



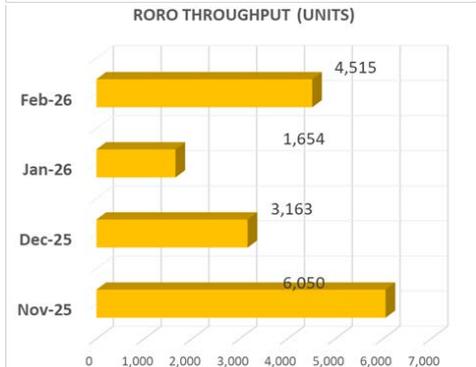
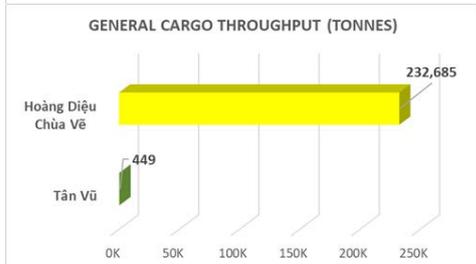
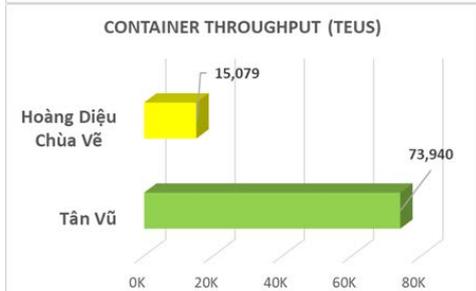
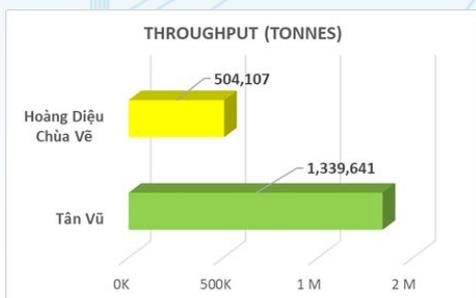
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NEWS LETTER

Port Of Hai Phong

MARCH 2026

FEBRUARY OPERATIONAL RESULTS



PORT OF HAI PHONG REALIZES ITS ASPIRATION TO REACH THE GLOBAL SEAS

Over more than 150 years of formation and development, Port of Hai Phong has become one of Vietnam’s most important maritime gateways, closely associated with the development history of Hai Phong City. From a commercial port established in the late 19th century, Port of Hai Phong has evolved into a large-scale seaport system with 21 berths and a total quay length of over 4,200 meters, stretching from Hoang Dieu, Chua Ve, and Dinh Vu – Tan Vu to Lach Huyen, capable of accommodating vessels of up to 165,000 DWT.

In May 2025, Container Terminals No. 3 and No. 4 at Lach Huyen—an investment project worth nearly VND 7 trillion—were officially put into operation, expanding the capacity to receive large mother vessels and gradually launching direct service routes to the United States, Europe, and North America. By December 14, 2025, Port of Hai Phong recorded its first-ever annual throughput of 2 million TEUs of containers, becoming the first port in Northern Vietnam to reach this milestone.

During the 2021–2025 period, Port of Hai Phong handled 198 million tons of cargo, generated VND 14.1 trillion in revenue, and recorded VND 5.18 trillion in profit before tax. In 2025 alone, the port achieved a cargo throughput of 43.55 million tons (+9.1%), revenue of VND 3.545 trillion (+18.25%), and profit before tax of VND 1.28 trillion (+6.68%). In the coming years, the Port will continue expanding berths at Lach Huyen and Nam Do Son, developing logistics hubs at Xuan Cau – Lach Huyen and Bach Dang Industrial Park, while accelerating digital transformation, automation, and the development of a green and smart port model, thereby reinforcing its role as a strategic seaport and logistics hub in Northern Vietnam.

Indicators	Value
Total Vessel Calls	119calls
Average Vessel Turnaround Time	16.3 hours/ call
Yard Utilization Efficiency	
• Tân Vũ Terminal	86.2%
• Hoàng Diệu Chùa Vẽ Terminal	62.6%

HAI PHONG ENTERPRISES PROACTIVELY RESPOND TO VOLATILITY IN MIDDLE EAST SHIPPING ROUTES

Tensions in the Middle East are increasing risks for maritime transport and logistics costs, as many international shipping lines have temporarily suspended bookings to the Middle East and the Red Sea while monitoring developments in maritime security. This move may affect export routes from Hai Phong to Europe, the Middle East, and Africa, particularly as transit times may be extended and freight costs may rise due to risk surcharges and fuel price volatility. In response, many enterprises in Hai Phong have proactively stockpiled fuel, adjusted logistics plans, updated contract terms, diversified export markets, and strengthened risk management to safeguard supply chains and maintain stable operations. (Source: Bao Hai Phong – March 4, 2026)



