

Sea port system development

By ShippingTimes, No. 5 (2&3-2010)

The nationwide sea port system development upon an overall and united planning aims at ensuring cargo throughput capacity, regional exchanges and competitiveness with the regional countries and the world in sea port field.

Vietnam's up-to 2020 and 2030-bound sea port system development Planning has just been approved by the Prime Minister in Decision No. 2190/QĐ-TTg with a total investment capital up to 2010 year of about VND 360 – 440 trillion.

06 groups and 03 classes

Expectedly, the cargo throughput via the whole sea port system is to be of about 500-600 million tons/year in 2015 and of around 900-1.000 million tons/year in 2020 and of up-to 2.100 million tons in 2010 phase. As to target such wowing figures, it is, in the initial phase, required to focus on the construction of some deep-water ports for international standard large-weighted vessels, especially Van Phong – Khanh Hoa international transit port which can accommodate container vessels with a capacity of 9.000 – 15.000 TEUs (1 TEU equal to one container of 20 feet long x 8 feet wide x 8.5 feet high and with a volume of 39 m³). Also, it is proposed to prioritize the investment in ports such as Van Phong international transit port; Lach Huyen berth area of Hai Phong international gateway port; berth area of Nghi Son petrochemical and refinery project, etc.

Due to the fact there are presently 39 sea ports allocated in different regions in Vietnam, the sea port system till 2020 and orientation to 2030 is regionally divided into 06 groups.

Concretely, Group 1 is Southern sea port group from Quang Ninh to Ninh Binh; Group 2 is Northern-Center sea port group from Thanh Hoa to Ha Tinh; Group 3 is Middle-Central sea port group from Quang Binh to Quang Ngai; Group 4 is Southern-Center sea port group from Binh Dinh to Binh Thuan; Group 5 is Eastern-South sea port group; and Group 6 is Mekong Delta sea port group. Additionally, some sea ports are designed to be functioned as specialized ports serving various kinds of cargos. Based on the scale and function of port each, the sea port system is divided into 3 classes: national general port, local port (being large-scaled and local-functioned ports) and dedicated port (being in direct service of concentrative industrial bases and specific cargos such as crude oil, coal, ore, etc)

The national general ports are main ports in Vietnam's sea port system, consisting of international transit port (Van Phong – Khanh Hoa); international gateway port (Hai Phong, Ba Ria – Vung Tau) and regional hub port (Hon Gai – Quang Ninh, Nghe An, etc).

Enhancing service capacity and competitiveness

Upon the master Planning, Vietnam's sea port development is based on the natural conditions, demand of regional economic development and interaction with nearby sea ports. This will help make good superabundant rapid-fire investment and development of sea ports, economizing the

investment cost and utilizing appropriate functions of some sea ports. In addition, the master Planning will, practically, help limit some shortcomings which are typically exemplified by the larger export/import volume in the South than that in the North and incompatibility of port number and scale.

For sea port Group No. 1, the cargo throughput is estimated to be nearly 16.3 million tons in 2020. Hai Phong port is a national general and international gateway port with different function areas. For detail, some dedicated berths such as Dinh Vu, Cai Lan, etc are to be functioned as satellite berths in Hai Phong port system.

For Northern-Center sea port Group 2, Nghe An port is to be a national general and regional hub port in which Cua Lo, Son Duong and Vung Ang berths are to be function berths. The cargo throughput via this port is estimated to be about 152 million tons in 2020. For sea port Group 4, it is typified by Quy Nhon – Binh Dinh and Van Phong – Khanh Hoa ports as national general ports in main service of industrial parks and oil product transit and particularized by Nha Trang port, whose function is to be gradually transformed to be a passenger berth as well as sea tourism hub which can handle international tourism vessels of up-to 100.000 GRT.

Can Tho port of Group 6 is inclusive of function berth areas such as Cai Cui, Tra Noc – O Mon, etc which are mainly used to export/import general cargos for vessels of 20.000 – 100.000 DWT (Dead Weight Tonnage).

Making the most of all sources for sea port development

Since the capital source needed to implement the Planning is extremely high, it is required to maximally mobilize all sources local and abroad in order for sea port development, to encourage all economic sectors to take part in the investment in this field, and to attach special importance to applying the public private partnership (PPP) to large-scaled ports.

It is reasonable to muster up the source of budget capital into the investment in public infrastructure items connecting with sea ports such as breakwater, sand-sheltered dike, traffic axes connecting with the national network, etc. For berths which come out via the budget capital, the mechanism for lease is to be applied to such work items. As thus, large-scaled sea ports can be shaped in many locations so as to be in service of local people and economic growth and the Planning will be a fundamental base for further development in Vietnam, definitely.

According to Mr. Le Cong Minh, the General Director of Sai Gon port in association with SP-SSA international terminal, SP-PSA terminal has just set a new record in operation capacity in Vietnam as 03 cranes have handled 103 containers/hour at the same time as compared to 90 containers/hour normally. The record was set on December 12th 2009 at Cai Mep – Thi Vai deep-water port, Ba Ria – Vung Tau.

An Hạ

(Translated by Portcoast)