

THE MINISTRY OF TRANSPORT

**DECISION No. 13/2008/QĐ-BGTVT OF
AUGUST 6, 2008, APPROVING
ADJUSTMENTS AND SUPPLEMENTS TO
THE MASTER PLAN ON DEVELOPMENT
OF VIETNAM'S INLAND WATERWAY
TRANSPORT UP TO 2020**

THE MINISTER OF TRANSPORT

Pursuant to the Government's Decree No. 51/2008/ND-CP of April 22, 2008, defining the functions, tasks, powers and organizational structure of the Ministry of Transport;

Pursuant to the Government's Decree No. 92/2006/ND-CP of September 7, 2006, on the formulation, evaluation, approval and management of socio-economic development master plans; and the Government's Decree No. 04/2008/ND-CP of January 11, 2008, amending and supplementing a number of articles of Decree No. 92/2006/ND-CP;

Pursuant to the Prime Minister's Decision No. 16/2000/QĐ-TTg of February 3, 2000, approving the master plan on development of Vietnam's riverway transport up to 2020;

Pursuant to the Government Office's Document No. 6106/NPCP-CN of October 25, 2007, authorizing the Minister of Transport to evaluate and approve according to current regulations the adjustments and supplements to the master plan on development of Vietnam's riverway transport up to 2020;

Considering Vietnam Inland Waterway Administration's Report No. 834/TTr-CDS of June 25, 2008, concerning the approval of adjustments and supplements to the master plan on development of Vietnam's inland waterway transport up to 2020;

At the proposal of the director of the Planning and Investment Department,

DECIDES:

Article 1.- To approve adjustments and supplements to the master plan on development of Vietnam's inland waterway transport up to 2020, with the following principal contents:

I. Viewpoints and objectives for the development of Vietnam's inland waterway transport up to 2020

1. Development viewpoints

- To make the best use of natural conditions and, at the same time, make planned intensive investment in order to take full advantage of inland waterway transport (transport of cargo in bulk, extra-long and extra-heavy cargo with low freight, minimizing environmental pollution) for the development of inland waterway transport to meet socio-economic development and international economic integration requirements and ensure sustainable development.

- To develop in a coordinated manner waterway transport in terms of channels, routes, ports, wharves, loading and unloading equipment, means of transport and managerial capacity so as to meet the requirements on cargo and passenger transport with safety, increasingly improved

quality and at reasonable freight and fare rates.

- To invest in inland waterway infrastructure linked with other transport networks in order to form a continuous and smooth transport system. To combine the development of inland waterway transport with other sectors such as irrigation, hydropower, etc.

- To develop a fleet of new ships and a rational structure suitable to waterway channels, ensuring transport safety.

- To diversify sources of investment capital for inland waterway infrastructure development. The State will invest in renovating, upgrading and maintaining waterway channels and routes and, together with enterprises, invest in important key ports.

2. Development objectives

- Transport:

To meet social requirements on high-quality and competitive transport services at reasonable freight and fare rates; to expand some new transport routes such as coastal, international, container and LASH routes. To develop a fleet of new ships (with an average age of 5-7 years) and a rational structure (pulling and propelling ships: 30-35%; self-propelled ships: 65-70%); the fleet's total tonnage will be 12 million tons.

- Infrastructure:

To extend the length of managed and operated inland waterways; to ensure the same level of navigation in some major waterway channels and routes; to modernize the signaling system; to build canals for river sections crossing big urban centers. To modernize some major ports in key economic zones and special-purpose ports; to increase the

rate of mechanized loading and unloading in local ports; to build some passenger ports and wharves.

- Building of new inland waterway vessels:

To develop shipyards in the northern delta and Mekong River delta regions which will be capable of building and repairing all inland waterway vessels.

II. Principal contents of the master plan

1. Transport development planning (see Appendix 1):

- The annual cargo transport growth rate will be 6.73-7.02% on average in tons and 7.02-9.6% in ton-kilometers; 6.93-8.32% in passengers and 8.3-11% in passenger-kilometers. Specifically, by 2020, 190-210 million tons of cargo will be handled and 530-540 million passengers transported.

- Transport fleet: By 2020, there will be 12 million tons of crafts and one million passenger seats, with self-propelled ships accounting for 65% and pulling and propelling ships, 35%.

