



Ministry of Public Works and Transport Waterways Department

Presents the Current Situation of Waterborne
Transport in Cambodia

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Ministry of Public Works and Transport

PIANC 125th Anniversary Celebration in ASIA, Nagoya JAPAN
12-14 September 2010



Inland Waterways System



Background

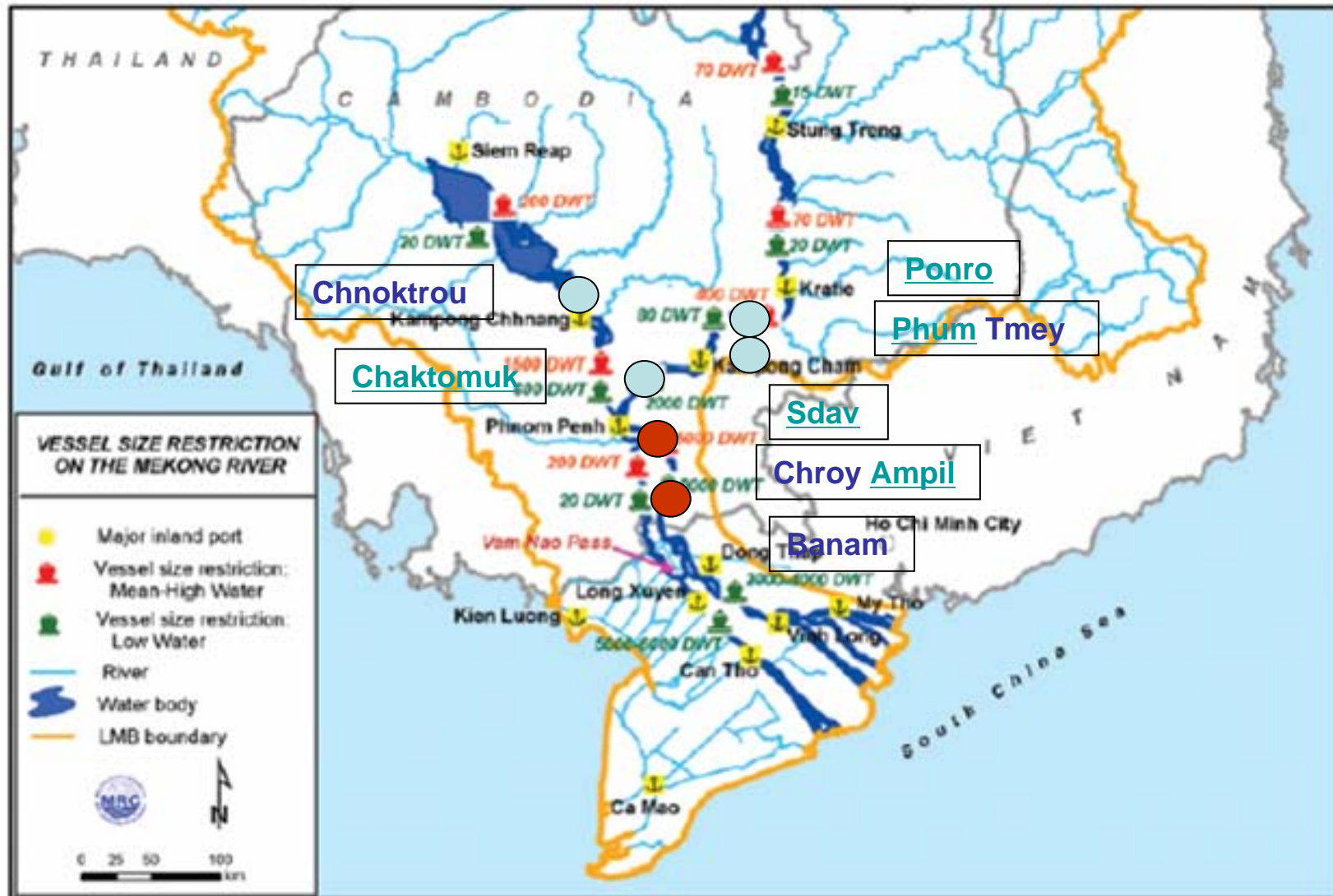
Historically, inland water transport (IWT) has been the most reliable and conventional form of transport in Cambodia. Although it was thought before the 1970s that road and rail transport might replace it, it is now clear that IWT still remains the most important traditional and most useful mode of transport.



