the report content**
  - State the main aim of your report and presentation

**Example:** The overarching aim of our report and presentation is to offer a comprehensive and insightful exploration of [Name of Chosen Port]. We seek to unveil the intricacies of this maritime giant, dissecting its historical journey, operational intricacies, competitive advantages, comparative positioning, and the formidable challenges it confronts. By doing so, we aim to provide a well-rounded perspective on this port and offer recommendations that can contribute to its future success.

### III. Overview

- **Location**
- Discuss reasons for location the port

**Hint:** Explore geographical, economic, strategic, and historical reasons that led to its establishment in a specific area.

### **Example: Strategic positioning of Singapore port**

Singapore is internationally recognized as a prominent global business center and currently ranks as the second most active container port globally in terms of trade volume ([Hirschman 2023](#)). The Port of Singapore has greatly benefited from its strategic positioning close to the Malacca Straits, known as one of the busiest maritime routes worldwide. Singapore's port boasts an extensive network of approximately 200 shipping companies, facilitating smooth connections to 600 ports across the globe.

- **Historical evolution**
- Providing insights into the early emergence of the port
- Its initial purpose
- The historical context that led to its creation.

**Example:** Prior to the 19th century, Singapore was renowned as a key trading and service gateway, strategically positioned at the intersection of major global shipping routes connecting China, Australia, Europe, and Asia (Tan 2023).

Following the establishment of the Suez Canal in 1869 and the advancement of steamboat services, the significance of Singapore's port grew substantially, offering ship repair and maintenance services (Tan 2023). The canal not only reduced shipping durations between Europe and Asia but also contributed to a remarkable increase in total trade volume, which reached \$105 million between 1870 and 1879 (Singapore National Library Board 2019a).

- **Trace the development and growth of the port over time.**
- Identify any significant disruptions or challenges if any

**Hints:** This could include wars, economic downturns, technological changes, or shifts in trade patterns.

### **Example:**

During the 1940s, World War II caused significant disruptions to the port, leading to its temporary closure ([Tan 2023](#)). Furthermore, the Japanese occupation in 1942 resulted in the destruction of 70% of transshipment depots and severe damage to the shipyards ([Tan 2023](#)). Singapore regained independence in 1965, leading to renewed investment and development of the port ([Singapore National Library Board 2019b](#)).

- **Key milestones, expansions, and changes in its operational capacity.**

- Innovations or adaptations that contributed to its development.

**Example:** Since then, the Port of Singapore has experienced substantial growth and has become one of the world's largest maritime hubs. According to [MPA \(2023\)](#), the Singapore port continues to rapidly expand and advance technologically.

Notably, the Mega Tuas project aims to consolidate the ports of five areas—Tanjong Pagar, Pasir Panjang, Keppel, and Brani—into a centralized port in Tuas, positioning Mega Tuas to become the world's leading port ([Miswan 2022](#))

#### IV. Operational functions

- **Imports & Exports (data)**
- Comprehensive data on the imports and exports handled by the port.
- Include statistics, figures, and trends about the volume and types of goods passing through the port.

**Example:** The Port of Singapore, due to its significant importance and remarkable growth, has solidified its position as a crucial node within the global transportation network ([Li 2018](#)). In 2022, the port managed a cargo volume of approximately 37.29 million TEUs (Twenty Foot Equivalent Units) ([Statista Research Department, 2023](#)). Its operations blend advanced transport and infrastructure activities, making a substantial contribution to Singapore's and Southeast Asia's economic advancement ([Tam 2023](#)).

- **Function**
- Insights into key industries or sectors that rely on the port's services.

#### **Example:**

Beyond serving as an international transshipment hub, the Port of Singapore stands out as a pioneer in running highly efficient container terminals ([Clemente et al. 2023](#)). The handling of bulk cargo, containers, and Ro-Ro services at the port is executed with remarkable efficiency, which greatly aids in optimizing the global supply chain. In terms of procedures, the Port of Singapore ensures transparency and regulatory compliance by implementing various mandatory customs declarations, import permits, commercial invoices, and bills of lading.