+ On northern waterway routes: Pulling and propelling ships: 1,200-1,600 tons; self-propelled ships: d"500 tons; riverway-cum-seaway ships: 1,000-2,000 tons; a normal-speed passenger ship will have 50-120 seats; and an express passenger ship will have 50-90 seats.

+ On Mekong River delta routes: Pulling and propelling ships: 600-1,200 tons; self-propelled ships: d"500 tons; riverway-cum-seaway ships: 1,000-2,000 tons; a normal-speed passenger ship will have 50-120 seats; and an express passenger ship will have 30-120 seats.

2. Infrastructure development planning

a/ Channels and routes:

On the basis of the routes specified in Decision No. 16/2000/QĐ-TTg of February 3, 2000, to supplement the planning on some routes and adjust technical parameters and grades of the following routes:

In the northern region (see Appendix 2):

To adjust the planning on 5 routes: Cua Day-Ninh Binh, Lach Giang-Hanoi, Quang Ninh-Ninh Binh (through Dao river, Hai Phong), Quang Ninh-Hai Phong-Hanoi (through Duong river), and Quang Ninh-Pha Lai.

- To supplement the planning on 7 routes: Quang Ninh-Ninh Binh through Lach Tray Estuary (in order to reduce cargo volumes transported through Dao river, Hai Phong); Hanoi-Viet Tri-Lao Cai; Viet Tri-Tuyen Quang-Na Hang, Hong Da T-junction-Hoa Binh port; Pha Lai-Da Phuc; Pha Lai-A Lu; and Ninh Binh-Thanh Hoa.

In the southern region (see Appendix 3):

To adjust the planning on 4 routes: Cua Tieu-Cambodia, Dinh An Estuary-Tan Chau, Sai Gon-Ca Mau (through Xa No canal), and Sai Gon-Kien Luong (through Lap Vo canal).

To supplement the planning on 10 routes: Sai Gon-Ca Mau (coastal); Sai Gon-Kien Luong (crossing Dong Thap Muoi and Long Xuyen Quadrangle); Sai Gon-Ben Suc; Sai Gon-Ben Keo; Sai Gon-Moc Hoa; Moc Hoa-Ha Tien; Sai Gon-Hieu Liem; Phuoc Xuyen Canal -Canal 28; Rach Gia-Ca Mau; and Vung Tau-Thi Vai-Mekong River delta.

In Central Vietnam (see Appendix 4):

To supplement the planning on 10 routes: Lach Trao-Ham Rong, Lach Sung-Len Bridge, Cua

Hoi-Ben Thuy-Do Luong, Cua Sot-Nghen Bridge, Cua Gianh-Quang Truong, Nhat Le Estuary-Long Dai Bridge, Cua Viet-Dap Tran (Spillway), Thuan An-Tuan T-junction, Hoi An-Cua Dai-Cu Lao Tram, and Ky Ha-Cua Han (coastal).

c/ Ports and wharves:

In the northern region (see Appendix 5):

- Cargo ports: To adjust the size of 7 ports and supplement the planning on 34 ports, including 5 new ports.

- Passenger ports: To adjust the size of 2 ports and supplement the planning on 4 ports.

- In the Hanoi region: To study the transformation of Hanoi port into the one serving tourism in combination with clean cargo loading and unloading. To turn Phu Dong port into the one specialized in container loading and unloading. In the Nam Dinh region, Nam Dinh port will be transformed into a passenger and clean cargo port; the cargo loading and unloading port will be relocated to a suitable place.

In the southern region (see Appendix 6):

- Cao Lanh, My Thoi and Vinh Long ports were approved by the Prime Minister in Decision No. 1024/2005/QĐ TTg on seaport group No. 6 (which are not included in the list of inland waterway ports under this master plan).

- To supplement the planning on 26 cargo ports, including 5 new ones, and 15 passenger ports.

In Central Vietnam (see Appendix 7):

To supplement the planning on 6 cargo ports, including one new port.

3. Total capital required for infrastructure

investment (see Appendix 8)

a/ The total capital required for the development of inland waterway transport infrastructure until 2010 and during 2011-2020 is estimated at VND 36,780 billion;

b/ List and order of priority projects (see Appendix 9).

4. Major solutions and policies

a/ Infrastructure development investment policies:

- The State will invest in renovating, upgrading and maintaining waterway channels and routes and developing major ports in important areas in order to ensure the proactive operation of the system of inland waterway ports for socio-economic development.

