

## Introduction:

- **Da Nang Port**, more accurately, is a port system, including civil ports and military ports on the Han River and deep-water ports. Da Nang Port is located in Da Nang Bay, 10km<sup>2</sup> wide, **geographical location 16017'33" North latitude, 108020'30" East longitude**, in the middle of the length of Vietnam's coast. **Pilot station location at 16010' North latitude, 108011' East longitude**. The depth is from 10-17m, surrounded by Hai Van mountain and Son Tra peninsula, airtight with a 450m long breakwater, convenient for ships to anchor and handle cargo all year round.

Located in semi-diurnal tide mode (average water level difference is 0.9 meters). Design capacity of 1,500,000 tons of goods/year, plus deep water position, airtight, low tidal range. **Including 4 ports:** Tien Sa deep-water port, Song Han port (these are the two main port areas), Lien Chieu oil port, Son Tra port.

- With a history of over 100 years of establishment and development, Da Nang Port is currently the largest seaport in the Central region of Vietnam. The road transport system connecting the Port with Da Nang International Airport, Railway Station, and the Rear Area is very spacious and airy, convenient for importing and exporting goods to the region. Import and export goods go through the Port, along National Highway 1A to reach the northern and southern provinces of the City, along National Highway 14B to reach the Central Highlands provinces and Laos, Cambodia, and Thailand.

- Distance from Da Nang Port to some seaports:

(Port)	Nautical miles)
Hai Phong	310
Ho Chi Minh	520
HongKong	550
Kao Slung (Taiwan)	610
Manila (Philippines)	720
Komponchom (Campuchia)	860
Singapore	960
Taipei (Taiwan)	1030
Satalip (Thailand)	1060
Malaysia	1400
China	2045
Yokohama (Japan)	2340

- Da Nang Port is also equipped with many modern facilities and equipment to fully meet customer needs such as: **1,493m** berth; **2** Quayside gantry cranes specialized for loading and unloading containers (Gantry) at the wharf, lifting capacity: 36 tons; **3** Wheeled cranes (RTG) specialized in loading and unloading containers at the yard, lifting capacity: 36-40 tons; **4** fixed port cranes (Liebherr) with lifting capacity of 40 tons; **4** forklifts specializing in loading and unloading containers with lifting capacity of 42 - 45 tons; **2** 5-ton wooden scrapers; **25** Car cranes 10 tons - 80 tons; **32** Lifting and excavating types of 1.5 tons - 7 tons; **35** Tractors, dump trucks; **7** Tugboats 500 cv - 1,700 cv; **4** electronic scales and power supply system for refrigerated containers of all kinds. The port's exploitation capacity reaches 6 million tons/year.

### **1. Tien Sa port: Is a seaport located on Da Nang Bay (At the beginning of Yet Kieu Street).**

This is a natural deep-water seaport, with a maximum water depth of 12m.

+ Geographical location: 16o07'02' north latitude, 108o12'08" east longitude

+ Pilot position: 16o10' north latitude, 108o11' east longitude

- + Total of berth length: 1,155 meters.
- Including 2 overhangs (4 berths) and 1 gravity bridge, specialized in container exploitation.
- Berth 1: 185 meters, depth: 11.5 meters
- Berth 2: 185 meters, depth: 10 meters
- Berth 3: 185 meters, depth: 10 meters
- Berth 4: 185 meters, depth: 11 meters
- Berth 5: 225 meters is a gravity berth, depth: 12 meters
- Berth 7: 95 meters is an adjacent berth with depth: 10 meters
- Berth 8: 95 meters is an adjacent berth with depth: 10 meters
- + Berth depth: -11 meters (not including tide).
- + Floor area: 229,414 m<sup>2</sup>
- + Total of storage yard area: 178,603m<sup>2</sup>.
- + Total of warehouse area: 14,285 m<sup>2</sup> (In which CFS warehouse: 2,160m<sup>2</sup>)
- + Cargo ships receiving from 35,000 to 50,000 DWT and other specialized ships such as: RORO ships, container ships, large and medium passenger ships, super long and super heavy cargo ships
- + Throughput capacity of over 4.5 million tons/year.
- + Together with a 450 meter long breakwater, it allows ships to dock at the port to handle cargo all year round without being affected by waves and monsoons.

- Tien Sa port is considered one of the few ports in Vietnam with favorable natural conditions and potential to develop into a large seaport. Tien Sa Port has a container wharf area with a warehouse system, breakwaters, and modern specialized equipment, serving goods trade and economic and tourism development for the rear region including the Central and Central Highlands provinces , Southern Laos, Northeast Thailand through the East-West economic corridor.

