

No. 3327/QD-BGTVT

Hanoi, August 29, 2014

DECISION

APPROVAL FOR DETAILED PLANNING FOR SEAPORTS IN THE SOUTHEAST (GROUP 5) BY 2020 AND THE ORIENTATION TOWARDS 2030

MINISTER OF TRANSPORT

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

Pursuant to the Law on Construction dated November 26, 2003;

Pursuant to the Government's Decree No. 107/2012/ND-CP dated December 20, 2012, defining the functions, tasks, entitlements and organizational structure of the Ministry of Transport;

Pursuant to the Government's Decree No. 92/2006/ND-CP dated September 07, 2006 on formulation, assessment, ratification, and management of socio-economic development master plans and the Government's Decree No. 04/2008/ND-CP dated January 11, 2008 on amendments to Decree No. 92/2006/ND-CP;

Pursuant to the Prime Minister's Decision No. 1037/QD-TTg dated June 24, 2014 on amendments to Planning for development of Vietnam's seaport system by 2020 and orientation towards 2030;

Pursuant to document No. 1178/TTg-KTN dated August 06, 2013 of the Prime Minister on improvement of management of Group 5 seaports and ports in Cai Mep – Thi Vai area;

In consideration of report No. 4634/TTr-CHVN dated December 25, 2013 of Vietnam Maritime Administration;

At the request of Assessment Council and Director of Planning and Investment Department,

HEREBY DECIDES:

Article 1. Grant of approval for detailed planning for seaports in the Southeast (Group 5) by 2020 and the orientation towards 2030 with the following contents:

1. Viewpoint

- Make the best use of natural and socio-economic conditions of the region for port development; effectively use available land for port construction to improve the ability to receive large ships and develop potential for international transshipment of Group 5 seaports.
- Make the best use of available infrastructure of terminals and ports; make in-depth investment to improve capacity and meet demands for movement of goods carriage by sea in the Southeast and the South.
- Develop Group 5 seaports in association with connection of road, rail and inland waterway infrastructure to boost development of coastal economic zones, urban areas and major industrial parks in Ho Chi Minh City, Dong Nai, Ba Ria – Vung Tau, Binh Duong, Binh Phuoc and adjacent provinces.
- Combine harmonious development of dedicated ports for bulk cargo, liquid cargo, farm produce, etc. to serve movement of goods in the entire area.
- Provide land and water surface for development of multipurpose terminals, container ports, or dedicated ports serving the entire area.
- Enhance application of advanced technologies in management and operation of seaports, especially at major ports in Cai Mep – Thi Vai area (Ba Ria – Vung Tau), Cat Lai, Hiep Phuoc (Ho Chi Minh City).
- Expedite and associate relocation of ports in urban areas with traffic organization in seaport urban areas in a harmonious manner to avoid conflicting traffic connecting the port and urban areas.
- Utilize every social resource, especially from the private sector and foreign direct investment for development seaports and public infrastructure of seaports.
- Port development must be sustainable; seaport development shall be in association with environmental protection, ecology protection, and avoidance of negative impacts on social activities within the area. The development and operation of seaports in the area shall be in association with protection of the ecology of Ganh Rai bay, mangrove forests in Can Gio and along Thi Vai River; ensure that there are not negative impacts on tourism potential of Ho Chi Minh City and Vung Tau city.

- Seaport development shall be in association with national defense and security.

2. Development targets and orientation

a) General targets

- Reasonable arrange Group 5 seaports to develop potential, facilitate a balanced and uniform development of seaports and relevant infrastructure, combine development of industry and services as the motive for economic development and assurance of national defense and security.

- Relocate the ports along Sai Gon River and Ba Son shipyard to relieve the burden on the center of Ho Chi Minh City.

- Support the development of industrial parks and export-processing zones; facilitate urban area development to boost the industrialization and modernization process of the Southeast by 2020 with an orientation towards 2030.

- Establish and develop modern international ports and central ports to facilitate sea transport development of Vietnam and the world; attract part of transshipped goods in the region.

b) Specific targets

- Estimated quantity of goods movement at various times: 238,0 - 247,8 million tonnes by 2020; 294,1 - 316,4 million tonnes 2025; 358,5 to 411,5 million tonnes 2030, in which container cargo accounts for: 9,72 - 10,54 million TEU by 2020; 13,23 - 14,99 million TEU by 2025; 17,41 - 20,45 million TEU by 2030.

- Estimated quantity of tourists by sea through the ports at various times: 187400 – 271100 arrivals by 2020; 240000 - 437400 arrivals by 2025; 307400 - 705800 arrivals by 2030;

- Capacity of ships: general ships; bulk cargo ships with a deadweight tonnage of from 10.000 tonnes to over 100.000 tonnes, container ships with a deadweight tonnage of from 10.000 tonnes to over 100.000 tonnes, crude oil ships with a deadweight tonnage of up to 300.000 tonnes, oil product ships with a deadweight tonnage of 10.000 tonnes – 50.000 tonnes, passengers ships for the transport of up to 6.000 people.

3. Planning content

a) Detailed planning for Group 5 ports:

Group 5 has 04 seaports: Ho Chi Minh City Seaport, Dong Nai Seaport, Vung Tau Seaport (including Con Dao Port) and Binh Duong Seaport.

- **Ho Chi Minh City Seaport:** a national central multipurpose Terminal (Class I) which comprises terminals along Sai Gon river, Cat Lai terminals along Dong Nai river, terminals along Nha Be river, and Hiep Phuoc terminals along Soai Rap river.

Estimated capacity of goods movement: 115,7 - 116,3 million tonnes per year by 2020; 127,4 - 130,7 million tonnes per year by 2025; 144,1 - 156,3 million tonnes per year by 2030. Estimated capacity of container movement: 4,78 - 4,88 million TEU/year by 2015; 5,37 – 5.50 million TEU/year by 2020; 6.118- 6.487 million TEU/year by 2025; 7.336 – 8.092 million TEU/year by 2030.

Expected movement of international passengers by sea: 64500 - 93300 arrivals/year by 2020; 82600 - 150600 arrivals/year by 2025; 105900 - 243000 arrivals/year by 2030.