- The State encourages and facilitates domestic and foreign organizations and individuals to invest capital in building works on waterway transport routes and ports under the approved master plan in the form of BOT contract or joint venture according to current regulations.

- For state budget-funded new ports and wharves, the State will gradually allow enterprises to hire infrastructure for commercial operation, and recover part of investment capital.

b/ Transport development policies:

- The State encourages different economic sectors to provide transport services. State enterprises will hold only 10-15% of the market share in order to play their pivotal role, concentrating on major commodity items.

- To further specify such specialized laws as the Law on Cooperatives and the Law on Enterprises for promoting production and creating

a healthy competitive environment in transport activities, first of all a model charter for transport cooperatives.

c/ Human resource development policies:

- To intensify investment in specialized training institutions and enable them to keep up with the transport sector's development, acquire and apply modern training sciences and technologies to meet the country's development and international economic integration requirements.

- To adjust in an appropriate manner training durations and contents at each level, especially for professional certificates of shipmasters, chief engineers and specialized technical managers.

- To formulate criteria for state management titles.

- To provide basic and advanced training for managers who have not yet obtained professional qualifications as required.

d/ Renewal of specialized state management organization:

- To reorganize the structure of the Vietnam Inland Waterway Administration according to the Law on Inland Waterway Transport as an agency performing specialized state management nationwide.

- On the basis of reviewing, assessing and drawing experience in the pilot equitization of riverway management sections, to study and propose suitable models, mechanisms and policies applicable to the remaining riverway management sections.

- To increase the number of port authorities for managing centrally managed transport routes. The number of port authorities must suit geographical characteristics and operation of

regional ports and wharves. In parallel with their reorganization, to pay attention to financial mechanisms applicable to port authorities.

- To increase inspection forces to reach each inspector's management norms based on the length of rivers and canals. To apply packaged staff and finance mechanisms in and, at the same time, define specific tasks of waterway inspectorates in order to avoid overlapping the functions and tasks of waterway police and registry offices.

Article 2.- Organization of management and implementation of the master plan

1. Ministries, branches and provincial/municipal People's Committees shall, within the ambit of their functions, tasks and powers, coordinate with the Ministry of Transport in implementing the objectives of the master plan on inland waterway transport development, ensuring uniformity and synchrony with the implementation of socio-economic development plans of branches and localities.

2. Management of the master plan

- The Ministry of Transport shall decide the adjustment of ports under the master plan. In case the adjustment or supplementation of the master plan is proposed by investors and provincial-level People's Committees based on their actual conditions, Vietnam Inland Waterway Administration shall submit such adjustment or supplementation proposal to the Ministry for consideration and approval according to its competence to meet socio-economic development requirements.

- The Vietnam Inland Waterway Administration is responsible before the Minister of Transport for managing the master plan and coordinating with local functional agencies in organizing the implementation of the approved master plan.

- Investments in renovating, upgrading or building inland waterway channels and routes as well as ports and wharves must suit the approved master plan and comply with investment and construction management regulations.

- Before approving their local inland waterway transport development plannings, People's Committees of provinces and cities shall reach agreement with the Vietnam Inland Waterway Administration in order to avoid overlapped investment and ensure uniformity from the central to local levels.

- The building of river-spanning works and irrigation works on waterway transport routes such as road and railway bridges, power grids, water-partition and -taking sluices, etc., must be consulted with the Vietnam Inland Waterway Administration in order to ensure the suitability of their works' sizes to inland waterway grades under planning.

Article 3.- This Decision takes effect 15 days after its publication in "CONG BAO."

Article 4.- The director of the Ministry's Office, the director of the Planning and Investment Department, the director of the Vietnam Inland Waterway Administration and heads of concerned units shall implement this Decision.

