

**PRIME MINISTER**

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No.: 1579/QD-TTg

**SOCIALIST REPUBLIC OF VIETNAM**

**Independence - Freedom - Happiness**

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Hanoi, September 22, 2021

**DECISION**

**APPROVING MASTER PLANNING FOR DEVELOPMENT OF VIETNAM'S  
SEAPORT SYSTEM IN 2021 - 2030 PERIOD WITH A VISION BY 2050**

**PRIME MINISTER**

*Pursuant to the Law on Government Organization dated June 19, 2015; the Law on amendments to the Law on Government Organization and the Law on Organization of Local Governments dated November 22, 2019;*

*Pursuant to the Maritime Code of Vietnam dated November 25, 2015;*

*Pursuant to the Law on Planning dated November 24, 2017;*

*Pursuant to the Law dated November 20, 2018 providing amendments to some Articles concerning planning of 37 laws;*

*Pursuant to the Resolution No. 751/2019/UBTVQH14 dated August 16, 2019 of the Standing Committee of National Assembly on elaboration of some Articles of the Law on Planning;*

*Pursuant to the Government's Decree No. 37/2019/ND-CP dated May 07, 2019 on elaboration of the Law on Planning and the Government's Decree No. 56/2019/ND-CP dated June 24, 2019 on elaboration of some Articles concerning transport of the Law on amendments to some Articles concerning planning of 37 Laws;*

*Pursuant to the Government's Resolution No. 26/NQ-CP dated March 05, 2020 promulgating the Government's master plan and 5-year plan for implementation of Resolution No. 36-NQ/TW dated October 22, 2018 by the 8<sup>th</sup> Conference of the 12<sup>th</sup> Central Steering Committee of the Communist Party on strategy for sustainable development of Vietnam's ocean economy by 2030, with a vision by 2045;*

*Pursuant to the Prime Minister's Decision No. 77/QD-TTg dated January 13, 2021 approving tasks of the master planning for development of Vietnam's seaport system in the 2021 - 2030 period with a vision by 2050;*

*At the request of the Ministry of Transport and Appraisal Report No. 68/BC-HDTDQH dated July 11, 2021 of the Appraisal Council of the master planning for development of Vietnam's seaport system in the 2021 - 2030 period with a vision by 2050.*

**HEREBY DECIDES:**

**Article 1.** The master planning for development of Vietnam's seaport system in 2021 - 2030 period, with a vision by 2050, with the following primary contents, is hereby given approval.

**I. VIEWPOINT AND OBJECTIVES**

1. Viewpoint

- The seaport system is an important part of the maritime infrastructure and socio-economic infrastructure, is determined to be one of three breakthrough strategies, and need to be given investment priorities to ensure the harmony between socio-economic development and national defense - security and social security, and climate change adaptation, make contribution to maintenance of independence and sea and island sovereignty, strengthen international cooperation on sea issues, maintain a peaceful and stable environment, and promote sustainable development.

- Develop maritime infrastructure facilities in a uniform and modern manner to ensure maritime safety and security as well as effective connection between modes of transport; make best use of advantages of maritime transport that is mainly employed to transport cargo units of massive weight, plays an important role in international freight transport, and makes a considerable contribution to logistics cost reduction.

- Make best use of geographical location advantages which should be associated with economic and urban development; focus on development of international gateway ports capable of receiving large ships operating on long shipping routes; take advantage of natural conditions to ensure the harmony between seaport development and urban development as well as between seaports and inland ports, floating terminals, and anchorage and transshipment areas.

- Mobilize all resources, especially out-of-budget resources, to make consistent and focused investments in maritime infrastructure facilities; prioritize the use of state resources for investment in public maritime infrastructure facilities, especially international gateway ports; continue promoting the effective delegation of power to mobilize resources and organize implementation tasks to local governments.

- Proactively access and promote application of achievements of the Fourth Industrial Revolution to construction, management and operation towards green seaport development, energy saving and effective use of coastline and water surface resources.

2. Objectives

#### a) Objectives by 2030

Develop a uniform system of modern seaports that provide high-quality services, meet needs for socio-economic development, ensure national defense and security, maritime safety and environmental protection, improve economic competitiveness and help Vietnam achieve the goal of becoming an upper-middle-income developing country with modern industry by 2030. To be specific:

- Regarding capacity: meet demands for export and import of goods, transactions between regions/areas in the country and transport of goods transshipped or in transit for countries in the region as well as demands for domestic and international passenger transport. The seaport system is capable of meeting the movement of 1.140 - 1.423 million tonnes of goods (including 38 - 47 million TEU of containerized goods), and 10,1 - 10,3 million passenger arrivals.

- Regarding infrastructure: prioritize the development of international gateway terminals, including Lach Huyen (Hai Phong) and Cai Mep (Ba Ria - Vung Tau); formulate appropriate mechanisms/policies for gradual development of international transshipment port at Van Phong (Khanh Hoa) to exploit potentials of natural conditions and geographic location; Determine orientations for development of Tran De terminal (Soc Trang) which is dedicated to Mekong Delta and will be constructed when capable; large-scale seaports serving the national or inter-regional socio-economic development; international passenger terminals associated with potential areas for tourism development; large-scale terminals serving economic zones and industrial parks; terminates in island districts serving socio-economic development in association with national defense and security, and protection of sea and island sovereignty.

#### b) Vision by 2050

- Develop a uniform system of modern seaports which are expected to keep pace with other seaports in the region and in the world, meet green port criteria; fully and effectively meet the national demands for socio-economic development, play an important and leading role in promoting successful development of maritime economy under the Resolution No. 36-NQ/TW dated October 22, 2018 by the 8<sup>th</sup> Conference of the 12<sup>th</sup> Central Steering Committee of the Communist Party on strategy for sustainable development of Vietnam's ocean economy by 2030, with a vision by 2045, and help Vietnam fulfill its goal of becoming a powerful maritime, high-income and developed country.

- Improve capacity of seaport system to meet the movement of goods and passengers with an average growth rate of about 4,0 - 4,5%/year and about 1,2 - 1,3 %/year respectively.

## **II. SEAPORT SYSTEM PLANNING**

### 1. Grouping of seaports

The Vietnam's seaport system consists of 05 groups as follows:

- Group 1 consists of 05 seaports, including: Hai Phong, Quang Ninh, Thai Binh, Nam Dinh and Ninh Binh.
- Group 2 consists of 6 seaports, including: Thanh Hoa, Nghe An, Ha Tinh, Quang Binh, Quang Tri and Thua Thien Hue.
- Group 3 consists of 8 seaports, including: Da Nang (including Hoang Sa island district), Quang Nam, Quang Ngai, Binh Dinh, Phu Yen, Khanh Hoa (including Truong Sa island district), Ninh Thuan and Binh Thuan.
- Group 4 consists of 5 seaports, including: Ho Chi Minh City, Dong Nai, Ba Ria - Vung Tau, Binh Duong and Long An.
- Group 5 consists of 12 seaports, including: Can Tho, Dong Thap, Tien Giang, Vinh Long, Ben Tre, An Giang, Hau Giang, Soc Trang, Tra Vinh, Ca Mau, Bac Lieu and Kien Giang.

## 2. Classification of seaports

By scale and functions, Vietnam's seaport system consists of:

- Special-class seaports (02 seaports), including: Hai Phong and Ba Ria - Vung Tau.
- Class-I seaports (15 seaports), including: Quang Ninh, Thanh Hoa, Nghe An, Ha Tinh, Thua Thien Hue, Da Nang, Quang Nam, Quang Ngai, Binh Dinh, Khanh Hoa, Ho Chi Minh City, Dong Nai, Can Tho, Long An and Tra Vinh. The following seaports, including Thanh Hoa, Da Nang and Khanh Hoa, are expected to become special-class seaports.
- Class-II seaports (06 seaports), including: Quang Binh, Quang Tri, Ninh Thuan, Binh Thuan, Hau Giang and Dong Thap.
- Class-III seaports (13 seaports), including: Thai Binh, Nam Dinh, Ninh Binh, Phu Yen, Binh Duong, Vinh Long, Tien Giang, Ben Tre, Soc Trang, An Giang, Kien Giang, Bac Lieu, and Ca Mau. Soc Trang seaport is expected to become a special-class seaport.

## 3. Classification of terminals

- By types of goods handled: multipurpose terminal, container terminal, bulk cargo terminal, liquid/gas cargo terminal, and passenger terminal.
- By scope of business: terminal providing cargo loading and unloading services, and terminal providing services other than cargo loading and unloading services.

#### 4. Planning for seaport groups, seaports and terminals

##### a) Seaport group 1

Expected capacity of movement by 2030: 305 - 367 million tonnes of goods (including 11 - 15 million TEU of containerized goods), and 162.000 - 164.000 passenger arrivals.

Vision by 2050: improve the capacity of group-1 seaports to meet the movement of goods and passengers with an average growth rate of about 5,0 - 5,3%/year and about 1,5 - 1,6 %/year respectively; complete investment in Lach Huyen and Cai Lan terminals, and relocation of terminals along Cam River in conformity with the development planning of Hai Phong City; make investment in wharves of Nam Do Son - Van Uc, Cam Pha and Hai Ha terminals.

##### b) Seaport group 2

Expected capacity of movement by 2030: 172 - 255 million tonnes of goods (including 0,6 - 1,0 million TEU of containerized goods), and 202.000 - 204.000 passenger arrivals.

Vision by 2050: improve the capacity of group-2 seaports to meet the movement of goods and passengers with an average growth rate of about 3,6 - 4,5%/year and about 0,4 - 0,5 %/year respectively. Complete investment and development of Nghi Son - Dong Hoi, Vung Ang and Son Duong - Hon La seaport clusters.

##### c) Seaport group 3

Expected capacity of movement by 2030: 138 - 181 million tonnes of goods (including 1,8 - 2,5 million TEU of containerized goods), and 1,9 - 2,0 million passenger arrivals.

Vision by 2050: improve the capacity of group-3 seaports to meet the movement of goods and passengers with an average growth rate of about 4,5 - 5,5%/year and about 1,7 - 1,8 %/year respectively; Complete investment in Lien Chieu terminal (Da Nang) and establishment of seaports serving international transshipped cargo at Van Phong (Khanh Hoa).

##### d) Seaport group 4

Expected capacity of movement by 2030: 461 - 540 million tonnes of goods (including 23 - 28 million TEU of containerized goods), and 1,7 - 1,8 million passenger arrivals.

Vision by 2050: improve the capacity of group-4 seaports to meet the movement of goods and passengers with an average growth rate of about 3,5 - 3,8 %/year and about 0,9 - 1,0 %/year respectively. Complete investment in Cai Mep Ha terminal. Do research on establishment of new terminals in Can Gio (along Go Gia river); complete relocation of terminals along Sai Gon river, and continue doing research on relocation of other terminals in conformity with urban development of Ho Chi Minh City.

#### dd) Seaport group 5

Expected capacity of movement by 2030: 64 - 80 million tonnes of goods (including 0,6 - 0,8 million TEU of containerized goods), and 6,1 - 6,2 million passenger arrivals.

Vision by 2050: improve the capacity of group-5 seaports to meet the movement of goods and passengers with an average growth rate of about 5,5 - 6,1 %/year and about 1,1 - 1,25 %/year respectively. Establish a gateway seaport of Mekong Delta region.

