

Inland shipping development in Vietnam

December 2010

Vietnam Inland Waterway Administration (VIWA)

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North branch

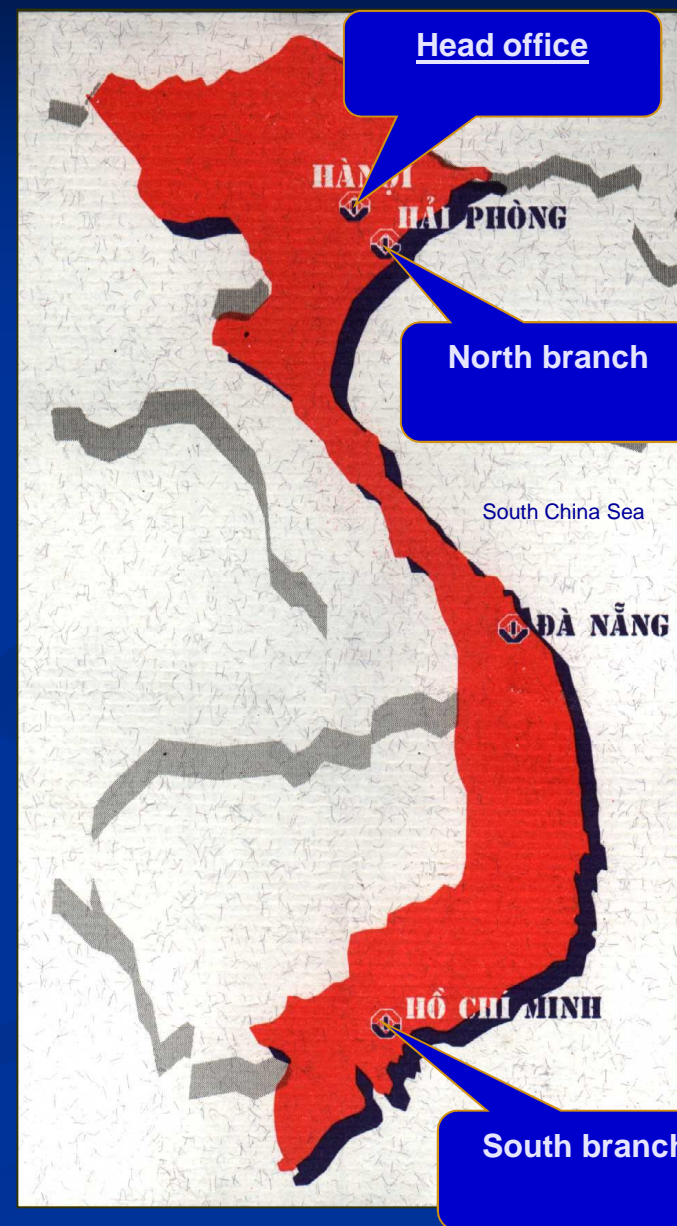
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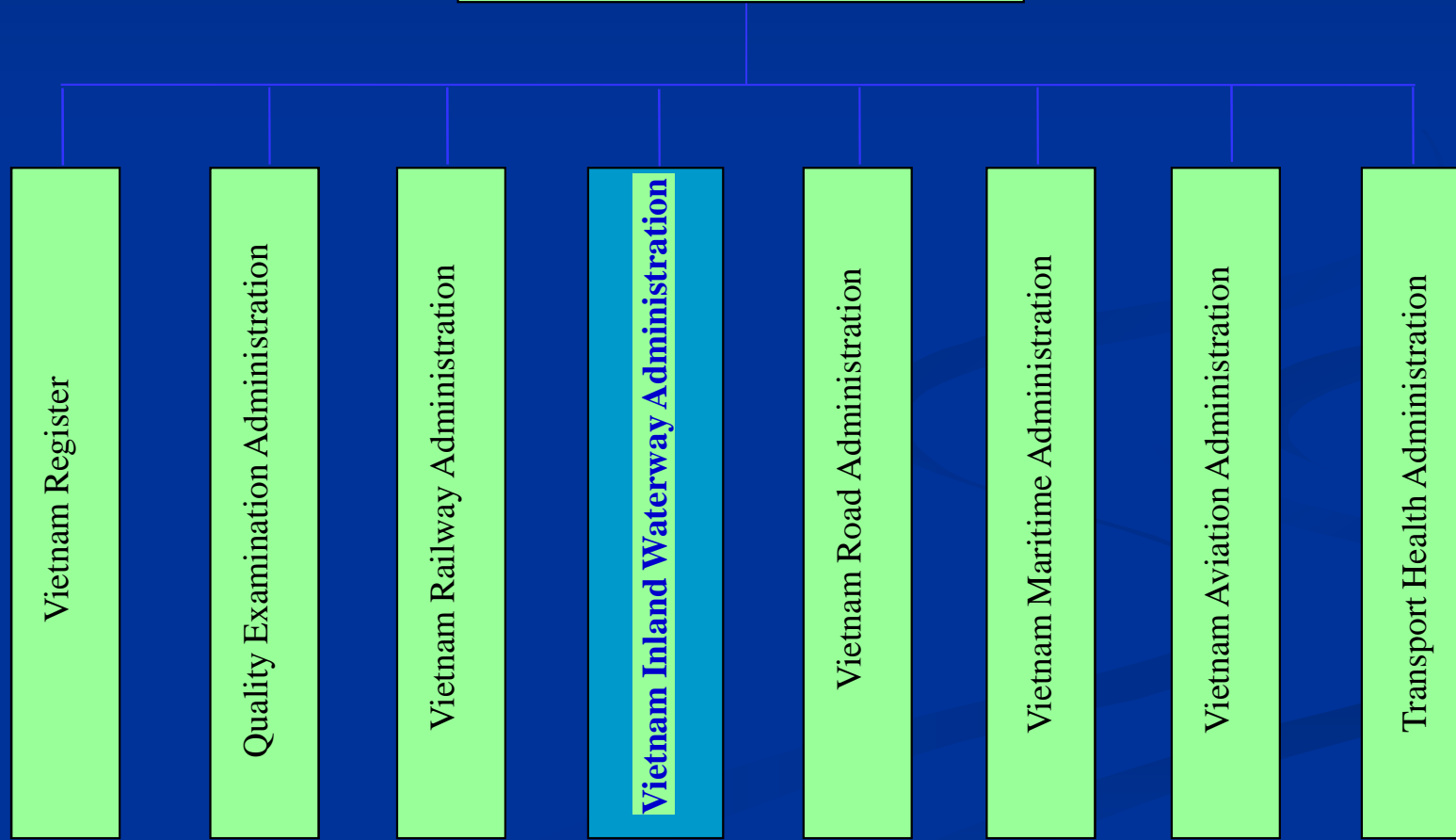
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Ministry of Transport of Vietnam