Detailed planning for primary terminals:

+ Terminals along Sai Gon river: 11 terminals/docks for ships with a deadweight tonnage of 20.000 – 30.000 tonnes. These terminals shall be relocated and repurposed in accordance with the Prime Minister's Decision No. 791/QD-TTg dated August 12, 2005; part of the Khanh Hoi terminal shall be converted into an inland passenger terminal and maritime service center. Unrelocated wharves shall be upgraded, not expanded.

+ Cat Lai terminals (Dong Nai river): 09 terminals/docks for ships with a deadweight tonnage of up to 30.000 tonnes. These are currently the primary container terminals of Ho Chi Minh City Seaport.

+ Nha Be terminals (Nha Be river): 10 terminals/docks for ships with a deadweight tonnage of 20.000 – 30.000 tonnes. Terminals along Nha Be river shall be upgraded (not expanded) to serve ships with a deadweight tonnage of up to 30.000 tonnes. A new passenger terminal for ships with a capacity of 50.000 GRT shall be built in Phu Thuan (by Phu My bridge).

+ Hiep Phuoc terminals (Soai Rap river): primary terminals of Ho Chi Minh City Seaport in the future for general goods and containers of ships with a deadweight tonnage of 50.000 tonnes and container ships with a capacity of up to 4.000 TEU; some dedicated terminals for ships with a deadweight tonnage of 20.000 - 30.000 tonnes directly serving adjacent industrial facilities.

+ Can Giuoc – Long An terminals (on Soai Rap river): multipurpose terminals for ships with a deadweight tonnage of 20.000 – 50.000 tonnes and 70.000 tonnes partially loaded going through Soai

Rap sanctuary, satellite terminals of central ports in Ho Chi Minh City area.

- **Dong Nai Seaport:** National and central multipurpose terminal (Class I) which comprises: Long Binh Tan terminals (Dong Nai river); Phu Huu terminals (segments of Dong Nai river and Long Tau – Nha Be river), Ong Kep terminals (Long Tau and Dong Tranh rivers); Go Dau terminals and Phuoc An terminals (Thi Vai river).

Estimated capacity of goods movement: 19,7 - 21,0 million tonnes per year by 2020; 32,4 - 35,1 million tonnes per year by 2025; 51,5 - 58,5 million tonnes per year by 2030. Estimated capacity of container movement: 0,69 - 0,77 million TEU/year by 2020; 1,38 - 1,57 million TEU/year by 2025; 2,41 - 2,83 million TEU/year by 2030.

Detailed planning for primary terminals:

+ Phuoc An, Go Dau terminals (on Thi Vai river): primary terminals of Dong Nai Seaport for general ships and container ships with a deadweight tonnage of up to 60.000 tonnes (Phuoc An) and 30.000 tonnes (Go Dau); some dedicated terminals for ships with a deadweight tonnage of 6.500 - 12.000 tonnes directly serving adjacent industrial facilities.

+ Phu Huu, Nhon Trach, Ong Keo Terminals (Dong Nai, Nha Be, Long Tau rivers): dedicated terminals for ships with a deadweight tonnage of 10.000 – 30.000 tonnes and multipurpose terminals for ships with a deadweight tonnage of up to 30.000 tonnes serving factories and industrial facilities in the area.

+ Terminals along Dong Nai: terminals for general ships and ships carrying bulk cargo containers of up to 5.000 tonnes, dedicated terminals for ships with a deadweight tonnage of up to 1.000 tonnes in Long Binh Tan area (Dong Nai).

- **Binh Duong Seaport:** a local multipurpose terminal (Class II) along Dong Nai river which comprises 01 terminal for ships with a deadweight tonnage of up to 5.000 tonnes and container handling.

Estimated capacity of goods movement: 0,99 - 1,21 million tonnes per year by 2020 and remains unchanged during 2025 – 2030.

- **Vung Tau Seaport:** a national multipurpose terminal, international gateway (Class IA) which plays a role as an international transshipment port, comprising: Go Dau, Tac Ca Trung terminals; Phu My, My Xuan terminals; Cai Mep, Sao Mai – Ben Dinh terminals; Long Son terminals; Ding river terminals and Con Dao terminals.

Estimated capacity of goods movement: 101,6 - 109,2 million tonnes per year by 2020; 133,2 - 149,4 million tonnes per year by 2025; 161,8-195,5 million tonnes per year by 2030. Estimated capacity of container movement: 1,51 - 1,63 million TEU/year by 2015; 3,58 – 4,17 million TEU/year by 2020; 5,64 - 6,83 million TEU/year by 2025; 7,58 – 9,42 million TEU/year by 2030.

Expected movement of international passengers by sea: 122900 - 177700 arrivals/year by 2020; 157400 - 286800 arrivals/year by 2025; 201600 - 462800 arrivals/year by 2030.

Detailed planning for primary terminals:

+ Go Dau, Tac Ca Trung terminals: for general ships and container ships, capable of receiving ships with a deadweight tonnage of up to 30.000 tonnes.

+ Phu My, My Xuan terminals (Thi Vai river): for general ships with a deadweight tonnage of 50.000 – 80.000 tonnes; container ships with a capacity of up to 4.000 TEU. Shipping lanes shall be upgraded and expanded to receive ships with a deadweight tonnage of 60.000 – 120.000 tonnes (4.000 – 8.000 TEU) at Phu My and up to 60.000 tonnes at My Xuan; some terminals are dedicated to serving industrial and services facilities.

+ Cai Mep, Sao Mai – Ben Dinh terminals are primary terminals of the port which handle containers exported and imported of long shipping routes and international container transshipment. Cai Mep terminals are capable of receiving ships with a deadweight tonnage of 80.000 – 100.000 tonnes (6.000 – 8.000 TEU); shipping lanes shall be upgraded to receive ships with a deadweight tonnage of over 100.000 tonnes at Cai Mep. Sao Mai – Ben Dinh terminals area capable of receiving container ships with a deadweight tonnage of from 80.000 tonnes (6.000 TEU) to over 100.000 tonnes and international passenger ships with a capacity of up to 100.000 GRT.