(Details of infrastructure scale of seaports and terminals by 2030 are provided in the Appendix enclosed herewith).

#### 5. Public maritime infrastructure system

The planning for and investment in navigational channels, lighthouses, storm shelters for vessels, infrastructure facilities serving maritime safety, state management of maritime activities, search and rescue, and auxiliary works must be conformable with the scale of seaports, orientations for vessel fleet development, transport demands in each period, and capacity to balance and mobilize resources for investment. (Details are provided in the Appendix enclosed herewith).

### **III. DEMANDS FOR USE OF LAND AND WATER SURFACE**

Total demand for land area under the planning by 2030 is about 33.600 ha and total demand for water surface used for development of the seaport system under the planning by 2030 is about 606.000 ha.

### **IV. ORIENTATIONS OF PORT-CONNECTING TRANSPORT INFRASTRUCTURE**

- Develop railway lines connected to special-class seaports and class-I seaports on the North - South corridor; establish terminals for inland waterway ships in seaport waters; expressways connected to special-class seaports, highways and local roads directly connected to seaports.

- Develop inland container depots (IDCs) in economic zones and economic corridors; prioritize planning for locations which can be conveniently connected to important seaports of different seaport groups by means of inland waterway transport, transport using river-sea compatible ships, expressways or railway.

### **V. DEMAND FOR INVESTMENT FUNDING**

Total investment in the seaport system by 2030 is about VND 313.000 billion (only including terminals providing cargo loading and unloading services), and is mainly mobilized from out-of-budget sources, enterprises and other lawful sources. Funding

derived from state budget shall be used for investment in public maritime infrastructure, and in areas of dominant influence and attracting investment.

## **VI. INVESTMENT PROJECTS GIVEN PRIORITY**

### **1. Public maritime infrastructure facilities**

Investment project on upgrade of Cai Mep - Thi Vai shipping lane serving ships with a deadweight tonnage of 200.000 tonnes partially loaded (18.000 TEU); project on construction of the shipping lane to Hau River for large-size ships - phase 2, capable of receiving ships with a deadweight tonnage of 20.000 tonnes partially loaded; projects on upgrade of shipping lanes to Nghi Son port, Chanh river lane, Cam Pha lane, Tho Quang lane and other shipping lanes; lighthouses on islands and archipelagos within the jurisdiction of Vietnam, and other infrastructure facilities serving performance of maritime safety tasks.

### **2. Terminals**

Continue making investment in wharves of Lach Huyen terminal; start construction of wharves of Nam Do Son terminal (Hai Phong); wharves of Cai Mep - Thi Vai terminal (Ba Ria - Vung Tau); main terminals of class-I seaports; international terminals connected to potential areas for tourism development; large-scale terminals serving power, coal, gas, petroleum and metallurgy centers; terminals serving coastal economic zones; call for investment in terminals of Van Phong and Tran De potential seaports.

## **VII. SOLUTIONS FOR PLANNING IMPLEMENTATION**

### **1. Mechanisms and policies**

- Revise mechanisms and policies on maritime activities so as to promote investment in development of seaport infrastructure facilities, including investments made with private sector involvement, and promote development of sea transport and maritime services.

- Prioritize the use of land and water surface for development of seaports under the planning.

- Continue doing research and propose appropriate seaport management models to enhance efficiency in management, investment and operation of seaports and seaport clusters (especially, important seaports). Intensify cooperation to effectively operate regional and inter-regional seaports.

- Do research on application of policies on free ports in Lach Huyen, Cai Mep, Thi Vai and Van Phong terminals.

- Continue doing research on revision of policies on port prices and charges to improve efficiency of investment in seaports, attractiveness of shipping lines, and attract international transshipped containerized goods.

## 2. Mobilization of investment capital

- Continue revising mechanisms and conditions to mobilize various resources from domestic and foreign entities to make investment in development of seaport infrastructure facilities under the planning and institutionalize solutions for delegation of power to mobilize capital; make best use of land areas, water surface and revenues from leasing of state-invested terminal infrastructure facilities.

- Encourage and facilitate the investment in and operation of seaports by organizations and enterprises of all economic sectors; continue promoting private sector involvement in making investment in seaport infrastructure facilities. Enhance the role of enterprises in sharing responsibility to make investment in and maintenance of public infrastructure facilities in seaports as a part of their seaport investment projects.

## 3. Environment, science and technology

- Promote science and technology, modern techniques, application of digital technology and digital transformation to construction, management and operation of seaport system so as to keep with the trends of the Fourth Industrial Revolution and meet green port criteria.

- Prioritize investment in, development and effective use of the information technology infrastructure for the national single-window system.

## 4. Human resource development

Provide training for and attract high-quality human resources, especially human resources in charge of managing and operating seaport infrastructure; do research on implementation of mechanisms for ordering of training programs for human resources in fields/sectors related to seaport management and operation.

## 5. International cooperation

- Improve domestic and foreign investment promotion through incentive policies, and facilitate investment and business activities.

- Implement regional and international conventions and agreements on sea to which Vietnam is a signatory; do research on conclusion of relevant international conventions.

- Intensify cooperation and take advantage of support from partners and international organizations for developing human resources and fulfilling tasks of environmental protection, disaster preparedness and control, and climate change adaptation.

## 6. Organization and supervision of planning implementation

- Intensify cooperation, inspection and supervision of organization of planning implementation tasks so as to ensure that seaports shall be invested in and operated according to their functions, scale and roadmap specified in the approved planning; ensure the consistency between seaports and relevant infrastructure facilities. Organize periodic seaport meetings to settle relevant issues.
- Encourage research on and application of solutions for effectively operating seaport infrastructure facilities to serve larger-size and partially loaded ships on the basis of satisfying maritime safety and security, fire prevention, and environmental protection requirements.
- Build seaports associated with uniform establishment and development of goods distribution centers, post-port logistics service centers and other logistics service centers.
- Carry out relocation of terminals and wharves according to the roadmap specified in the planning.

### **Article 2. Implementation organization**

#### 1. The Ministry of Transport shall:

- Play the leading role and cooperate with relevant Ministries and provincial People's Committees in managing and organizing the implementation of this Planning. Carry out periodic assessment to review and make appropriate revisions to the planning in conformity with socio-economic development in each period. Publicly announce the Planning in accordance with regulations of the Law on Planning.
- Enter information about the Planning into the national database and information system on planning as prescribed.
- Formulate plans and provide necessary solutions for implementing the Planning in a consistent, feasible and effective manner; play the leading role and cooperate with relevant Ministries and authorities in reviewing and proposing revisions to policies on seaport prices and charges.
- Organize formulation, approval or submission to competent authorities for approval of technical and specialized planning (detailed planning for seaport groups, terminals, wharves, floating terminals, waterface areas, waters; detailed planning for seaport land areas and waters; planning for ICD development) in accordance with regulations of the Law on Planning.
- Cooperate with the Ministry of Finance and the Ministry of Planning and Investment to allocate annual budget for implementing the Planning.

2. Ministries and authorities shall, within the ambit of their assigned functions, duties and powers, cooperate with the Ministry of Transport and provincial People's Committees to allocate resources and propose appropriate mechanisms and policies for achievement of objectives of the planning in a feasible and effective manner that ensures the consistency between the planning and 10-year socio-economic development strategy for the 2021 - 2030 period, and socio-economic development plan of each sector and of each province.

3. Provincial People's Committees shall:

- People's Committees at all levels shall, within the ambit of their assigned duties and powers, organize state management of sea transport activities in the province in accordance with regulations of relevant laws; properly manage land areas serving the planning implementation.

- Review, formulate and revise provincial planning and projects to ensure their conformity with this planning. Update provincial planning contents to ensure their compliance with provincial transport development orientations according to this planning, and meet sustainable development and environmental protection requirements.

**Article 3.** This Decision comes into force from the date on which it is signed.

Detailed planning for seaport groups by 2020, with orientations by 2030 shall continue to be implemented and revised to ensure their conformity with approved planning contents under this Decision until detailed planning for seaport groups, terminals, wharves, floating terminals, waterface areas and seaport waters, and detailed planning for development of seaport land areas and waters formulated according to the Law on Planning are approved.

**Article 4.** Ministers, heads of ministerial agencies, heads of Governmental agencies, and Chairpersons of Provincial People's Committees are responsible for the implementation of this Decision.

**PP. PRIME MINISTER  
DEPUTY PRIME MINISTER**

**Le Van Thanh**

**APPENDIX**

**INFRASTRUCTURE SCALE OF SEAPORTS AND TERMINALS, AND PUBLIC  
MARITIME INFRASTRUCTURE**

*(Enclosed with Decision No. 1579/QĐ-TTg dated September 22, 2021 of the Prime  
Minister)*

**I. SEAPORT GROUP 1**

1. Hai Phong seaport

a) Lach Huyen terminals

- Planning scope: land area and waters of the following islands, including: Cai Trai, Cat Hai and Lach Huyen.

- Functions: gateway and international transshipment terminals; consisting of container terminals, multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, international passenger terminal, public service terminal, and terminals for inland waterway ships.

- Sizes of ships: container ships with a capacity of 6.000 ÷ 18.000 TEU; general ships, bulk cargo ships with a capacity of up to 100.000 tonnes, ships carrying liquid/gas cargo with a capacity of up to 150.000 tonnes; passenger ships with a capacity of up to 225.000 GT.

b) Dinh Vu terminals

- Planning scope: land area and waters along Bach Dang river (from downstream of Bach Dang bridge to the upstream of Tan Vu bridge and Nam Trieu estuary).

- Functions: serving the national and inter-regional socio-economic development; consisting of multipurpose terminal, terminals for bulk cargo, containerized cargo, liquid/gas cargo.

- Sizes of ships: general ships, and ships carrying bulk cargo, containerized cargo, liquid/gas cargo with a deadweight tonnage of up to 20.000 tonnes, or more, depending on conditions of Hai Phong shipping lane.

c) Cam River - Pha Rung terminals

- Planning scope: land area and waters along Cam river (from the downstream of Kien bridge to the upstream of Bach Dang bridge) and waters of Pha Rung lane (from Pha Rung shipyard to the upstream of Bach Dang bridge).

- Functions: serving socio-economic development of local and surrounding areas; consisting of multipurpose terminal, terminals for bulk cargo, containerized cargo, liquid/gas cargo, and terminals/works serving building, repair and demolition of ships. Existing terminals shall not be expanded but shall be repurposed or relocated from Bach

Dang bridge to the downstream of Vat Cach port according to the roadmap conformable with the planning for development of Hai Phong City.

- Sizes of ships: ships with a deadweight tonnage of 10.000 tonnes or more, depending on existing conditions of shipping lanes and clearance heights of river-crossing structures.

d) Nam Do Son, Van Uc terminals

- Planning scope: land area and waters of Nam Do Son area and Van Uc river from the downstream of Khue bridge to the estuary.

