Seaport Group 5: From plans to solutions to improve effectiveness

ISSUE 2:

Detailed plan of Group 5 seaport system till 2020, with orientation to 2030

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Detailed plan of Group 5 seaport system till 2020, with orientation to 2030 was approved on August 3, 2011 by The Ministry of Transportation under Decision No.1745/QD-BGTVT. Basically, the detailed plan closely follows the planning of seaport system till 2020, with orientation to 2030 approved by the Prime Minister under the Decision No.2190/QD-TTg on Dec 24, 2009 with principal planning targets:

- That cargo-through-port is about 169+200 million tons/year in 2015, about 235+317 million tons/year in 2020, about 393+681 million tons/year in 2030 (not including liquid cargo); among which container cargo-through-port is about 7,563 ÷ 9,563 million TEU/year, about 12,125+17,995 million TEU/year and about 23,370+46,229 million TEU/year;
- That passengers-through-port is about 338.6+413.6 thousand times/year in 2015, about 418.2+539.4 thousand times/year and about 917.1+1,335.8 thousand times/year;
- That the group has an ability to receive general cargo, bulk cargo vessels with capacity up to 60,000DWT, container vessels of over 100,000DWT, crude tanker of 300,000DWT, product tanker of 50,000 DWT, and passenger ships of 100,000GRT.

There are some new factors in the research on detailed plan of the seaport group 5:

Vessel-size in the detailed plan for Cai Mep – Thi Vai port area and Hiep Phuoc port area: Experimental researches showed that vessels of over 100,000DWT have been able to successfully get into Cai Mep – Thi Vai port. Researches on model showed that the dredging work up to -12.0m on Soai Rap navigation way to Hiep Phuoc was feasible. Therefore, the vessel capacity in detailed plan is higher than that in Master Plan.

The port areas of Cai Mep – Thi Vai have been able to receive vessels of over 100,000DWT (in limit condition) and vessel companies have mapped out direct transport route to the U.S and Europe. Therefore, the possibility of international transshipment at Cai Mep – Thi Vai port area will be considered in detailed plan.

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of Seaport Group 5 till 2020, with orientation to 2030 can be summarized as

1. HCMC port - national general port, regional hub (type I)- HCMC port includes port areas on Saigon River, Cat Lai port area on Dong Nai River, port area on Nha Be River, and Hiệp Phước port area on Soài Rap River.

Capacity-through-port is estimated to reach 76,027 million tons/year and passenger-through-port, 200.5 thousand times/year in 2015; 92,135 million tons/year and 261.5 thousand times/year in 2020; 165,304 million tons/year and 647.7 thousand time/year.

a. Port area on Saigon River includes 11 berths for vessels with capacity up to 30,000DWT. It is relocated and changes functions under Decision No. 791/QD-TTg. A part of Khánh Hội berth is used as maritime service center and local passenger port.

b. Cat Lai port area on Dong Nai River includes 10 berths for vessels with capacity up to 30,000DWT. There are some specialized berths under operation, and it is also the main container terminal of HCMC port.

c. Port area on Nha Be River includes 10 berths for vessels with capacity up to 20,000-30,000DWT. Berths on Nha Be river will be upgraded (not expanded) enabling to receive vessels with capacity up to 30,000DWT. A passenger port for passenger vessels of 50,000GRT at Phu Thuan (lower area of Phu My Bridge) will be built.

d. Hiệp Phước port area on Soài Rap River is the main port area of HCMC port, serving general and container cargo from vessels of 50,000-70,000DWT (carrying capacity of 4,000-6,000TEU). There are some specialized ports for vessels of 20,000-30,000DWT serving industrial establishments.

2. Dong Nai port- national general port, regional hub (type I)- includes functional port areas: Binh Tan, Binh Duong port area (on Dong Nai river), Phu Huu port area (on Dong Nai river section and Long Tau – Nha Be river section), Ong Keo port area (on Long Tau river and Dong Tranh river), Go Dau and Phước An port area (on Thi Vai river).

Capacity-through-port of Dong Nai port is estimated to reach 21,135 million tons/year in 2015; 53,111 million tons/year, with orientation to 2030 to reach 112,992 million tons/year.

a. Phước An – Go Dau port area (on Thi Vai river) is a main port, receiving general cargo and containers for vessels with capacity up to 60,000DWT (Phước An) and 30,000DWT (Go Dau). There are also some specialized ports for vessels of 6,500-12,000DWT.

b. Phu Huu – Ong Keo port area (on Dong Nai, Nha Be, Long Tau river) includes a specialized port area and a general port area for vessels with capacity up to 30,000DWT.

c. Dong Nai port area (including Bình Dương on Dong Nai river) includes Dong Nai berth, serving general, container, and bulk cargo vessels with capacity up to 5,000DWT, specialized berths for 1,000DWT (Dong Nai side) and Bình Dương berth for container vessels of 5,000DWT.

3. Bà Rịa – Vũng Tàu port- national general, international gateway port- includes functional port areas of Go Dau, Tac Ca Trung; Phu My, My Xuan port area; Cai Mep, Sao Mai – Ben Dinh port areas; Long Son port area; Vung Tau – Song Đinh port area. Among which, Phu My, Cai Mep, and Sao Mai – Ben Dinh port area are able to play a role of international transshipment port thanks to the advantages from natural conditions of Thi Vai river and huge amount of cargo from the dynamic Southern Key Economic Zone and the Mekong Delta.