- **Infrastructure**
- Key facilities and structures that contribute to its operational capacity.

- Hint: Information about terminals, storage facilities, transportation networks, and any recent infrastructure developments or expansions.

**Example:** The Port of Singapore stands as a beacon of maritime excellence with its sophisticated infrastructure, pivotal for its status as one of the world's busiest ports. It extends over terminals at Tanjong Pagar, Keppel, Brani, Pasir Panjang, and the state-of-the-art Tuas Mega Port, slated to significantly boost capacity. In 2021, its container throughput soared to a record 37.5 million TEUs, facilitated by a robust system of 90 container cranes across 270 berths. The port's intermodal connectivity is reinforced by direct links to over 600 ports in 120 countries and integration with major trade routes, underpinning its global logistical prowess. (Maritime & Port Authority of Singapore, 2023).

|                | Cảng          | D t<br>(ha) | Mớn nước<br>(m) | Cầu tàu                  | Thiết bị               | Diện tích<br>bãi<br>(m2) | Điểm lưu<br>hàng lạnh |
|----------------|---------------|-------------|-----------------|--------------------------|------------------------|--------------------------|-----------------------|
| Cảng container | Tanjong       | 80          | 11-14.6         | 6 cầu lớn,<br>2 cầu nhỏ  | 29 cầu bờ, 87 cầu bãi  | 15,940                   | 840                   |
|                | Keppel        | 96          | 9.6-4.6         | 4 cầu lớn,<br>10 cầu nhỏ | 36 cầu bờ, 114 cầu bãi | 20,230                   | 936                   |
|                | Brani         | 79          | 11 – 15         | 5 cầu lớn,<br>4 cầu nhỏ  | 29 cầu bờ, 115 cầu bãi | 15,424                   | 1344                  |
|                | Pasir Panjang | 84          | 15              | 6 cầu lớn                | 24 cầu bờ, 59 cầu bãi  | 14,200                   | 648                   |
| Cảng đa năng   | Jurong        | 98          | 16              | 9 cầu lớn                | 47 cầu bờ, 80 cầu bãi  | 175.000<br>m2            | –                     |
|                | Sembawang     | 56          | 6,7-11,4        | 9 cầu lớn, 9 cầu nhỏ     | 36 cầu bờ, 95 cầu bãi  | 188.500<br>m2            | –                     |

### Hệ thống cảng Singapore

- Internal processes:**
- List of the specific functions and procedures that the port currently carries out.
- Hint:** Customs clearance, cargo handling, vessel scheduling, security protocols, etc.
- How these processes contribute to the port's overall efficiency.

**Example:** The Port of Singapore executes a comprehensive range of functions and procedures critical to its operational efficiency.

These encompass customs clearance, efficient cargo handling for various types of goods, precise vessel scheduling to minimize congestion, stringent security protocols, navigational support services, ship maintenance and repairs, environmental compliance measures, technology integration for streamlined operations, meticulous documentation management through digital systems, and logistics services to facilitate end-to-end cargo movement ([Singapore customs 2023](#)).

Collectively, these processes contribute to the port's status as a global leader in maritime trade, ensuring the swift and efficient flow of goods and vessels throughout the region.

- **Documentation requirements**
- Explain the types of paperwork, permits, and compliance measures necessary for both imports and exports.
- Digital or paper-based documentation systems in place.

**Example:** Documentation requirements at the Port of Singapore are critical to ensuring smooth import and export processes.

For imports, businesses must provide essential documents, including import permits, commercial invoices, bills of lading, and customs declarations. These documents are vital for customs clearance and the efficient movement of goods through the port.

On the export side, exporters are required to submit documentation such as export licenses, certificates of origin, and packing lists.

To enhance efficiency and reduce paperwork, the port has implemented advanced digital documentation systems. These systems allow for the electronic submission of manifests, bills of lading, and customs declarations, streamlining the entire documentation process. This digitization not only expedites documentation but also enhances accuracy and traceability, contributing to the port's reputation as a global trade leader.