+ Long Son terminals: dedicated to the oil refinery complex with terminals for receiving crude oil ships with a deadweight tonnage of 300.000 tonnes, ships with a deadweight tonnage of 30.000 – 50.000 tonnes carrying other materials and exports. The southeast coast is meant to build a multipurpose terminal serving long-term development of the area.

+ Vung Tau – Song Dinh terminals: capable of general ships with a deadweight tonnage of 10.000 tonnes (Dong Xuyen Industrial Park).

+ Con Dao terminals: general terminals and passenger terminals of Con Dao, capable of receiving ships with a deadweight tonnage of 2.000 - 5.000 tonnes. There are also maritime service terminals

and oil terminals for ships with a deadweight tonnage of up to 10.000 tonnes.

b) Relocation plan:

Other terminals along Sai Gon river which are connected to Cat Lai, Thu Duc, Long Thanh, Vung Tau and Dong Nai industrial parks by Phu My bridge shall keep operating and might be relocated after 2020 if necessary.

(A list of capacity and functions of each port in the Group is provided in the Appendix enclosed with this Decision).

c) Plan for buoy wharves:

Buoy wharves on the shipping lanes are only temporary in areas where permanent terminals yet to be feasible. The construction of buoy wharves must be in association with development planning and appropriate for permanent terminals. When construction of a permanent terminal is completed, the investor in the buoy wharf shall relocate it to ensure safety and effective operation of the permanent terminal.

d) Plan for upgrade of shipping lanes:

- Sai Gon – Vung Tau lane: upgrade some sharp turns, maintain depth and maritime signaling system for ships with a deadweight tonnage of 30.000 tonnes; utilize tidal current both day and night.
- Soai Rap lane: dredged to the depth of -9,5 m, capable of ships with a deadweight tonnage of up to 30.000 tonnes fully loaded and 50.000 tonnes partially loaded. In the next period: monitor developments and assess the dredging result (-9.5 m) to consider dredging to serve ships with a deadweight tonnage of up to 50.000 tonnes fully loaded and over 50.000 tonnes partially loaded.
- Dong Nai lane: Maintain operation of the 36-km segment from Mui Den Do junction to Dong Nai Port.
- Cai Mep – Thi Vai channel: Determine the largest size of ships able to enter the terminals; estimate sizes of ships for each terminal group: Cai Mep terminals for ships with a deadweight tonnage of 80.000 – >100.000 tonnes, container ships with a deadweight tonnage of 6.000 – 8.000 TEU; Phu My (Thi Vai) terminals for ships with a deadweight tonnage of 60.000 – 100.000 tonnes, container ships with a deadweight tonnage of 4.000 - 8.000 TEU ships; Phuoc An, My Xuan terminals for ships with a deadweight tonnage of up to 60.000 tonnes; Go Dau terminals for ships with a deadweight tonnage of up to 30.00 tonnes.
- Ding river lane: Maintain conditions for operation of ships with a deadweight tonnage of 10.00 tonnes.

dd) Projects given priority by 2020

- Cai Mep – Thi Vai lane: complete comprehensive study into Cai Mep – Thi Vai lane as the basis for preparing investment plans, etc. to attract shippers to Cai Mep – Thi Vai area.
- Soai Rap lane: assess the stability of -9.5m depth lane, consider dredging for ships with a deadweight tonnage of 50.000 tonnes and over 50.000 tonnes partially loaded (reduced load, utilizing tidal current) to enter Hiep Phuoc terminals.
- Invest in terminals dedicated to oil refinery at Long Son: import of crude oil, export of oil products, import of materials
- Port-connecting roads:
 - + Highway 51 (Dong Nai – Ba Ria Vung Tau): complete upgrading Highway 51 connecting Cai Mep – Thi Vai terminal system and the local traffic network.
 - + Inter-port Cai Mep - Thi Vai road (Ba Ria - Vung Tau): expedite construction of the road after SP-PSA International Port, Thi Vai International Port and Ba Son Shipyard in Phu My.
 - + Invest in construction of Road 991B and Phuoc Hoa – Cai Mep road to connect Cai Mep – Thi Vai terminals and Cai Mep Ha Logistics Center.
 - + Roads to Hiep Phuoc terminals: finish North – South roads to Hiep Phuoc terminals and main roads to terminals of the industrial park, especially Road D3 to Sai Gon Hiep Phuoc terminal.

4. Policies, mechanism, and solutions

a) Regarding general port development

- Enhance private sector involvement in development of seaport infrastructure. Enhance investment promotion, encourage and enable all domestic and foreign economic sectors to invest in seaport development; state budget shall focus on investment in public infrastructure works (shipping lanes, common breakwaters) connected to important seaports.
- Keep boosting administrative procedure reform in management of investment and port operation towards simplification and international integration. Improve office of port authorities and regulatory

bodies at new terminals to ensure timely state management of them. Improve state management of planning for development of seaports in the Group; ensure cooperation and harmony with planning for development of local traffic network, construction planning, and socio-economic development master plans of the areas where the ports are located.

- Encourage construction of common terminals at economic zones and industrial parks to improve effectiveness of investment and use of coastlines. Ensure at least 500 – 700 m in width of land for port development along big rivers with potential for port development (Cai Mep - Thi Vai, Soai Rap, Long Tau, Nha Be, Dong Nai, etc.). Provide land area behind the ports to build goods distribution centers which plan the role as logistics centers.

b) Policies on and organization of port relocation

- Policies on and organization of relocation of ports along Sai Gon river and Ba Son shipyard are specified in the Prime Minister's Decision No. 791/QD-TTg dated August 12, 2005 and other directive documents.

- Financial policies: specified in the Prime Minister's Decision No. 74/2005/QD-TTg dated April 06, 2005 on use of revenues from transfer of land use right, liquidation of factories and other works upon relocation of business organizations and factories under planning; the Prime Minister's Decision No. 46/2010/QD-TTg dated April 24, 2010 of the Prime Minister promulgating Financial policies on relocation of ports along Sai Gon river and Ba Son shipyard and relevant legal documents.

