

THE PRIME MINISTER

**DECISION No. 51/2005/QĐ-TTg OF MARCH 11,
2005 APPROVING THE PLANNING ON VAN
PHONG BAY ECONOMIC ZONE, KHANH HOA
PROVINCE, TOWARDS 2020**

THE PRIME MINISTER

*Pursuant to the December 25, 2001 Law on
Organization of the Government;*

*Pursuant to the November 26, 2003
Construction Law;*

*At the proposals of the Minister of Construction
in Report No. 88/TTr-BXD of December 6, 2004
and the President of the People's Committee of
Khanh Hoa province in Report No. 175/TT-UB of
January 16, 2004,*

DECIDES:

Article 1.- To approve the Planning on Van Phong bay economic zone, Khanh Hoa province, towards 2020 with the following principal contents:

1. The planning scope of Van Phong bay economic zone covers Van Ninh and Ninh Hoa rural districts, Khanh Hoa province:

- To the North, it borders on Phu Yen province;
- To the South, it borders on Hon Heo;
- To the East, it borders on the East Sea;
- To the West, it borders on mountainous communes of the two rural districts of Ninh Hoa and Van Hoa.

2. Nature:

It is a general economic zone with an international container entrepot playing the leading role in the combination of development of various economic branches and domains, including tourism, services, industries, aquaculture and other economic branches.

3. Scale:

- The total planned area is around 150,000 ha, including a water surface area of around 80,000 ha and a land area of around 70,000 ha, of which land area used for construction is around 8,000-10,000 ha.

- The total population of the planned zone will reach around 400,000 by 2020; of which the urban population will be around 275,000.

4. Major development directions:

a/ North of Van Phong bay:

- To develop sea tourism in Dai Lanh area.

- To build an international entrepot and develop marine, lagoon eco-tourism, financial-trade centers and population quarters in Hon Gom peninsula, Hon Lon and the entire bay waters.

- To develop urban population quarters on the basis of Van Gia urban center and Tu Bong quarter.

- To locate industrial parks in Van Thang area.

- To develop eco-tourism resorts in the east and northeast of Hon Gom peninsula.

b/ South of Van Phong bay:

- Urban centers, including Doc Let, Ninh Thuy and Ninh Phuoc quarters linking to Ninh Hoa township, Hon Heo and Nha Phu lagoon, will be developed into grade-III urban centers, being urban centers of tourism, service, education, professional

training, job training and industries.

- To develop industrial parks in Ninh Thuy quarter in combination with shipbuilding parks. To build oil port in Hon My Giang and oil and petrol bonded depots; to build a multi-purpose port in Hon Khoi, northwest of Doc Let quarter.

5. Spatial organization:

Van Phong bay economic zone is composed of two areas, which are also two urban centers: Northern Van Phong and Southern Van Phong.

a/ Northern Van Phong urban center is a general economic quarter with an international container entrepot, tourism, trade and industries, covering Dai Lanh area, Hon Gom peninsula, Hon Lon, Tu Bong and Van Gia township, with a construction land area of around 4,500-5,300 ha and a population of around 140,000.

b/ Southern Van Phong urban center is an urban center of tourism, services and industries, covering Ninh Thuy, Ninh Phuoc and Doc Let quarters and Ninh Hoa township, with a construction land area of around 2,300 ha and a population of around 135,000.

6. Functional sub-zones:

a/ Main port areas:

- Northern Van Phong bay:

+ An international container entrepot on the eastern edge of Dam Mon lagoon, planned to cover an area of around 750 ha, around 400 ha by 2020, around 120 ha by 2010, and around 40-50 ha in the first construction stage in 2006.

+ A port for tourist passenger ships on the eastern edge of Dam Mon lagoon, covering an area of around 0.5 ha.

+ Post-logistic service areas in Hon Gom peninsula, providing international container entrepot services and covering an area of around 150 ha.

- Southern Van Phong bay:

+ Oil-transshipment ports and special-use ports in My Giang island, including an oil port and oil bonded depots with a total area of around 70-80 ha, of which the oil port and shipyard's port will occupy around 50 ha.

+ Hon Khoi port area, northwest of Doc Let quarter, including Khanh Hoa province's multi-purpose port and a port for tourist passenger ships, covering an area of around 4-5 ha.

b/ Tourist resorts:

- Tourist resorts of Northern Van Phong urban center include: Tuan Le – Hon Ngang tourist resort (around 350 ha); Bai Cat Tham tourist resort (around 210 ha); Hon Gom peninsula tourist resort (around 200 ha) and Dai Lanh tourist resort (around 40 ha).

