

**THE PRIME MINISTER**

-----

**SOCIALIST REPUBLIC OF VIETNAM**

**Independence - Freedom - Happiness**

-----

No.: 1037/QĐ-TTg

*Hanoi, June 24, 2014*

**DECISION**

**APPROVAL OF REVISED VIETNAM PORT SYSTEM PLANNING TO 2020, A VISION TO 2030**

**THE PRIME MINISTER**

*Pursuant to the Law on Government organization dated December 25, 2001;*

*Pursuant to Vietnam Maritime Code dated June 14, 2005;*

*Pursuant to the Decree No. 92/2006/NĐ-CP dated September 07, 2006 on formation, appraisal, approval and management of the planning for overall socio-economic development and the Decree No. 04/2008/NĐ-CP dated January 11, 2008 on amendments and supplements to a number of articles of the Decree No. 92/2006/NĐ-CP;*

*At the request of the Ministry of Transport (Statement No. 12935/TTR-BGTVT dated November 29, 2013 and the Document No. 3730/BGTVT-KHĐT dated April 04, 2014) for revision of Vietnam port system planning to 2020, a vision to 2030,*

**HEREBY DECIDE**

**Article 1. Approve revised planning for Vietnam port system to 2020, a vision to 2030 as follows:**

**1. Viewpoints for development**

a) Make maximum use of advantages of geographical positions and natural conditions for comprehensive development of port system, breaking through into modernity, accelerating integration into advanced countries in the field of ports and harbors in the region and making a contribution to achieving targets of Vietnam maritime strategy to 2020; gradually making maritime a leading sector of marine economy in association with national defense and security assurance.

b) Create proper development among national and local ports, specialized ports to ensure uniformity across the network; focus on ports that are able to handle ships from 100,000 DWT and over across the country; gradually improve, upgrade and expand other ports; attach much importance to maintenance and care to ensure comprehensive and productive operation of port system.

c) Create comprehensive development between ports & harbors with other infrastructures, between port structures with public infrastructures connected with ports and harbors. Special attention must be paid on ensuring uninterrupted connection between ports & harbors with national traffic network, dry port systems, goods distribution and logistics centers in the region.

d) Strengthen offshore development to be able to reach further offshore easily and quickly, minimize difficulties for access of ships to ports; coordinate creation of motivation for development of economic zones, waterfront industrial and urban zones.

dd) Create close combination between port development and environmental protection management, ensuring sustainable development associated with demands for national defense and security assurance;

## 2. Development targets

### a) General targets:

Develop port & harbor network under a master plan ensuring uniformity across the country to meet requirements for industrialization and modernization; create technical facilities to quickly enable integration and make our country competitive in port operations in the region and in the world, strengthen its position and economic advantages of the sea, at the same time contribute to the defense and national security. Forming important economic exchanges with the world as the driving force of economic development zones, waterfront industrial and urban zones.

### a) General targets:

- Ensure passing of the entire volume of imports and exchanges between the regions in the country by sea to meet the requirements of socio-economic development of the country with planned capacity of the port & harbor system at the times of planning as follows:

+ Approximately 400 to 410 million DWT / year (including general cargo, container from 275 to 280 million DWT / year) in 2015;

+ Approximately 640 to 680 million DWT / year (including general cargo, container from 375 to 400 million DWT / year) in 2020;

+ Approximately 1.040 to 1.160 million DWT / year (including general cargo, container from 630 to 715 million DWT / year) in 2030;

- Focus on building international gateway ports in Hai Phong, Ba Ria - Vung Tau and key economic zones in the Central region (when available) to receive vessels up to 100,000 DWT (8,000 TEU container ships) or greater, enough capacity to be able to combine the role of international container transshipment; the large-scale specialized port for metallurgical, petrochemical complexes, coal-fired thermal power center;

- Renovate and upgrade the existing major ports; focus on the construction of a number of local ports with functions and scale in conformity with the requirements of socio-economic development and ability to raise capital;

- Develop ports in the island districts with a scale appropriate for receiving goods, passengers serving socio-economic development with national defense and security assurance;

- Overcome backwardness in technical and technological level, enhance service quality and competitiveness in ports during international integration;

- Study combination of politics and dredging in renovation and upgrading of the shipping channel to the ports, ensuring large ships enter and leave the ports conveniently and safely, in synchronization with size of berths and in accordance with functions and role of the ports.

### 3. Contents of the planning

a) By territorial region, Vietnam port system to 2020, a vision to 2030 consists of six port groups:

- Group 1: Port group in the North from Quang Ninh to Ninh Binh provinces;

- Group 2: Port group in the North Central Coast from Thanh Hoa to Ha Tinh provinces;

- Group 3: Port group in the Central Coast from Quang Binh to Quang Ngai provinces;

- Group 4: Port group in the South Central Coast from Binh Dinh to Binh Thuan provinces;

- Group 5: Port group in the southeast (including Con Dao and Soai Rap River in the administrative division of Long An Province);

- Group 6: Port group in the Mekong Delta (including Phu Quoc Island and islands in the southwest);

b) By scale and function, Vietnam port system includes:

- National major ports are main ports in Vietnam port system, including:

- + International gateway ports Hai Phong, Ba Ria Vung Tau, transshipment port Van Phong, Khanh Hoa Province (IA type);

- + Regional major ports (Type I) including: Quang Ninh, Nghi Son (Thanh Hoa Province), Nghe An, Ha Tinh, Thua Thien Hue, Da Nang, Dung Quat (Quang Ngai Province), Quy Nhon (Binh Dinh), Ho Chi Minh City, Dong Nai, Can Tho provinces.

