PHNOM PENH AUTONOMOUS PORT

ACTIVITIES FOR IMPROVING PORT MANAGEMENT AND OPERATION

Head Office Multipurpose Terminal TS3

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Introduction to PPAP

Phnom Penh Autonomous Port (PPAP)

Sihanoukville Autonomous Port (PAS)
I. Port Commercial Zone

- Zone 1: Tonle Sap and Bassac - 6Km
- Zone 2: Upper Mekong River - 100Km
- Zone 3: Lower Mekong River - 60Km
II. Port Operator

- Tonle Bet Terminal (UM2)
- Container Terminal (KM6)
- Multipurpose Terminal (TS3)
- Passenger and Tourist Terminal (TS1)
- Container Terminal (LM17)
Port Commercial Zone

Tonle Bet Terminal (UM2)
Port Commercial Zone

Container Terminal (LM17)
PPAP’s Journey

- 1905
- 1952
- 1975 to 1979
- 2002
- 2013
- 2015
- 2018
PPAP’s Journey

- 1905
- 1952
- 1975 to 1979
- 2002
- 2013
- 2015
- 2018
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PPAP

1905

1952

1975 to 1979

2018

2015

2013

2002
PPAP’s Journey
Container Traffic (TEUs)

Actual and Forecast

- 2003: 7,630 (103% of Q3 2019)
- 2004: 15,526 (95%)
- 2005: 30,281 (26%)
- 2006: 38,233 (24%)
- 2007: 47,504 (0%)
- 2008: 47,507 (-9%)
- 2009: 43,314 (44%)
- 2010: 62,256 (31%)
- 2011: 81,631 (17%)
- 2012: 95,333 (16%)
- 2013: 110,500 (21%)
- 2014: 133,666 (8%)
- 2015: 144,813 (5%)
- 2016: 151,781 (22%)
- 2017: 184,805 (16%)
- 2018: 213,571 (91% Q3)
- 2019 Forecast: 234,000
Statistic of Cargoes in 2018 (TEUs)

**Import**
- Construction Material 48%
- Garment Raw Material 12%
- Household Goods 10%
- Food & Beverage 9%
- Other 21%

**Export**
- Garment 89%
- Rice 7%
- Other 4%
Market Share by Countries in 2018

Import
- China 67%
- Vietnam 10%
- Europe 6%
- Malaysia 6%
- Other 11%

Export
- USA 48%
- China 14%
- Canada 13%
- Japan 12%
- Other 13%
• Freedom of Inland water navigation between both countries

• The **Regulated Waterways** on the Tonle Sap, Mekong, Bassac, Vam Nao Rivers, and selected canals can be used by both Cambodian and Vietnamese vessels.

• The **Transit Routes** are destined for maritime traffic and can be used by all sea-going vessels under foreign flags.
Bridges
Ports in Vietnam
PPAP’s Terminals

Waterway
Road
Railway (Plan)
### Air Draft

- **Neak Loeung Bridge (Cambodia)**: 37.5 m
- **Rach Mieu Bridge (Vietnam)**: 37.5 m
- **Can Tho Bridge (Vietnam)**: 39 m
- **My Thuan Bridge (Vietnam)**: 38 m

Waterway
Road
Railway (Plan)
PPAP's Overview Connectivities
Access Road to LM17

- Monivong Bridge
- Crossroad of Tiger Beer Factory
- Takhmao Bridge
- Ring Road No.2
- Industrial Area
- Waterway
- Road
- Railway (Plan)
• The challenges of PPAP are not only focus on the rapid growth of its business but also the quality of port’s infrastructure and port services.

• The Port has faced with many issues arising out of the technical problems with the equipment, lacking of proper infrastructures, deficiency in information systems, personnel skills and experiences, Special Economic Zone, Bonded warehouse, Logistic center, Hinterland infrastructure connection, deep channel access and so on.

• Within our existing issues, PPAP still needs to find alternative solution in order to resolve these problems, to meet the sustainable growth of port business, and modernization of port development.
Based on the constant increase of international trade by waterway resulted from the Economic growth, PPAP shall have sufficient abilities to response to this evolution.

Also, for the challenges of port, PPAP shall conduct many activities for improving port management and port operation.
A. Management of port is considered to be a necessary task in order to keep ports organized, supervised, and functional. Setting up an effective management is the essential factor in the competition and sustainable development in organization.
B. Our strategies on Port Management

• Strengthen human resources related to port professional by improving the personnel management systems in order to increase the ability of personnel of PPAP,

• Improving safety measure in order to reduce congestion and dangerous conditions within port area and during its operation,

• Introducing a modernized information system to ensure efficient operations and services,

• Implementing mechanism of one stop service of the port,

• And strengthen the right to participate by customer with the port services.
IV-Activities for improving Port Operation

A. Activities of Port to the Ship
   • Accessibility Improvement
     o dredging and maintenance program
     o aids to navigation
   • AIS
   • Pilotage Service Improvement
   • Better arrangement of tug assistance and mooring/unmooring activities
   • Barge Formality Improvement
   • Berth Arrangement Improvement
   • Improvement of Barge Schedule Information via TOS
B. Activities of Port to the Customers

• Expansion of port infrastructure
• Improvement of TOS
• Establishment of SEZ, which is close or near by the port.
• Improvement of Crane Productivities
• Investment of port facilities
• Development of sub-feeder ports along the rivers
• Diversification of Port Services
• One-stop service center
• Establishment of Cold/Dry warehouses
• Arrangement of preventive and corrective maintenance for operation
• Enrichment of training system
• Value-added activities
To achieve these goals, PPAP needs cooperation and joint action from:

- the stakeholders working with PPAP to improve and strengthen TOS,
- relevant authorities of both countries between Cambodia and Vietnam to deepen the navigation channel reaching up to 7 m or 7.50 m,
- The Structural design of a ship shall be applied according to the current river draft,
- And more investors in order to be our partner as they will provide more skill, knowledge, information, and finance.