MINISTRY OF TRANSPORT



VIWA responsibilities

- To develop strategy, master plan and development plan of inland waterway transportation in the whole country, laws, policies, systems, normalizes and regulations of inland waterway management; to issue standards and criteria of technical and economical specialization of VIWA and implementation guidance.
- Develop and manage Inland Waterway Infrastructure
- Develop strategy to manage inland waterway fleets
- Training and certificating inland waterway vessel operators
- Traffic safety issues
- Support inland waterway users
- To organize the research for applying advanced technology in waterway section.

LAWS AND REGULATIONS

International Law

- 1995 Agreement on the Cooperation for the Sustainable Development of the Mekong River Basin
- Agreement on the transit of goods between The Government of the Kingdom of Cambodia and the Government of The Socialist Republic of Vietnam (signed 2000)
- Agreement on Waterways Transport between Cambodia and Vietnam (signed December 2009).

National Law and Regulations

- Vietnamese Inland Waterway Law (effected since January 1st 2005)
- Vietnamese Maritime Code (effected since January 1st 2006)

AIDS TO NAVIGATION

Maritime and inland waterway aids to navigation systems

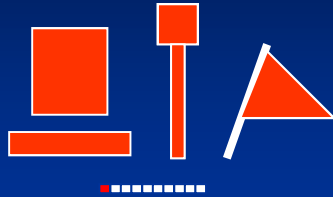
- For sea approaches and estuaries navigable for sea-going vessels: adopted IALA Maritime Buoyage System, region A
- For rivers and canals: Vietnamese System based on International (IALA) and European (SIGNI) System, harmonized for the Mekong lower basin countries