- Local major ports (Type II) with attractive range serving mainly within the locality (provinces, cities);

- Specialized ports (Type III) directly serving concentrated industrial facilities, peculiar goods going through ports (crude oil, oil products, coal, ore, cement, clinker, passengers,..) and as one item of the overall industrial facility. Particularly for specialized transshipment ports of imported coal for thermo-electric plants, a focal point for receipt and transshipment to each component of the plant shall be constructed.

Each port may have multiple harbors, each harbor may have multiple docks, and each dock may have multiple piers with functions and scales being different but complementary to each other in general. Specialized ports may have docks for loading and unloading vessels to serve industrial facilities.

Potential ports identified in the plan shall be developed in case of need and when investment conditions are satisfied, primarily in later stages of the planning; appropriate land funds must be set aside for the development of these ports to meet economic and technical requirements to ensure efficiency of investment in the future.

c) Function and scale of development of each port group, ports and main docks as prescribed in the Appendix enclosed herewith;

d) Orientations towards renovation and upgrading of navigable channels (hereinafter referred to as channels):

- Focus resources for the construction, dredging and maintenance of channels as oriented as follows:

+ Only construction, renovation and upgrading of the public channels that simultaneously serve multiple ports and docks, especially channels leading to international gateway ports and major ports in the region handling large volume of goods and density of ships passing through shall be prioritized;

+ Process of renovation and upgrading of channels shall be done step by step with scale and technical norms in proportion with functions required for each state of development in which special attention should be paid on advantages of tides for maneuvering vessels through the channel to maximize efficiency of investment in ports;

+ Focus on regular and periodical maintenance and dredging of existing channels and carry out renovation and upgrading step by step to meet requirements for resources, scale and functions of the ports specified in the planning;

- Main channels that need construction, renovation and upgrading, including:

+ Navigable channel leading to Hai Phong Port with focus on the channel leading to Lach Huyen Port, sections of Ha Nam canal, Bach Dang river leading to Dinh Vu Port;

- + Channels from Vung Tau – Cai Mep- Thi Vai to Go Dau: In the immediate term, focus on handling of shallow, narrow, locally curved sections to enhance efficiency of operation of channels, ensuring maritime safety, especially vessels of large dead weight;
- + Navigable channel to Ho Chi Minh City Port via Soai Rap River: Focus on completion of channels for vessels of 30,000 DWT; investment for next stage shall be done in case of need and based on stability of the channels after renovated and upgraded;
- + Channels linking cargo transport route from Ho Chi Minh City to Cai Mep – Thi Vai Port via Dong Tranh River;
- + Navigable channel to Can Tho Port and other ports on Hau River for vessels of 10,000 DWT (fully loaded), vessels of 20,000 DWT (partly loaded) via Quan Chanh Bo canal; vessels from 3,000 to 5,000 DWT via Dinh An channel;

dd) Priority investment projects:

- As for channels: channel to Lach Huyen Port, sections of Ha Nam Canal, Bach Dang River all that belong to the channel to Hai Phong Port; channels to Cai Lan dock, Quang Ninh Port; Soai Rap channel for vessels of 30,000 DWT; Cai Mep - Thi Vai channel (remedying shallow, narrow and locally curved sections); channels to the ports on Hau River via Quan Chanh Bo Canal; channels linking Ho Chi Minh Port to Cai Mep – Thi Vai Port via Dong Tranh River;
- As for major ports: Hai Phong international gateway construction project (Stage of commencement); cooperation should be established with relevant Ministries, sectors and localities in solving difficulties, shortcomings, accelerating relocation and change of functions of the ports on Sai Gon River (Ho Chi Minh City), Han River (Da Nang City), Nha Trang (Khanh Hoa Province)
- As for specialized ports: ports and docks serving Nghi Son Oil Refinery (Thanh Hoa Province), Long Son Island (Ba Ria Vung Tau), Son Duong - Vung Ang (Ha Tinh Province), Vinh Tan, Son My (Binh Thuan Province), Duyen Hai (Tra Vinh Province);

e) Demands for port construction capital:

Total expenditure intended for Vietnam port system development to 2020 is roughly VND 80,000 – 100,000 billion (excluding investment costs for specialized ports, wharves) in which public infrastructure of ports are expected roughly VND 40,000-50,000 billion.

