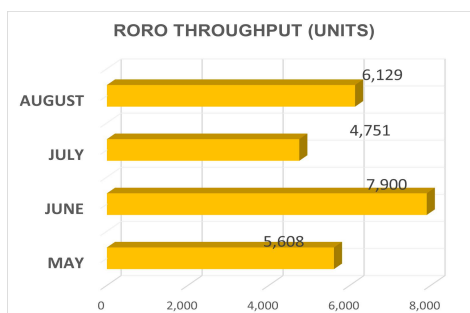
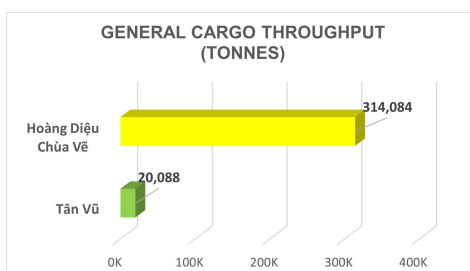
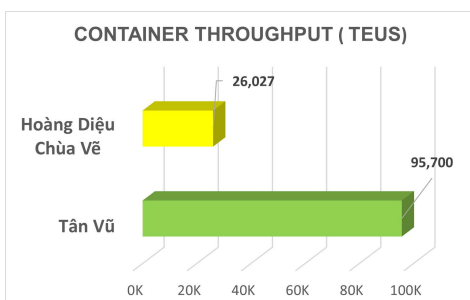
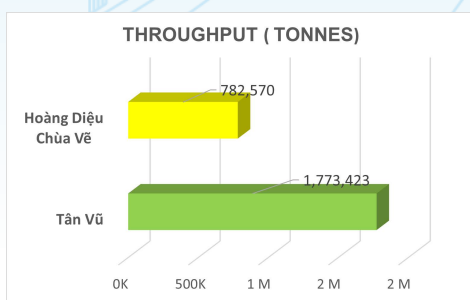


NEWS LETTER

Port Of Hai Phong

SEPTEMBER 2025

AUGUST OPERATIONAL RESULTS



Indicators	Value
Total Vessel Calls	136 calls
Average Vessel Turnaround Time	17.4 hours/call
Yard Utilization Efficiency	-----
- Cảng Tân Vũ	82.3%
- Cảng Hoàng Diệu Chùa Vẽ	65.3%



APPROVAL FOR RECEIVING 165,000 DWT VESSELS AT BERTHS NO. 3 & 4 – LACH HUYEN DEEP-SEA PORT AREA

On August 14, 2025, the Ministry of Construction issued Document No. 8368/BXD-KCHT, approving the policy for Berths No. 3 and 4 – Lach Huyen Port Area (Port of Hai Phong JSC) to receive container vessels of up to 165,000 DWT, based on the approved seaport master plan, Report No. 2863/CHHĐTVN-KCHT dated July 8, 2025 by the Vietnam Maritime and Inland Waterways Administration, and opinions from relevant authorities.

Accordingly, the Vietnam Maritime and Inland Waterways Administration is responsible for implementing safety measures, guiding and supervising vessel reception, while strictly inspecting infrastructure structures, maritime safety and security, fire and explosion prevention, and environmental protection in line with Decision No. 1731/QĐ-BGTVT dated December 31, 2024. Port of Hai Phong JSC must strictly comply with technical requirements (Document No. 1781/KTQLXD-CCPN dated June 26, 2025), bear full responsibility in the event of incidents, and is not permitted to propose investment or upgrades to public maritime infrastructure in the area.

The approval for receiving larger vessels at Berths 3 and 4 – Lach Huyen Terminal marks a significant step in enhancing operational capacity, reaffirming the Port of Hai Phong's role as the northern gateway for import and export, and demonstrating its capability to accommodate large vessels, thereby contributing to the growth of logistics and international trade.

MSC SPLITS OUT CHINOOK-CLANGA SERVICE

MSC reverses course by splitting its combined Chinook-Clanga service back into separate routes. According to Alphaliner, MSC has decided to decouple the Middle East-Far East-US/Canada Pacific Northwest pendulum service that had only been merged in June. The two services now operate independently with the following distinct itineraries: Chinook – Ho Chi Minh (Cai Mep), Hai Phong, Shenzhen (Yantian), Ningbo, Shanghai, Qingdao, Busan, Seattle, Vancouver, Prince Rupert, Busan, returning to Ho Chi Minh; Clanga – Qingdao, Shanghai, Ningbo, Guangzhou (Nansha), Singapore, Nhava Sheva, Dammam, Hamad, Jubail, Bahrain, Colombo, returning to Qingdao. (Source: Container News – 08/09/2025)



HIGHLIGHTS



CMA CGM, a global shipping giant, is considering investing in seaports in Ho Chi Minh City, including Thu Duc, Long Binh, Cai Mep-Thi Vai, and Can Gio, as the city finalizes its port development plan through 2030 with a vision to 2050. (Source: TheInvestor.vn, 27/08/2025)



Green logistics is seen as a driver for Vietnam’s exports, leveraging its 3,260 km coastline and developed infrastructure. The logistics sector is valued at USD 45–50 billion, growing 14–16% annually. (Source: Vietnam News, 06/09/2025)



Walmart has added Ho Chi Minh City and Hai Phong to its ocean shipping service, marking its first export ports outside of China. This move helps Vietnamese businesses ship goods to the U.S. more efficiently while reducing reliance on China. (Source: Supply Chain Dive, 13/08/2025)