Minister of Transport
HO NGHIA DUNG

Appendix 1

TRANSPORT CRITERIA

*(Attached to the Transport Minister's Decision No. 13/2008/QĐ-BGTVT of August 6, 2008)***Inland waterway transport and circulation volume**
(including domestic and international transport)

Items	Unit of calculation	Under Decision No. 16/2000/QĐ-TTg		Implemented in 2006	Adjustment, supplementation	
		2010	2020		2010	2020
Transport volume						
1. Cargo	10 ⁶ tons	62~80	120~160	67.9	90~100	190~210
2. Passenger	10 ⁶ passengers	280	480	178.7	240~250	530~540
Circulation volume						
1. Cargo	10 ⁶ tons.km	7,500	15,500	5,900	9,500	19,000-21,000
2. Passenger	10 ⁶ passengers.km	4,200	8,160	3,600	5,750	16,000-17,000

Inland waterway transport and circulation volume*(Based on general forecasts under the project on additional adjustments to Vietnam's transport development strategy up to 2020)*

No.	Criteria	Unit of calculation	Implemented in 2005	2010 forecast	2020 forecast
I	Cargo				
1	Transport volume	million tons	62.9	87.1	171.7
	Growth rate	%/year		6.73	7.02
	Realizable percentage	%	21.1	19.2	17
2	Circulation volume	million tons.km	5,510	8,711	17,167
	Growth rate	%/year		9.6	7.02
	Realizable percentage	%	18.5	17.6	14

II	Passenger				
1	Transport volume	million passengers	171.3	239.3	532.3
	Growth rate	%/year		6.93	8.32
	Realizable percentage	%	13.3	11.3	7.8
2	Circulation volume	million passengers.km	3,390	5,486	15,619
	Growth rate	%/year		8.3	11
	Realizable percentage	%	7.1	7	6.4

Appendix 2

**ADJUSTMENT AND SUPPLEMENTATION OF THE PLANNING ON
MAJOR WATERWAY CHANNELS AND ROUTES IN THE NORTHERN
REGION UP TO 2020**

(Attached to the Transport Minister's Decision No. 13/2008/QĐ-BGTVT of August 6, 2008)

No.	Names of routes	Under Decision No. 16/2000/QĐ-TTg			Adjustment, supplementation		
		Technical grade	B (m)	H (m)	Technical grade	B (m)	H (m)
I.	To be-adjusted routes						
1	Cua Day-Ninh Binh	I	60	3.6	I	70	>3
2	Lach Giang-Hanoi	I	60	3.6	I	70	>3
3	Quang Ninh-Ninh Binh						
-	Through Dao river, Hai Phong	II	50	2.5	III	50	> 1.5
4	Quang Ninh, Hai Phong-Hanoi (through Duong river)	II	50	2.5	II	70	> 2
5	Quang Ninh-Pha Lai	II	50	2.5	II	70	> 2
II	To be-built routes						
1	Quang Ninh-Ninh Binh						
-	Through Lach Tray Estuary				II	70	> 2
2	Hanoi-Viet Tri-Lao Cai						
-	Hanoi-Viet Tri				II	70	> 2
-	Viet Tri-Yen Bai				III	50	> 1.5

-	Yen Bai-Lao Cai (grade III, in case of building dry locks)				IV (III)	30 (50)	> 1.2 (1.5)
3	Viet Tri-Tuyen Quang-Na Hang						
-	Viet Tri-Tuyen Quang				III	50	> 1.5
-	Tuyen Quang-Na Hang				IV-V	30	> 1.2
4	Da river's hydropower dam downstream section (Hong Da T-junction-Hoa Binh port)				III	50	> 1.5
5	Pha Lai-Da Phuc				III	50	> 1.5
6	Pha Lai-A Lu				III	50	> 1.5
7	Ninh Binh-Thanh Hoa				III-IV	30-50	> 1.2

Appendix 3

ADJUSTMENT AND SUPPLEMENTATION OF THE PLANNING ON MAJOR WATERWAY CHANNELS AND ROUTES IN THE SOUTHERN REGION UP TO 2020

(Attached to the Transport Minister's Decision No. 13/2008/QĐ-BGTVT of August 6, 2008)

No.	Names of routes	Under Decision No. 16/2000/QĐ-TTg			Adjustment, supplementation		
		Technical grade	B (m)	H (m)	Technical grade	B (m)	H (m)
I	To be-adjusted routes						
1	Cua Tieu-Cambodia	I	100	4-6	I	> 90	> 7
2	Dinh An Estuary-Tan Chau	I	100	4-6	I	> 90	> 7
3	Sai Gon-Ca Mau (through Xa No canal)	III	30	3	III	30-40	> 2.5
4	Sai Gon-Kien Luong (through Lap Vo canal)	III	30	3	III	30-40	> 2.5
II	To be-built routes						
1	Sai Gon-Ca Mau (coastal)				III	30-40	> 2.5
2	Sai Gon-Kien Luong (Thap Muoi canal)				III	30	> 2.5