- Functions: gateway terminal, international transshipment hub, serving national defense - security tasks as requested. Prioritize the construction of terminals serving industrial clusters in the region and terminal serving gas power center in conformity with the master planning for energy development, and power development planning, and relocate terminals along Cam river in conformity with the planning for urban space development and land use of Hai Phong City; consisting of multipurpose terminal, terminals for bulk cargo, containerized cargo, liquid/gas cargo, passenger terminal, public service terminal; terminals/works serving building, repair and demolition of ships.

- Sizes of ships: container ships with a capacity of up to 18.000 TEU; general ships, bulk cargo ships with a capacity of up to 200.000 tonnes, ships carrying liquid/gas cargo with a capacity of up to 150.000 tonnes; passenger ships with a capacity of up to 225.000 GT at Nam Do Son terminal; general ships and ships carrying bulk cargo, liquid/gas cargo with a capacity of up to 10.000 tonnes at terminals along Van Uc river.

dd) Bach Long Vi island district terminal: a central terminal serving transactions with the mainland and serving socio-economic development and national defense - security tasks.

e) Floating terminal, anchorage and transshipment areas:

located at Bach Dang, Ben Got and Lan Ha areas for receiving ships with a deadweight tonnage of 7.000 ÷ 50.000 tonnes.

g) Storm shelters:

located along the following rivers, including Bach Dang, Ben Lam and Vat Cach (Cam river), Lan Ha bay, Hon Dau, Ben Got, Ninh Tiep, Lach Huyen and other areas, if capable.

## 2. Quang Ninh Seaport

a) Cai Lan terminals

- Planning scope: land area and waters of Bai Chay bridge area (from Ha Long shipyard to Dai Duong park).

- Functions: serving inter-regions and the whole country; consisting of container terminal, multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, terminals and structures serving building, repair and demolition of ships, international passenger terminal, and terminal for inland waterway ships. B12 oil terminal shall not be expanded and shall be relocated according to the planning for development of infrastructure facilities for reserve and supply of petrol and oil, gas products, and in a manner that ensures fire and explosion prevention requirements and complies with relevant regulations concerning Ha Long bay sanctuary. Terminals serving cement and thermoelectric plants shall not be expanded and shall have their existing scale kept unchanged, be relocated or repurposed according to the roadmap for relocation of cement and thermoelectric plants in the region.

- Sizes of ships: container ships with a deadweight tonnage of up to 4.000 TEU; general ships, bulk cargo ships with a deadweight tonnage of 50.000 tonnes, or more, if capable; ships carrying liquid/gas cargo with a deadweight tonnage of up to 40.000 tonnes; passenger ships with a capacity of up to 225.000 GT.

#### b) Cam Pha terminals

- Planning scope: land area and waters of Cam Pha area.

- Functions: directly serving surrounding industrial and energy establishments as well as the national and inter-regional socio-economic development; consisting of multipurpose terminals, terminals for containerized, bulk, liquid/gas cargo, terminals for inland waterway ships and passenger terminals, when necessary.

- Sizes of ships: general ships, container ships with a deadweight tonnage of up to 100.000 tonnes; ships carrying liquid/gas cargo with a deadweight tonnage of up to 150.000 tonnes; bulk cargo ships with a deadweight tonnage of 200.000 tonnes, or more, if capable.

#### c) Yen Hung terminals (Chanh river, Bach Dang river, Rut river)

- Planning scope: land area and waters of Chanh river area (from the downstream of Chanh river to the upstream of Cai Trap channel) and Bach Dang river area (from the downstream of Bach Dang bridge, Rut river to Cai Trap channel).

- Functions: directly serving industrial and service establishments in North and South Tien Phong industrial parks, and Dam Nha Mac industrial park, serving the national and inter-regional socio-economic development, and connecting to Lach Huyen terminals. consisting of container terminal, multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, terminal for inland waterway ships, terminals and structures serving building, repair and demolition of ships. Potential terminals along Bach Dang river shall be developed with scale and progress conformable with the development of Dam Nha Mac industrial park and investment in expansion of Ha Nam channel.

- Sizes of ships: in Chanh river area: ships with a deadweight tonnage of 50.000 tonnes or more, if capable; in Bach Dang river area: ships with a deadweight tonnage of 20.000 tonnes or more, if capable; in Rut river area: ships with a deadweight tonnage of 5.000 tonnes.

d) Hai Ha terminals

- Planning scope: land area and waters of Hai Ha area and Cai Chien island.

- Functions: directly serving industrial and service establishment in Hai Ha industrial park, economic zones and border checkpoints (Mong Cai, Bac Phong Sinh, Hoanh Mo - Dong Van), and the national and inter-regional socio-economic development. consisting of multipurpose terminal, container terminal, terminals for bulk cargo, liquid/gas cargo, passenger terminal (Cai Chien island), and terminal for inland waterway ships.

- Sizes of ships: general ships, and ships carrying containerized cargo, bulk cargo, liquid/gas cargo with a deadweight tonnage of 30.000 ÷ 80.000 tonnes, or more, if capable.

dd) Other terminals

- Mui Chua terminal: multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, capable of receiving ships with a deadweight tonnage of up to 5.000 tonnes.

- Van Don terminal (northeastern area of Cai Bau island): multipurpose terminal that may also receive international passenger ships, when necessary; terminals for inland waterway ships receiving goods. This terminal shall be developed to meet actual demands of Van Don economic zone; receive ships with a deadweight tonnage of up to 10.000 tonnes, or more, if capable.

- Van Hoa terminal: serving economic development and national defense tasks.

- Van Ninh, Van Gia terminals: mainly serving the movement of goods to Mong Cai city, and serving the national and inter-regional socio-economic development; consisting of multipurpose terminal, terminal for liquid/gas cargo, passenger terminal and terminals for inland waterway ships; capable of receiving ships with a deadweight tonnage of 20.000 tonnes, or more, if capable.

- Co To island district terminal: serving transactions with the mainland, socio-economic development and national defense - security tasks.

e) Floating terminal, anchorage and transshipment areas:

- Ha Long area: waters on two sides of Hon Gai - Cai Lan lane in Hon Gai, Hon Phao and Hon Mieu areas; Function: serving as an anchorage and transshipment hub. Sizes of ships: Hon Gai anchorage area is capable of receiving ships with a deadweight tonnage of

30.000 tonnes (depending on natural conditions); Hon Mieu and Hon Phao areas are capable of receiving ships with a deadweight tonnage of up to 200.000 tonnes, or more, if capable; transshipment activities in Hon Gai area shall be gradually reduced according to investment progress and capacity of Cam Pha terminal.

- Cam Pha area: waters on two sides of Cam Pha lane in Hon Net, Hon Ot and Hon Con Ong areas. Function: serving as an anchorage and transshipment hub. Sizes of ships: Hon Net anchorage area is capable of receiving ships with a deadweight tonnage of up to 200.000 tonnes, or more, if capable; Hon Ot area is capable of receiving ships with a deadweight tonnage of up to 30.000 tonnes; Hon Con Ong area is capable of receiving ships with a deadweight tonnage of up to 70.000 tonnes, or more, if capable.

- Mui Chua, Van Gia areas: waters of Mui Chua and Van Gia areas. Function: serving as an anchorage and transshipment hub; capable of receiving ships with a deadweight tonnage of up to 20.000 tonnes, or more, if capable.

g) Storm shelters:

Mui Chua, Hon Gai, Cam Pha, Hon Soi Mui, O Lon bay, Chanh river (Yen Hung), Hai Ha, Co To and other areas, if qualified.

### 3. Thai Binh Seaport

a) Diem Dien terminals

- Planning scope: land area and waters of Diem Dien area (from the downstream of Diem Dien bridge to Diem Ho estuary).

- Functions: serving socio-economic development of Thai Binh province (directly serving Thai Binh economic zone) and of surrounding areas; consisting of multipurpose terminal, terminal for bulk cargo, containerized cargo, liquid/gas cargo.

- Sizes of ships: receiving ships with a deadweight tonnage of up to 3.000 tonnes; doing research on construction of inland terminals capable of receiving ships with a deadweight tonnage of up to 5.000 tonnes.

b) Tra Ly terminals

- Planning scope: land area and waters of Tra Ly estuary area.

- Functions: directly serving coastal service establishments, industrial establishments, and ship building and repair facilities in Thai Binh economic zone; consisting of multipurpose terminal, terminal for bulk cargo, containerized cargo, liquid/gas cargo serving Thai Binh LNG gas-power center in conformity with the master planning for energy development and power development planning.

- Sizes of ships: receiving ships with a deadweight tonnage of up to 2.000 tonnes or up to 5.000 tonnes, if capable.

c) Ba Lat terminals

- Planning scope: land area and waters of Ba Lat estuary area.

- Functions: serving the development of industrial parks behind the port; consisting of multipurpose terminal, terminal for bulk cargo, liquid/gas cargo and containerized cargo (potential); doing research on development of terminal serving tourism activities.

- Sizes of ships: receiving ships with a deadweight tonnage of up to 3.000 tonnes in inland area or up to 5.000 tonnes, if capable.

d) Other terminals

Doing research on establishment of terminals for ships with a deadweight tonnage of up to 50.000 tonnes in the estuary area, when qualified.

dd) Floating terminals, anchorage and transshipment areas:

Located in Diem Ho estuary area; capable of serving the transshipment of general cargo, bulk cargo, chemicals, liquid/gas cargo of ships with a deadweight tonnage of up to 60.000 tonnes (beyond the receiving capacity of inland ports).

e) Storm shelters:

Located in Diem Dien area; capable of receiving ships with a deadweight tonnage of 2.000 ÷ 5.000 tonnes, and other areas, if qualified.

#### 4. Nam Dinh seaport

a) Hai Thinh - Cua Day terminals

- Planning scope: land area and waters of Ninh Co area, from Lach Giang estuary to Day estuary.

- Functions: serving the socio-economic development of Nam Dinh province; consisting of terminals and structures serving the building, repair and demolition of ships. Terminals serving Ninh Co economic zone, industrial and service establishments shall be constructed when requested.

- Sizes of ships: ships with a deadweight tonnage of up to 3.000 tonnes, or more, if capable.

b) Floating terminals, anchorage and transshipment areas:

Located in Ninh Co area, waters of Lach Giang estuary; serving the transshipment of liquid cargo and bulk cargo of ships with a deadweight tonnage of up to 50.000 tonnes, or more, if capable.

c) Storm shelters:

Located in Hai Thinh area; capable of receiving ships with a deadweight tonnage of 3.000 ÷ 5.000 tonnes, and other areas, if qualified.

## 5. Ninh Binh Seaport

Doing research on construction of seaport in Kim Son (serving Kim Son economic zone) and Con Noi (serving passenger ships).

## 6. Planning for public maritime infrastructure facilities

- Improve and upgrade shipping lanes: Hon Gai - Cai Lan and turning basins for ships with a deadweight tonnage of up to 50.000 tonnes; Cam Pha shipping lane for ships with a deadweight tonnage of up to 200.000 tonnes, if capable; Lach Luyen lane and Ha Nam channel shall be expanded into two-way lanes; Diem Dien and Van Uc lanes shall be upgraded; investment in Chanh river lane shall be made in appropriate form to serve ships with a deadweight tonnage of up to 50.000 tonnes. If the investment is made with private sector involvement, the shipping lane shall be constructed with a scale conformable with the seaport planning.