- Tourist resorts of Southern Van Phong urban center in Doc Let – Mui Du quarter (with an area of around 150 ha).

- Besides, it is possible to build tourist resorts and spots such as Ca Ong mountain, Hon Doi island, Khai Luong mountain; Khai Luong fishing village, Hon Cho cape, Hon Kho cape, Cot Buom cape, Genh Rong cape; Ninh Dao fishing village in Hon Lon, etc.

c/ Financial-trade center: In the heart of Hon Gom peninsula, being a multi-functional center with service-trade-finance-banking playing the leading role, covering an area of around 400 ha.

d/ Urban population quarters:

- Northern Van Phong urban center, covering

an area of around 2,150 ha, includes Tu Bong, Dam Mon and Dai Lanh new urban centers (around 1,650 ha) and Van Gia township (around 500 ha).

- Southern Van Phong urban center, covering an area of around 1,600 ha, includes Ninh Hoa township (around 500 ha) and Ninh Thuy – Ninh Phuoc – Doc Let new urban centers (around 1,100 ha).

e/ Industrial parks:

- Van Thang industrial park (around 200 ha) is a multi-sectional industrial park causing little environmental pollution and exploiting the advantages on seaport services and tourism.

- Ninh Thuy industrial park (around 500 ha) is a multi-sectional industrial park.

f/ Aquacultural area: To rear marine products such as lobsters, caged fishes, pearl-oysters and corals and exploit bird nets in Ben Goi lagoon, along the shore and water surfaces of the western edge of Van Phong bay.

7. Architectural planning and urban landscape:

The architecture and landscape of each area shall be determined according to the following direction:

- To ensure the architectural and landscape harmony among functional zones, as well as the modernity and particularities of the central coastal region.

- To determine appropriate land use coefficients and construction densities; to efficiently exploit the bay seawater surface.

- To conserve and protect the natural landscape and useful natural ecological systems, ensuring the area's sustainable development.

8. Orientations for development of technical

infrastructure:

a/ Communications:

- Outbound communications:

+ Airway: To use Cam Ranh and Dong Tac (Phu Yen province) airports; to reserve land for the formation of a taxi airport in Hon Gom peninsula in direct service of Van Phong economic zone.

+ Railway: To relocate the existing North-South railway section out of Van Gia township's center; to build a railway section linking to the international entrepot (around 20 km); to upgrade and renovate the existing stations; and to build Lap Tau station in Tu Bong quarter and Van Gia station.

+ Waterway: To upgrade and renovate Hon Khoi port and Hyundai-Vinashin shipyard's port; to build an international container entrepot in Dam Mon, oil port and bonded depots in My Giang islet, and a tourist port in Dam Mon.

+ Land-road: To upgrade the sections of National Highway No. 1 into grade I-roads, apply measures to ensure traffic safety on road sections running through urban centers and population quarters; for National Highway No. 26 leading to Dak Lak province, to link National Highway No. 26b to National Highway No. 26 at Ninh Trung commune and upgrade such section to be up to grade II-road standard with the width of 58 m; to upgrade and renovate provincial roads 1B, 6 and 7 linking to Van Phong area; to build car terminals in Van Gia, Tu Bong, Ninh Hoa and Dam Mon.

- Intra-urban communications:

+ Main roads: There are two routes from National Highway No. 1 to Dam Mon, one used for cargo transport in service of ports, running in parallel with the railway section and the other used for tourism and travel by people in the east of the

cargo-transport route. The total road width is 100 m.

+ To upgrade Nguyen Hue road, the section from Van Gia township cutting the National Highway No. 1 at Van Tho commune with a road width of 26 m.

+ To upgrade Van Gia – Da Ban damp road section with a road width of 26 m; road to Ninh Hoa township with a road width of 30 m; and by-roads with a road width of 15-17 m.

b/ Water drainage:

- Water drainage direction: To prohibit the discharge of waste water to beaches, waste water must be treated to be up to standards before being discharged into the sea through prescribed discharge estuaries; rainwater shall be gathered into a system of conduits to rivers, springs and ditches leading to the sea.

- To use separate systems for draining rainwater and daily-life waste water.

c/ Water supply :

- Total water demand:

+ In urban centers: It shall be around 32,000 m³/day by 2010 and around 100,000 m³/day by 2020.

+ In rural areas: It shall be around 9,000 m³/day by 2010 and around 10,000 m³/day by 2020.