- Other policies on relocation may be reported to the Steering Committee for relocation of ports along Sai Gon river and Ba Son shipyard; ultra vires issues may be reported to the Prime Minister.

c) Mechanism for encouragement of international transit of goods

- Enhance application of policies encouraging development of international transit of goods and establishment of basic infrastructure, organize the management, operation, provision of financial and banking services and other services necessary for improvement of competitiveness, attraction and movement of internationally transited goods in the region.

- Encourage and expedite construction of logistics centers in Cai Mep Ha area.

Article 2. Management and organization of planning implementation

1. Vietnam Maritime Administration

- Cooperate with People's Committees of provinces and relevant agencies in publishing and managing implementation of approved planning, especially for new construction of wharves and terminals in their provinces, ensure that construction of new wharves and terminals does not exceed the need for goods movement under approved planning; propose adjustments and updates to planning for ports and terminals to the Ministry of Transport.

- Annually cooperate with local governments and relevant organizations in assessing the implementation of port development planning; propose actions against projects that fail to comply with the planning to the Ministry of Transport.

- Organize the implementation of seaport development planning in association with implementation of solutions for improve effectiveness of seaports and terminals specified in Decision No. 3304/QD-BGTVT dated October 25, 2013 of the Minister of Transport.

2. Ministries, professional regulatory bodies and the People's Committees of provinces

- Ministries, professional regulatory bodies and the People's Committees of provinces shall instruct investors to plan projects for construction, renovation and upgrade of seaports and shipping lanes in accordance with approved planning and regulations of law on construction.

- Ministries, professional regulatory bodies and the People's Committees of provinces shall instruct competent authorities to propose addition of terminals to the planning to Vietnam Maritime Administration; Vietnam Maritime Administration shall submit reports to the Ministry of Transport for consideration.

- The People's Committees of provinces, pursuant to approved planning, shall strictly manage and properly use land area dedicated to port construction; provide land area for harmonious development of ports and infrastructure connected thereto, logistics centers and maritime service centers in order to ensure smooth operation of seaports; cooperate with the Ministry of Transport in organizing the transport system in a manner that avoids conflicting traffic between the ports and urban areas; reach an agreement the Ministry of Transport in the scale and progress of port construction projects before allocating land or issuing a certificate of investment to a seaport terminal construction project.

Article 3. This Decision comes into force from the day on which it is signed and replaces Decision No. 1745/QD-BGTVT dated August 03, 2011 of the Minister of Transport.

Article 4. Chief of Office, Chief Inspector of the Ministry of Transport, Directors of Departments, Director of Vietnam Maritime Administration, heads of agencies, relevant organizations and individuals

are responsible for the implementation of this Decision./.

MINISTER

Dinh La Thang

APPENDIX

LIST OF PORTS AND TERMINALS IN THE SOUTHEAST (GROUP 5) BY 2020 AND ORIENTATION TOWARDS 2030

(Enclosed with Decision No. 3327/QĐ-BGTVT dated August 29, 2014 of the Minister of Transport)

A. HO CHI MINH CITY SEAPORT

No.	Name	Condition			Class	Estimate					
		Quantity (pcs)/Total length (m) of wharves	Size of ship (DWT)	Area (hectares)		By 2020				By 2030	
						Capacity (million tonnes)	Size of ship (DWT)	Quantity (pcs)/Total length (m) of wharves	Area (hectares)	Capacity (million tonnes)	Size of ship (DWT)
1	TERMINALS ALONG SAIGON RIVER	52 / 8673	5.000 - 30.000	210,97		23,48	30.000	25 / 4198	128,76	23,48	30.000
1	Terminals of Ba Son Shipyard	6 / 754	6.000 - 10.000	26,40	Dedicated to shipbuilding and ship repair						
2	Sai Gon Terminal	15 / 2.745	10.000 - 30.000	45,83	Multipurpose terminal	5,25	10.000 - 30.000	5 / 995	20,52	5,25	10.000 - 30.000
-	Nha Rong + Khanh Hoi terminals	10 / 1.750	10.000 - 30.000	25,31	Multipurpose terminal						
-	Other terminals	5 / 995	10.000 - 30.000	20,52	Multipurpose terminal	5,25	10.000 - 30.000	5 / 995	20,52	5,25	10.000 - 30.000
3	Tan Thuan Dong Terminal	1 / 149	15.000	2,95	Multipurpose terminal						
4	Ben Nghe Terminal	4 / 816	10.000 - 30.000	32,00	Multipurpose terminal	4,70	10.000 - 30.000	4 / 816	32,00	4,70	10.000 - 30.000
5	VICT Terminal	4 / 678	15.000-20.000	28,26	Container terminal	6,05	15.000-20.000	4 / 678	28,26	6,05	15.000 - 20.000
6	ELF Gas Sai Gon Terminal	1 / 26	3.000	2,00	Gas terminal	0,10	3.000	1 / 26	2,00	0,10	3.000
7	Bien Dong Terminal	2 / 140	5.000	3,10	Multipurpose terminal	0,35	5.000	2 / 140	3,10	0,35	5.000
8	Terminals of Sai Gon Shipyard	1 / 123	10.000	11,36	Dedicated to shipbuilding and ship repair	0,25	10.000	2 / 273	11,36	0,25	10.000
9	Rau Qua Terminal (Vegetable Terminal)	1 / 222	20.000	7,24	Multipurpose terminal						
10	Bong Sen Terminal	2 / 275	30.000	6,00	Multipurpose terminal	1,53	30.000	2 / 275	11,00	1,53	30.000
II	TERMINALS ALONG DONG NAI RIVER	20 / 3.848	30.000	185,33		59,26	30.000	23 / 4.578	238,56	59,26	30.000
1	ITC Phu Huu International Terminal	4 / 900	30.000	36,57	Multipurpose terminal	6,14	30.000	4 / 900	36,57	6,14	30.000
2	Terminal of Ha Tien 1 Cement JSC	1 / 205	20.000		Cement terminal	3,42	20.000	1 / 205	23,23	3,42	20.000
3	Phu Huu Terminal	2 / 320	30.000	24,00	Multipurpose terminal	6,50	30.000	3 / 550	24,00	6,50	30.000
4	Tan Cang Cat Lat Terminal	7 / 1.462	30.000	76,05	For container	36,30	30.000	7 / 1.462	76,05	36,30	30.000
5	Sai Gon Shipyard Terminal	3 / 256	5.000	9,71	Dedicated to shipbuilding and ship repair	0,50	5.000	3 / 256	9,71	0,50	5.000
6	Sai Gon Petro Terminal	2 / 500	25.000 - 32.000	26,00	Oil terminal	1,70	25.000 - 32.000	2 / 500	26,00	1,70	25.000 - 32.000
7	Holcim Vietnam Terminal	1 / 205	20.000	13,00	Cement terminal	2,20	20.000	1 / 205	13,00	2,20	20.000
8	Terminal of Cat Lai Industrial Park				Multipurpose terminal	2,50	20.000	2 / 500	30,00	2,50	20.000
III	TERMINALS ALONG NHA BE RIVER	20 / 1.876	30.000	134,12		21,6	30.000 DWT	21 / 2.451	149,11	23,2	30.000
1	Phu Thuan Passenger Terminal				International passenger terminal		50.000 - 60.000 GRT	1 / 300	4,60		50.000 - 60.000 GRT
2	Navioil Terminal	1 / 174	10.000	15,80	Dedicated terminal	1,20	10.000	1 / 174	15,80	1,20	10.000
3	Shipmarine Shipyard Terminal	1 / 100	6.500	6,00	Dedicated to shipbuilding and ship repair	0,20	6.500	1 / 100	6,00	0,20	6.500