- Do research on investment and construction of infrastructure facilities serving maritime safety guarantee and state management of maritime activities in seaport areas.

## **II. SEAPORT GROUP 2**

### 1. Thanh Hoa Seaport

a) Nam Nghi Son terminals

- Planning scope: land area and waters from the bridge connecting Bien Son island and Nghe An province.

- Functions: serving inter-regional socio-economic development; being developed into a gateway port of the North Central Coast of Vietnam; consisting of multipurpose terminal, terminals for containerized cargo, bulk cargo, liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 100.000 tonnes, or more, if capable.

b) Bac Nghi Son terminals

- Planning scope: land area and waters from the southern area of Lach Bang estuary to the bridge connecting to Bien Son island.

- Functions: directly serving industrial establishments (surrounding industrial parks, oil refinery, cement plants, and power plants) and adjacent areas; consisting of terminals for liquid/gas cargo, bulk cargo, general cargo, containerized cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 100.000 tonnes, or more, if capable.

#### c) Hon Me island terminals

- Planning scope: waters of Hon Me island area.

- Functions: single point mooring (SPM), transshipment hub for bulk cargo and liquid cargo directly serving oil refining and petrochemicals complex and transshipment hubs for imports and exports of large-size ships serving South and North Nghi Son terminals.

- Sizes of ships: ships carrying liquid/gas cargo with a deadweight tonnage of up to 400.000 tonnes; bulk cargo ships with a deadweight tonnage of up to 200.000 tonnes, or more, if capable.

#### d) Other terminals

- Quang Nham, Lach Sung terminals

- + Planning scope: land area and waters in Quang Nham and Lach Sung areas (including Hon Ne island area); conditionally developed depending on dredging capacity.

- + Functions: serving the development of industrial parks behind the port; consisting of multipurpose terminal, and terminals for bulk cargo and liquid cargo.

- + Sizes of ships: ships with a deadweight tonnage of up to 7.000 tonnes, or more, if capable.

- Le Mon, Quang Chau terminals

- + Planning scope: land area and waters of Le Mon and Quang Chau areas on Ma river.

- + Functions: satellite terminal serving local socio-economic development; consisting of terminals for general cargo and liquid cargo.

- + Sizes of ships: general ships and liquid cargo ships with a deadweight tonnage of 2.000 tonnes or more, depending on clearance heights of river-crossing structures.

dd) Floating terminals, anchorage and transshipment areas:

Offshore anchorage and transshipment hubs for liquid/gas cargo ships with a deadweight tonnage of 60.000 tonnes, and bulk cargo ships with a deadweight tonnage of 200.000 tonnes, or more, if capable.

e) Storm shelters

Located in Le Mon and Hon Me areas, and other areas, if qualified.

2. Nghe An Seaport

a) Nam Cua Lo terminals

- Planning scope: land area and waters on two sides of Nam Cua Lo lane (from the downstream of Bara Nghi Quang dam to Rong cape).

- Functions: serving socio-economic development of Nghe An province (directly serving Southeast Nghe An Economic Zone) and inter-regions; partially receiving goods in transit of Lao People's Democratic Republic and northeastern Thailand; consisting of multipurpose terminal, terminals for bulk cargo, containerized cargo, liquid/gas cargo, passenger terminal serving yachts and tourism activities of Cua Lo area.

- Sizes of ships: ships with a deadweight tonnage of up to 30.000 tonnes.

b) Bac Cua Lo terminals

- Planning scope: land area and waters of Bac Cua Lo area (from Ga cape to Rong cape).

- Functions: serving adjacent industrial establishments, Southeast Nghe An Economic Zone and adjacent areas; being developed according to demands and capacity of investors; consisting of multipurpose terminal, terminals for containerized cargo, bulk cargo, liquid/gas cargo, and serving as international passenger terminal, when requested.

- Sizes of ships: bulk cargo ships with a deadweight tonnage of up to 100.000 tonnes; ships carrying liquid/gas cargo with a deadweight tonnage of up to 50.000 tonnes; general ships, container ships with a deadweight tonnage of 50.000 tonnes, or more, if capable; international passenger ships with a capacity of up to 225.000 GT.

c) Dong Hoi terminals

- Planning scope: land area and waters from Dong Hoi cape (bordering Thanh Hoa province) to the North of Dau Rong cape (Chay mountain).

- Functions: serving inter-regional socio-economic development; consisting of multipurpose terminal, terminals for bulk cargo, liquid/gas cargo; being developed according to an appropriate roadmap, and combined with Nghi Son terminals to establish Nghi Son - Dong Hoi terminal cluster. Terminals directly serving industrial

establishments in Dong Hoi area, other industrial parks in the North and Northwest Nghe An and adjacent areas.

- Sizes of ships: ships with a deadweight tonnage of 50.000 ÷ 70.000 tonnes.

d) Ben Thuy, Cua Hoi terminals

- Planning scope: land area and waters of Ben Thuy, Cua Hoi areas on Lam river.

- Functions: satellite and local terminals; these terminals shall be operated according to their existing conditions, and shall be repurposed into local service and tourism terminals, consisting of multipurpose terminal and liquid cargo terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 2.000 tonnes.

dd) Floating terminals, anchorage and transshipment areas:

- Nghi Huong oil floating terminal: located in the Northwest of Hon Ngu island to serve the transshipment of liquid cargo of ships with a deadweight tonnage of up to 18.000 tonnes. They shall be operated according to their existing conditions, in conformity with energy development planning, and in a manner that meets fire and explosion requirements.

- Anchorage and transshipment areas in Dong Hoi, Cua Lo: located offshore in Dong Hoi, Cua Lo terminals to serve ships with a deadweight tonnage of up to 100.000 tonnes, or more, if capable.

- Storm shelters in Cua Hoi area (on Lam river) to serve ships with a deadweight tonnage of up to 3.000 tonnes and in other areas, if qualified.

### 3. Ha Tinh seaport

a) Vung Ang terminals

- Planning scope: land area and waters of the western area of Ron Cape.

- Functions: serving inter-regional socio-economic development; partially receiving goods in transit of Lao People's Democratic Republic and northeastern Thailand; consisting of multipurpose terminal, terminals for containerized cargo, bulk cargo, liquid/gas cargo.

- Sizes of ships: general ships with a deadweight tonnage of up to 70.000 tonnes; container ships with a capacity of up to 4.000 TEU; bulk cargo ships with a deadweight tonnage of 100.000 tonnes, and ships carrying liquid/gas cargo with a deadweight tonnage of up to 15.000 tonnes, or more, if capable.

#### b) Son Duong terminals

- Planning scope: land area and waters of the eastern area of Ron Cape.
- Functions: serving inter-regional socio-economic development; partially receiving goods in transit of Lao People's Democratic Republic, northeastern Thailand and metallurgical industry complex; consisting of terminals for bulk cargo, liquid/gas cargo, general cargo and containerized cargo.
- Sizes of ships: bulk cargo ships with a deadweight tonnage of up to 300.000 tonnes, ships carrying liquid/gas cargo with a deadweight tonnage of up to 150.000 tonnes, general ships and container ships with a deadweight tonnage of up to 50.000 tonnes, or more, if capable.

#### c) Other terminals

- Xuan Hai, Xuan Pho terminals (on Lam river): multipurpose terminal and terminal for liquid cargo (Xuan Pho), capable of receiving ships with a deadweight tonnage of up to 2.000 tonnes.
- Cua Sot (Loc Ha) terminal: potential terminal for bulk cargo, serving local mining activities when requested.
- Xuan Giang oil terminal (on Lam river): terminal for liquid cargo, capable of receiving ships with a deadweight tonnage of up to 2.000 tonnes.

#### d) Floating terminals, anchorage and transshipment areas:

located offshore in Vung Ang terminals to serve ships with a deadweight tonnage of up to 100.000 tonnes, or more, if capable.

#### dd) Storm shelters

- Xuan Hai, Xuan Giang areas: located in the upstream of Xuan Hai terminal, serving as a storm shelter for ships with a deadweight tonnage of up to 2.000 tonnes.
- Cua Khau area: located within Cua Khau area, serving as a storm shelter for ships with a deadweight tonnage of up to 1.000 tonnes.
- Son Duong area: located in the North and Southwest of Son Duong island (inside the breakwater), serving as a storm shelter for ships with a deadweight tonnage of up to 50.000 tonnes.
- Other storm shelters, if qualified.

#### 4. Quang Binh Seaport

a) Hon La terminals

- Planning scope: land area and waters of Hon La bay area.

- Functions: directly serving Hon La economic zone and transport of goods for Lao People's Democratic Republic and northeastern Thailand; consisting of multipurpose terminal, terminals for bulk cargo, liquid cargo, containerized cargo, and international passenger ships.

- Sizes of ships: general ships, container ships, ships carrying liquid/gas cargo with a deadweight tonnage of up to 50.000 tonnes; bulk cargo ships with a deadweight tonnage of up to 70.000 tonnes, or more, if capable; international passenger ships with a capacity of up to 225.000 GT.

b) Mui Doc terminals

- Planning scope: land area and waters from Mui Doc to Hon La.

- Functions: serving Quang Trach power center and as a central terminal for import and transshipment of coal in conformity with the power development planning and the master planning for energy development; consisting of terminals for bulk cargo (coal), liquid/gas cargo.

- Sizes of ships: bulk cargo ships with a deadweight tonnage of up to 100.000 tonnes, ships carrying liquid/gas cargo with a deadweight tonnage of up to 150.000 tonnes, or more, if capable.

c) Gianh River terminals

- Planning scope: land area and waters on the left side of Gianh river land, from the downstream of Gianh bridge to Gianh estuary.

- Functions: satellite multipurpose terminals of Hon La seaport; consisting of multipurpose terminal, and terminals for bulk cargo and liquid cargo.

- Sizes of ships: general ships and liquid cargo ships with a deadweight tonnage of 1.000 ÷ 5.000 tonnes.

d) Storm shelters, anchorage and transshipment areas

- Anchorage and transshipment areas shall be developed in Hon La and Cua Gianh areas to serve ships with a deadweight tonnage of up to 100.000 tonnes.

- Storm shelters on Gianh river shall be developed to serve ships with a deadweight tonnage of up to 2.000 tonnes; storm shelters are located in Mui Doc, Hon La areas.

- Other storm shelters, if qualified.

## 5. Quang Tri Seaport

### a) Cua Viet terminals

- Planning scope: land area and waters on two sides of Hieu river, about 2,5 km from the upstream of Cua Viet bridge to sea (including Bac Cua Viet and Nam Cua Viet terminals) in conformity with the clearance height of Cua Viet bridge.

- Functions: local multipurpose terminal which also serves transactions between Con Co island district and the mainland, consisting of terminals serving the transport of goods for economic zones and industrial parks of Quang Tri province; consisting of multipurpose terminal, bulk cargo terminal, passenger terminal, and oil terminal.

- Sizes of ships: ships with a deadweight tonnage of 3.000 ÷ 5.000 tonnes, or more, if capable.

### b) My Thuy terminals

- Planning scope: coastal land area and waters in Hai An Commune, Hai Lang District, Quang Tri Province (in Quang Tri Southeast Economic Zone).