## V. Competitive Advantage

### 1. Overview

Provide an introduction to the analysis section, highlighting the importance of examining the competitive advantages of the two chosen port locations.

### 2. Porter's Diamond Model

## A. Country level

- **Infrastructure**

- Assess the infrastructure conditions in both locations
- How these factors contribute to the competitive advantage of each port.

- **Political stability**

- Compare the political stability of the two chosen locations.
- Discuss any political factors that may impact the competitive advantage of the ports

### Example:

|                | Port of Singapore  | Hai Phong Port (HPP)  |
|----------------|--|---|
| Infrastructure | <p>The Port of Singapore, recognized for its advanced maritime infrastructure, rivals the world's leading ports with its extensive on-dock and near-dock services. The Port of Singapore has a sprawling network connecting to over 600 ports in more than 120 countries. It was acknowledged as the "Best Global Seaport" in 2021 and 2022, a testament to its global connectivity and efficiency (<a href="#">Julian Turner, 2021</a>).</p> <p>In terms of infrastructure development, the Tuas Mega Port in Singapore is a significant project underway, expected to consolidate operations</p> | <p>Hai Phong Port is a national-level comprehensive seaport complex, the second largest in Vietnam after Saigon Port and the largest in the Northern region (Cục Hàng Hải Việt Nam, 2023). Hai Phong has 11 ports totalling 4,926.5 meters in length whose container operator capacity is over one million TEUs annually (HPP 2021; Ven 2021).</p> <p>The port has been making strides in modernizing its infrastructure and has been acknowledged as one of Southeast Asia's top ports among the region's 500 seaports. With facilities like the Tan Vu container terminal, which is well-equipped with up-to-date</p> |

|                                    |  |  |
|------------------------------------|--|--|
|                                    | <p>from existing terminals and double the port's capacity to 65 million TEUs upon completion in the 2040s.</p>   | <p>infrastructure and machines, Hai Phong Port can accommodate container ships with a capacity of up to 14,000 TEU and vessels of up to 160,000 DWT. Furthermore, the Port of Hai Phong has been recognized as one of 20 seaports capable of handling super-heavy ships, marking its significance in the maritime industry. The port is also enhancing its electronic port services (Eport) which aim to digitize and streamline processes, cut down on paperwork, and promote a paperless and contactless transaction system. (Lan Phuong, 2021).</p> |
| <p><b>Institutional System</b></p> | <p>The institutional system of the Port of Singapore is characterized by a robust maritime innovation ecosystem, comprehensive regulatory frameworks, and a forward-looking approach to port operations. The Maritime and Port Authority of Singapore (MPA) oversees a broad range of operations and regulatory measures, including vessel traffic information systems, port</p> | <p>Haiphong International Container Terminal Co., Ltd (HICT) operates independently as a joint venture and its management falls under the jurisdiction of the Hai Phong City People's Committee, with the guidance provided by the Deputy Prime Minister of Vietnam. The terminal is connected to various legal and industry bodies, such as the Vietnam Seaport Association and Vietnam Freight Forwarders</p>  |

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|  | <p>infrastructure, hazardous cargo information, marine projects, and crew changes (MPA, 2023). There is also a strong emphasis on safety and security protocols, as well as a clear process for the registration and licensing of ships and maritime personnel. Singapore has been proactive in embracing digital transformation with initiatives like the “regulatory sandbox” approach, allowing for controlled trials of new technologies (Christl Li, 2018)</p> | <p>Association, and complies with international standards like the International Ship and Port Facility Security Code. It's also a member of the Vietnam Chamber of Commerce and Industry, reflecting its integration into both local and international maritime frameworks. Hai Phong Port has also adopted electronic services such as ePort to streamline and digitalize procedures, fostering a more efficient and paperless transaction system. This has not only improved the handling capacity but also supports a closed transport chain connecting Hai Phong with major global regions, further integrating it into the international maritime trade network (Port of Hai Phong, 2023).</p> |
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## B. Industry level

### • Factor condition

- Provide an overview of the infrastructure and labor force in both locations.
- Assess the quality and availability of labor, skills, and infrastructure.