MAIN INLAND WATERWAY AIDS TO NAVIGATION

LATERAL MAIN CHANNEL BUOYS

Indication of the safe limits of the main navigable channel

A1.1 Right bank side



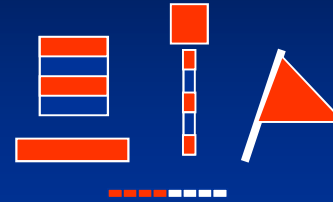
A1.2 left bank side



A1. LATERAL SECONDARY CHANNEL BUOYS

Indication of the safe limits of the secondary navigable channel

A2.1 Right bank side

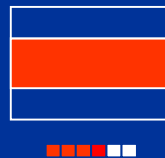


A2.2 Left bank side



A3 Indication of the channel relation to the bank

A3.1 Right bank side



A3.2 left bank side



A4 PORT ENTRANCE

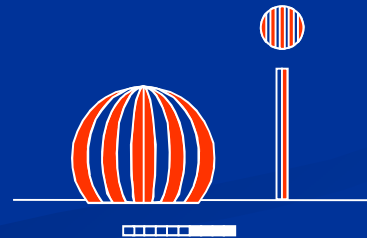
Right bank side



A4.2 Left bank side



A5 MID CHANNEL BUOYS



CROSS-OVER MARKS

A5.1 Right bank side



A5.2 left bank side



A5.1 Right bank side



A5.2 left bank side



ORIENTATION MARKS

A5.1 Right bank side

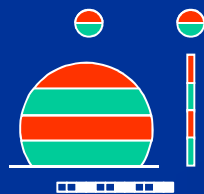


A5.2 left bank side

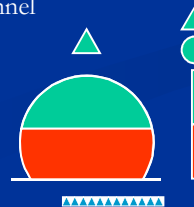


TWO WAY BIFURCATION BUOYS

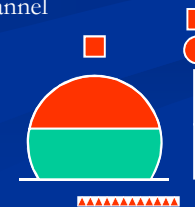
Two channels are equal



main channel is the right channel



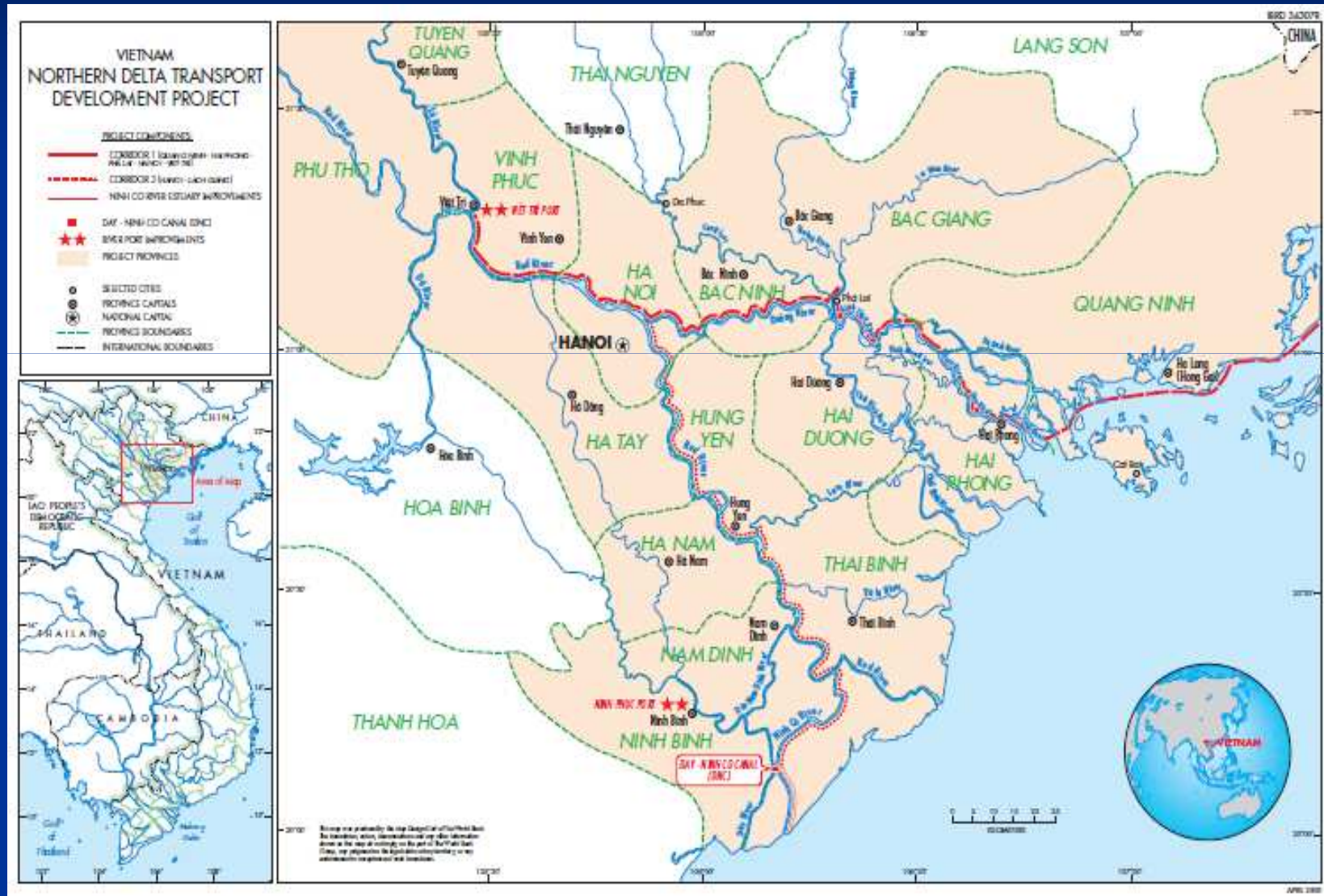
main channel is the left channel



Country map



River Network and Management in the North



River condition in the North

- System are mainly for domestic transport activites
- Rivers and channels are used as it natural condition (LAD: 2.5 m)
- Rivers are quite sloopy
- Dry season: not enough water (lowest 1m)
- Flood season: high velocity
- The standards of rivers and channels are different from areas
- Low air clearance
- Areas are not connected

Port



Port and pier current status

- No plan for port development in the Northern area for along time
- A large number of small ports and landing stages
- The ports are too close
- Low technology
- Warehouse and stocking areas are in bad condition
- Out of date handling facilities
- Port capacity can not accommodate large vessels