4	An Phu Shipyard Terminal	1 / 50	5.000	5,00	Dedicated to shipbuilding and ship repair	0,10	5.000	1 / 50	5,00	0,10	5.000
5	Terminal of Waterways College II	1/ 27	300	1,97	Dedicated terminal		300	1 / 27	1,97		300
6	Minh Tan Oil terminal	1 / 30	1.000		Oil terminal	0,10	1.000	1 / 30		0,10	1.000
7	Nha Be Multipurpose Terminal				Multipurpose and dedicated terminal					1,60	30.000
8	Nha Be Central Oil terminal	8 / 740	25.000 - 30.000	94,00	Oil terminal	12,00	25.000 - 30.000	8 / 740	94,00	12,00	25.000 - 30.000
9	PV OIL Terminal	2 / 54	25.000		Oil terminal	0,50				0,50	
10	Petechim Terminal	2 / 325	5.000-25.000	8,90	Oil terminal	4,50	5.000 - 25.000	2 / 325	8,90	4,50	5.000 - 25.000
11	VK 102 Terminal	1 / 196	10.000		Oil terminal	1,2	40.000	1 / 250		1,2	40.000
	Thanh Le Terminal					0,9	4.000	1 / 87		0,9	4.000
12	Oil terminal of Lam Tai Chinh Ltd.	1 / 60	15.000	2,45	Oil terminal	0,90	15.000	1 / 60	2,45	0,90	15.000
13	Aviation Oil terminal (Hang Khong Oil terminal)				Oil terminal		15.000	1 / 188	10,39		15.000
14	Terminal of Shipyard X51	1 / 120	10.000		Dedicated to shipbuilding and ship repair		10.000	1 / 120		10.000	1 / 120
IV	TERMINALS ALONG SOAI RAP RIVER	12 / 2307	30.040	158,81		36,26	30.000 - 80.000	20 / 4.527	256,21	55,96	30.000 - 80.000
1	Multipurpose Terminal				Multipurpose terminal					2,15	30.000
2	Terminal of Cotec Cement Grinding Station	1 / 70	15.000	3,70	Cement terminal	0,50	15.000	1 / 70	3,70	0,50	15.000
3	Terminal of Thang Long Cement Grinding Station	1 / 179	15.000	10,26	Cement terminal	1,41	15.000	1 / 179	10,26	1,41	15.000
4	Terminal of Fico Cement Grinding Station	1 / 200	20.000	10,26	Cement terminal	1,50	20.000	1 / 200	10,26	1,50	20.000
5	Terminal of Chifon Cement Grinding Station	1 / 179	20.000	11,33	Cement terminal	1,20	20.000	1 / 179	11,33	1,20	20.000
6	Tan Cang Hiep Phuoc Terminal	/			Multipurpose terminal	3,20	50.000	2 / 420	15,40	3,20	50.000
7	Terminal of Hiep Phuoc Power Plant	1 / 300	30.000	45,50	Oil terminal	0,53	30.000	1 / 300	45,50	0,53	30.000
8	Nghi Son Cement terminal	1 / 204	20.000	7,90	Cement terminal	0,89	20.000	1 / 204	7,90	0,89	20.000
9	Saigon Premier Container Terminal	2 / 500	30.000	23,00	Container terminal	8,80	50.000	2 / 500	40,00	16,50	50.000
10	Calofic Terminal	1 / 159	20.000		Dedicated terminal	0,20	20.000	1 / 159		0,20	20.000
11	Terminal of Tico Detergent Factory	1 / 146	10.000-15.000		Oil terminal	0,80	10.000-15.000	1 / 146	3,00	0,80	10.000-15.000
12	Terminal of Ha Long Cement Grinding Station	1 / 170	15.000	10,80	Cement terminal	1,41	15.000	1 / 170	10,80	1,41	15.000
13	Multipurpose Terminal				Multipurpose terminal					1,60	30.000 - 50.000
14	Multipurpose terminal (Tan Thuan Dong terminal is to be relocated)				Multipurpose terminal	1,00	30.000-50.000	1 / 200	12,00	1,00	30.000 - 50.000
15	Sai Gon - Hiep Phuoc Terminal	1 / 200	50.000	36,06	Multipurpose terminal	9,82	50.000	3 / 800	36,06	9,82	50.000
16	Sai Gon Hiep Phuoc Logistics Center				Multipurpose terminal						1.000
17	Hiep Phuoc Downstream Zone				Multipurpose terminal	5,00	30.000-50.000	3 / 1.000	50,00	13,25	30.000 - 80.000
V	TERMINALS ALONG SOAI RAP RIVER IN LONG AN PROVINCE	1 / 205	20.000	26		5,9	10.000-75.000	3 / 663	96	18,45	10.000-75.000
1	Potential terminals downstream of Chim Tren channel (Long An)				Multipurpose terminal						
2	VinaBenny Energy				Oil terminal	3,00	10.000-	1 / 290	60,00	6,00	10.000-

	Terminal						75.000					
3	Long An International Terminal					Multipurpose terminal					9,55	30.50.
4	Luks Cement Terminal					Cement terminal	1,40	20.000	1 / 168	10,00	1,40	20.
5	Phuc Son Cement Terminal	1 / 205	20.000	26,00		Cement terminal	1,50	20.000	1 / 205	26,00	1,50	20.
6	Terminal upstream of Cat channel					Multipurpose terminal						
	TOTAL	105 / 16.909		715,23			146,5		92 / 16.417	868,64	180,35	

Note: Schedule for investment in the terminals varies according to estimated need for goods movement.