**Example:** Moving to the industry level, competitive advantages can be assessed using the Porter's diamond framework ([Hanafi et al. 2017](#)). Within factor conditions, Singapore stands out with its highly skilled workforce, ranking second in the Global Talent



Competitiveness Index in 2021. The quality of the maritime labor force in Singapore is ensured through rigorous training programs, a stark contrast to Cat Lai port, which currently faces labor shortages, aggravated by the global pandemic ([Minh 2021](#)).

Technology plays a pivotal role in the maritime industry's success ([Gordon et al. 2005](#)). Singapore leverages advanced information technologies, including the Computer Integrated Terminal Operations System (CITOS) and TradeNet, for efficient trade management. The automation of several terminals further enhances the port's efficiency ([MPA 2023](#)). Conversely, Cat Lai port grapples with challenges due to the absence of advanced physical technology and software applications.

Both ports benefit from favorable demand conditions, driven by geographic advantages and active trade activities ([Mindur 2020](#)). Singapore's high home demand for trading activities is attributed to its strategic location and limited natural resources. The ongoing expansion of globalization and international trade have accelerated innovation and development in Singapore's port. Meanwhile, Cat Lai port, strategically positioned near the Strait of Malacca, capitalizes on its location.

- Supporting industries
- Important industries that are directly related to trade
- Analyze the development and growth of these industries in each location and their impact on the ports.

**Example:**

|                   | Port of Singapore (POS)   | Hai Phong Port (HPP)   |
|-------------------|---|--|
| Factor conditions | <b>Definition:</b> This refers to the nation’s position in FOP, like labour or infrastructure, to compete in an industry (Vlados 2019).   |  |
|                   | The Port of Singapore, globally acknowledged for its efficiency, is situated in a prime location that serves as a critical transshipment hub connecting numerous trade routes. It boasts a highly skilled logistics workforce, supported by | Hai Phong Port, positioned on the Gulf of Tonkin within the Northern Economic Belt of Vietnam, functions as a key economic gateway to the region (VOV News 2010). Its single deep-water seaport, while crucial, requires vessels to wait for the highest |

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|   | <p>educational programs aimed at enhancing workforce quality, reflecting its mature and advanced institutional system. This sophisticated infrastructure and strategic position at the crossroads of East-West trade lanes enable the port to handle an immense volume of traffic, thus solidifying its status as one of the world's busiest ports.</p>  | <p>tide levels to dock. The logistics sector in Vietnam, including Hai Phong, faces challenges such as developing workforce skills to meet industry standards, suggesting a nascent stage in its logistics sector's evolution. As a result, Hai Phong Port is in the process of building its institutional system and workforce capabilities to bolster its operational effectiveness and meet international standards.</p>  |
| <p><b>Related &amp; supporting industries</b></p> | <p><b>Definition:</b> This relates to a country's suppliers' and other related industries' capacity for assistance, such as banking or infrastructure services (Shenkar et al. 2014).</p>  |  |
|   | <p>The Port of Singapore has a well-established shipbuilding industry, rooted in a rich history that extends back to the 20th century, with a notable development due to demand during World War II. However, shifts in economic policies and the reduction of government subsidies have seen the industry pivot towards smaller-scale operations with a focus on maintenance rather than large-scale shipbuilding. Despite these changes, Singapore's port is supported by a wide range of logistics services provided by a network of supply chain</p> | <p>Hai Phong Port's shipbuilding industry is relatively new, with much of its raw materials and machinery being imported, leading to instability in the sector. Efforts are underway to develop new design and supply facilities to reduce dependence on imported materials and foster industry growth (Thu Giang 2023). HPP's logistics sector, while diverse, is also experiencing growing pains, with many logistics companies increasing prices due to low-quality service, thereby putting pressure on businesses due to rising</p> |