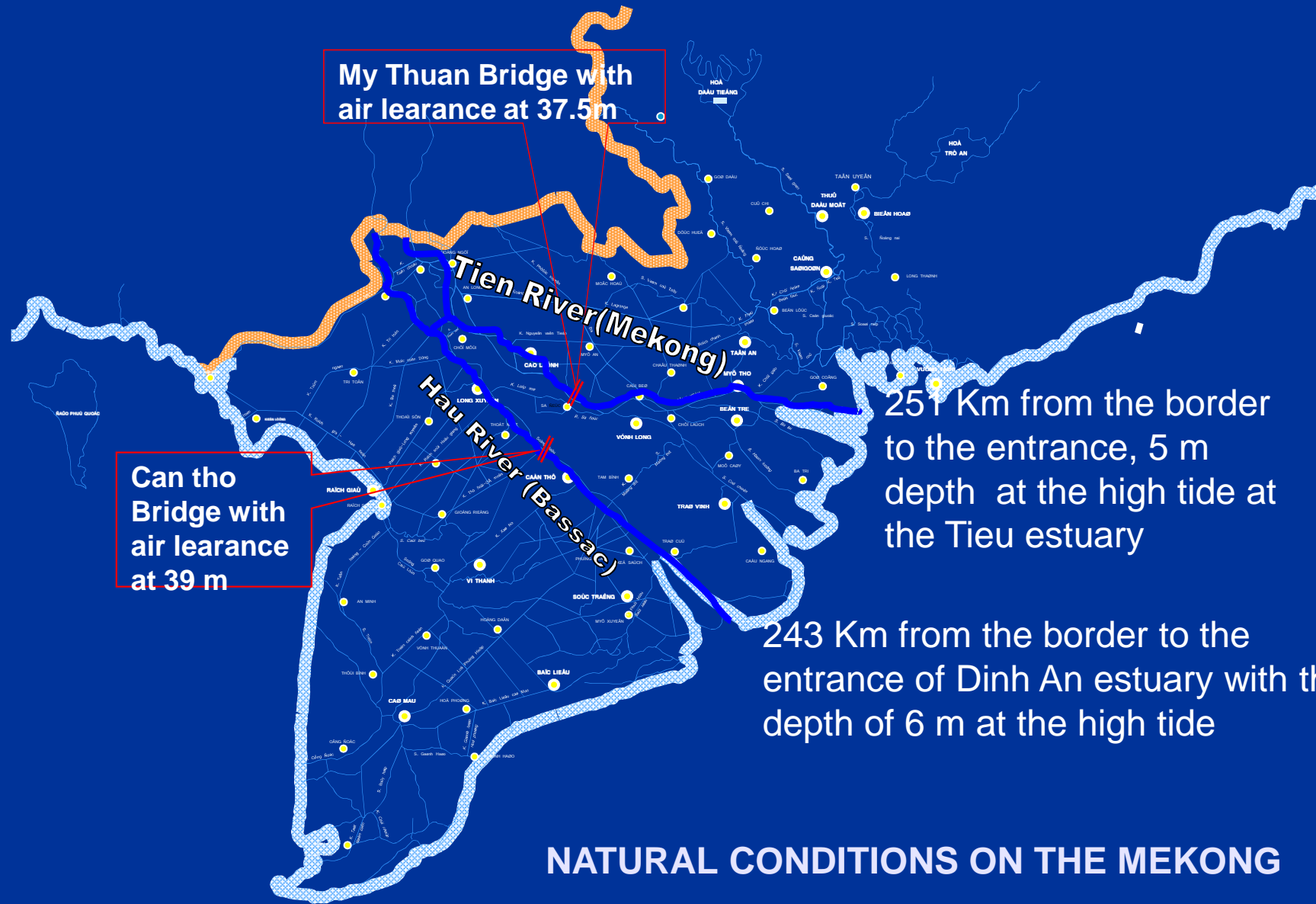
Mekong river condition

- The Mekong and the Bassac river are the major cargo transport routes, not only on the country but also to Phnom Penh, Cambodia
- Those two river system are connected by a large number of channels and canals, linking the livelihood in the areas.
- There are 15 estuaries along the coastal area from Tien Giang to Ha Tien with the length of the rivers up to 1.200 km. Up to now only 7 estuaries are used for navigation. It is necessary to have study plan for the others.

Mekong river condition

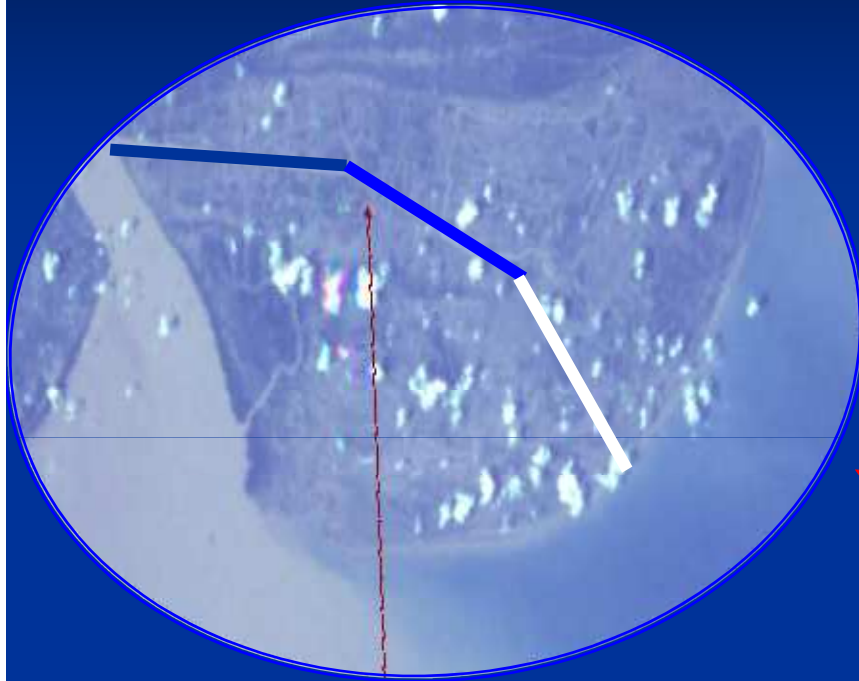
The natural advantages

- The rivers are deep and wide, the slope is minor, the river bed is quite stable. The depth is 2.5 - 3m. Some sections have the LAD of 5 - 6 m that can accommodate sea vessels of 5000 DWT.
- The channels are straight, LAD is 1.5 - 3.5m
- Dinh An estuary of the Bassac river is not stable and maintenance works need to be carried out regularly
- The direction of the flow of the rivers is North West - South East and of the channels is North - South. Almost rivers have semi daily tide influence. The average amplitude is 2 – 3m, accommodate vessels conveniently all the year round.