B. DONG NAI SEAPORT

N. o.	Name	Condition			Class	Estimation (Planning)												Note
		Quantity (pcs)/ Total length (m) of wharves	Size of ship (DW T)	Area (hectares)		By 2020				By 2025				By 2030				
						Capacity (million tonnes)	Size of ship (DW T)	Quantity (pcs)/ Total length (m) of wharves	Area (hectares)	Capacity (million tonnes)	Size of ship (DW T)	Quantity (pcs)/ Total length (m) of wharves	Area (hectares)	Capacity (million tonnes)	Size of ship (DW T)	Quantity (pcs)/ Total length (m) of wharves	Area (hectares)	
1	TERMINALS ALONG DONG NAI RIVER	5 / 592	5.000	15,82		736	5.000 - 30.000	8 / 1.232	48,92	19,79	5.000 - 30.000	15 / 2.862	147,62	28,39	5.000 - 30.000	19 / 3.662	199,86	
1	Dong Nai Terminal	3 / 170	2.000 - 5.000	8,33	Multipurpose terminal	2,80	5.000	5 / 460	17,13	2,80	5.000	5 / 460	17,13	2,80	5.000	5 / 460	17,13	
2	SCT Gas Vietnam Terminal	1 / 302	1.000	3,00	Gas terminal	0,03	1.000	1 / 302	3,00	0,03	1.000	1 / 302	3,00	0,03	1.000	1 / 302	3,00	
3	VT Gas Terminal	1 / 120	1.000	4,49	Oil terminal	0,13	1.000	1 / 120	4,49	0,21	1.000	2 / 200	4,49	0,21	1.000	2 / 200	4,49	
4	Viet Thuan Thanh Multipurpose Terminal				Multipurpose, container terminal	4,40	30.000	1 / 350	24,30	7,15	30.000	2 / 600	35,00	12,50	30.000	5 / 1.100	69,24	
5	Phu Huu Multipurpose Terminal (Terminal 1)				Multipurpose terminal					3,25	30.000	1 / 300	17,00	3,25	30.000	1 / 300	17,00	
6	Phu Huu Multipurpose Terminal (Terminal 2)				Multipurpose terminal					1,60	30.000	1 / 300	16,50	1,60	30.000	1 / 300	16,50	
7	Phu Huu Multipurpose Terminal (Terminal 3)				Multipurpose terminal									3,25	30.000	1 / 300	18,00	
8	Phu Huu Multipurpose Terminal (Terminal 4 – Tin Nghia Terminal)				Multipurpose terminal					3,25	30.000	1 / 300	20,00	3,25	30.000	1 / 300	20,00	

9	Tin Nghia Oil terminal				Oil terminal					1,50	30.000	2 / 400	34,50	1,50	30.000	2 / 400	34,50	
II	TERMINALS ALONG NHA BE RIVER	2 / 366	25.000	22,30		4,35	30.000	5 / 846	70,82	8,35	30.000	9 / 1.896	134,82	14,25	30.000	13 / 3.106	203,32	
1	Minh Tan Oil Terminal				Oil terminal	1,50	30.000	2 / 400	30,52	1,50	30.000	2 / 400	30,52	1,50	30.000	2 / 400	30,52	
2	Phu Huu - Duc Tai Thinh Multipurpose Terminal				Multipurpose terminal	0,00				0,00				1,20	30.000	1 / 350	21,00	
3	Oil Terminal of Logistics Administration (Tổng Cục Hậu Cần)				Oil terminal	0,00				2,00	30.000	2 / 500	25,00	2,00	30.000	2 / 500	25,00	
4	Oil Terminals of Vinalines				Oil terminal	0,00				0,00				2,00	30.000	2 / 500	25,00	
5	Phu Huu Multipurpose Terminal (Terminal 6 - Phu Thien Phat Terminal)				Multipurpose terminal	0,00				2,00	30.000	2 / 550	39,00	2,00	30.000	2 / 550	39,00	
6	Vinh Hung Terminal				Dedicated/Multipurpose terminal					2,70	30.000	1 / 360	22,50	2,70	30.000	1 / 360	22,50	
7	Phu Dong Timber Terminal	1 / 146	25.000	9,30	For timber	0,30	25.000	1 / 146	9,30	0,30	25.000	1 / 146	9,30	0,30	25.000	1 / 146	9,30	
8	Comeco Oil Terminal				Oil terminal	0,95	25.000	1 / 80	18,00	0,95	25.000	1 / 80	18,00	0,95	25.000	1 / 80	18,00	
9	Phuoc Khanh Oil Terminal	1 / 220	25.000	13,00	Oil terminal	1,60	25.000	1 / 220	13,00	1,60	25.000	1 / 220	13,00	1,60	25.000	1 / 220	13,00	
III	TERMINALS ALONG LONG TAU RIVER	5 / 976	30.000	39,65		3,40	30.000	9 / 1.938	138,52	6,60	30.000	11 / 2.933	196,08	18,80	30.000	18 / 4.472	360,01	
1	Terminal of Shipyard 76				Dedicated to shipbuilding and ship repair	0,00				0,00				0,00				To be invested in when appropriate
2	Phu Huu 1 Multipurpose Terminal				Multipurpose terminal	1.00	30.000	1 / 250	17,50	1,00	30.000	1 / 250	17,50	6,40	30.000	3 / 650	35,00	