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|  | <p>partners and third-party logistics companies, though it sometimes faces challenges like congestion and labor shortages which can impact service efficiency (The Guardian 2021; The Maritime Executive 2023).</p> | <p>logistics costs (Truong 2022).<br/>The supporting industries, especially for shipbuilding, have not fully flourished, and the logistics infrastructure, though invested in, has not developed synchronously, with a heavy reliance on road transport. Efforts are underway to improve the situation, including the construction of Hai Phong's Ring Road 2 and 3 to enhance connectivity between seaports and industrial zones.</p> |
|--|---|--|

### C. Firm-level

- Technological advancement
- Evaluate the technological advancement of firms operating in each port.
- Level of automation, digitalization, and innovation in port operations.
- Explore any legislative or sustainability practices that provide competitive advantages.

#### Example:

- Government assistance or Investment
- Examine government investments and support mechanisms
- Financial incentives, subsidies, or policies
- Compare the effectiveness of these measures

#### Example:

|  |                                |                             |
|--|--------------------------------|-----------------------------|
|  | <b>Port of Singapore (POS)</b> | <b>Hai Phong Port (HPP)</b> |
|--|--------------------------------|-----------------------------|

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|--|--|---|
| <p><b>Technological Innovation</b></p> | <p>The Port of Singapore is at the forefront of maritime technological innovation, with a focused development plan that includes the creation of the Tuas Mega Port, slated to be the world's largest fully automated container terminal. (Grey. 2022). This effort underscores Singapore's investment in future growth to maintain its status as a leading maritime hub. (Turney, 2021). Technological initiatives include the advancement of digitalization, automation, smart data analytics, and the integration of 5G technology to enhance operational efficiency and remote port management capabilities. These innovations aim to optimize productivity, land use, safety, and sustainability, and highlight Singapore's comprehensive strategy to address future maritime industry demands and environmental challenges</p> | <p>Hai Phong Port emphasizes the use of advanced digital solutions such as e-Port and Smart Gate systems. A collaborative venture between UK and Vietnamese logistics entities has conducted trials on a quintet of eco-friendly technologies aimed at curtailing harmful emissions. The port is also enhancing its electronic port services (Eport) which aim to digitize and streamline processes, cut down on paperwork, and promote a paperless and contactless transaction system. (Lan Phuong, 2021).</p> |
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| <p><b>Influencing factor creation</b></p> | <p>The Port of Singapore, which remains the world's busiest container transshipment port, has embarked on an ambitious project with the Tuas Mega Port. This new port was officially opened on September 1, 2022, and is expected to nearly double Singapore's current throughput to 65 million twenty-foot equivalent units (TEUs) upon its completion in the 2040s (Port of the future, 2023; Emma Corners, 2021). The Tuas Port represents a substantial investment into the future of maritime operations in Singapore, focusing on creating a smarter and greener port that leverages digitalization and automation to enhance productivity, safety, security, and sustainability.</p> <p>Singapore's Maritime and Port Authority (MPA) has also signed a US\$1.1 billion agreement for the second phase development of the Tuas Terminal, aiming to boost the total port capacity by an additional 21 million TEUs by 2027. Alongside</p> | <p>Hai Phong Port in Vietnam is focusing on the expansion of its container terminals with an investment of \$13,000 billion, aiming to enhance Lach Huyen Port and position it as Vietnam's international gateway. This development is indicative of Hai Phong Port's efforts to increase its capacity and influence in the region. (Ngo 2023).</p> |
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|  | <p>this, Singapore has been actively pursuing partnerships and initiatives to promote innovation and develop maritime operations, such as the Next Generation Vessel Traffic Management System and collaborations for the development of cyber-physical security and intelligent vessel and port operations (Port Technology, 2018).</p> |  |
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## VI. Comparative Advantage

**Hint:** Comparative advantage relates to how good the country is at a particular task compared to another, while competitive advantage concerns being better than others in a specific field or area

- Definition of comparative advantage

**Example:** Comparative advantage is an economic concept where a country can produce a good or service at a lower opportunity cost than another (Ricardo, 19th century).