From October 14, 2025, the U.S. will impose new port fees on Chinese carriers, with HSBC estimating annual losses of \$1.5 billion for COSCO/CSH and \$654 million for OOCL. While Maersk, Hapag-Lloyd, CMA CGM, and Evergreen restructure their fleets to avoid the fees, Chinese lines are forced to rely on alliances or reroute via Canada, Mexico, or the Caribbean. (Source: gCaptain, 08/09/2025)

Top-30 Global Port Throughput in H1 2025 (FY 2024 ranking in brackets)									
Rank mid 2025	Rank end 2024	Port	Country	1H 2025	1H 2024	Growth 1H 25/24	FY 2024	Growth FY 24/2	
1	(1)	Shanghai	China	27,064,100	25,510,000	6.1%	51,508,000	4.8%	
2	(2)	Singapore	Singapore	21,715,419	20,249,739	7.2%	41,124,045	5.4%	
3	(3)	Ningbo-Zhoushan	China	21,050,000	19,160,000	9.9%	39,300,800	11.3%	
4	(4)	Shenzhen	China	17,230,000	15,550,000	10.8%	33,398,600	11.8%	
5	(5)	Qingdao	China	16,380,000	15,190,000	7.8%	30,870,000	7.3%	
6	(6)	Guangzhou	China	13,640,000	12,660,000	7.7%	26,070,000	3.8%	
7	(7)	Busan	S Korea	12,683,020	12,249,910	3.5%	24,402,022	5.4%	
8	(8)	Tianjin	China	12,247,800	11,885,000	3.1%	23,292,500	5.0%	
9	(9)	LA/LB	US	9,702,444	9,023,027	7.5%	19,947,077	19.8%	
10	(10)	Dubai	UAE	7,774,000	7,337,000	6.0%	15,536,000	7.3%	
11	(11)	Port Kelang	Malaysia	7,327,909	7,122,795	2.9%	14,644,527	4.1%	
12	(12)	Rotterdam	Netherlands	7,026,000	6,841,000	2.7%	13,822,000	2.8%	
13	(15)	Antwerp-Bruges	Belgium	6,910,000	6,665,000	3.7%	13,517,000	8.1%	
14	(16)	Tanjung Pelepas	Malaysia	6,872,112	5,956,301	15.4%	12,253,309	16.9%	
15	(11)	Hong Kong	China	6,534,000	6,766,000	-3.4%	13,688,000	-5.0%	
16	(14)	Xiamen	China	5,938,600	5,874,700	1.1%	12,255,700	-2.4%	
17	(19)	Tanger Med	Morocco	n.a.	n.a.	n.a.	10,241,392	18.8%	
18	(17)	Laem Chabang	Thailand	5,109,800	4,625,316	10.5%	9,554,700	7.7%	
19	(21)	Beibu Gulf	China	4,760,000	4,320,000	10.2%	9,020,000	12.5%	
20	(18)	Kaohsiung	Taiwan	4,516,808	4,620,067	-2.2%	9,228,418	4.5%	
21	(20)	Ho Chi Minh City	Vietnam	n.a.	n.a.	n.a.	9,158,200	10.2%	
22	(22)	NY/NJ	US	4,417,282	4,210,653	4.9%	8,697,767	11.4%	
23	(25)	Mundra	India	n.a.	4,059,000	n.a.	8,231,000	13.8%	
24	(23)	Hamburg	Germany	4,200,000	3,841,505	9.3%	7,795,313	1.2%	
25	(26)	Colombo	Sri Lanka	3,972,053	3,890,474	2.1%	7,792,069	12.1%	
26	(24)	Jakarta	Indonesia	3,900,000	3,600,000	8.3%	7,600,000	4.3%	
27	(28)	Haiphong	Vietnam	n.a.	n.a.	n.a.	7,150,600	12.8%	
28	(32)	Cai Mep	Vietnam	n.a.	n.a.	n.a.	7,082,600	29.2%	
29	(27)	Nhava Sheva	India	3,874,394	3,363,415	15.2%	7,052,689	11.0%	
30	(29)	Rizhao	China	3,660,000	3,360,000	8.9%	6,710,000	7.2%	

ALPHALINER

Hai Phong Port has advanced in Alphaliner’s Top 30 Global Ports, moving from 28th to 27th with throughput rising from 6.5 million TEUs in 2024 to 7.15 million TEUs in 2025. As Northern Vietnam’s largest port, it accounts for over 25% of the sector’s volume, reaffirming its pivotal role in Vietnam’s maritime growth and commitment to sustainable development.



VINGROUP PLANS \$14.3 BLN PORT, LOGISTICS CENTER PROJECT IN NORTHERN VIETNAM

Vingroup (HoSE: VIC) plans to invest VND 373.84 trillion (USD 14.3 billion) in developing the Nam Do Son Port and Logistics Center in Hai Phong, covering an area of 4,400 hectares with a 70-year duration. The project will be implemented in three phases (2026–2040), with Vingroup contributing 15% of the capital and the remainder mobilized externally. This strategic project will add to Vingroup’s major investments in Hai Phong, where the port system is growing at 12–15% annually, handling 190 million tons in 2024 and an expected 212 million tons in 2025.

(Source: TheInvestor.vn, 05/08/2025)

The project is expected to boost the development of the Southern Hai Phong Coastal Economic Zone and enhance the logistics capacity of Northern Vietnam.