3	Phuoc Khanh Multipurpose Terminal (Terminal 1 – Vamco Biochemical Terminal)				Multipurpose terminal	0,00								1,00	30.000	1 / 250	22,30
4	Phuoc Khanh Multipurpose Terminal				Multipurpose terminal	0,00								3,30	30.000	1 / 200	15,00
5	Phuoc Khanh Multipurpose Terminal (Terminal 3 – Phuc Thanh Terminal)				Multipurpose terminal									1,00	30.000	1 / 250	10,00
6	Maritime Consultancy Center				Maritime services	0,00			25,35	0,00			25,35	0,00			25,35
7	Terminal of Cau Kien Be Tong Company				Dedicated terminal	0,50	15,000	1 / 270	9,56	0,50	15,000	1 / 270	9,56	0,50	15,000	1 / 270	9,56
8	Cong Thanh Cement Terminal				Cement terminal	0,60	30,000	1 / 230	17,73	0,60	30,000	1 / 230	17,73	0,60	30,000	1 / 230	17,73
9	Lafarge Cement Terminal	1 / 201	30,000	6,38	Cement terminal	0,60	30,000	1 / 201	6,38	0,60	30,000	1 / 201	6,38	0,60	30,000	1 / 201	6,38
10	Terminal of Hi-tech Shipyard				Dedicated to shipbuilding and ship repair	0,00			20,30	0,00			20,30	0,00			20,30
11	Multipurpose Terminal of Ong Keo Industrial Park (Tin Nghia Terminal)				Multipurpose terminal					2,70	30,000	1 / 265	17,56	2,70	30,000	1 / 265	17,56
12	Bao Tin Dedicated Terminal				Dedicated terminal	-	30,000	1 / 212	8,43	-	30,000	1 / 212	8,43	0,00	30,000	1 / 212	8,43
13	LPG Terminal of Hong Moc Private Enterprise	1 / 207	5,000	5,61	Oil terminal	0,20	5,000	1 / 207	5,61	0,20	5,000	1 / 207	5,61	0,20	5,000	1 / 207	5,61
14	Tram Anh Lubricant Terminal	1 / 238	30,000	11,69	Oil terminal	0,20	30,000	1 / 238	11,69	0,20	30,000	1 / 238	11,69	0,20	30,000	1 / 238	11,69

15	Terminal of AP Petrochemical Vietnam Ltd.	1 / 150	15,000	8,71	Oil terminal	0,15	15,000	1 / 150	8,71	0,15	15,000	1 / 150	8,71	0,15	15,000	1 / 150	8,71	
16	Viko Wochimex Timber Terminal	1 / 180	15,000	7,26	For wood chips	0,15	15,000	1 / 180	7,26	0,15	15,000	1 / 180	7,26	0,15	15,000	1 / 180	7,26	
17	Terminal of Sunsteel factory				Steel terminal	0,00				0,50	30,000	1 / 200	40,00	2,00	30,000	3 / 639	139,13	
18	Potential dedicated Terminal				Dedicated terminal	0,00				0,00	30,000	/ 530		0,00	30,000	/ 530		
	TERMINALS IV ALONG THI VAI RIVER	8 / 953	15,000	188,90		7,73	30,000 - 60,000	10 / 1.532	200,70	11,58	30,000 - 60,000	14 / 2.195	225,70	18,63	30,000 - 60,000	16 / 2.810	268,20	
19	Phuoc Thai Multipurpose Terminal (Terminal 1)				Multipurpose terminal	0,00				0,00				0,00				To be invested after 2030
20	Go Dau Multipurpose Terminal				Multipurpose terminal	0,00				0,00				0,00				To be invested after 2030
21	Phuoc Thai Terminal (Vedan)	2 / 340	10,000 - 12,000	120,00	Dedicated terminal	1,13	10,000 - 12,000	2 / 340	120,00	1,13	10,000 - 12,000	2 / 340	120,00	1,13	10,000 - 12,000	2 / 340	120,00	
22	Dong Nai Terminal (Go Dau A Terminal)	1 / 170	2,000	17,60	Multipurpose terminal	1,00	5,000 - 10,000	1 / 170	17,60	1,00	5,000 - 10,000	3 / 350	17,60	1,00	5,000 - 10,000	3 / 350	17,60	
23	Super Phosphate Long Thanh Terminal	1 / 50	3,000	11,30	For fertilizers and chemicals	0,30	3,000	1 / 50	11,30	0,30	3,000	1 / 50	11,30	0,30	3,000	1 / 50	11,30	
24	Terminal of Unique Gas factory	1 / 130	6,500	1,80	Gas terminal	0,20	6,500	1 / 130	1,80	0,20	6,500	1 / 130	1,80	0,20	6,500	1 / 130	1,80	
25	Dong Nai Terminal (Go Dau B Terminal)	3 / 263	6,500 - 15,000	38,20	Multipurpose terminal	5,10	30,000	5 / 842	50,00	5,10	30,000	6 / 990	50,00	5,10	30,000	6 / 990	50,00	
26	Phuoc An Multipurpose Terminal				Multipurpose, container terminal	0,00				3,85	60,000	1 / 335	25,00	10,90	60,000	3 / 950	67,50	
	TOTAL	20 / 2.887		266,67		22,83		32 / 5348	458,96	46,31		49 / 9.886	704,22	80,06		66 / 14.050	1.031,39	

Note: Schedule for investment in the terminals varies according to estimated need for goods movement.