4. Some key solutions and policies:

- a) Maximize mobilization of all resources for port development; state budget capital is directed only at investment in public infrastructure at major ports in the regions; Strengthen socialization of investment and development of port and public infrastructure linked with ports (navigable channels, breakwaters and traffic road system...); Encourage and create favorable conditions for organizations, enterprises of all economic sectors to take part in port development in the manner

as regulated by the law; focus on form of Public-Private Partnerships with respect to construction of ports and docks of large scale;

b) Sources of state budget capital shall be focused on public infrastructural items (navigable channels, breakwaters...) connected to key ports; Investment in port infrastructural items is mainly from enterprises' legalized sources;

c) Continue to fulfill the policies aimed at attracting investment capital for port development, and at the same time overcome scattered and small investment with respect to major ports, harbors, regional head contacts and international gateway;

d) Apply the "lease of infrastructure" mechanism for port infrastructures built by state budget in accordance with the law;

dd) Study and apply model of port management appropriate for the country's conditions to promote efficiency of investment and exploitation of ports and to attract investment resources. The model of port management shall be piloted in a number of ports that meet the conditions of the country such as Lach Huyen Port (Hai Phong Province), Van Phong Port (Khanh Hoa Province) as the basis for completion of legal foundations to create conditions for synchronous implementation across the country.

e) Continue to strengthen administrative reform, especially administrative procedures, create a comfortable environment for attraction of investment in development, business, exploitation and employment of ports in accordance with process of integration and international practice;

g) Intensify state management during the implementation of port development planning in which special attention should be paid on synchronized coordination and interactions with the planning of traffic network development linked with ports, construction planning and general planning of socio-economic development in the locality that have ports.

h) As for major ports in the region, international gateway ports in key economic regions, an appropriate portion of land behind ports shall be reserved for the construction of goods distribution centers, port logistic services connected favorably with national traffic network, to gradually create a modern logistics infrastructure network.

i) Relocation of ports must comply with relocation planning, specific policies on investment support by enterprises subject to relocation.

k) Management and implementation of the planning must comply with the zoning functions in accordance with the approved planning; close coordination must be established with local authorities in the issuance of construction license, restrict investment on small ports and reserve appropriate land fund for the construction of logistics centers behind ports.

## **Article 2. Implementation**

1. The Ministry of Transport:

- a) Preside over and cooperate with relevant ministries, departments and People's committees of central-affiliated cities and provinces in implementing the Vietnam port system development planning, coordinate closely with the process of implementing the central resolution on Vietnam maritime strategy to 2020 and the central resolution No. 13-NQ/TW dated January 16, 2012 on the construction of synchronous infrastructure to make our country an industrialized country to 2020; conduct regular inspection and assessment of the implementation of the planning;
- b) Check and approve the revised detailed planning for development of port groups to 2020, a vision to 2030 in case of need; make revision, supplements and updates to the detailed planning for ports, wharves within the approved port system planning within competence; summarize and make the report to the Prime Minister for consideration, decision on the revision of port system planning in accordance with the demand for socio-economic development;
- c) Direct study of port management models appropriate for Vietnam's conditions and make the report to the Prime Minister for approval to increase efficiency of management, investment and exploitation of ports; study and propose necessary measures to competent authorities for decision to enhance efficiency of the planning.
- d) Preside over and cooperate with relevant ministries, departments in directing checking and proposing amendments, supplements to the policies on charges and service prices at ports; check and complete legal document system relating to port exploitation and construction management in conformity with international practice and Vietnam's conditions.
- dd) Preside over and cooperate with the ministries, departments, People's committees of relevant provinces and cities, provide guidance to enterprises involved in port activities on implementation of the development plan in accordance with the approved planning meeting requirements for sustainable development, environmental and ecosystem protection, adapting to climate change and rising sea according to strategic environmental impact report of the planning and other relevant law provisions.

2. The ministries, departments, People's committees of central-affiliated cities and provinces within functions, duties and authorities shall be responsible for cooperating with the Ministry of Transport in fulfilling duties and targets of the port system development planning, ensuring uniformity and synchronicity with the socio-economic development planning of the sector and locality; meeting requirements for sustainable development, environmental and ecological protection;

**Article 3.** This Decision takes effect since the date of signing and issuance. This Circular replaces the Prime Minister's Decision No. 2190/QĐ-TTg dated December 24, 2009 approving the Vietnam port system development planning to 2020, a vision to 2030.

**Article 4.** The Ministers, Heads of ministerial-level agencies, Heads of Governmental agencies, the President of the People's Committee of central-affiliated cities and provinces shall be responsible for executing this Decision./.

# THE PRIME MINISTER

**Nguyen Tan Dung**

## APPENDIX

### MAIN INFORMATION OF PORT GROUPS AND PORTS IN VIETNAM PORT SYSTEM PLANNING UNTIL 2020, A VISION TO 2030

*(Enclosed with the Prime Minister's Decision No. 1037/QĐ-TTg dated June 24, 2014)*

#### **I. NORTHERN PORT GROUP (GROUP 1)**

##### 1. Quantity of cargo expected to pass through:

a) In 2015: Roughly from 112 to 117 million tons per year (out of which from 81 to 83 million tons per year are from general cargo and container cargo)

b) In 2020: Roughly from 153 to 164 million tons per year (out of which from 113 to 120 million tons per year are from general cargo and container cargo)

a) In 2030: Roughly from 260 to 295 million tons per year (out of which from 200 to 225 million tons per year are from general cargo and container cargo)

##### 2. Ports in the port group:

a) Quang Ninh Port is a national major port in the region (Type I) including:

- Cai Lan port is the main port that mainly handles general and container cargo from ships up to 50,000 DWT and container ships up to 4,000 TEU; Focus must be placed on this port along with logistics centers and traffic network behind ports in the immediate term of the planning; Satellite specialized ports include B12 oil port (not to be expanded, relocated, functionally converted before 2020); Specialized ports of bulk cargo of Ha Long Cement, Thermal Power Plant: retain existing scale and make intensive investment to increase capacity (if necessary) and minimize negative effects on the environment. In the long term, construction of these ports is not allowed in the bays of Cua Luc and Ha Long;

- Carry out construction of central passenger port for the area of Quang Ninh and Hai Phong that is able to receive international passenger ships up to 100,000 GT and over in the area of Hon Gai;

- Cam Pha port is a specialized port that handles general cargo and containers, receives ships from 50,000 to 70,000 DWT at berth and 100,000 DWT at transshipment area. Ports of Nam Cau Trang and are satellite ports. Only intensive investment is needed without expansion. Carry out complete construction of an oil port for 20,000 DWT ships at Mong Duong Ward;

- Hai Ha port, a specialized port that directly serves Hai Ha Industrial Zone and northeastern area;

- Van Gia port, a local general port that mainly serves Mong Cai checkpoint city including a transshipment port for ships of up to 10,000 DWT and inland wharves for small vehicles in Dan Tien and wharves on Ka Long River;

- Ports of Mui Chua, Van Hoa, Van Don, local ports serving ships from 3,000 to 5,000 dwt; Mui Chua port, only intended for mining chemical industry along with general cargo for Cao Bang, Lang Son; Van Hoa port mainly serves national defense and security; Van Don port (northeast of Cai Bau Island) handles general cargo for economic zone, receives ships up to 10,000 dwt;

- Yen Hung port, a specialized port with a general and container port receiving ships from 10,000 to 40,000 dwt or more, mainly serving Yen Hung – Dam Nha Mac industrial zone, perform shipbuilding & repairs, receiving oil product supply. This is an auxiliary zone in the master plan of Lach Huyen Port (Hai Phong) to be studied in particular in a separate planning;

- Ports in the island districts of Co To, Bach Long Vi are satellite ports and a hub linked with mainland serving socio-economic development and national defense and security;

b) Hai Phong Port is a national general port and an international gateway (Type IA) including component ports:

- Lach Huyen port, a main port that mainly handles general cargo and containers imported and exported from long-distance sea routes, capable of receiving 100,000 dwt ships, 8,000 TEU container ships and able to function as an international transshipment in combination. Infrastructure, loading and unloading technology, and exploitation management are synchronous, state-of-the-art and meet international standards. A logistics center in the industrial, service zone right behind port has been established. Lach Huyen port is a top priority for investment in the immediate term including berth, technical infrastructure connected with national network;

- Dinh Vu port, a general and container port for near-distance sea routes, capable of receiving ships of up to 20,000 dwt and over (load to be reduced to match marine conditions);

- Cam River port, a local general port for ships from 5,000 to 10,000 dwt and over (loads to be reduced to match conditions); expansion is not permitted. Relocation and conversion of functions for ports located within the city shall be gradually implemented;

- Nam Do Son port, a potential port that serves national defense and security.

c) Thai Binh Port is a local major port (Type II) including:

- Diem Dien port, a general port for ships up to 1,000 dwt;

- Other specialized and satellite ports that serve Thai Binh Thermal Power Plant, shipbuilding & repairs and industrial and service facilities along the banks of the river.

d) Hai Thinh port (Nam Dinh), a local general port (Type II) with main port located in Hai Thinh and general, specialized ports on Ninh Co River serving industrial, service facilities along the river.

## **II. PORT GROUP IN NORTH CENTRAL COAST (GROUP 2)**

1. Expected quantity of cargo passing through:

a) In 2015: Roughly from 46.7 to 48 million tons per year (out of which roughly 10.7 - 11 million tons per year are from general cargo and container cargo.)

b) In 2020: Roughly from 101 to 106 million tons per year (out of which roughly 15.2 – 16.0 million tons per year are from general cargo and container cargo).

c) In 2030: Roughly from 171 to 182 million tons per year (out of which roughly 27.3 – 30.8 million tons per year are from general cargo and container cargo).

2. Ports in the port group:

a) Nghi Son Port (Thanh Hoa) is national major port in the region (Type I) including:

- Nghi Son port, a general port with a specialized port serving industries of oil refinery, power, coal and cement including the following component ports:

+ Bac Nghi Son port, a specialized port serving oil refinery complexes, cement plants and concentrated industrial facilities; receiving ships up to 50,000 dwt;

+ Nam Nghi Son port, a general port having specialized port receiving coal for thermo-electric plants, serving shipbuilding & repair factory; capable of receiving general and specialized ships from 30,000 to 50,000 dwt;

+ Dao Me port (mainly western waters of the island) is a port receiving crude oil for oil refinery complexes; study and develop a transshipment port to supply coal to coal-fired thermal-power plants in the North Central region; receiving bulk cargo ships of from 100,000 to 200,000 dwt, crude oil ships of from 200,000 to 400,000 dwt