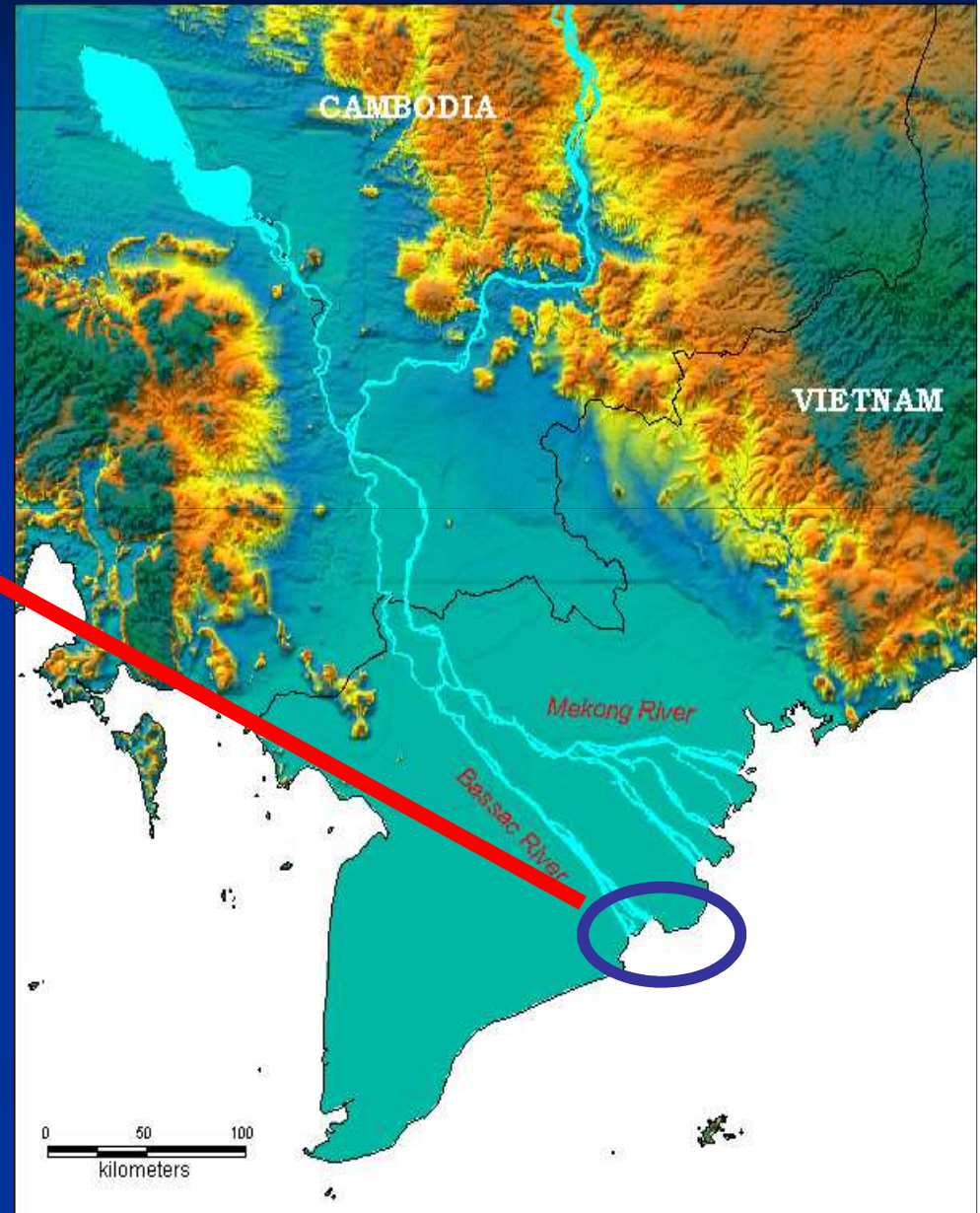


NATURAL CONDITIONS ON THE MEKONG

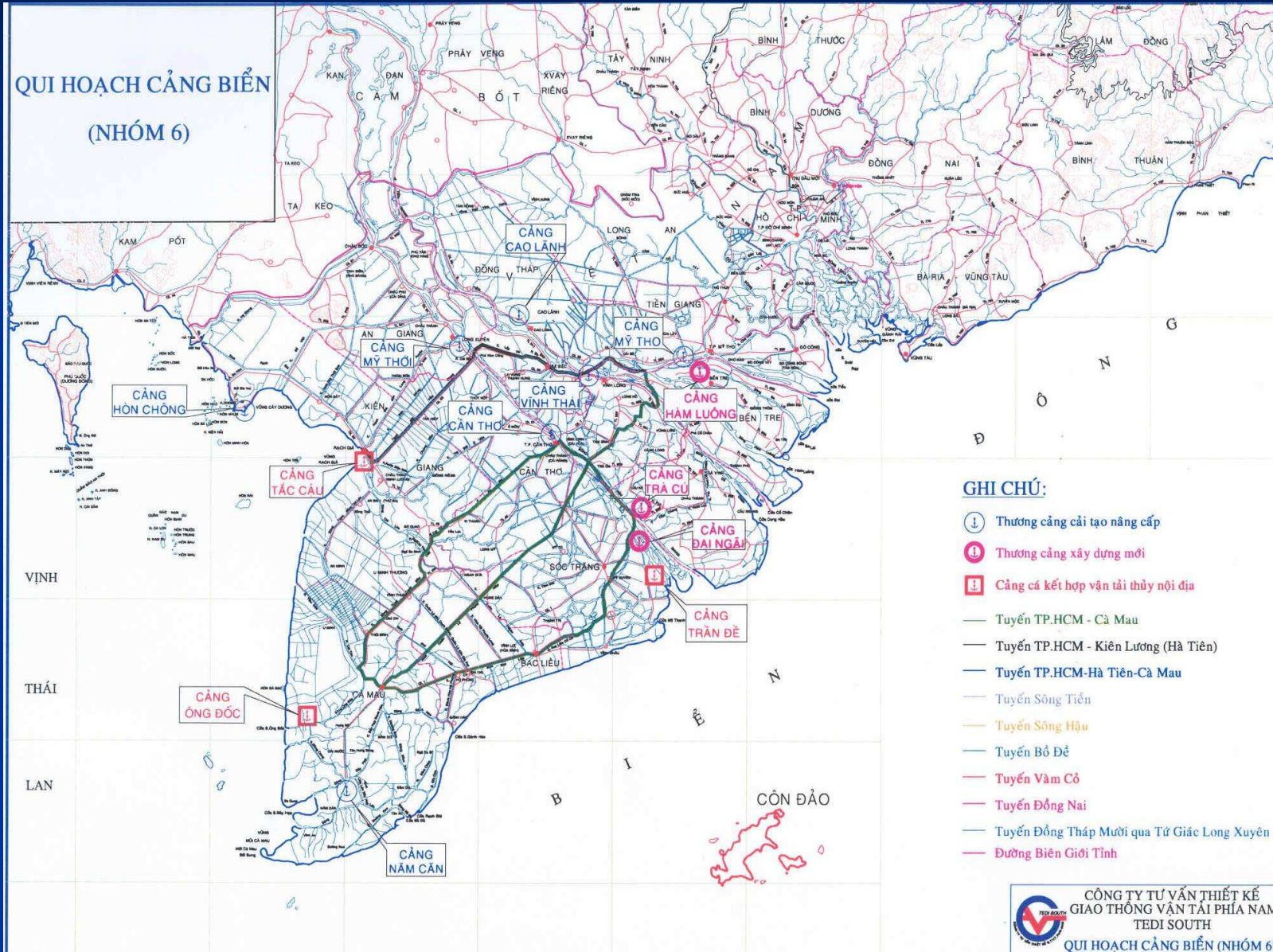
BASSAC BY PASS CHANEL



Excavate 40 km for the new channel to avoid Bassac Estuary because of heavy sedimentation.
For Ships of 10,000-20,000 DWT



Port





SEA PORTS AND INT'L ROUTES ON THE MEKONG

Port and pier current status

- Ports and piers in the Mekong are built along the channels, creating good condition for inland waterway transport, in which we can find Can Tho, Tra Noc, My Thoi... on the Bassac river, My Tho, Cao Lanh, Vinh Thai... on the Mekong river, with the total number of about 21 ports and 1.712 piers.
- The throughput of those ports can be 500.000 - 2.000.000 ton/year in case they can accommodate the sea vessels and of the throughput of the inland waterway ports 100.000 - 500.000 ton/year
- Vietnam seaport Association
(<http://www.vpa.org.vn/english/members/south/cantho.htm>)

General point of view

- Developing and improving navigation conditions to increase international trade opportunities for the mutual benefit;
- Provide the knowledge base and services to support shipping activities;
- Ensure the country commitment to cooperate for national and regional initiatives
- Common training and certification standards any other rules for the region;
- To develop an appropriate legal regime ensuring effective freedom of regional and international cross-border navigation on the Mekong and to ensure its implementation and sustainability.
- To promote and realize the concept of environmental standards 'for clean' river transportation, focusing on strategic prevention of environmental damage.