C. BINH DUONG SEAPORT

No.	Name	Condition			Class	Estimation (Planning)										Note		
		Quantity (pcs)/Total length (m) of wharves	Size of ship (DWT)	Area (hectares)		By 2020				By 2025				By 2030				
						Capacity (million tonnes)	Size of ship (DWT)	Quantity (pcs)/Total length (m) of wharves	Area (hectares)	Capacity (million tonnes)	Size of ship (DWT)	Quantity (pcs)/Total length (m) of wharves	Area (hectares)	Capacity (million tonnes)	Size of ship (DWT)		Quantity (pcs)/Total length (m) of wharves	Area (hectares)
1	Binh Duong Terminal	1 / 110	1.000-5.000	7,30	Multipurpose terminal	1,21	1.000-5.000	1 / 110	7.30	1,21	1.000-5.000	1 / 110	7,30	1,21	1.000-5.000	1 / 110	7,30	

D. VUNG TAU SEAPORT

No.	Name	Condition			Class	C
		Quantity (pcs)/Total length (m) of wharves	Size of ship (DWT)	Area (hectares)		
1	TERMINALS ALONG CAI MEP - THI VAI RIVER	32/ 8.511	80.000 (160.000)	502,72		
1	Terminal of Cam Pha Cement Grinding Station	1 /186	15.000	9,17	Cement terminal	
2	My Xuan A Terminal				Multipurpose terminal	
3	Terminal of My Xuan Cement Grinding Station				Dedicated terminal	
4	Sai Gon – Thep Viet Terminal				Steel terminal	
5	Hong Quang Multipurpose Terminal				Multipurpose terminal	
6	Sao Bien International Terminal				Multipurpose, container terminal	
7	Terminal of Vinalines Shipyard				Dedicated to shipbuilding and ship repair	
8	My Xuan multipurpose and container terminal				Multipurpose, container terminal	
9	My Xuan International Multipurpose Terminal				Multipurpose, container terminal	
10	Oil Terminal of Phu My Power Plant	2 /412	10.000	8,59	Oil terminal	
11	Terminal of Thi Vai Cement Grinding Factory (Holcim)	1 /246	50.000	18.00	Cement terminal	
12	Saigon International Terminals –Vietnam (SITV)	3 /728	60.000	33,73	Container terminal	
13	Thi Vai International Terminal (invested before steel terminal)				Multipurpose terminal	
14	Phu My – Ba Ria Serece Terminal	2 /700	60.000	23,03	Multipurpose terminal	
15	PTSC Phu My Terminal	2/384	30.000	27,46	Multipurpose terminal	
16	Terminal of Phu My Steel Factory	1 /230	50.000	22,00	Steel terminal	
17	Cai Mep – Thi Vai International Terminal	2 / 600	75.000		Multipurpose terminal	
18	SP-PSA International Terminal	2 / 600	50.00080.000	28,20	Container terminal	
19	Posco Terminal	1 / 333	45.000	15,09	Steel terminal	
20	Posco SS Terminal				Steel terminal	
21	Ban Thach Multipurpose Terminal				Multipurpose terminal	

22	Terminals of Ba Son Shipyard				Dedicated to shipbuilding and ship repair
23	Interflour Terminal	1 / 308	75.000	7,57	For farm produce
24	Tan Cang Cai Mep Container Terminal	3 / 890	80.000	61,18.	Container terminal
25	Hoa Sen – Gemadept International Terminal				Multipurpose, container terminal
26	Cai Mep LGP Terminal	2 / 362	2.000-30.000	40,00	For LPG and condensate
27	Petec Cai Mep Oil Terminal	2 / 452	5.000-60.000	31,60	Oil terminal
28	Cai Mep Oil Terminal	1 / 280	80.000	20,60	Oil terminal
29	LDC - VTSC Terminal				Multipurpose terminal
30	Cai Mep International Terminal (CMIT)	2 / 600	80.000 (160.000)	48,00	Container
31	Cai Mep – Thi Vai International Terminal	2 / 600	80.000 100.000	48,00	Container terminal
32	SP-SSA International Container Terminal	2 / 600	80.000 (160.000)	60,50	Container terminal
33	Gemalink Container Terminal				Container terminal
34	Cai Mep Ha Multipurpose and Container Terminal				Multipurpose terminal
35	Cai Mep Downstream Terminal				Container terminal
II	TERMINALS ALONG DINH RIVER ANH GANH RAI BAY	28 / 3.519	10.000	133,25	
1	Cat Lo Commercial Terminal	2 / 310	1.000-5.000	5,40	Multipurpose and fish terminal
2	K2 Oil Terminal	1 / 162	5.000	0,12	Oil terminal
3	Terminal of Dong Xuyen Industrial Park				Multipurpose terminal
-	Multipurpose Terminal				Multipurpose terminal
-	Vina Offshore Terminal	1 / 158	10.000	1,82	Dedicated terminal
-	Terminal Thang Loi Oil Ltd.	1 / 156	10.000	2,00	Oil terminal
-	Terminal of Sai Gon Shipyard and Maritime Mechanics Ltd.	1 / 100	10.000	13,40	Dedicated to shipbuilding and ship repair
4	VietsovPetro Terminal	10 / 1.377	10.000	53,05	For petroleum services
5	PTSC Petroleum service terminal	9 / 820	5.000-10.000	21,80	For petroleum services
	Cu Lao Tao Oil Terminal	1 / 133	10.000	27,16	Oil terminal
6	Sao Mai – Ben Dinh Petroleum Service Center				For petroleum services
	PV Shipyard Terminal	1 / 156	15.000	6,20	For building, repairing ships and oil rigs
	PVC-MS Terminal	1 / 142	10.000	2,30	For petroleum services
	Sao Mai – Ben Dinh Petroleum Service Wharf				
7	Vung Tau Container Terminal				Container terminal
8	Potential terminal				Container terminal
9	Passenger terminal and tourism service complex				International passenger terminal

10	Terminal of Long Son Industrial Service Center				Multipurpose and dedicated terminal
11	Terminal of Long Son Shipyard				Dedicated to shipbuilding and ship repair
12	Terminals of Long Son Petrochemical Complex				Dedicated terminal
13	Long Son Multipurpose Terminal				Multipurpose terminal
III	CON DAO TERMINALS	3 / 242	10.000DWT 50.000GRT	3	
1	Ben Dam Terminal	3 / 242	10.000DWT 50.000GRT	2,70	Multipurpose and passenger terminal
2	Maritime and petroleum service terminal				Multipurpose terminal
3	LNG Con Dao Terminal				Dedicated terminal
	TOTAL	63 / 12.272		638,67	

Note: Schedule for investment in the terminals varies according to estimated need for goods movement.