+ Local ports are used for small vehicles from 1,000 to 2,000 dwt and serve as satellites of main ports in Le Mon, Quang Chau, Quang Nham...

b) Nghe An Port is national major port and a hub in the region (Type I) including:

- Cua Lo port as a general port that directly serves South East economic zone in Nghe An Province and one of the gateways transshipping transit goods for Laos, north east of Thailand, receives ships of from 10,000 to 20,000 dwt; Development should be accelerated in the north of Cua Lo for handling ships from 30,000 to 50,000 dwt in accordance with demands and process of development of the economic zone;

- Dong Hoi port as a specialized port that directly serves thermal-power plants, cement plants and other concentrated industrial facilities; receiving ships from 30,000 to 50,000 dwt;

- Local ports serves as satellites in Cua Hoi, Ben Thuy, receiving ships from 1,000 to 2,000 DWT;

c) Ha Tinh Port is a national major port and a hub in the region (Type I) including:

- Vung Ang port as a general port with a specialized port that directly serves Vung An economic zone and is a gateway transshipping transit goods for Laos, north east of Thailand, capable of receiving ships from 30,000 to 50,000 dwt, container ships of up to 4,000 TEU; the specialized port is used to import coal from ships from 30,000 to 100,000 dwt in the north, import and export oil product for 15,000 dwt ships in the south of the general port;

- Son Duong port as a specialized port that serves metallurgy, oil refinery complexes and other heavy industrial zones; receives ships up to 300,000 dwt transporting coal, ore, crude oil, ships from 30,000 to 50,000 dwt exporting products and other goods for industrial facilities here; Son Duong port has a general and container port to support Vung Ang port (in case of capacity overload); a transshipment port should be studied and developed to import coal as a provisional source to serve thermal power plants in the region;

- Local ports of Xuan Hai, Cua Sot are used for ships from 1,000 to 2,000 dwt and serve as satellites of the ports of Vung Ang, Son Duong.

### **III. PORT GROUP IN CENTRAL COAST (GROUP 3)**

1. Expected quantity of cargo passing through:

a) In 2015: Roughly from 31 to 32.5 million tons per year (out of which roughly 15.8 – 16.2 million tons per year are from general cargo and container cargo.)

b) In 2020: Roughly from 56.5 to 70 million tons per year (out of which roughly 22.3 – 23.7 million tons per year are from general cargo and container cargo).

c) In 2030: Roughly from 97.4 to 115 million tons per year (out of which roughly 40 – 45.3 million tons per year are from general cargo and container ships).

2. Ports in the port group:

a) Quang Binh Port is a local major port (Type II) including functional ports as follows

- Hon La port as a main port that directly serves Hon La economic zone, concurrently transships goods to Laos and north east of Thailand; Hon La port has a general port serving ships from 10,000 to 30,000 dwt, a specialized port for 70,000 dwt ships importing coal to Quang Trach Thermal Power Plant, and a specialized port handling ships up to 30,000 dwt to cement plants in the region;

- Local satellite ports serve ships from 1,000 to 3,000 dwt in Gianh River.

a) Quang Binh Port is a local major port (Type II) including:

- Cua Viet port, a general port, that handles ships from 1,000 to 3,000 dwt;

- My Thuy port is a potential port that mainly serves industrial zones and transships transit goods for Laos, north east of Thailand; Scale and process of development must meet market demands, investor's capital mobilization capacity and ensure synchronous connection between infrastructure and ports (especially navigable channels, breakwaters...).

c) Thua Thien Hue Port is national major port in the region (Type I) including:

- Chan May port, a general port, that directly serves Chan May industrial zone, transit goods from Laos, north east of Thailand; has a specialized port serving shipbuilding & repair industry and a port serving international passenger ships; receives ships from 30,000 to 50,000 dwt and passenger ships up to 100,000 GT and more;

- Thuan An port as a local and satellite general port for ships from 3,000 to 5,000 dwt;

- Other specialized ports that serve cement plants, large-scale industrial and service facilities;

d) Da Nang port is a national general port in the region (Type I), can be developed in the long-term to serve as an international gateway in the central region (Type IA), including the following component ports:

- Tien Sa port, a general and container port, that serves Da Nang City, part of the north western highlands and transit goods from Laos, north east of Thailand; receives ships from 30,000 to 50,000 dwt, container ships up to 4,000 TEU, international passenger ships of 100,000 GT and over with synchronous and state-of-the-art ports;

- Tho Quang port, a general port, that receives ships from 10,000 to 20,000 dwt; has a specialized port for ships from 1,000 to 5,000 dwt;

- A logistics zone in Cau Trang Stream in combination with existing logistics zone should be constructed to serve as a goods distribution center for Tien Sa and Tho Quang ports;

- Lien Chieu port that mainly handles bulk cargo and liquid cargo serving industrial and service facilities here in the immediate term; In the long term (after 2020), it shall be gradually developed to serve as a main port of the international gateway port in the Central region (if

conditions are satisfied) receiving ships of 100,000 dwt, container ships from 6,000 to 8,000 TEU;

- Relocation and change of functions of Han River port shall be completed before 2015 in accordance with city socio-economic construction and development planning

dd) Ky Ha Port (Quang Nam) is a local major port (Type II) including:

- Ky Ha port as a general port for ships from 7,000 to 20,000 dwt that has a specialized port to handle fuel, gas and receives ships from 1,000 to 3,000 dwt;

- Tam Hiep port, a general port, that has a specialized port serving Chu Lai, Nui Thanh economic zones and receives ships from 10,000 to 20,000 dwt;

e) Dung Quat Port (Quang Ngai) is national major port in the region (Type I) including:

- Dung Quoc I port, a general and container port with docks serving ships from 10,000 to 50,000 dwt, container ships of up to 4,000 TEU; with specialized docks for exporting oil products of oil refinery complexes, docks serving shipbuilding & repair industry, and specialized dock serving heavy industrial facilities with ships from 20,000 to 150,000 dwt or over (Investors from industrial facilities shall be responsible for investing in navigable channels handling ships over 50,000 dwt);

- Dung Quat II port, a specialized port, that receives ships from 100,000 to 350,000 dwt transporting crude oil, coal and ore providing direct service to oil refinery and metallurgy complexes; handles in combination general and container cargo to support Dung Quat I port serving the development of expanded Dung Quat economic zone in the next phase;

- Sa Ky port, a satellite port, that receives ships from 1,000 to 2,000 dwt;

- Ben Dinh port (Ly Son Island), a local satellite port of the island, that receives cargo ships and passenger ships up to 2,000 dwt;

#### **IV. PORT GROUP IN THE SOUTH CENTRAL COAST (GROUP 4)**

1. Expected quantity of cargo passing through:

a) In 2015: Roughly from 24 to 25 million tons per year (out of which roughly 14.6 - 15 million tons per year are from general cargo and container cargo.)

b) In 2020: Roughly from 61 to 62.5 million tons per year (out of which roughly 20.4 – 21.6 million tons per year are from general cargo and container cargo).

c) In 2030: Roughly from 85.4 to 91.3 million tons per year (out of which roughly 36.1 – 41 million tons per year are from general cargo and container ships).

## 2. Ports in the port group:

a) Quy Nhon port (Binh Dinh) is a national major port in the region (Type I) including:

- Quy Nhon – Thi Nai port, a general and container port, that receives ships from 10,000 to 30,000 dwt, has a specialized port for ships from 5,000 to 7,000 dwt;

- Nhon Hoi port, a port potential for later development, that mainly serves large-scale industrial and service facilities expected to take shape here; receives ships from 10,000 to 50,000 dwt; Scale and process of development must meet market demands, capital mobilization capacity of investors; It is necessary to put forward an engineering solution in accordance with peculiarity of natural conditions in the region to ensure economic-technical efficiency of the investment;

- Local satellite ports are developed in Dong Da, De Gi and Tam Quan.

b) Vung Ro port (Phu Yen) is a local general port (Type II) and a specialized port that serves industrial facilities in the region, including:

- Tay Vung Ro port (existing), a general port, that receives ships up to 5,000 dwt and imports oil product for 10,000 dwt ships;

- Dong Vung Ro port and Bai Goc – Dong Hoa Cam port (new development), specialized ports that serve oil refinery complexes and industrial facilities in Bai Goc; receive crude oil ships up to 300,000 dwt and other oil ships up to 50,000 dwt;

c) Khanh Hoa port is a national general port in the region (Type I), can be developed in the long-term to serve mainly as an international transshipment in Van Phong (Type IA), including:

- Van Phong port as a general and specialized port that is used for large tonnage ships comprising the following functional ports:

+ Dam Mon port (north of Van Phong bay), a general and container port, that has a specialized terminal for international passenger and cargo ships and directly serving Hon Gom, Bac Van urban industrial zones; receiving ships from 100,000 dwt and over; being a potential port for long-term development to serve as an international transshipment;

+ Port at the south of Van Phong bay, a specialized port for liquid cargo, that serves oil refinery complexes, transships petroleum, LPG, imports coal for thermal power and transship bulk cargo, ore; receives ships from 100,000 to 300,000 dwt; has general, container ports for ships from 10,000 to 50,000 dwt serving Ninh Hai, Ninh Thuy, Doc Let – Nam Van Phong urban industrial zones and shipbuilding & repair industry;

- Ba Ngoi port (South of Cam Ranh bay), a general and container port for ships from 30,000 to 50,000 dwt having a specialized port for thermal power plant, cement plant and shipbuilding & repair factory;

- Nha Trang port is gradually converted into a synchronous and modern marine tourism hub meeting international standard, able to receive international passenger ships from 100,000 GT and over as well as other passenger ships on inland North-South routes;

- Truong Sa port (Truong Sa archipelago) for ships from 1,000 to 2,000 dwt providing direct service to the island district;

d) Ca Na port (Ninh Thuan) is a local general port (Type II) including Ca Na general port for ships from 1,000 to 2,000 dwt and Ninh Chu port for ships from 2,000 to 5,000 dwt; gradual development to be made to meet market demand and conditions of navigable channels; specialized ports serving the construction and operation of nuclear power plant in Ninh Phuoc and Ninh Hai;

dd) Binh Thuan port is a local general port (Type II) including:

- Phan Thiet port, a general port for ships from 2,000 to 3,000 dwt;