- Functions: directly serving Quang Tri Southeast Economic Zone and the transport of goods for Lao People's Democratic Republic and northeastern Thailand; consisting of terminals for general cargo, containerized cargo, bulk cargo, liquid/gas cargo (serving Quang Tri power center in conformity with the power development planning).

- Sizes of ships: general ships, container ships and bulk cargo ships with a deadweight tonnage of up to 100.000 tonnes; ships carrying liquid/gas cargo with a deadweight tonnage of up to 150.000 tonnes; these terminals shall be developed to meet market demands and capacity to mobilize capital and in a manner that ensures the consistency with development of auxiliary infrastructure facilities (especially shipping lanes, breakwaters and sand dikes).

### c) Storm shelters, anchorage and transshipment areas

- Anchorage and transshipment areas shall be developed in Cua Viet area to serve ships with a deadweight tonnage of up to 70.000 tonnes, or more, if capable.

- Storm shelter in Cua Viet, serving ships with a deadweight tonnage of up to 2.000 tonnes (on river); storm shelters in Con Co and other areas, if qualified.

## 6. Thua Thien Hue Seaport

### a) Chan May terminals

- Planning scope: land area and waters of Chan May bay (within Chan May - Lang Co Economic Zone).

- Functions: directly serving Chan May - Lang Co Economic Zone and adjacent areas, serving the transport of goods for Lao People's Democratic Republic and northeastern Thailand; consisting of multipurpose terminal, container terminal, and terminals for liquid/gas cargo and international passenger ships.

- Sizes of ships: general ships, bulk cargo ships with a deadweight tonnage of up to 70.000 tonnes; container ships with a capacity of up to 4.000 TEU, or more, if capable; international passenger ships with a capacity of up to 225.000 GT; ships carrying liquid/gas cargo with a deadweight tonnage of up to 150.000 tonnes, or more, if capable, in conformity with the power development planning.

#### b) Thuan An terminals

- Planning scope: land area and waters of Thuan An estuary.

- Functions: satellite local multipurpose terminal; consisting of multipurpose terminal, and terminals for liquid cargo and bulk cargo.

- Sizes of ships: ships with a deadweight tonnage of 3.000÷5.000 tonnes.

#### c) Phong Dien terminals

- Planning scope: coastal land area and waters in Phong Dien District.

- Functions: serving cement plant, Phong Dien industrial park and adjacent areas; consisting of multipurpose terminal, and terminals for bulk cargo and liquid/gas cargo (serving gas power centers or gas base depots; these terminals shall be developed in conformity with the power development planning and the master planning for energy development).

- Sizes of ships: general ships, bulk cargo ships with a deadweight tonnage of up to 50.000 tonnes; ships carrying liquid/gas cargo with a deadweight tonnage of up to 150.000 tonnes, or more, if capable.

#### d) Storm shelters, anchorage and transshipment areas

- Anchorage, transshipment and storm shelter areas in Chan May and Thuan An estuary.

- Storm shelters in Thuan An area, capable of receiving ships with a capacity of up to 3.000 tonnes, and in other areas, if qualified.

### 7. Planning for public maritime infrastructure facilities

- Improve and upgrade shipping lanes (sand dikes and shipping lane regulating works, and aid to navigation system) to terminals in Nam Nghi Son area for receiving ships with a deadweight tonnage of up to 50.000 tonnes; Nam Cua Lo lane for receiving ships with a deadweight tonnage of up to 30.000 tonnes; Vung Ang lane for receiving ships with a deadweight tonnage of up to 50.000 tonnes; Hon La lane for receiving ships with a deadweight tonnage of up to 20.000 ÷ 50.000; Chan May lane for receiving ships with a deadweight tonnage of up to 50.000 tonnes; Gianh estuary, Cua Viet and Thuan An lanes for receiving ships with a deadweight tonnage of up to 5.000 tonnes. If the investment is made with private sector involvement, the shipping lane shall be constructed with a scale conformable with the seaport planning.

- Make investment in storm shelters in Cua Hoi - Nghe An, Gianh river - Quang Binh, Thuan An - Thua Thien Hue; install lighthouses and specialized maritime facilities in Lach Ghep, Lach Quen and Hon La areas.

### **III. SEAPORT GROUP 3**

#### **1. Da Nang seaport (including Hoang Sa island district)**

##### **a) Tien Sa terminals**

- Planning scope: land area and waters of Tien Sa area (Son Tra Peninsula, Da Nang).

- Functions: serving inter-regional development and transport of goods for Lao People's Democratic Republic and northeastern Thailand; consisting of container terminal, multipurpose terminal, bulk cargo terminal and international passenger terminal. After 2030, these terminals shall be gradually repurposed into cruise ports in conformity with the investment and operation progress of Lien Chieu terminals.

- Sizes of ships: container ships with a deadweight tonnage of up to 4.000 TEU (50.000 tonnes); general ships, bulk cargo ships with a deadweight tonnage of up to 50.000 tonnes; passenger ships with a capacity of up to 225.000 GT.

##### **b) Lien Chieu terminals**

- Planning scope: land area and waters of Lien Chieu area (from Cu De estuary to the foot of Hai Van Pass).

- Functions: serving the national and inter-regional socio-economic development; these terminals shall be developed into international gateway terminals of the Central Coast of Vietnam; consisting of container terminal, multipurpose terminal, bulk cargo terminal, terminals for liquid/gas cargo, public service and barge terminals.

- Sizes of ships: ships with a deadweight tonnage of up to 100.000 tonnes, or more, if capable.

c) Tho Quang terminals

- Planning scope: land area and waters of Tho Quang area (Son Tra Peninsula, Da Nang).
- Functions: serving socio-economic development of Da Nang City and adjacent areas; consisting of multipurpose terminal, container terminal, liquid/gas cargo terminal, public service terminal and terminals serving national defense - security tasks.
- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

d) My Khe terminals: liquid cargo floating terminal, and marina.

dd) Storm shelters, anchorage and transshipment areas

- Floating terminals, anchorage and transshipment areas in Lien Chieu area, capable of receiving ships with a capacity of 3.000 ÷ 7.000 tonnes; they shall be relocated in conformity with the construction progress of Lien Chieu terminals.
- Storm shelter in Tho Quang area, capable of receiving ships with a deadweight tonnage of up to 3.000 tonnes.
- Storm shelter in Da Nang bay.
- Other storm shelters, if qualified.

2. Quang Nam seaport

a) Tam Hiep, Tam Hoa terminals

- Planning scope: land area in estuary area and waters of An Hoa bay (in Chu Lai Open Economic Zone).
- Functions: directly serving Chu Lai Open Economic Zone and adjacent areas; consisting of container terminal, multipurpose terminal terminals for bulk cargo, liquid/gas cargo, passenger terminal and terminals serving other industrial fields.
- Sizes of ships: ships with a deadweight tonnage of up to 50.000 tonnes.

b) Ky Ha, Tam Giang terminals

- Planning scope: land area in estuary area and waters of An Hoa bay (in Chu Lai Open Economic Zone).
- Functions: directly serving Chu Lai Open Economic Zone; these terminals shall be gradually repurposed to serve Ca Voi Xanh gas power project; consisting of multipurpose

terminal, liquid/gas cargo terminals, passenger terminal ( serving shipping lanes from the mainland to island).

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

c) Storm shelters, anchorage and transshipment areas

- Storm shelters, anchorage and transshipment areas within the waters of Quang Nam seaport in Cu Lao Cham and Ky Ha - Chu Lai area.

- Storm shelter in An Hoa bay, capable of receiving ships with a deadweight tonnage of up to 20.000 tonnes.

- Other storm shelters, if qualified.

### 3. Quang Ngai Seaport

a) Dung Quat terminals

- Planning scope: land area and waters of Dung Quat bay and Tra Bong estuary.

- Functions: directly serving Dung Quat Economic Zone, Mien Trung gas power center, metallurgical industry complex, oil refinery and adjacent areas; consisting of multipurpose terminal, container terminal, and terminals for bulk cargo, liquid/gas cargo; terminals and structures serving building and repair of ships.

- Sizes of ships: container ships with a deadweight tonnage of up to 50.000 tonnes; general ships, bulk cargo ships with a deadweight tonnage of up to 200.000 tonnes, or more, if capable; ships carrying liquid/gas cargo with a deadweight tonnage of up to 50.000 tonnes (including SPM for ships a deadweight tonnage of up to 400.000 tonnes).

b) Other terminals

Sa Ky terminal, My A terminal, Ben Dinh terminal (Ly Son island) and other potential terminals under the planning for Dung Quoc Economic Zone, serving transactions between the mainland and Ly Son island, and local socio-economic development.

c) Storm shelters, anchorage and transshipment areas

In Dung Quat, Ly Son and other areas, if qualified.

### 4. Binh Dinh seaport

a) Quy Nhon - Thi Nai - Dong Da terminals

- Planning scope: land area and waters from the upstream of Dong Da bridge to Quy Nhon cape.

- Functions: serving socio-economic development of Binh Dinh province and central highlands region; consisting of container terminal, multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, passenger terminal.

- Sizes of ships: container ships, general ships, bulk cargo ships with a deadweight tonnage of up to 50.000 tonnes (ships with a deadweight tonnage of up to 70.000 tonnes partially loaded, and passenger ships); ships carrying liquid/gas cargo with a deadweight tonnage of up to 10.000 tonnes, or more, if capable.

#### b) Nhon Hoi terminals

- Planning scope: land area and waters from Thi Nai bridge to sea.

- Functions: directly serving Nhon Hoi Economic Zone; consisting of container terminal, multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, passenger terminal; these terminals shall be developed to meet market demands and depending on investors' capacity.

#### c) Other terminals

Floating terminals (for liquid cargo) in Quy Nhon shall be relocated to Dong Da terminals according to the expansion progress of Quy Nhon port.

Phu My terminal serves economic zones and industrial fields (energy, metallurgy), and shall be developed to meet local and regional socio-economic development demands, and depending on investors' capacity.

#### d) Storm shelters, anchorage and transshipment areas

- Storm shelter in Thi Nai Lagoon, capable of receiving ships with a deadweight tonnage of up to 3.000 tonnes.

- Storm shelters, anchorage and transshipment areas in Lang Mai bay and other areas, if qualified.

### 5. Phu Yen seaport

#### a) Vung Ro terminals

- Planning scope: land area and waters in Vung Ro bay.

- Functions: serving socio-economic development of Phu Yen Province; consisting of multipurpose terminal, terminals for liquid/gas cargo.

- Sizes of ships: general ships with a deadweight tonnage of up to 20.000 tonnes; ships carrying bulk cargo, liquid/gas cargo with a deadweight tonnage of up to 100.000 tonnes, or more, if capable.

b) Bai Goc - Dong Hoa terminals

- Planning scope: land area and waters in Bai Goc area.

- Functions: directly serving the establishment and development of Bai Goc industrial park, oil refinery, metallurgical complex, and energy industry; consisting of multipurpose terminal, and terminals for bulk cargo, liquid/gas cargo.

- Sizes of ships: general ships with a deadweight tonnage of up to 50.000 tonnes and specialized ships; these terminals shall be developed to meet market demands and depending on investors' capacity to mobilize capital.

c) Storm shelters, anchorage and transshipment areas

Anchorage, transshipment and shelter areas in Xuan Dai bay, Vung Ro bay and other areas, capable of receiving ships with a deadweight tonnage of up to 100.000 tonnes, or more, if capable.

