

POSITION OF BA RIA-VUNG TAU SEA PORTS

in comparison to those in the south east Asia

By PHAM ANH TUAN

THE CURRENT

POSITION OF BR-VT PORT

It is invidious to compare the current capacity of BR-VT port with that of other sea port in the South East Asia. It is simply because of the main berths of BR-VT port were built and then have been put in operation for the last two or three years. On the contrary, PSA Singapore has been put into operation since 1970s; Kelang Port, Malaysia, with deep water ports has been put into operation since 1970s and has developed rapidly since 1983; Tanjung Pelepas Port (PTP), Malaysia, in 2000... In 2010, PSA Singapore handled 28,43 million TEU of container cargo; Kelang Port, 8,87 million TEU, Laem Chabang Port, 5,19 million TEU, and Cai Mep-Thi Vai (CM-TV) Port, 0,5 million TEU.

However, at the time, liners in the world's TOP 20 (April, 2011) as APM-Maersk (ranked 1st), CMA-CGM (3rd), Hanjin Shipping (9th), Yang Minh Marine Transport Corp (15th) have been taking parts in JVs to construct and operate the ports of CM-TV as CMIT port, Gemadep Terminal Link, TCIT, My Xuan International General Port and other ports have been put in operation as CMIT, TCIT. Besides, there have

In the Master Plan of Vietnam Sea Port System and the Detailed Plan of South East Sea Port Group (Group 5), Ba Ria-Vung Tau Port (BR-VT Port) will be one of our two international gateway port type IA. BR-VT Port is planned to receive fleets of vessels which are continuously increasing in size, to share the cargo flowing through HCMC Port, and gradually to become a major port, an international gateway port of the Southern area. If on schedule, in 2030, BR-VT port will handle a through put cargo of 162-296 million tons a year, and will be the largest port in Vietnam sea port system.

been the presence of investors – the world's leading port operators as SP-PSA, Hutchison Port Holding (Hong Kong) – in JVs to invest and operate SITV port... in efforts to modernize and specialize local port operators, and to improve organization, management and operating systems at ports in CM-TV area to reach the standards of those in the South East Asia.

POTENTIAL OF BR-VT SEA PORT

CM-TV is the major port area of BR-VT sea port. It is a place with natural and geographical conditions suitable for ports. Besides it is located near international trans-

shipment routes, routes of mother vessels that connect the world's major economic centers.

Ports that were constructed and are being constructed in Thi Vai area have been designed to receive container vessels of 80,000DWT to 120,000DWT. And ports in Cai Mep area have been designed to receive container vessels of 110,000DWT to 200,000DWT. Since 2009, when some container terminals in CM-TV started their operations, ODA – funded dredging work was carried out o CM-TV navigation way. In the 2-year pilot phase, large vessels of 157,000DWT (capacity of 14,000TEU) were able to get

Implemented by Ba Ria – Vung Tau Investment Promotion Center in cooperation with Vietnam Logistics Review

in and out the ports. Liners have sent mother vessels to the area and established new direct routes from CM-TV to Europe or America.

From February 2010 to June 2012, there have been 276 times that vessels of over 80,000 DWT got in or out the ports in CM-TV successfully. In 2010, there were 71 times; in 2011, 130 times; the first six months of 2012, 75 times. The longest vessel getting into the ports was 367 meter long. And the largest vessel was 157,092DWT. At current time, ports with maximum depth of PSA Singapore were Pasisir Panjang Terminal with the depth alongside berth of -16.0m); ports with maximum depth of Kelang Port is -15m; Tanjung Plepas, -15.0m; Laem Chabang Port, -16.0m.

Ports in CM-TV were designed with depth alongside berth of -14.5m (Thi Vai area) and 16.5-17.5m (Cai Mep area). Therefore, it is almost equal to other ports in the area in possibility of receiving large vessels. CM-TV in operation en masse will surely bring good developing conditions, to the Southern key economic zone and other surrounding areas, open a

bright future to import-export activities and the maritime transportation sector of Vietnam.

DETERMINATION OF THE CENTRAL AND LOCAL GOVERNMENT

The Government has shown great concerns to the development of sea port economy in general and maritime economy in particular. In CM-TV, Sao Mai-Ben Dinh (Vung Tau), which belongs to group 5 sea port will be made into central ports of regional and international level, meeting the needs of distant transportation and attracting national and international transshipment cargo sources.

At the same time with developing the sea port infrastructure, series of projects on connecting infrastructure have been carried out as broadening National Highway 51 to a 6-lane highway, building HCMC-Dau Giay-Long Thanh Expressway and connecting road to CM-TV. BR-VT province started projects on developing logistics services 2011-2020, which put emphasis on building a connecting infrastructure network, distribution centers at ports... gaining ad-

In the world's Top 50 of the largest container ports ranked by the Journal of Commerce-JOC 2011, the South East Asia has 8 ports in the list, including Port of Singapore (ranked 2nd); Kelang Port, Malaysia (13th); Tanjung Pelepas Port, Malaysia (16th); Laem Chabang Port, Thailand (22nd); Jakarta Port, Indonesia (24th), HCMC Port, Vietnam (28th); Manila Port, Philippines (37th); Surabaya Port, Indonesia (38th).

vantages in port operating activities and logistics activities.

Determination and timely supports from the Government, Ministries, Departments and local governments will be motivation to develop BR-VT sea port, bringing it to the standards of the South East Asia and turning it into an important destination in the global sea transport network. **VLR**



Thi Vai port

Implemented by Ba Ria – Vung Tau Investment Promotion Center in cooperation with Vietnam Logistics Review