- Phu Quy port (Phu Quy island district), a local general port for ships of 2,000 dwt;

- Vinh Tan port, a specialized port for Vinh Tan power plan receiving transshipment of coal for supply to a number of thermo-power plants to be constructed in the South Central Coast and probably in Mekong Delta, receiving bulk cargo ships from 30,000 to 200,000 dwt; Study should be conducted on the combination for export of alumina, other ores exploited from the Western highlands and general cargo;

- Son My port, a specialized port for liquefied natural gas (LNG) that serves LNG storage complex, Son My thermal power plant, receives ships from 30,000 to 100,000 dwt;

## **V. PORT GROUP IN THE SOUTHEAST COAST (GROUP 5)**

1. Expected quantity of cargo passing through:

a) In 2015: Roughly from 172 to 175 million tons per year (out of which roughly 142 – 145.5 million tons per year are from general cargo and container cargo.)

b) In 2020: Roughly from 238 to 248 million tons per year (out of which roughly 191 – 200 million tons per year are from general cargo and container cargo).

c) In 2030: Roughly from 358.5 to 411.5 million tons per year (out of which roughly 308 – 345.8 million tons per year are from general cargo and container ships).

2. Ports in the port group:

a) Vung Tau port is a national general port, an international gateway in combination with international container transshipment (Type IA) including the following component ports:

- Cai Mep port, Sao Mai - Ben Dinh that serves general and container cargo exported, imported from long-distance sea routes and handles international container transshipment cargo in combination; receives ships of 100,000 dwt, container ships of 8,000 TEU or over with infrastructure, loading and unloading technology, port exploitation and services management being comprehensive, modern and meeting international standard; Ports of Cai Mep area shall be constructed and completed in the immediate term;

- Ports of Phu My, My Xuan on Thi Vai river, a general and container port with a number specialized ports serving large-scale industrial – service facilities along the banks of the river, capable of receiving ships from 60,000 to 80,000 dwt and container ships up to 6,000 TEU;

- Long Son port, a specialized port, that serves oil refinery complexes with a buoy berth used for importing crude oil ships of large tonnage and other berths for ships from 30,000 to 80,000 dwt serving import, export of oil & petrochemical products; Coastal area to the south east of Long Son island shall be constructed with a specialized port serving shipbuilding & repair, rigs and planned for development of general port;

- Dinh river port, a specialized port that serves oil and gas exploitation, rig building and repair, with a local general port and other specialized ports for industrial – service facilities, national defense and security, relief and rescue;

- Port of Ben Dam, Con Dao Island, a general port, a connection between cargo and passengers with mainland, capable of receiving cargo and passenger ships up to 5,000 dwt;

- Tourist passenger port in the area of Sao Mai – Ben Dinh that is capable of receiving international passenger ships of 100,000 GT and over (serving as a hub to receive international passenger ships of large tonnage in the entire region);

b) Ho Chi Minh port is a national major port and a hub in the region (Type I) including the following component ports:

- Hiep Phuoc port on Soai Rap river, a general and specialized port that serves as a substitute for existing ports on Soai Rap river and a hub for shipping exports to Mekong Delta region, capable of receiving ships up to 5,000 dwt, container ships of 4,000 TEU; a number of specialized ports serving industrial – service facilities along the river bank, capable of receiving ships from 20,000 to 30,000 dwt; A goods and logistic service distribution center shall be constructed to form a common logistics hub for the port;

- Cat Lai port (on Dong Nai river), a main container port in the immediate term, capable of receiving ships from 20,000 to 30,000 dwt or over (load reduced), in accordance with maritime conditions along navigable channels;

- Ports on the rivers of Saigon, Nha Be shall be relocated and functionally converted under the Decision No. 791/QĐ-TTG dated August 12, 2005; part of a wharf in Khanh Hoi shall be used as an inland passenger terminal and maritime service center. Ports on Nha Be river shall be renovated and upgraded without expansion for ships up to 30,000 dwt; A new passenger port

shall be constructed with a synchronous and modern terminal capable of receiving international passenger ships up to 50,000 GT in Phu Thuan (lower course of Phu My Bridge);

- Can Giuoc—Long An port (on Soai Rap river), a general and specialized port for ships from 20,000 to 50,000 dwt and 70,000 dwt (load reduced) to enter and leave through Roai Rap gate, serving mainly as a satellite port of the hub in the area of Ho Chi Minh City;

c) Dong Nai port is a national major port and a hub in the region (Type I) including the following component ports:

- Ports of Phuoc An, Go Dau (on Thi Vai river), a main port that mainly handles general and container cargo for ships up to 60,000 dwt in Phuoc An and up to 30,000 dwt in Go Dau; has a number of specialized ports serving riverside industrial facilities;

- Ports of Phu Huu, Nhon Trach (on Dong Nai, Nha Be, Long Tau rivers), a specialized port with a number of general ports handling ships from 10,000 to 30,000 dwt; directly serving urban – industrial zones in Dong Nai and also a new development zone for enterprises that have berths, ports on Saigon, Nha Be river relocated; Progress of construction and development must be synchronized with scale and capacity of traffic network after port.

d) Binh Duong port, a local general port (Type II) developed on Dong Nai river handling ships from 1,000 to 5,000 dwt;

## **VI. PORT GROUP IN THE MEKONG DELTA (GROUP 6)**

1. Expected quantity of cargo passing through:

a) In 2015: Roughly from 10 to 11.2 million tons per year (out of which roughly 7.7 – 8.4 million tons per year are from general cargo and container cargo.)

b) In 2020: Roughly from 25 to 28 million tons per year (out of which roughly 11.5 – 14.0 million tons per year are from general cargo and container cargo).

c) In 2030: Roughly from 66.5 to 71.5 million tons per year (out of which roughly 21.7 – 26.2 million tons per year are from general cargo and container ships).