6. Khanh Hoa seaport

a) Bac Van Phong terminals

- Planning scope: land area and waters in the North of Van Phong bay.

- Functions: serving inter-regional socio-economic development; these terminals shall be developed into international transshipment terminals, consisting of container terminal, multipurpose terminal, and international passenger terminal.

- Sizes of ships: container ships with a deadweight tonnage of up to 24.000 TEU (250.000 tonnes), general ships with a deadweight tonnage of up to 100.000 tonnes, or more, if capable; international passenger ships with a capacity of up to 225.000 GT.

b) Nam Van Phong terminals

- Planning scope: land area and waters in the South of Van Phong bay.

- Functions: directly serving Van Phong Economic Zone and transport of liquid/gas cargo and bulk cargo; consisting of multipurpose terminal, and terminals for bulk cargo and liquid/gas cargo.

- Sizes of ships: general ships with a deadweight tonnage of up to 100.000 tonnes; bulk cargo ships with a deadweight tonnage of up to 300.000 tonnes; ships carrying liquid/gas cargo with a deadweight tonnage of up to 150.000 tonnes.

c) Nha Trang terminals

- Planning scope: land area and waters in Nha Trang bay

- Functions: international passenger terminal and marinas; central terminal serving international sea tourist activities (these terminals shall be developed to meet demands and ensure value promotion of Nha Trang bay);

- Sizes of ships: passenger ships with a capacity of up to 225.000 GT and cruise ships, yachts.

d) Cam Ranh terminals

- Planning scope: land area and waters of Cam Ranh bay, Binh Ba and northern area of Cam Ranh Peninsula.

- Functions: serving socio-economic development of Khanh Hoa province and central highlands region; consisting of multipurpose terminal, container terminal, terminals for bulk cargo, liquid/gas cargo, passenger terminal and terminals serving national defense - security tasks.

- Sizes of ships: general ships, container ships, bulk cargo ships with a deadweight tonnage of up to 70.000 tonnes; ships carrying liquid/gas cargo with a deadweight tonnage of up to 10.000 tonnes; international passenger ships with a capacity of up to 225.000 GT, cruise ships and yachts.

dd) Truong Sa island terminal

- Planning scope: some islands of Truong Sa island district.

- Functions: serving transactions between the mainland and islands of Truong Sa island district, serving socio-economic development of the island district, and national defense - security tasks.

- Scale: terminal, navigation lock, maritime safety systems and infrastructure facilities shall be connected in a synchronous manner.

e) Storm shelters, anchorage and transshipment areas

Storm shelters, anchorage and transshipment areas shall be developed in Van Phong, Nha Trang and Cam Ranh areas, and some islands of Truong Sa island district to receive ships with suitable sizes.

## 7. Ninh Thuan Seaport

### a) Ca Na terminals

- Planning scope: land area and waters in Ca Na sea area.
- Functions: directly serving Ca Na Industrial Park and local socio-economic development; consisting of multipurpose terminal and terminals for bulk cargo, liquid/gas cargo which shall be developed in conformity with the power development planning and the master planning for energy development, and investors' capacity, and in a manner that ensures their synchronous connection with auxiliary infrastructure facilities (especially shipping lanes and breakwaters, etc.)
- Sizes of ships: general ships, bulk cargo ships with a deadweight tonnage of up to 100.000 tonnes; ships carrying liquid/gas cargo with a deadweight tonnage of up to 100.000 tonnes, or more, if capable.

### b) Ninh Chu seaport

- Planning scope: land area and waters from the downstream of Ninh Chu bridge to sea.
- Functions: serving local socio-economic development; consisting of multipurpose terminal, passenger terminal, and terminal for liquid/gas cargo.
- Sizes of ships: ships with a deadweight tonnage of up to 10.000 tonnes.

## 8. Binh Thuan seaport

### a) Vinh Tan terminals

- Planning scope: land area and waters of Vinh Tan Commune, Tuy Phong District.
- Functions: directly serving Vinh Tan Power Center, socio-economic development of Binh Thuan Province, and partial transport of goods for central highlands area; consisting of multipurpose terminal, container terminal and bulk cargo terminal.
- Sizes of ships: ships with a deadweight tonnage of up to 100.000 tonnes.

### b) Son My terminals

- Planning scope: land area and waters of Son My Commune, Ham Tan District.
- Functions: directly serving Son My Industrial Park, Son My LNG port warehouse and Son My Power Center; consisting of liquid/gas cargo terminal, multipurpose terminal and passenger terminal which shall be developed according to demands and capacity of investors.

- Sizes of ships: ships carrying liquid/gas cargo with a deadweight tonnage of up to 150.000 tonnes; general ships, bulk cargo ships with a deadweight tonnage of up to 100.000 tonnes; international passenger ships.

c) Other terminals

- Ke Ga terminal: Planning scope: offshore waters of Ke Ga area. Functions: serving Ke Ga LNG-to-power plant in conformity with the power development planning. Sizes of ships: this terminal shall be developed to meet demands and capacity of investors.

- Offshore terminals (Hong Ngoc, Su Tu Den, Su Tu Vang, and Thang Long - Dong Do mines) are oil terminals which shall be developed to serve mining activities.

- Phan Thiet, Phu Quy terminals serve local socio-economic development and routes from the mainland to islands, are capable of receiving passenger ships and cargo ships with a deadweight tonnage of up to 5.000 tonnes.

d) Storm shelters, anchorage and transshipment areas

In Vinh Tan, Son My, Ke Ga, Phan Thiet, Phu Quy and other areas, if qualified.

9. Planning for public maritime infrastructure facilities

- Establish, improve and upgrade shipping lanes (including breakwaters, sand dikes, shipping lane regulating works and aid to navigation system) to terminals, including: Lien Chieu lane receiving ships with a deadweight tonnage of up to 100.000 tonnes; lane to Tien Sa, Cua Lo (Quang Nam), Quy Nhon, Cam Ranh terminals receiving ships with a deadweight tonnage of up to 50.000 tonnes; Tho Quang lane receiving ships with a deadweight tonnage of 5.000 ÷ 10.000 tonnes; Phan Thiet lane receiving ships with a deadweight tonnage of up to 2.000 tonnes; breakwater in Ben Dinh terminal (Ly Son island). If the investment is made with private sector involvement, the shipping lane shall be constructed with a scale conformable with the seaport planning.

- Develop storm shelters in the following areas, including Xuan Dai, Vung Ro, Van Phong, Cam Ranh and Truong Sa island district.

- Make investment in construction of lighthouses and specialized maritime facilities in Truong Sa island district.

- Make investment in construction of shipping lane management stations, including construction of station houses, piers and auxiliary items in Dung Quat, Ly Son and Ba Ngoi areas.

- Make investment in coastal information stations, search and rescue centers, and maritime administration representative office in Truong Sa area.

## **IV. SEAPORT GROUP 4**

### **1. Ho Chi Minh City seaport**

#### **a) Cat Lai - Phu Huu terminals**

- Planning scope: land area and waters on Dong Nai river, from the confluence of Ong Nhieu channel to the upstream of the confluence of Saigon Peninsula.

- Functions: serving socio-economic development of the Southern region, inter-regions and the whole country, and transport of goods for Kingdom of Cambodia; consisting of container terminal, multipurpose terminal, and bulk cargo terminal which shall operate according to their existing scale, and shall be neither expanded nor upgraded.

- Sizes of ships: ships with a deadweight tonnage of 30.000 tonnes and up to 45.000 tonnes partially loaded, depending on existing conditions of shipping lanes and clearance heights of river-crossing structures.

#### **b) Hiep Phuoc terminals (on Soai Rap river)**

- Planning scope: land area and waters on Soai Rap river, from the downstream of Binh Khanh bridge to the upstream of Lo channel (bordering Long An Province).

- Functions: serving socio-economic development of the southern region (serving relocation of terminals along Sai Gon river); consisting of multipurpose terminal, container terminal, bulk cargo terminal, and liquid/gas cargo terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 70.000 tonnes, or more, if capable, depending on operating conditions of shipping lanes.

#### **c) Terminals along Sai Gon river**

- Planning scope: land area and waters on Sai Gon river, from Thu Thiem Tunnel to Saigon Peninsula.

- Functions: serving socio-economic development of Ho Chi Minh City and adjacent areas; consisting of multipurpose terminal, container terminal, passenger terminal, and liquid cargo terminal; these terminals shall be relocated and repurposed in conformity with planning for land use and urban space development of Ho Chi Minh City.

Sizes of ships: ships with a deadweight tonnage of 30.000 tonnes, or more, partially loaded, depending on existing conditions of shipping lanes and clearance heights of river-crossing structures.

#### **d) Nha Be terminals**

- Planning scope: land area and waters on Nha Be river, from Saigon Peninsula to Binh Khanh confluence.

- Functions: serving socio-economic development of the southern region; consisting of liquid cargo terminal and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of 45.000 tonnes, or more, partially loaded, and passenger ships with a capacity of up to 60.000 GT, depending on existing conditions of shipping lanes and clearance heights of river-crossing structures.

#### dd) Long Binh terminals

- Planning scope: land area and waters on Dong Nai river (Long Binh, District 9).

- Functions: satellite and central terminals for collecting goods for all seaports in the region, and performing functions as an ICD; consisting of container terminal and multipurpose terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

#### e) Potential terminals in Can Gio district

- Planning scope: land area and waters on the left side of Sai Gon - Vung Tau lane, Binh Khanh area, Nga Bay estuary, Cai Mep estuary and Cu Lao Go Gia area, according to regulations on protection of national nature reserves.

- Functions: potential terminals serving socio-economic development of Ho Chi Minh City and adjacent areas; consisting of multipurpose terminal, container terminal, bulk cargo terminal, and international passenger terminal which shall be developed in line with transport infrastructure systems connected to terminals.

- Sizes of ships: ships with a deadweight tonnage of up to 150.000 tonnes, or more, if capable; passenger ships with capacity of 225.000 GT.

#### g) Floating terminals, anchorage and transshipment areas:

- Floating terminals, anchorage and transshipment areas along Go Gia river to serve ships with a deadweight tonnage of up to 150.000 tonnes; along Nga Bay river to serve ships with a deadweight tonnage of up to 80.000 tonnes; along Dua river to serve ships with a deadweight tonnage of up to 60.000 tonnes.

- Transshipment floating terminals along Sai Gon river, Dong Nai river, Soai Rap river, and Go Gia river shall be operated according to their existing conditions and gradually relocated according to the roadmap for construction of permanent terminals in the region.

#### h) Storm shelters

along Go Gia river, Nga Bay river, Dua river, Sai Gon river, Nha Be river, Dong Nai river, Soai Rap river and other areas, if qualified.

## 2. Ba Ria - Vung Tau seaport

### a) Cai Mep terminals

- Planning scope: land area and waters on the right side of Vung Tau - Thi Vai lane (from Ban Thach channel to Cai Mep estuary).

- Functions: gateway and international transshipment terminal; consisting of container terminal, multipurpose terminal, bulk cargo terminal, and liquid/gas cargo terminal.

