

Coming out a series of sea port construction investment projects



A series of large-scaled sea port infrastructure construction projects are being implemented, hopefully putting a new face of synchronism and modernity on Vietnam's sea ports.

Jetties for more-than-50.000 DWT vessels: Poor in number

The existing issues as an excessive number of berths and a very small quantity of ports which can satisfy the requirements on scale and quantity are still nerve-racking the management boards in sea port field. Such aches are evidenced by the fact that more than 330m jetties with a total length of 39.915m (25.993m long general container cargo berths and 13.958m long specified cargo berths, two-fold compared to 1999 year), 35 access channels to public national ports and 12 access channels to specified ports are quite weak in quality and poor in technology compared to those in the regional advanced countries. The splitting sight is further gloomed as listing less than 2% (exactly 1.37%) of more than 330 nationwide jetties which can accommodate vessels of over 50.000 DWT. Jetties for 20.000 – 50.000 DWT vessels account for 21.43% whilst jetties for 10.000 – 20.000 DWT vessels make up 39.72% and jetties for less than 10.000 DWT vessels hold 38.46%. As blueely assessed by some specialists, Vietnam's sea ports are, up to now, poor both in number and quality. In reality, apart from some fresh-completed berths which are recently put into operation and equipped relatively modern handling technology, almost all berths are equipped with common handling technology while the management and administration of handling and delivering

cargos are technologically backward and the cargo handling capacity of sea ports is very limited, definitely. On average, general cargo handling capacity wins 3.000 – 4.000 t/m (length of berths), container cargo handling capacity gains 12-25 containers/crane/hour, equal to 50 – 60% of capacity of regional advanced ports.

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A mass of large-scaled sea port infrastructure construction projects are, as mentioned above, being implemented, hopefully putting a new face of synchronism and modernity on Vietnam's sea ports. As said by Mr. Duong Chi Dung, the chairman concurrently holding the general director of Vietnam National Shipping Lines (Vinalines), the start phase with two berths for container vessels with a capacity of up-to 9.000 TEUs and some logistics works of Van Phong international transit port project is currently under continual implementation by Vinalines. Also, Vinalines is prompt to obtain the procedures in investment and joint-venture establishment with some Japanese partners in order for the construction investment in berths in the initial phase of Hai Phong international gateway port. Except for the above national focal projects, Vinalines is also completing the construction procedures of Dinh Vu – Hai Phong port in the third phase with 235m of jetties, continuing to implement Cai Cui port construction project in the second phase, Vung Tau container terminal and logistics project and Sai Gon – Hiep Phuoc port project in the first phase with cargo throughput capacity of about 8.5 million tons/year and accommodation of up-to 50.000 DWT vessels. Also, Cai Mep and Sai Gon – SSA container terminal projects are under implementation and to be accomplished and come into operation by early 2011 on schedule.

As affirmed by Mr. Vuong Dinh Lam, the chief officer of Vinalines, Vinalines is promptly fostering the basic construction investment. For details, Vinalines is speeding up the progress of many projects such as the improvement project of navigational channel to the Bassac river, An Thoi – Phu Quoc port construction project, the channel improvement project for 30.000 – 50.000 DWT vessels to navigate in Dung Quat port, the second-phase channel construction project for 30.000 DWT vessels to operate in Quy Nhon port and the channel improvement project into Cua Viet port.

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(Translated by Portcoast)