Shipping activities

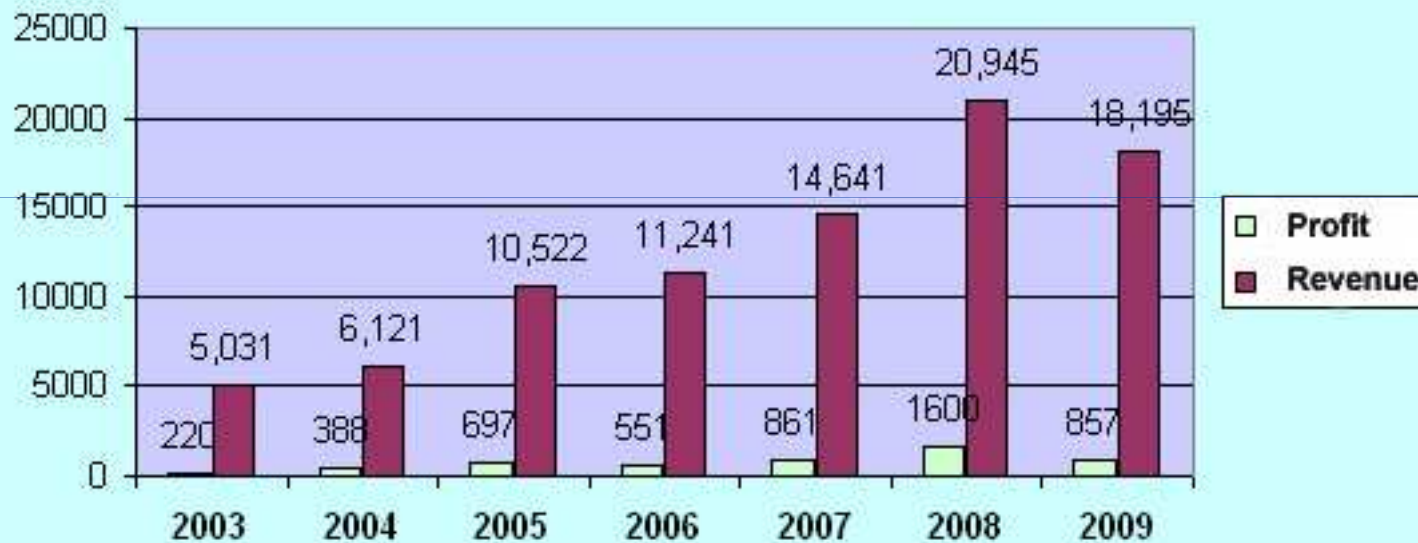
Lower Mekong shipping activities

- In the lower Mekong, better navigability and access to the ocean allow the river to be used for coastal and international liners.
- Vessels (2000-4000 ton) can travel upstream to Phnom Penh and vessels (1200 ton) can continue to Siem Reap (except between January and April when water levels are too low).

Vietnam National Shipping Lines

(<http://www.vinalines.com.vn>)

Chart 1 - Profit & Revenue breakdown 2003-2009
(billion VND)



Southern Waterborne Transport Stock Corporation (SOWATCO)

<http://www.sowatco.com.vn>

- Southern Waterborne Transport Stock Corporation, the state owned enterprise under THE MINISTRY OF TRANSPORT AND COMMUNICATION, is enterprises specialized in waterborne transport of Viet Nam. The Corporation is in business in many professional domains:
 - Transportation;
 - Stevedoring;
 - Mechanics;
 - Project construction;
 - Import - Export;
 - Design consultancy;
 - And other services;...

Southern Waterborne Transport Stock Corporation (SOWATCO)

- CanTho Shipbuilding and Shipyard JSCo.,
- Mechanical Construction 2 JSCo., (MEC2)
- Engineering Construction JSCo., (ECCO)
- Souther Waterway General Services JSCo., (SOWATCOSER)
- Souther Waterway Building, Mechanical Services JSCo.
- Service & Export Labor Center

Area access



Thank you for your attention