- Sizes of ships: container ships with a deadweight tonnage of 80.000 ÷ 250.000 tonnes (6.000÷24.000 TEU), or more, if capable; general ships, liquid/gas cargo ships with a deadweight tonnage of up to 150.000 tonnes, or more, partially loaded, depending on operating conditions of shipping lanes.

### b) Thi Vai terminals

- Planning scope: land area and waters on the right side of Vung Tau - Thi Vai lane (from the downstream of Go Dau B port to Ban Thach channel).

- Functions: serving inter-regional socio-economic development; consisting of multipurpose terminal, container terminal, terminals for bulk cargo, liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 100.000 tonnes in Phu My area, or more, if capable; up to 60.000 tonnes in My Xuan area, and up to 30.000 tonnes in the upstream of Phuoc An bridge.

### c) Sao Mai - Ben Dinh terminals

- Planning scope: land area and waters on the right side of Dinh river lane.

- Functions: serving provision of oil services, and local socio-economic development; consisting of multipurpose terminal, terminals for bulk cargo, liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 100.000 tonnes, or more, if capable, depending on operating conditions of shipping lanes.

### d) Vung Tau international passenger terminal

- Planning scope: land area and waters in Bai Truoc area.

- Functions: international passenger terminal which serves tourism activities.

- Sizes of ships: ships with a deadweight tonnage of up to 225.000 GT.

dd) Long Son terminals

- Planning scope: land area and waters of Long Son island and Rang river.

- Functions: serving socio-economic development of Ba Ria - Vung Tau Province, oil refinery, metallurgical industry and energy industry; consisting of liquid/gas cargo terminal, multipurpose terminal, container terminal and bulk cargo terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 100.000 tonnes; SPM for ships with a deadweight tonnage of up to 300.000 tonnes, or more, if capable.

e) Dinh river terminals

- Planning scope: land area and waters along Dinh river.

- Functions: serving local socio-economic development; consisting of multipurpose terminal, liquid/gas cargo terminal, public service terminal and terminals serving national defense - security tasks.

- Sizes of ships: ships with a deadweight tonnage of 2.000 ÷ 10.000 tonnes, or more, if capable.

g) Con Dao terminal

- Planning scope: land area and waters of Ben Dam area.

- Functions: a central terminal serving transactions with the mainland and serving socio-economic development of island district; consisting of multipurpose terminal, passenger terminal, marina, and terminals for national defense - security tasks.

- Sizes of ships: ships with a deadweight tonnage of 2.000 ÷ 5.000 tonnes, or more, if capable; international passenger terminal shall be developed in conformity with the planning for island district development.

h) Offshore oil terminals

serving Rong Doi, Rang Dong, Lan Tay, Dai Hung, Chi Linh, Ba Vi, Vietsopetro 01, Chim Sao, Te Giac Trang mines, and other terminals which shall be developed to meet offshore mining activities.

i) Floating terminals, storm shelters, anchorage and transshipment areas

in Ganh Rai bay, Cai Mep, Ben Dam - Con Dao, and storm shelters in other areas, if qualified. Transshipment floating terminals in Ganh Rai and Cai Mep areas shall be

operated according to their existing conditions and gradually relocated when permanent terminals can meet loading demands or in order to ensure the development of permanent terminals under the planning.

### 3. Dong Nai seaport

#### a) Phuoc An, Go Dau, Phuoc Thai (along Thi Vai river) terminals

- Planning scope: land area and waters along Thi Vai river in Nhon Trach district and Long Thanh district, Dong Nai province.

- Functions: serving socio-economic development of provinces in the Southeast Vietnam and central highlands areas; consisting of multipurpose terminal, container terminal, terminals for bulk cargo, liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 60.000 tonnes in the downstream of Phuoc An bridge and up to 30.000 tonnes in the upstream of Phuoc An bridge to Go Dau, Phuoc Thai, depending on operating conditions of shipping lanes and clearance heights of river-crossing structures.

#### b) Nhon Trach terminals

- Planning scope: land area and waters on the right side of Sai Gon - Vung Tau lane, Dong Nai lane, Dong Tranh lane (in the territory of Nhon Trach district).

- Functions: serving socio-economic development of provinces in the Southeast Vietnam; consisting of multipurpose terminal, and terminals for bulk cargo, liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of 45.000 tonnes, or more, partially loaded, depending on operating conditions of shipping lanes and clearance heights of river-crossing structures.

#### c) Long Binh Tan terminals (on Dong Nai river)

- Planning scope: land area and waters on the right side of Dong Nai lane (in the downstream of Dong Nai bridge).

- Functions: satellite and central terminal serving the collection of goods for seaports in the region and serving local socio-economic development; consisting of multipurpose terminal, container terminal, and liquid/gas cargo terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

### 4. Binh Duong seaport

- Planning scope: land area and waters on the left side of Dong Nai lane (in the downstream of Dong Nai bridge).
- Functions: serving socio-economic development of Binh Duong province; consisting of multipurpose terminal and container terminal.
- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

## 5. Long An Seaport

### a) Can Giuoc terminals

- Planning scope: land area and waters on the left side of Soai Rap lane from the downstream of Lo channel to Can Giuoc confluence and Can Giuoc river.
- Functions: serving socio-economic development of Long An province and adjacent areas; consisting of multipurpose terminal, container terminal, terminals for bulk cargo, liquid/gas cargo.
- Sizes of ships: ships with a deadweight tonnage of up to 70.000 tonnes, or more, depending on operating conditions of shipping lanes.

### b) Vam Co terminals

- Planning scope: land area and waters along Vam Co river, from the downstream of My Loi bridge to Nuoc Man channel.
- Functions: directly serving industrial parks; consisting of multipurpose terminal, container terminal, and bulk cargo terminal.
- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes, depending on operating conditions of Vam Co river lane.

## 6. Planning for public maritime infrastructure facilities

- Improve and upgrade the following shipping lanes: Sai Gon - Vung Tau lane from GR buoy on Nga Bay river, capable of receiving ships with a deadweight tonnage of up to 70.000 tonnes; Soai Rap lane capable of receiving ships with a deadweight tonnage of 50.000 ÷ 70.000 tonnes; Vung Tau - Thi Vai lane capable of receiving ships with a deadweight tonnage of more than 250.000 tonnes (partially loaded), container ships with a deadweight tonnage of up to 24.000 TEU, or more, if having characteristics conformable with terminals in Cai Mep area; Dong Tranh - Go Gia lane; Dua river lane. If the investment is made with private sector involvement, the shipping lane shall be constructed with a scale conformable with the seaport planning.

- Make investment in construction of shipping lane management stations, including construction of station houses, piers and auxiliary items in Go Gang, Dong Nai and Dong Tranh areas.

## **V. SEAPORT GROUP 5**

### 1. Can Tho seaport

#### a) Cai Cui terminals

- Planning scope: land area and waters on the left side of Dinh An - Can Tho lane, from the downstream of Can Tho bridge to Cai Cui channel.

- Functions: serving socio-economic development of Mekong delta and transport of goods for Kingdom of Cambodia on Hau river lane; consisting of multipurpose terminal and container terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

#### b) Hoang Dieu, Binh Thuy terminals

- Planning scope: land area and waters on the left side of Dinh An - Can Tho lane, from Tra Noc river to Binh Thuy river; in-depth investment shall be made in Hoang Dieu terminal without expansion; terminals in Binh Thuy area shall be gradually relocated; only terminal serving national defense - security tasks is kept unchanged.

- Functions: serving socio-economic development of Can Tho City and adjacent areas; consisting of multipurpose terminal, container terminal, terminals for liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

#### c) Tra Noc, O Mon terminals

- Planning scope: land area and waters on the left side of Dinh An - Can Tho lane, from Thot Not seaport to Tra Noc river.

- Functions: serving socio-economic development of Can Tho City; consisting of multipurpose terminal, and terminals for bulk cargo, liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

#### d) Thot Not terminals

- Planning scope: land area and waters on the left side of Dinh An - Can Tho lane, in Thot Not Industrial Park.

- Functions: serving socio-economic development of Can Tho City; consisting of multipurpose terminal and container terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

dd) Can Tho international passenger terminal

- Planning scope: land area and waters on the left side of Dinh An - Can Tho lane, in front of Hau river park.

- Functions: passenger terminal serving international tour itineraries to Kingdom of Cambodia, tour itineraries from the mainland to island and domestic tour itineraries, and serving ships that carry clean cargo and meet environmental protection requirements.

- Sizes of ships: passenger ships with a capacity of up to 15.000 GT, and general ships with a capacity of up to 10.000 tonnes.

e) Floating terminals, storm shelters, anchorage and transshipment areas

along Hau river and in Cai Cui, Hoang Dieu, Binh Thuy, Tra Noc, O Mon, and Thot Not areas, and other areas, if qualified.

## 2. Tien Giang seaport

a) Go Cong terminals along Soai Rap river

- Planning scope: land area and waters on the left side of Soai Rap lane, from Vam Co estuary (bordering Long An province) to Soai Rap estuary.

- Functions: serving socio-economic development of Tien Giang province and adjacent areas; consisting of multipurpose terminal, container terminal, terminals for bulk cargo, liquid/gas cargo, and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 70.000 tonnes, or more, depending on operating conditions of shipping lanes.

b) My Tho terminals along Tien river

- Planning scope: land area and waters on the right side of Tien river, bordering the upstream of Rach Mieu bridge.

- Functions: serving socio-economic development of Tien Giang Province; consisting of multipurpose terminal, container terminal, terminals for bulk cargo, liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

c) Floating terminals, storm shelters, anchorage and transshipment areas

In the waters of Tien Giang seaport in Soai Rap estuary, Go Cong, My Tho, Cu Lao Rong and other areas, if qualified.

### 3. Ben Tre seaport

#### a) Giao Long terminals

- Planning scope: land area and waters on the left side of Tien river, in the territory of Giao Long Commune, Chau Thanh District.

- Functions: serving socio-economic development of Ben Tre Province; consisting of multipurpose terminal, container terminal, and bulk cargo terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

#### b) Ham Luong terminals

- Planning scope: land area and waters along two sides of Ham Luong river (An Hiep Industrial Park and Thanh Tan Commune, Mo Cay Bac District, Ben Tre Province).

- Functions: serving socio-economic development of Ben Tre Province; consisting of multipurpose terminal, container terminal, and bulk cargo terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

#### c) Thanh Phu terminals

- Planning scope: offshore waters of Co Chien estuary, Thanh Phu District, Ben Tre Province.

- Functions: liquid/gas cargo terminals serving Ben Tre gas power center in conformity with the power development planning.

#### d) Binh Dai terminals

- Planning scope: land area and waters of Dai estuary - Tien river in Binh Dai District, Ben Tre Province.

- Functions: directly serving Ben Tre coastal economic zone; these terminals shall be developed in conformity with the planning for economic zone development; consisting of multipurpose terminal, container terminal, terminals for bulk cargo, liquid/gas cargo, and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 50.000 tonnes, or more, if capable, in conformity with the planning for coastal economic zone development.

dd) Other terminals

serving riverside industrial establishments.

e) Floating terminals, storm shelters, anchorage and transshipment areas

in Giao Long, Ham Luong, Binh Dai and other areas, if qualified.