2. Ports in the port group:

a) Can Tho port is national major port and also a hub in the region (Type I) including the following component ports:

- Cai Cui port, a main port, that mainly handles general cargo for ships from 10,000 to 20,000 dwt (load reduced), with specialized ports serving industrial – service facilities along the river; to constructed and developed in synchro with traffic network (connected with ports) and goods and service distribution center after port;

- Ports of Hoang Dieu, Binh Thuy: only reinforcement and upgrading is carried out without expansion of existing general ports; arrangement, renovation and relocation of specialized ports; capable of receiving ships up to 10,000 dwt;

- Ports of Tra Noc, O Mon, a specialized port serving industrial – service facilities along the river with a general port supporting Hoang Dieu port; capable of receiving ships from 5,000 to 10,000 dwt;

b) Tien Giang port is a local general port (Type II) including the following component ports:

- Go Cong port on Soai Rap river, a specialized port with a general port handling ships from 20,000 to 50,000 dwt and 70,000 dwt (load reduced) to enter and leave through Soai Rap gate;

- My Tho port on Tien River for ships from 1,000 to 5,000 dwt;

c) Ben Tre Port is a local general port (Type II) including:

- Giao Long port (on Tien River) for ships up to 5,000 dwt;

- Ham Luong port (on Ham Luong River) for ships up to 3,000 dwt;

d) Dong Thap port is a local general port (Type II) including:

- Ports of Cao Lanh and Sa Dec on Tien River as general ports that mainly handle ships from 3,000 to 5,000 dwt;

- Lap Vo port on Hau river as a general port for ships from 5,000 to 10,000 dwt;

dd) An Giang port is a local general port (Type II) with main port located in My Thoi, capable of receiving ships from 5,000 to 10,000 dwt.

e) Hau Giang port is a local general port (Type II) including ports on Hau river for ships up to 20,000 dwt (load reduced) and ports serving Hau Giang thermal power plant and local industrial zones.

g) Vinh Long port is a local general port (Type II) including:

- Vinh Thai port on Tien River for ships from 3,000 to 5,000 dwt;

- Binh Minh port on Hau river for ships from 10,000 to 20,000 dwt (load reduced);

h) Tra Vinh port is a local general port (Type II) including:

- Tra Cu port as a general port for ships from 10,000 to 20,000 dwt (load reduced);

- Dinh An port as a general and container port for ships from 30,000 to 50,000 dwt; to be turned into a main port in the long term to play the role of exporting and importing goods for the entire region;

- Duyen Hai port as a specialized port serving Duyen Hai thermal power plan, capable of receiving ships of 30,000 dwt;

- Major ports receiving coal for thermal power plans are the hub ports that perform receiving and transshipping imported coal as supply to thermal power plants and capable of receiving bulk cargo ships from 100,000 to 200,000 dwt serving power plants in the Mekong Delta region;

i) Soc Trang port is a local general port (Type II) with Dai Ngai port as the main port, and other specialized ports used to serve Long Phu thermal power plants for ships from 10,000 to 20,000 dwt (load reduced);

k) Bac Lieu port is a local general port (Type II) with Ganh Hao port as the main port for ships up to 5,000 dwt. Study should be carried out on formation of a port at Ganh Hao - Bac Lieu gate for ships from 30,000 to 50,000 dwt to handle imports and exports for Ca Mau peninsula.

l) Nam Can port (Ca Mau) is a local general port (Type II) including:

- Nam Can port (on Cai Lon River) for ships up to 5,000 dwt;

- Ports for large tonnage ships must be developed in the area of Hon Khoa island in accordance with demand and capacity of investors.

m) Kien Giang port is a local general port (Type II) including:

- Ports of Hon Chong and Bai No as general ports for ships from 3,000 to 5,000 dwt;

- Binh Tri port as a specialized port serving cement plants, petroleum and coal storage, power plant, capable of receiving ships of 10,000 dwt;

- An Thoi port as a general port for ships from 2,000 to 3,000 dwt (buoy berth for ships of 30,000 dwt);

- Specialized ports for transshipping coal to Kien Luong thermal power plant in Nam Du for ships from 100,000 to 200,000 dwt and other specialized ports handling ships of 10,000 dwt;

- Research should be carried out the development of an international tourist passenger port in the area of Phu Quoc Island. /.

---

*This translation is made by **LawSoft** and for reference purposes only. Its copyright is owned by **LawSoft** and protected under Clause 2, Article 14 of the Law on Intellectual Property. Your comments are always welcomed*