- Point out main factors that affect the two ports
  - Economic specialization
    - How economic specialization plays a vital role in a port's comparative advantage.
    - Explain how ports often focus on specific industries or cargo types.

**Example:** The competitive edge of the Port of Singapore in economic specialization is anchored in its advanced technological infrastructure and strategic global position, enabling it to handle high-volume transshipment effectively. In contrast, Hai Phong Port is enhancing its capacity to serve the manufacturing and export-import needs of Northern Vietnam. While Singapore's port excels in efficiency and high-tech logistics, Hai Phong is emerging as a vital node in the regional supply chain, reflecting the differentiated economic specializations of the two ports.

- Geographical location
  - Geographical location in shaping a port's competitiveness.

**Example:** The geographical location significantly shapes the competitive dynamics between the Port of Singapore and Hai Phong Port. Singapore's port, positioned at the crossroads of major East-West shipping lanes, is a pivotal maritime hub, benefiting from its proximity to global trade flows. This strategic location, combined with world-class efficiency and connectivity, ensures its status as a leading transshipment and logistics center, as detailed in reports by the Maritime and Port Authority of Singapore (MPA).

In contrast, Hai Phong Port, situated in Northern Vietnam, is a crucial maritime gateway that supports the region's robust manufacturing base and burgeoning exports. Its proximity to China and other ASEAN countries makes it an attractive logistical point for regional trade. However, it faces fierce competition from other regional ports vying for a share of the intra-Asian trade market. (Turner, J, 2021)

- Infrastructure and connections
- Impact of infrastructure and transportation connections on a port's efficiency and competitiveness.
- How do they enhance a port's ability to attract cargo and shipping lines.

**Example:** The Port of Singapore's competitiveness is significantly bolstered by its advanced infrastructure and global connections. As the world's busiest transshipment hub, it benefits from state-of-the-art facilities and digital technologies, as seen with the establishment of the Tuas Mega Port. This port is designed to double current capacities and streamline operations, enhancing Singapore's ability to attract major cargo flows and shipping lines through increased efficiency (Port of the Future, 2023).

Hai Phong Port, while not on the same scale as Singapore, is making significant strides in improving its infrastructure. The expansion of container terminals and development plans to transform Lach Huyen Port into a major international gateway reflect Hai Phong's ambitions to improve connectivity and efficiency. These enhancements aim to leverage Vietnam's growing manufacturing sector and are likely to increase its attractiveness to shipping lines focusing on Southeast Asia. (Turner, J., 2021)

## VII. Challenges and recommendation

## **Challenges**

- Issues of each of the 2 chosen location
- Clearly outline the difficulties, obstacles, or shortcomings unique to each port.

### **Example:**

Port A: Port A faces congestion issues during peak seasons, leading to delays in cargo handling and vessel berthing. Additionally, the lack of sufficient cold storage facilities hampers its ability to handle perishable goods effectively.

Port B: Port B struggles with outdated infrastructure, resulting in slower cargo transfer times and increased maintenance costs. Furthermore, environmental regulations in its vicinity impose strict emissions standards, posing compliance challenges.

## **Causes**

- Underlying causes or factors contributing to the identified challenges.
- Explore whether these issues are linked to geographical, infrastructural, operational, or regulatory aspects.

### **Example**

Port A: The congestion issue is primarily due to a surge in container traffic and inadequate expansion of terminal facilities to accommodate larger vessels. The absence of cold storage facilities is attributed to limited investment in specialized infrastructure.

Port B: Outdated infrastructure is a consequence of historical underinvestment and deferred maintenance. Compliance challenges arise from stringent local environmental regulations aimed at reducing air pollution.

- Recommendations
- Offering overarching recommendations for both port locations.

### **Example:**

Port A: To address congestion, Port A should invest in expanding its terminal facilities, optimize berthing schedules, and implement advanced cargo tracking systems. To overcome the cold storage challenge, it is advisable to collaborate with private investors or seek government incentives for infrastructure development.

