THE DEVELOPMENT OF DRY PORTS
IN VIETNAM

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1. Located in areas with high density of inland water ways and along major highways, some earliest ICDs including ICD Dong Nai (1999, 30 ha), ICD Tan Cang - Song Than (2006, 50 ha) were developed quickly.

2. Since 2000, there were several ICDs in the North such as ICD My Dinh (2000, 5.5ha). ICD Thuy Van (2007, 10ha); ICD Hai Duong (2007, 52ha). ICDs in the north connect only to road and railway system.

3. Currently, development of ICD is remarkable with large scale, modern technology, full package services, such as ICD Tan Cang – Long Binh (2009, 230ha).
In the end of 2013, ICD My Dinh was over it’s capacity and shall be re-located in area between Ring road 4 and national highway 32.

In March 2014, according to VOV, the Republic of Korea’s Daehan Group wants to build an inland container depot (ICD) on 100ha in Vinh Phuc province’s at a total cost of US$1 billion.
Policy of Government

On 13 December 2011, the Prime Minister issued Decision No. 2223/QD-TTg on the Planning on development of Vietnam’s system of inland clearance depots toward 2020, with orientation to 2030.

Total capacity of ICD system:
- By 2020: 6 mil TEU / year
- By 2030: 14 mil TEU / year

There are 03 main areas in the North, Central and South of Viet Nam to develop dry ports.

Tan Cang – Long Binh ICD
- **In the North:** with 05 ICDs
  Coastal (2020: 30ha-2030: 60ha / 630,000 TEU per year), Ha Noi – Lao Cai (30ha ->70 ha/ 720,000 TEU), Ha Noi - Lang Son (20ha -> 50ha / 550,000 TEU), North-west Ha Noi (10ha -> 40ha / 380,000TEU), South-east Ha Noi (50ha->100ha / 1,300,000 TEU).

- **In the Central:** 05 ICDs
  Nghi Son economic zone (10ha->30ha/ 260,000TEU) , National highway No. 8 and 12A (10ha->30ha/ 330,000TEU) , National highway No 9 (10ha->30ha/ 280,000TEU), Da Nang – Hue economic zone (30ha->60ha/ 550,000TEU), National highway No 19 (30ha->50ha/ 480,000TEU).

- **In the South:** 03 ICDs
  North-east HCM city (150ha->400ha/ 6,000,000TEU), South-west HCM city (70ha->150ha/ 1,700,000TEU), Mekong delta region (50ha->100ha/ 1,100,000TEU).
Criteria of ICD establishment

- Regional demand of exported /imported good by container over 50,000 TEU or locating in international border gate, congestion area due to cargo vehicles (over 30,000 TEU);

- On the main transport corridors (international/national routes) to connect with local sea ports.

- At least 02 models of transport

- Size over 10ha
Institutional framework?

There is first definition of ICD in the Decision No. 53/2003/QD-BTC dated 16 April 2003 on issuance of regulation on customs' procedures for border crossing imported and exported goods.

Following the Decision No. 2223/QD-TTg of Prime Minister in 2011, since May 2013 Ministry of Transport of Viet Nam has considered a draft of Regulations on ICD investment, management and operation. It will be issued soon.
Challenges

- Big ICDs are located in the South, smaller ones around Ha Noi but there is not any one in the central. Most of ICDs near sea ports or river ports or residential areas causing internal problems.

- The national railway infrastructure develops slowly.

- Limited fund of domestic investor;

- There would be concerns of international investors on connection between dry ports and sea ports;

- Lack of modern equipments, poor skills of management....

- ICDs’ services have not met current logistics demand.
Thank you for your listening!