According to the decision of the Vietnam Maritime Administration just issued in 2014, wharf No. 3 of Tien Sa port after being upgraded has a total length of 225.5m, the navigation channel reaches a depth of 11m. Thus, Tien Sa port will be eligible for container ships with a tonnage of 3,000 TEUs or passenger ships with a tonnage of 100,100 GRT (passenger ships with a hull length of 250m) to safely dock at the port.

**2. Han River Port: Located on the left bank, downstream of the Han River.** (Formerly a cargo port. In June 2014, it was relocated to Son Tra Port and upgraded to a tourist port)

- + Geographical location: 16° 04'50" north latitude, 108° 13' 27" east longitude
- + Port entrance channel: 2.5 nautical miles (from Tien Sa to Han River).
- + Channel depth: - 6.2 meters
- + Total of berth length: 528 meters. Includes 5 berths:
- Berth 1: 140 meters
- Berth 2: 100 meters
- Berth 3: 100 meters
- Berth 4: 98 meters
- Berth 5: 90 meters
- + Berth depth: from - 6 meters to - 7 meters (not including tide).
- + Total of area of storage yard (container): 16,623 m<sup>2</sup>
- + Total of warehouse area: 2,558 m<sup>2</sup> (2 warehouses).
- + Total of yard area: 16,623 m<sup>2</sup>

+ Type of cargo ship receiving 3,000 DWT and types of container ships, small and medium sized passenger ships.

+ Throughput capacity of 1 million tons/year.

**3. Lien Chieu Port:** is the first petroleum port built by France in the 20th century, at the same time as the expansion of the concession city of Tourane. **The port is located north of the Cu De river mouth, right at the foot of Hai Van pass, on the shore of Da Nang lagoon, next to Lien Chieu petroleum depot.** In 2000, the port added a new wharf and another wharf to serve the two industrial parks of Hoa Khanh and Lien Chieu.

- Since 2000, Lien Chieu Port has formed a wharf area with a capacity of 1.6 million tons/year and by 2010 the capacity will reach 8 - 8.5 million tons, ships of 50,000 DWT entering and leaving the port (approved at Decision No. 202/1999/QĐ-TTg) serving Lien Chieu, Hoa Khanh industrial parks and other industrial clusters. This is a key port for transporting goods in and out and serving Laos and Northeast Thailand via Highway 14B and Road 9 connecting to the Trans-Asia road in the East-West corridor of the R2 project and the expanded Mekong sub-region cooperation.

#### **4. Son Tra Port:**

Port bridge length: 400 meters

Draft: 9 meters

Throughput: 1.5 million tons/year

Completion time: end of 2012 (phase I completed)

Total investment capital: 454 billion VND

#### **5. Da Nang Port Logistics Joint Stock Company:**

+ Ground area: 51,037m<sup>2</sup>

+ Total of warehouse area: 12,225m<sup>2</sup>

+ Total of yard area: 35,018m<sup>2</sup>

#### **Oriented development:**

- Improve Da Nang general port (Tien Sa - Han River), build a new Lien Chieu port to receive goods from the East-West corridor, serving the development of Lien Chieu, Hoa Khanh industrial parks, and Da Nang industrial park, developing key economic regions in the Central region and Central Highlands.

- Renovate and upgrade Tien Sa port to reach a capacity of 2.2 - 2.4 million tons/year by 2003 and allow ships of 10 - 30,000 DWT to enter and exit; In 2010, it reached a capacity of 3.6 - 3.9 million tons. Tien Sa Port is a general import-export port and serves Da Nang industrial parks, Dien Nam - Dien Ngoc industrial parks (Quang Nam), and also serves international tourists by sea. Construction and extension of wharf No. 3 and the terminal will ensure annual reception of 70,000 international tourists by sea.

- Han River Port: renovate and upgrade wharfs No.1 to 6 to serve tourism and domestic cargo transportation. Forming tourist wharfs on the banks of the Han River and dredging the Han River channel and clearing the Co Co River branch to serve tourism.

- Continue to build the Han River embankment, form wharfs and wharves for serving tourism and

move the An Hai Bac and An Hai Tay shipbuilding and repair facilities to the new planning area.

- Re-plan specialized ports to receive petroleum, move My Khe oil port to Da Nang bay area.

- In addition to civilian ports, combine and promote military ports for serving the economy to increase the capacity of regional ports to a higher level.

- Waterway transport: improving and dredging the channels of the Han River, Vinh Dien - Tuy Loan branch, Co Co - Thu Bon branch.

- Invest in developing maritime transportation with a fleet of small and medium tonnage ships to create favorable conditions and reduce transportation costs in purchasing raw materials and consuming industrial products.

- Da Nang Port is also identified as one of the main gateways to the East Sea of the Me Kong subregion (Great MeKong Subregion - GMS).

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