Port B: Port B can benefit from a phased modernization plan, focusing on upgrading key infrastructure components. Additionally, engaging in proactive dialogue with regulatory authorities to explore emission reduction technologies and incentives can help improve compliance.



## **Example:**

### **Port of Singapore:**

In response to changing regulations, it is essential to align port activities with various regulatory frameworks, including customs requirements outlined in the Regulation of Imports and Exports Act (RIEA), the Strategic Goods Control Act (SGCA), and subsidiary legislation (Burns et al. 2010). These regulatory frameworks should be regularly updated and synchronized with the global port network to ensure consistent and seamless logistics and customs clearance processes. Additionally, given the significance of the political economy in business, the port system should be prepared to navigate these challenges.

Addressing challenges stemming from external factors involves enhancing research and development efforts to develop new strategies and technologies. Specifically, establishing a research department focused on analyzing global trade patterns can aid in more accurate trend predictions. This, in turn, helps the Port of Singapore minimize the impact of macro events, such as the Ukraine-Russia conflict.

### **Hai Phong Port**

Hai Phong Port faces challenges related to environmental sustainability in the wake of rapid industrial growth and urbanization in the region. The port's expansion and growing throughput demand a balance between economic development and environmental conservation. To address these challenges, it's imperative for Hai Phong to invest in green technologies and infrastructure that minimize pollution and greenhouse gas emissions, as well as to implement efficient waste management systems. Such initiatives are essential to ensure the port's sustainable growth and to maintain its competitive edge in the global market.[\(Green Growth in Hai Phong, Viet Nam, 2016\)](#)

Furthermore, Hai Phong Port has marked significant progress by handling its one-millionth TEU, reflecting growth in deep-water port operations and increasing credibility in the terminal's operations. Direct shipping from Vietnam to Western countries facilitated by Hai Phong is anticipated to reduce logistics costs and attract foreign investors to the region. To leverage these achievements and address the challenges, Hai Phong Port can continue to develop its infrastructure and adopt innovative technologies that streamline operations and enhance its environmental profile. Recommendations for Hai Phong include further modernization of its facilities, investment in eco-friendly equipment, and the adoption of digital tools for better cargo management and operational efficiency [\(Green Growth in Hai Phong, Viet Nam, 2016\)](#)

Hai Phong Port has reached a significant throughput milestone, enhancing its capability for direct trade with Western countries, which may reduce logistics costs and lead times. However, this growth brings challenges, including the need for advanced environmental management to handle increased emissions and waste from port activities. To continue its development, Hai Phong Port can focus on green technology investments and infrastructure improvements, promoting sustainable operations that align with international trade demands ([Justin Le, 2023](#))

## VIII. Conclusion

- Summarize results
  - Recap of the most significant results and discoveries made
  - Highlight the key takeaways
- 
- Similarities
  - Discuss any notable similarities or commonalities.
  - Identify shared strengths or challenges that are relevant to both ports.

### Example:

In summarizing the comparative analysis between Hai Phong Port and the Port of Singapore, it is evident that the Port of Singapore demonstrates a decisive competitive advantage, attributed to its comprehensive factor conditions and established logistics sector. Conversely, Hai Phong Port, while growing, must escalate its efforts in enhancing infrastructure and sustainability measures to elevate its status in the maritime industry. Both ports are navigating complex global challenges, with the Port of Singapore leading in operational excellence and Hai Phong Port steadily advancing to strengthen its position in the global shipping and logistics landscape.

## E/ TIPS & TRICKS

- You may consider using a template available on Canva or Google Slides for the ease of design and customization. Refrain from crafting your own slide materials from scratch as it would take away your time for other parts.
- Keep Text Minimal: Focus on bullet points and concise descriptions.
- Use Visuals: Graphs, charts, and images can make your points more engaging.
- Stories or Quotes: Adding a short story or quote can make your slide more relatable.

- Consistent Design: Use a consistent color scheme and font style throughout.
- Choose a port that is easy to conduct research about.