HIGHLIGHTS



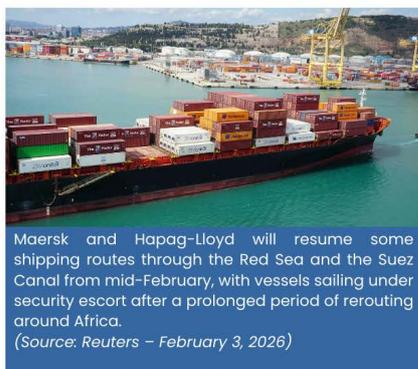
The LPG supply of PV Gas Trading has been disrupted due to an incident at the Juaymah facility of Saudi Aramco and tensions in the Strait of Hormuz, forcing several shipments scheduled from March 10, 2026 to be suspended and requiring the company to seek alternative supply sources. (Source: VnExpress – March 2, 2026)



According to Hapag-Lloyd, plans to return container vessels to the Suez Canal are being delayed due to escalating military tensions in the Middle East. Many shipping lines continue rerouting via the Cape of Good Hope, significantly increasing transit time and transportation costs. (Source: WSJ – March 2, 2026)

MSC imposes an emergency fuel surcharge on routes between Northern Europe – the Red Sea and East Africa

Mediterranean Shipping Company (MSC), the world's largest container shipping line, announced an emergency fuel surcharge on cargo from Northern Europe (including the UK and the Scanbaltic region) to the Red Sea and East Africa, effective March 16. The surcharge ranges from USD 40–120 per TEU, depending on the route and container type (dry or reefer). (Source: Reuters – March 6, 2026)



Maersk and Hapag-Lloyd will resume some shipping routes through the Red Sea and the Suez Canal from mid-February, with vessels sailing under security escort after a prolonged period of rerouting around Africa. (Source: Reuters – February 3, 2026)



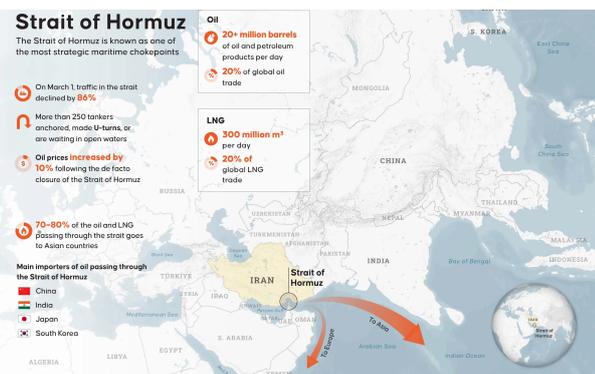
The Chinese government has called on the international community to protect commercial vessels transiting the Strait of Hormuz as conflict sharply reduces traffic. Only seven ships passed the strait on March 2, while hundreds of oil tankers were forced to anchor in the Gulf. (Source: The Guardian – March 3, 2026)



Traffic of oil tankers through the Strait of Hormuz has dropped sharply as many tankers suspended operations amid regional conflict, raising concerns over energy security in Asia, including Vietnam, which relies heavily on Middle Eastern oil. On the morning of March 9, oil prices surged to \$116.42 per barrel before stabilizing at around \$105. Later that day, the G7 held an emergency meeting and planned to release 300–400 barrels of oil to stabilize the market. Oil price developments remain uncertain. (Source: CNBC – March 9, 2026)



During the Binh Ngo Lunar New Year 2026, the Hai Phong seaport system maintained continuous operations, ensuring the stability of the logistics chain and the flow of cargo. Over the 7 peak days, the port area recorded 349 vessel calls, handling more than 1.57 million tons of cargo and nearly 138,000 TEUs of containers, marking a significant increase compared to the same period last year and further reaffirming its role as an international trade gateway for Northern Vietnam. (Source: Vietnam.vn – February 20, 2026)



Attacks targeting oil tankers in the Strait of Hormuz—a route that transports around 20% of the world's oil supply—are causing serious disruptions to global energy supply chains. Brent crude prices have risen by about 7% to nearly USD 83 per barrel, while natural gas prices in Europe and the United States have also surged. Many shipping lines and transport companies have temporarily suspended operations through the area due to security risks, driving up freight and insurance costs and raising concerns about broader impacts on global trade and supply chains. (Source: Time – March 3, 2026)



Maersk has temporarily suspended two container service routes, FM1 (Far East – Middle East) and ME11 (Middle East – Europe), to ensure the safety of its vessels and crews amid escalating tensions in the Middle East. According to shipping analysts, around 147 container ships are currently anchored and waiting in the Gulf region, causing port congestion and pushing up freight rates, with ripple effects across global supply chains. (Source: Reuters – March 6, 2026)