3	Sai Gon-Ben Suc (Sai Gon river)				III	50-70	> 1.5
4	Sai Gon-Ben Keo (Vam Co Dong river)				III	50-70	> 1.5
5	Sai Gon-Moc Hoa (Vam Co Tay river)				III	50-70	> 1.5
6	Moc Hoa-Ha Tien				IV	20-30	> 2
7	Sai Gon-Hieu Liem (Dong Nai river)				III	50-70	> 1.5
8	Phuoc Xuyen Canal-Canal 28				III	20-30	> 2
9	Rach Gia-Ca Mau				III	50-70	> 1.5
10	Vung Tau - Thi Vai - Mekong River delta						
-	Vung Tau-Thi Vai				I	> 90	> 7
-	Thi Vai - Mekong River delta provinces				III	50-70	> 1.5

Appendix 4

SUPPLEMENTATION OF THE PLANNING ON MAJOR WATERWAY CHANNELS AND ROUTES IN CENTRAL VIETNAM UP TO 2020

(Attached to the Transport Minister's Decision No. 13/2008/QĐ-BGTVT of August 6, 2008)

No.	Names of routes	Under Decision No. 16/2000/QĐ-TTg			Supplementation		
		Technical grade	B (m)	II (m)	Technical grade	B(m)	II (m)
1	Ma river: Lach Trao-Ham Rong				II	50-70	> 2
2	Len river: Lach Sung-Len Bridge				III	50-70	> 2
3	Lam river						
-	Cua Hoi-Ben Thuy				II	70-90	> 2.5
-	Ben Thuy-Do Luong				III	50-70	> 2
4	Nghen river: Cua Sot-Nghen Bridge				III	50-70	> 2

5	Gianh river: Cua Gianh- Quang Truong (square)				II	70-90	> 2.5
6	Nhat Le river: Nhat Le Estuary-Long Dai bridge				III	50-70	> 2
7	Thach Han river: Cua Viet-Dap Tran (spillway)				III	50-70	> 1.5
8	Huong river: Thuan An - Tuan T-junction				III	50-70	> 1.5
9	Thu Bon river (extended):						
-	Hoi An-Cua Dai				III	50-70	> 2
-	Cua Dai-Cu Lao Cham				I	> 90	> 3
10	Ky Ha Estuary-Cua Han (coastal)						
-	Truong Giang river: Ky Ha Estuary-Hoi An				III	50-70	> 2
-	Thu Bon river: Hoi An - Vinh Dien T-junction				III	50-70	> 1.5
	- Vinh Dien river, Han river: Vinh Dien T- junction - Cua Han				III	50-70	> 1.5

Appendix 5

ADJUSTMENT AND SUPPLEMENTATION OF THE PLANNING ON SEAPORTS IN THE NORTHERN REGION UP TO 2020

(Attached to the Transport Minister's Decision No. 13/2008/OD-BGTVT of August 6, 2008)

No.	Name of port	Province/ city	Under Decision No. 16/2000/QĐ- TTg		Under Decision No. 323/QĐ- BGTVT		Adjustment, supplementation	
			Maximum tonnage	Capacity	Maximum tonnage	Capacity	Maximum tonnage	Capacity
I	Cargo ports		(T)	10 ³ tons/ year	(T)	10 ³ tons/ year	(T)	10 ³ tons/year

a	Adjustment of the size of some ports							
1	Hanoi port	Hanoi		2,500	1,000	1,200	1,000	500
2	Khuyen Luong port	Hanoi			1,000	1,225	1,000	1,680
3	Viet Tri port	Phu Tho		1,230	400	1,250	600	2,500-3,000
4	Ninh Binh port	Ninh Binh		2,500	1,000	1,570	1,000	2,500
5	Ninh Phuc port	Ninh Binh			1,000	2,430	3,000	
6	Hoa Binh port	Hoa Binh		550	200	550	300	550
7	Da Phuc port	Thai Nguyen		200	400	300	300	700
b	Supplementat ion of the planning on ports							
1	Phu Dong port	Hanoi			400	2,300	600	1,100
2	Chem port	Hanoi			400	400	400	400
3	North Hanoi port (new)	Hanoi			1,000	4,500	400	2,000
4	Chu Phan port	Vinh Phuc			200	510	200	800
5	Duc Bac port	Vinh Phuc					200	500
6	Vinh Thinh port	Vinh Phuc					400	500
7	Nhu Thuy port	Vinh Phuc					400	500
8	Hung Yen port	Hung Yen					1,000	350
9	Trieu Duong port	Hung Yen			150	200	400	300
10	Me So port	Hung Yen					1,000	350
11	Son Tay port	Ha Tay			300	400	300	400
12	Hong Van port	Ha Tay			400	350	400	300