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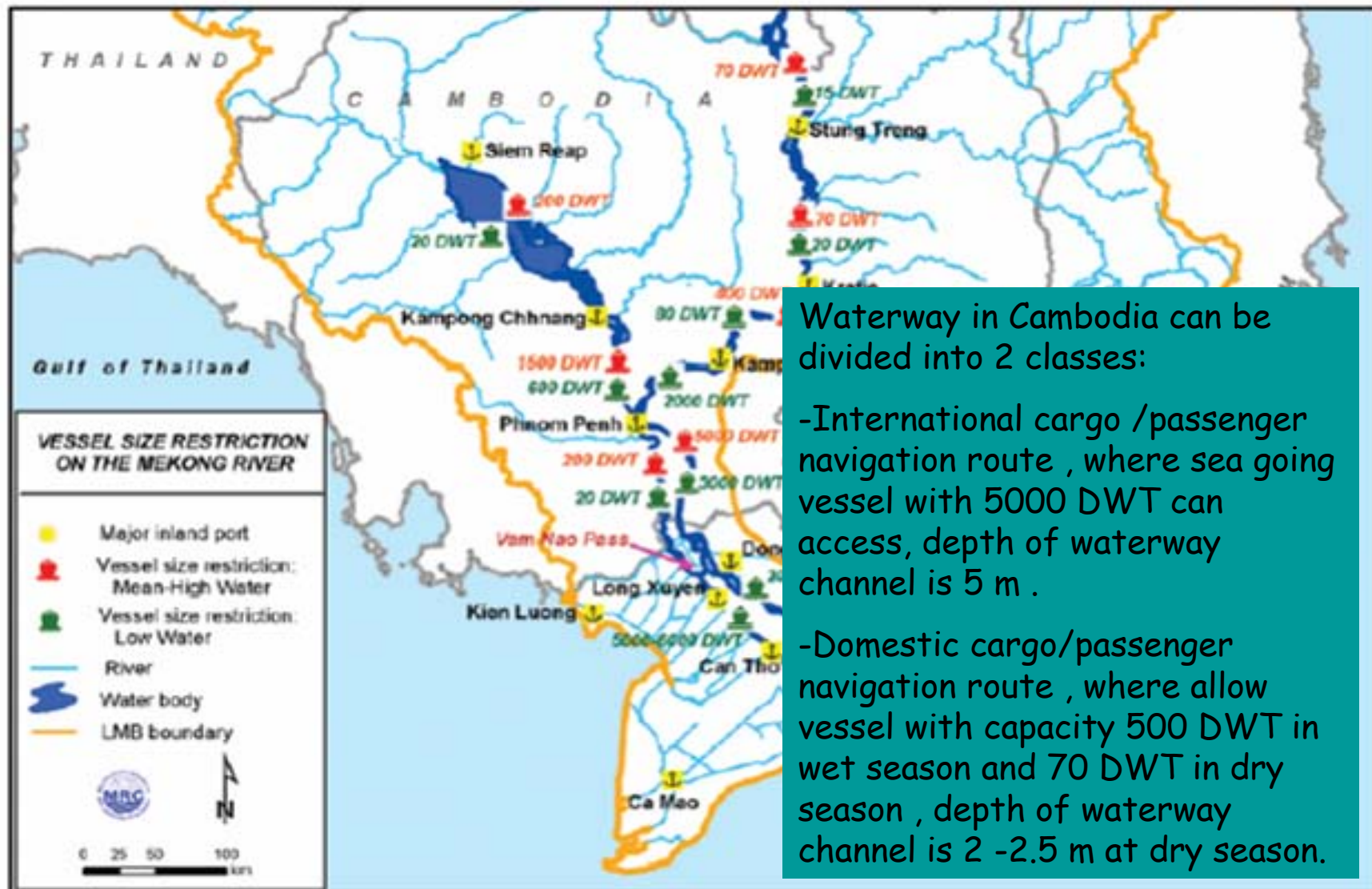
Location of Shallow Navigation Channel



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Vessel size restriction on Mekong River



Waterways Development Activities



Regarding of the growing of international trade between the Phnom Penh Port and the foreign countries , also to ensure the safety waterway on Mekong River Between PP Port to Cambodia and Vietnam border, PP to K-Cham and PP to Siem Reap for 24 hours per day . Waterways Department , with financial support from MRC in 2007,2008 and 2010 was implemented the project of installation Aids to Navigation on Mekong River System .



