Ministry of Public Works and Transport

Waterways Department

Presents the Current Situation of Waterborne Transport in Cambodia

Prepared by Ros Sophornna
Director: Waterways Department
Ministry of Public Works and Transport

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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.
Location of Shallow Navigation Channel
Vessel seize restriction on Mekong River

Waterway in Cambodia can be divided into 2 classes:

- **International cargo/passenger navigation route**, where sea going vessel with 5000 DWT can access, depth of waterway channel is 5 m.

- **Domestic cargo/passenger navigation route**, where allow vessel with capacity 500 DWT in wet season and 70 DWT in dry season, depth of waterway channel is 2-2.5 m at dry season.
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.
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.
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
Container Throughput and Forecast for 2010

SOVEREIGN BASE Logistics Company

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

Gemadept Company

» 03 vessels (40 TEUs)
» 02 calls per week

Hai Minh Company

Other companies do not have their own vessel (MOL, Hyundai, Hanjin)
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: 25 box/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
Development Plan of PAS for 05 Year-Period (2009-2014)

Infrastructures Development

   - 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$13.3 Mil.)
- 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.

   - Project Location: Poimachov Village (17Km east of PAS) with 160l
   - 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 Unit ..........etc

6 The Study on Next Development Plan of New Container Terminals 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???
Development Plan of PAS for 05 Year-Period (2009-2014)

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4 Sihanoukville Port SEZ Development Project – Phase III (2011-2015)
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   - Project Cost = US$ 35,000,000
Development Plan of PAS for 05 Year-Period (2009-2014)

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