13	Nam Dinh port (new)	Nam Dinh			400	350	1,000	1,000
14	Tan De port (new)	Thai Binh			1,000	250	1,000	200
15	Thai Binh port	Thai Binh					500	500
16	Nhu Trac port (new)	Ha Nam					600	200
17	Cau Yen port	Ninh Binh					400	200
18	Dap Cau port	Bac Ninh			200	500	200	500
19	A Lu port	Bac Giang			200	650	200	600
20	Duc Long port	Bac Ninh					200	300
21	Ben Ho port	Bac Ninh					200	300
22	Kenh Vang port	Bac Ninh					200	300
23	Cong Cau port	Hai Duong			600	460	600	500
24	So Dau port	Hai Phong			600	1,500	600	1,500
25	Luc Cau port (new)	Lao Cai					200	120
26	Van Phu port	Yen Bai			200	150	200	200
27	Ngoc Thap port	Phu Tho					200	150
28	An Dao port	Phu Tho					200	800
29	Tuyen Quang port	Tuyen Quang			200	200	200	300
30	Ta Bu port	Son La			200	150	200	200
31	Ta Hoc port	Son La			200	200	200	200
32	Van Yen port	Son La			200	200	200	150
33	Ba Cap port	Hoa Binh					200	250
34	Ben Ngoc port	Hoa Binh					200	300
II	Passenger ports		Seat	10 ³ passengers/year	Seat	10 ³ passengers/year	Seat	10 ³ passengers/year

a	Adjustment of the size of some ports							
1	Hanoi port	Hanoi			100	1,000	100	322
2	Hai Phong port	Hai Phong			150		150-200	500
b	Supplementation of the planning on ports							
1	Hung Yen port	Hung Yen					100	100
2	Thai Binh port	Thai Binh					150-200	100
3	Cat Ba port	Quang Ninh					150-200	200
4	Ha Long port	Quang Ninh					150-200	400

Appendix 6

ADJUSTMENT AND SUPPLEMENTATION OF THE PLANNING ON SEAPORTS IN THE SOUTHERN REGION UP TO 2020

(Attached to the Transport Minister's Decision No. 13/2008/QĐ-BGTVT of August 6, 2008)

No.	Name of port	Province/city	Under Decision No. 2949/QĐ-BGTVT		Adjustment, supplementation	
			Maximum tonnage	Capacity	Maximum tonnage	Capacity
I	Cargo ports		(ton)	(10 ³ tons/year)	(ton)	(10 ³ tons/year)
1	Phu Dinh port	Ho Chi Minh City			3,000	500
2	Nhon Duc port	Ho Chi Minh City			3,000	500

3	Long Binh port	Ho Chi Minh City			2,000	500
4	TRACOMECO port	Dong Nai			5,000	1,000
5	Nhon Trach port	Dong Nai			5,000	1,000
6	Tin Nghia port	Dong Nai			5,000	2,000
7	Ha Duc port	Dong Nai			5,000	1,500
8	Ba Lua port	Binh Duong			1,000	500
9	Ben Suc port	Binh Duong			1,000	500
10	Binh Duong port	Binh Duong			5,000	2,000
11	Ba Ria port	Ba Ria-Vung Tau			2,000	500
12	Ben Keo port	Tay Ninh			500	300
13	Tan An port (new)	Long An		1,000	500	500
14	Long Duc port	Tra Vinh		8,000	1,000	400
15	Giao Long port	Ben tre		400	1,000	300
16	An Phuoc port	Vinh Long			1,000	300
17	Long Hung port	Soc Trang			300	300
18	Nga Nam port	Soc Trang			300	300
19	Cai Con port	Soc Trang			300	300
20	Vi Thanh port (new)	Hau Giang			500	500
21	Tan Chau port (new)	An Giang		1,200	500-2,000	500
22	Binh Long port	An Giang		800	1,000	3,000
23	Tac Cau port	Kien Giang		1,000	1,000	400
24	Ho Phong port (new)	Bac Lieu		600	1,000	500
25	Bac Lieu port	Bac Lieu			400	200
26	Ong Doc port (new)	Ca Mau		500	1,000	400
II	Passenger ports		Seat	10 ³ passengers/year	Seat	10 ³ passengers/year