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Waterways Development Activities

Condition of Thala landing facility at wet season before the construction



Thala landing facility after the construction



In purpose to facilitate the access of people ,who are living along the Mekong river system to the provincial town for exchanging their products . In 2005 , Waterway Department in cooperation with JICA , was implemented the Pilot project ,namely Improvement of the Landing Facility at Thala District Stung Treng Province .



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Current PPA Port Facility

1-Container Terminal:

Quay: 20m x 300m

Berthing Capacity: 3 vessels at one time



2-Domestic Port:

Length 333m

Inter Provinces: PP - Kg. Cham,
PP - Siem Reap, & others



3-Passenger Terminal:

2 Pontoons of 15m x 45m each



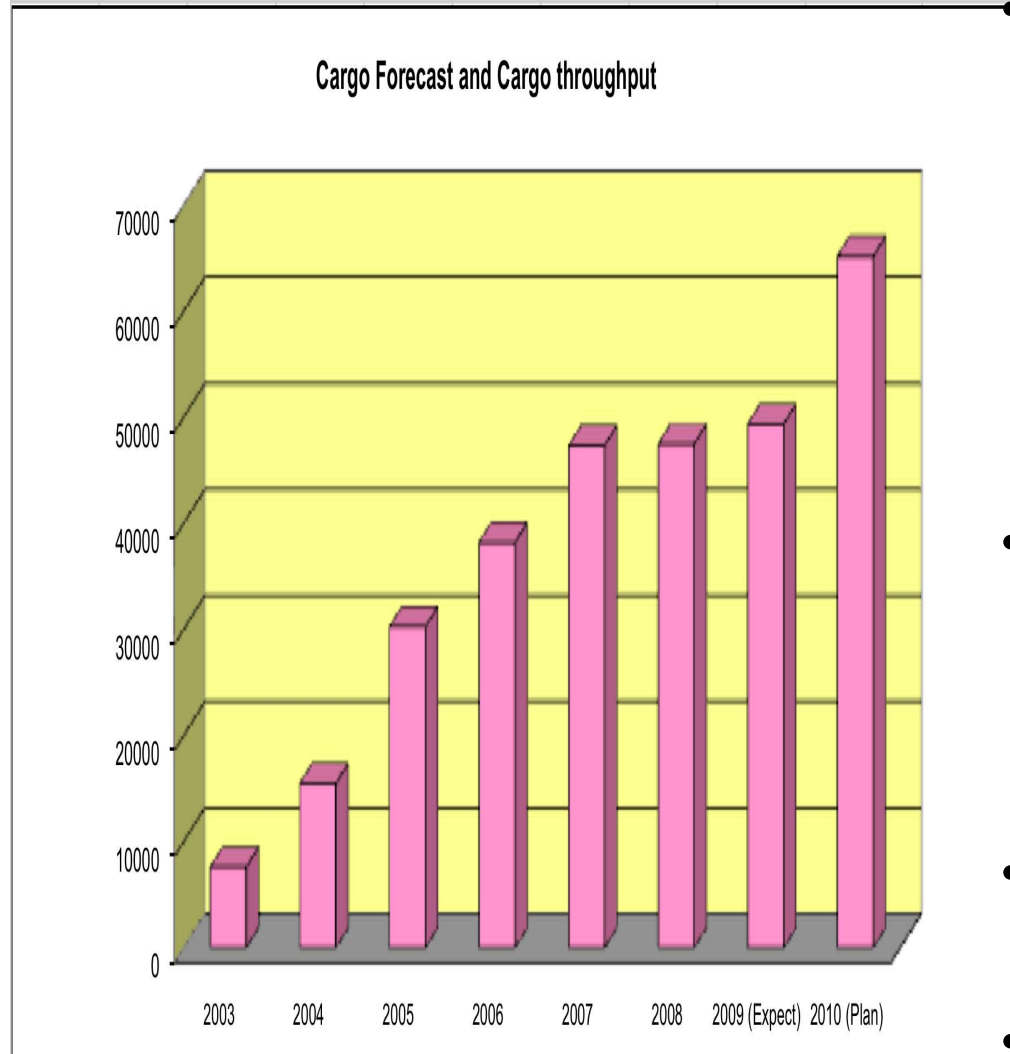
4-ICD:

Area: 92 000m²



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Container Throughput and Forecast for 2010



SOVEREIGN BASE Logistics Company

- » 03 vessels (100 TEUs)
- » 02 calls per weeks
- » 02 floating cranes and some trucks