Capacity-through-port is estimated to reach 78,043 million tons/year and passenger-through-port is to reach 213.1 thousand times/year in 2015; 131,088 million tons/year and 277.9 thousand times/year in 2020, with orientation till 2030 to reach 296,291 million tons/year and 668.1 thousand times/year.

a. Go Dau, Tac Ca Trung port area is for general and container vessels, with ability to receive vessels up to 30,000DWT.

b. Phu My, My Xuan port area - the main port area of the port, serving general and container cargo for vessels with capacity of 60,000+over 10,000DWT (carrying capacity 4,000+9,000TEU, depending on the upgrade of Thi Vai navigation way) at Phu My and for vessels of capacity up to 60,000DWT at My Xuan, there are also berths for industrial and services establishments by the river.

c. Cai Mep, Sao Mai – Ben Dinh is the main port area of the port, serving container cargo for vessels of 80,000+over 10,000DWT (carrying capacity 6,000+9,000TEU, depending on the upgrade of Thi Vai navigation way) at Cai Mep, and for container vessels of capacity up to 80,000DWT at Sao Mai – Ben Dinh. A passenger international port with capacity of 10,000GRT for the whole region is planned to be built here.

d. Long Son port area functions as the main port area for the oil refinery and petrochemical complex, with a berth for crude oil from vessels of 30,000DWT, another berth for other materials and for exporting products. The road network of the south east part is for general cargo, serving the long-term development of the area.

e. Song Dinh port area functions as a maritime services and petroleum service port area with the ability to receive vessels of 10,000DWT.

f. Ben Dam – Con Dao port area functions as general and passenger berth with the ability to receive vessels of 2,000+5,000DWT. Besides, there is an arrangement for maritime services and petroleum service port with the ability to receive vessels of 10,000DWT.
4. Long An, Tien Giang port includes berths on Soai Rap river, functioning as general service, petroleum service port area and LPG terminal. The general service port area are enabled to receive vessels of 70,000DWT; LPG terminal are enabled to receive vessels of 10,000+75,000DWT, and specialized port area is to serve the petroleum industry with the ability to receive vessels of 70,000DWT.

Capacity-through-put is estimated to reach 11.40 million tons/year in 2015; 18.50 million tons/year in 2020, with orientation to 2030 to reach 21.40 million tons/year.

5. Port relocation planning

Under Decision no.791/QD-TTg dated December 8th, 2005 by the Prime Minister, the relocation of ports in urban area is under research. In fact, the cargo flow is from areas outside HCMC to belt-line roads to Cat Lai port, port areas of Dong Nai province, Ba Ria – Vung Tau or Hiêp Phuoc. In the future, when the port areas of Hiêp Phuoc, and Cai Mep – Thi Vai are developed, the cargo flow to the urban area will be on the considerable decrease. Therefore, the relocation to ports in the urban area is suggested not being put in research yet. The research will be carried on after 2020 if necessary.

6. Navigation way planning

a. Saigon- Vung Tau navigation way: from Long Tau river to ports in areas of Nhơn Trạch, Nha Be and areas on Saigon River. Dredging now and in the future is maintained at the minimum depth of -8.50m (sea-chart datum) for vessels of 20,000DWT, and with advantage of the tide, it is possible for vessels of 30,000+36,000DWT to navigate.

b. Soai Rap navigation way is in bidding process to dredge to -9.5m (30,000DWT). The dredging work in phase I is being observed and evaluated, then the dredging work to -12m will be researched and developed. It is expected that there is the dredging work to -11.0m (50,000DWT) (2013-2014) and to -12m (70,000DWT) (after 2016).

c. Dong Nai navigation way: vessels of 30,000DWT are kept entering Cat Lai port area and Dong Nai port area (Long Bình Tan).

d. Thi Vai – Vung Tau navigation way: researches are being carried out to make it possible for vessels of over 10,000DWT to get in and out ports of Cai Mep area and Phu My, My Xuan, Phuoc An, Go Dau.

e. Song Dinh navigation way with the length of 12km, being used as a navigation way for vessels of 10,000DWT to Vietsovpetro port.

7. Connecting transportation network planning

a. Road network: Although it does not completely meet the need of the seaport system, the connecting road network of group 5 seaport system is considered relatively perfect compared to those of the other 6 groups. The main road network and the express way connecting regional port areas have been being invested, upgraded or being under consideration to be invested as National Highway 51, Bien Hoa – Vung Tau Expressway, HCMC – Long Thanh – Dau Giay Expressway, Southern Inter-regional Expressway, National Highway 1A, HCMC North – South axis, HCMC Belt-line road 3 & 4, Cai Mep – Thi Vai inter-port road, and Phu Huu – Ong Keo inter-port road.

b. Railroad network: Except the current North – South railroad via Dong Nai – Binh Duong ends at HCMC, there is no railroad that connects to the seaports. According to the Recommended Modifications of Transport Master Plan of Vietnam Railroad till 2020, with vision to 2030 approved by the Prime Minister under Decision no. 1436/ QĐ-TTg dated Sep 10th, 2009, railroad network connecting to seaport systems will be developed as Bien Hoa – Vung Tau railroad network connecting Cai Mep – Thi Vai port system, newly-building specialized railroad that connects the national railroad to Hiêp Phuoc and Cat Lai ports.

c. Waterway network: two national waterway networks that connect group 5 seaport system and the Mekong Delta have been finished. The project of upgrading Cho Gao channel to strengthen transport capacity between East Southern part and West Southern part is under operation. In the next phase, there is a need to upgrade local waterway network to connect port areas of HCMC – Dong Nai – Ba Ria Vung Tau.

Next issue: Priority projects and solutions for effectiveness.