4. Dong Thap seaport

a) Terminals along Tien river (Sa Dec, Cao Lanh and Thuong Phuoc terminals)

- Planning scope: land area and waters along the shipping lanes on Tien river (in Sa Dec Industrial Park; in Ward 11, Cao Lanh City and Thuong Phuoc border checkpoint area, Dong Thap Province).

- Functions: serving socio-economic development of Dong Thap Province and transport of goods for Kingdom of Cambodia; consisting of multipurpose terminal, container terminal, liquid/gas cargo terminal, and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

b) Lap Vo terminals (along Hau river)

- Planning scope: land area and waters on the right side of Dinh An - Can Tho lane, in the upstream and downstream of Vam Cong bridge.

- Functions: serving socio-economic development of Dong Thap Province and adjacent areas; consisting of multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 10.000 tonnes, depending on clearance height of Vam Cong bridge.

c) Floating terminals, storm shelters, anchorage and transshipment areas

within the waters of Dong Thap seaport, in Sa Dec, Thung Phuoc, Lap Vo and in other areas, if qualified.

5. An Giang Seaport

a) My Thoi terminals

- Planning scope: land area and waters on the left side of Dinh An - Can Tho lane, within the territory of My Thanh Ward, Long Xuyen City.

- Functions: serving socio-economic development of An Giang province; consisting of multipurpose terminal and container terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 10.000 tonnes, depending on clearance height of Vam Cong bridge.

#### b) Binh Long terminals

- Planning scope: land area and waters on the left side of Dinh An - Can Tho lane, within the territory of Binh Long Commune, Chau Phu District.

- Functions: serving socio-economic development of An Giang province; consisting of multipurpose terminal and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 10.000 tonnes, depending on clearance height of Vam Cong bridge.

#### c) Floating terminals, storm shelters, anchorage and transshipment areas

within the waters of An Giang seaport, in My Thoi, Binh Long and other areas, if qualified.

### 6. Hau Giang Seaport

- Planning scope: land area and waters onshore of Dinh An - Can Tho lane, from Cai Cui channel to Cai Con channel.

- Functions: serving socio-economic development of Hau Giang Province and transport of goods for Kingdom of Cambodia on Hau river lane; consisting of multipurpose terminal, container terminal, and terminals for bulk cargo, liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

### 7. Vinh Long Seaport

#### a) Vinh Thai terminals

- Planning scope: land area and waters on the left side of Co Chien river lane, Vinh Long City, Vinh Long Province; these terminals shall be gradually relocated to former My Thuan ferry area, Tan Hoi Ward, Vinh Long City.

- Functions: serving socio-economic development of Vinh Long Province; consisting of multipurpose terminal, container terminal, bulk cargo terminal and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

b) Binh Minh terminals on Hau river

- Planning scope: land area and waters on the right side of Dinh An - Can Tho lane, bordering the downstream of Can Tho bridge, My Hoa Commune, Binh Minh Town.

- Functions: multipurpose terminal serving socio-economic development of Vinh Long Province;

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

c) Potential terminal in Binh Tan District

A terminal shall be constructed on the right side of Dinh An - Can Tho lane, in Tan Quoi Industrial Cluster, Tan Hoa Hamlet, Tan Quoi Town, Binh Tan District; is a liquid/gas cargo terminal developed according to the master planning for energy development and local development.

d) Floating terminals, storm shelters, anchorage and transshipment areas

within the waters of Vinh Long seaport, in Binh Minh, My Thuan and other areas, if qualified.

## 8. Tra Vinh seaport

a) Duyen Hai - Dinh An terminals

- Planning scope: land area and waters on the right side of the lane for large-size ships to Hau river (Tat canal estuary).

- Functions: serving socio-economic development of Tra Vinh Province and Mekong delta; consisting of multipurpose terminal, container terminal, terminals for liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 50.000 tonnes.

b) Tra Cu - Kim Son terminals

- Planning scope: land area and waters on the right side of Dinh An - Can Tho lane, within the territory of Kim Son Commune and Ham Tan Commune, Tra Cu District.

- Functions: serving socio-economic development of Tra Vinh Province; consisting of multipurpose terminal, terminals for liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

c) Floating terminals, storm shelters, anchorage and transshipment areas

within the waters of Tra Vinh seaport in Duyen Hai - Dinh An area and other areas, if qualified.

9. Soc Trang seaport

a) Dai Ngai terminals

- Planning scope: land area and waters on the left side of Tran De lane, in Long Phu District.

- Functions: bulk cargo terminal and liquid cargo terminal serving Long Phu Power Center.

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

b) Ke Sach terminals

- Planning scope: land area and waters on the left side of Dinh An - Can Tho lane, Ke Sach District.

- Functions: serving socio-economic development of Soc Trang Province; consisting of multipurpose terminal, terminals for liquid/gas cargo.

- Sizes of ships: ships with a deadweight tonnage of up to 20.000 tonnes.

c) Tran De terminals

- Planning scope: land area and waters in the estuary and offshore areas of Tran De estuary.

- Functions: serving local industrial parks and industrial clusters, and transport of goods and passengers from the mainland to islands; consisting of multipurpose terminal, container terminal, bulk cargo terminal and passenger terminal which shall be developed with private sector involvement to meet socio-economic development demands and depending on investors' capacity. Offshore area shall be developed to undertake the role of the gateway terminal of Mekong Delta.

- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes in inland terminals; general ships, container ships with a deadweight tonnage of up to 100.000 tonnes, or more, if capable, and bulk cargo ships with a deadweight tonnage of up to 160.000 tonnes in the offshore area of Tran De estuary.

d) Floating terminals, storm shelters, anchorage and transshipment areas

Within the waters of Soc Trang seaport in Dinh An, Tran De, Dai Ngai, Ke Sach and other areas, if qualified.

#### 10. Bac Lieu seaport

##### a) Ganh Hao terminal

- Planning scope: land area and waters of Ganh Hao estuary.
- Functions: serving socio-economic development of Bac Lieu Province; consisting of multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, and passenger terminal.
- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

##### b) Vinh Hau A terminal

- Planning scope: land area and waters in the offshore area of Vinh Hau A Commune.
- Functions: liquid/gas cargo terminal serving Bac Lieu LNG Gas -Power Plant.
- Sizes of ships: ships with a deadweight tonnage of up to 150.000 tonnes.

##### c) Floating terminals, storm shelters, anchorage and transshipment areas

in Hanh Hao, Vinh Hau and other areas, if qualified.

#### 11. Ca Mau seaport

##### a) Nam Can terminals

- Planning scope: land area and waters on the right side of Nam Can lane (along Cua Lon river, from Nam Can Town to Bo De estuary).
- Functions: serving socio-economic development of Ca Mau Province; consisting of multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, and passenger terminal.
- Sizes of ships: ships with a deadweight tonnage of up to 5.000 tonnes.

##### b) Ong Doc terminals

- Planning scope: land area and waters of Ong Doc estuary.
- Functions: directly serving Ong Doc Industrial Park; consisting of multipurpose terminal, terminals for bulk cargo, liquid/gas cargo, and passenger terminal.
- Sizes of ships: ships with a deadweight tonnage of up to 3.000 tonnes.

c) Hon Khoai terminal (on Hon Khoai island):

This is a potential multipurpose terminal and shall be conditionally developed depending on demands and capacity of investors.

d) Offshore terminal in Doc estuary

Offshore oil terminal shall be developed to meet mining activities.

dd) LNG terminals and floating units in western coast

serving Ca Mau LNG Gas-Power Center in conformity with the power development planning.

e) Floating terminals, storm shelters, anchorage and transshipment areas

in Nam Can, Hon Khoai, Doc river and other areas, if qualified.

## 12. Kien Giang Seaport

a) Rach Gia terminals

- Planning scope: land area and waters of Kien estuary.

- Functions: serving socio-economic development of Kien Giang Province; central terminals serving transactions with Phu Quoc island and southwestern islands; consisting of multipurpose terminal, and multifunctional passenger terminal receiving coastal passenger ships and coastal ferries.

- Sizes of ships: ships with a deadweight tonnage of up to 3.000 tonnes.

b) Hon Chong terminals

- Planning scope: land area and waters of Hon Chong bay

- Functions: serving socio-economic development of Kien Giang province; consisting of multipurpose terminal, liquid/gas cargo terminal, and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 15.000 tonnes.

c) Binh Tri - Kien Luong terminals

- Planning scope: coastal land area and waters of Binh Tri Commune, Kien Luong District.

- Functions: serving socio-economic development of Kien Giang province; consisting of multipurpose terminal, bulk cargo terminal, liquid/gas cargo terminal, and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 10.000 tonnes.

d) Bai No - Ha Tien terminals

- Planning scope: coastal land area and waters of Bai No area, Ha Tien Town.

- Functions: serving socio-economic development of Kien Giang province and border-gate economic zone; consisting of multipurpose terminal and passenger terminal.

- Sizes of ships: ships with a deadweight tonnage of up to 3.000 tonnes.

dd) Phu Quoc terminals

- Planning scope: land area and waters of Phu Quoc island area.

- Functions: serving socio-economic development of Phu Quoc City; consisting of international passenger terminal which also serves handling of general cargo.

- Sizes of ships: international passenger ships with a capacity of up to 225.000 GT, and general ships with a capacity of up to 30.000 tonnes.

e) An Thoi, Dam bay, Bai Vong and Mui Dat Do terminals

- Functions: serving socio-economic development of Phu Quoc City; consisting of multipurpose terminal, passenger terminal, coastal ferry, and marina.

- Sizes of ships: ships with a deadweight tonnage of up to 3.000 tonnes.

g) Terminals in Nam Du Archipelago

These potential multipurpose terminals shall be conditionally developed depending on demands and capacity of investors.

h) Tho Chau terminal

receiving passengers and goods serving tourism and socio-economic development of Tho Chau island and surrounding islands.

i) Floating terminals, storm shelters, anchorage and transshipment areas

In Rach Gia, Hon Chong, Binh Tri, Kien Luong, Bai No, Phu Quoc, Nam Du, Tho Chau and other areas, if qualified.

### 13. Planning for public maritime infrastructure facilities

- Continue making phase-2 investment in construction of shipping lanes for receiving large-size ships to Hau river; improve and upgrade Tran De lane for receiving ships with a deadweight tonnage of up to 2.000 tonnes; maintain operation of Dinh An - Can Tho lane to receive ships with a deadweight tonnage of up to 5.000 tonnes; gradually improve the shipping lane on Tien river (through Cua Tieu) for receiving ships with a deadweight tonnage of up to 5.000 tonnes, Nam Can lane for receiving ships with a deadweight tonnage of 3.000 ÷ 5.000 tonnes, and Hon Chong lane for receiving ships with a deadweight tonnage of up to 15.000 tonnes. If the investment is made with private sector involvement, the shipping lane shall be constructed with a scale conformable with the seaport planning.
- Make investment in construction of Ca Mau lighthouse; Vessel Traffic Service (VTS) systems on lanes receiving large-size ships to Hau river, and Dinh An - Can Tho lane.
- Gradually make investment in construction of shipping lane management stations, coastal information stations, search and rescue centers, and maritime administration representative offices in southwestern islands.

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