1	Cau Da port	Ba Ria-Vung Tau		0	250	800
2	Tat An port	Long An		6,500	100	800
3	My Tho port	Tien Giang		2,380	100	1,500
4	Cao Lanh port	Dong Thap		2,910	100	1,000
5	Tra Vinh port	Tra Vinh		1,280	100	800
6	Vinh Long port	Vinh Long		3,200	100	1,000
7	Ben Tre port	Ben Tre		2,500	100	2,000
8	Long Xuyen port	An Giang		5,100	100	800
9	Chau Doc port	An Giang		4,200	100	800
10	Rach Gia port	Kien Giang		3,500	100	800
11	Ha Tien port	Kien Giang		2,500	100	500
12	Soc Trang port	Soc Trang			100	1,500
13	Ca Mau port	Ca Mau		5,700	100	4,000
14	Nam Can port	Ca Mau		2,800	100	1,500
15	Ong Doc port	Ca Mau		2,050	100	1,500

Appendix 7

**SUPPLEMENTATION OF THE PLANNING ON PORTS
IN CENTRAL VIETNAM UP TO 2020**

*(Attached to the Transport Minister's Decision No. 13/2008/QĐ-BGTVT
of August 6, 2008)*

No.	Name of port	Province/city	Under Decision No. 16/2000/QĐ-TTg		Supplementation	
			Maximum tonnage	Capacity	Maximum tonnage	Capacity
	Cargo ports		(ton)	(10 ³ tons/year)	(ton)	(10 ³ tons/year)
1	Do Len port	Thanh Hoa			1,000	1,000
2	Ho Do port (new)	Ha Tinh			400	1,000

3	Quang Phuc port	Quang Binh			1,000	600
4	Quang Thuan port	Quang Binh			1,000	500
5	Dong Ha port	Quang Tri			1,000	200
6	Hoi An port	Quang Nam			300	1,000

Appendix 8

INVESTMENT CAPITAL REQUIRED FROM NOW TO 2020

(Attached to the Transport Minister's Decision No. 13/2008/QĐ-BGTVT of August 6, 2008)

Unit of calculation: VND billion

No.	Items	Investment capital	Of which		Capital sources
			From now to 2010	2011-2020	
1	Infrastructure	36,780	7,030	29,750	State budget, ODA, enterprises' capital, other sources
1	Waterway channels and routes	29,580	5,080	24,500	State budget, ODA
-	Building and upgrading	23,880	3,880	20,000	
-	Maintenance	5,700	1,200	4,500	
2	Ports and wharves	7,200	1,950	5,250	State budget, enterprises' capital
II	Crafts	36,300	9,300	27,000	Enterprises' capital, other sources
III	River-going ship building and repair	270	70	200	Enterprises' capital, other sources
	Total	73,350	16,400	56,950	

Appendix 9

PRIORITY PROJECTS FROM NOW TO 2020

*(Attached to the Transport Minister's Decision No. 13/2008/QĐ-BGTVT of
August 6, 2008)*

No.	Name of project	Note
A	From now to 2015	
1	Upgrading of Cho Gao Canal route	
2	Development of transport infrastructure of Mekong River delta (using World Bank loans)	
3	Development of transport in the northern delta region (using World Bank loans)	
4	Viet Tri-Tuyen Quang waterway transport route	
5	Viet Tri-Lao Cai waterway transport route	
6	Ham Luong river transport route	
7	Improvement of management infrastructure of inland waterway port authorities and inland waterway transport inspectorates	
8	Investment in and upgrading of vocational training and human resource development institutions	
B	From now to 2020	
1	Renovation of waterway transport, the Hanoi region's Red River section	
2	Dong Nai river transport route	
3	Improvement and upgrading of the system of major ports	
4	An inland waterway search, rescue and environment center	
5	Investment in and upgrading of some ports within key economic zones and urban areas	