Gemadept Company

- » 03 vessels (40 TEUs)
- » 02 calls per weeks

Hai Minh Company

Other companies do not have own vessel (MOL, Hyundai Hanjin)



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Brief Description of Japanese ODA Loan Projects

Storage Capacity

Capacity of Container Terminal

- **Maximum Storage Capacity** : 7.900 TEU
- **Terminal Maximum Capacity** : 390.000 TEU/Year
- **Average Productivity** : 25box/Unit/Hour/Crane

Capacity of General Cargo Terminal

- **Maximum Storage Capacity** : 2,500,000 Ton
- **Warehouse Maximum Capacity** : 84,000 Ton
- **Terminal Maximum Capacity** : 2,700,000 Ton



PORT AUTHORITY OF CAMBODIA
KINGDOM OF CAMBODIA

SIHANOUKVILLE PORT SPECIAL ECONOMIC ZONE
JBIC LOAN CP-P6

PACIFIC CONSULTANTS INTERNATIONAL
NIPPON KOEI
KHMER CONSULTANT ENGINEERING CORPORATION

JAN 2008



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Development Plan of PAS for 05 Year-Period (2009-2014)

Infrastructures Development

① Continuous Construction of Sihanoukville Port Urgent SEZ Development Project (2009-2011)

- Location behind Sihanoukville Port with 70ha
- Land Filling and Cutting with approx. 660,000m³
- Access Road into SEZ Area with Bridge over Railroad
- Administration Building for Port SEZ =1,260m²
- Road works: 75,000m², RC Road: 15,000 m², Parking Pavement: 8,400 m² and Side-walk: 7,500m², etc.,
- Utility Works: Communication Systems, Electricity Works...
- Container Freight Station (CFS),
- Water Waste Treatment Plant
- SEZ Boundary Fence, Main Gate and Sub Gate etc.



Infrastructures Development

② Sihanoukville Port Multipurpose Terminal Development Project (2009-2014)

- **Project Cost:** US\$ 87,882,000 (US\$74.5 Mil. + US\$13.3Mil.)
- **Multipurpose Terminal** = **Depth:-13.5m with length: 260m**
- **Supply Base Berth** = **Depth: -7.5m with length: 200m**
- **Dredging Works** = **1,840,000m³**
- **Reclamation Works** = **154,000m³**
- **Yard Pavement Works** = **226,000m²**
- **Procurement of Tugboat 01 Unit with Capacity of 3000 HP**
- **Navigation Aids with 05 Sets of light buoys.**
- **Estimated Construction Period = Nov.2011-April 2014**
- **Estimated Start of Operation = May 2014**
- **EIRR = 17.30%** - **FIRR = 8.10%**



Development Plan of PAS for 05 Year-Period (2009-2014)

③ Transfer the Old Jetty to be a Passenger Terminal (2010-2012)

- Project Cost = US\$ 1,500,000

+ Scope of Works:

- Construction of Terminal Building.
- Maintenance and Transfer the Old Jetty to be a Passenger Terminal.
- Equip with Monitor & Control Systems.
- Construction of Office Building.



④ Sihanoukville Port SEZ Development Project – Phase III (2011-2015)

-Project Location: Poimachov Village (17Km east of PAS) with 1601

-Project Cost = US\$ 35,000,000



Development Plan of PAS for 05 Year-Period (2009-2014)

⑤ Reinforcement of Port Security and Safety in Maritime System (2010-2012)

- + Project Amount : US\$ 5,000,000
- + Scope of Works:
 - Fires Fighting Engines : 02 Units
 - Navigation Aids (Light Buoys) : 03 Sets
 - Light House for Navigation Aids : 02 Units
 - Procurement of Mooring Boat : 01 Unitetc

⑥ The Study on Next Development Plan of New Container Terminal with -14m draft (2010-2011)



Future Development Need for Waterways Transport

- The rectangle II “Further Rehabilitation and Construction of Physical Infrastructure” of Rectangular Strategy of Royal Government quote : “The Transport network are instrumental in integrating domestic market and facilitating Cambodia’s integration into the regional and world economies. Moreover, physical infrastructure plays a pivotal role as the “locomotive of economic growth”, significantly contributing to poverty reduction and the alleviation of the people’s hardship.....
....The objective is to create a convenient, comprehensive, safe, effective and price efficient transport network that facilitates trade, promotes tourism and rural development and ensures Cambodia’s economic integration into the region and into the world ,.....”.



Thank You for Your Kind Attention !
Any Question???



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