- Water sources:

+ To use the water sources from Hoa Son and Dong Dien Nam lakes for Van Gia township, Van Thang industry park, Tu Bong and Hon Gom new urban centers.

+ To use the underground water and water sources from Tien Du and Da Ban lakes for Ninh Thuy – Ninh Phuoc new urban centers and Ninh Hoa township.

d/ Electricity supply:

- Electricity sources: In the first phase, to build a double-circuit section for the existing Nha Trang – Tuy Hoa 110 kV power line; to build a 220 kV source station in Ninh Hoa district by 2020.

- Electricity-distribution grids: To use underground cable lines in urban centers and tourist resorts and aerial lines in suburban areas.

e/ Waste water drainage: To build solid waste-treating zones in Hoa Son mountain and Ninh An commune, Ninh Hoa district. To build and renovate Van Gia, Van Thang and Ninh Hoa cemeteries; to build and renovate a park-cemetery in Hon Vung.

f/ Environmental hygiene:

- To determine the separation belts to protect the environment for Hoa Son and Tien Du lakes and underground water-exploiting area in Hon Gom peninsula.

- Ships and boats traveling in the bay must be equipped with waste-picking and –treating devices. It is prohibited to discharge untreated waste into the bay.

- When building ports, it is necessary to equip oil-retaining devices and buoys and work out measures for coping with, and preventing oil spills.

- To organize teams in charge of managing and picking garbage in the sea. To build environment observation stations so as to oversee environmental developments in Van Phong bay area.

9. Projects to be given with construction investment priority in the first phase:

- The project on building an international container entrepot with a capacity of 0.5 million TEU.

- The project on building a road section linking National Highway No. 1 to Dam Mon and a railway section leading to the port.

- The project on building Hoa Son, Dong Dien Nam and Tien Du reservoirs.

- The project on building the 110 kV underground cable branch and the 110 kV station in Dam Mon;

- The project on building an oil-transshipment port of a capacity of 1.5-2 million tons.

- The project on building My Giang petrol and oil depot of a capacity of 0.5 million tons.

- The project on building Dam Mon international tourist port of a capacity of 1.0 million passengers/year.

- Service, post, telecommunications, trade and tourism projects, projects on planting re-generated forests and submerged forests, ect.

Article 2.- Implementation organization

- To assign the Ministry of Planning and Investment to assume the prime responsibility for, and coordinate with the People's Committee of Khanh Hoa province, the Ministry of Construction, the Ministry of Transport and concerned ministries and branches in, studying and submitting to the Prime Minister for consideration and decision the setting up of Van Phong economic zone as well as the promulgation of its operational regulation along the direction allowing Van Phong economic zone to enjoy preferential treatment policies prescribed for Chu Lai open economic zone and Dung Quat economic zone with particular mechanisms for international entrepots.

- To assign the Ministry of Transport:

+ To assume the prime responsibility for, and

coordinate with concerned ministries and branches and the People's Committee of Khanh Hoa in, studying and finalizing detailed planning on the international entrepots till 2010, with orientations towards 2020; making a report on the investment project on the international entrepots for submission to the Prime Minister for consideration and decision;

+ To assume the prime responsibility for, and coordinate with the Ministry of Planning and Investment in, calling for foreign potential investors to participate in the investment in, and exploitation of Van Phong bay international entrepots.

- To assign the Ministry of Agriculture and Rural Development to invest in the construction of Hoa Son, Dong Dien Nam and Tien Du reservoirs according to investment stages of Van Phong bay economic zone.

- To assign the Ministry of Trade to expertise and approve investment project on My Giang petrol and oil bonded depot.

- To assign the Ministry of Industry to invest in the construction of electricity networks according to investment stages of Van Phong bay economic zone.

- To assign the People's Committee of Khanh Hoa province to publicize and manage the planning on Van Phong bay economic zone according to law provisions.

Article 3.- This Decision replaces the Prime Minister's Decision No. 301/QD-TTg of April 22, 2002 approving the orientations for the general planning on Van Phong bay area, Khanh Hoa province, towards 2020.

This Decision takes effect 15 days after its publication in the Official Gazette.

The Ministers of Construction; Transport; Planning and Investment; Finance; Trade; Industry; and Agriculture and Rural Development; the General Director of Vietnam National Administration of Tourism; the heads of concerned agencies and the president of the People's Committee of Khanh Hoa province shall have to implement this Decision.

Prime Minister
PHAN VAN KHAI