



PHNOM PENH AUTONOMOUS PORT



Head Office

Multipurpose Terminal TS3

#649, Street 1 (Preah Sisowath Quay), Sangkat Sras Chork, Khan Daun Penh, Phnom Penh, Cambodia.

CONTENT



Introduction to PPAP



Transportation Connectivity



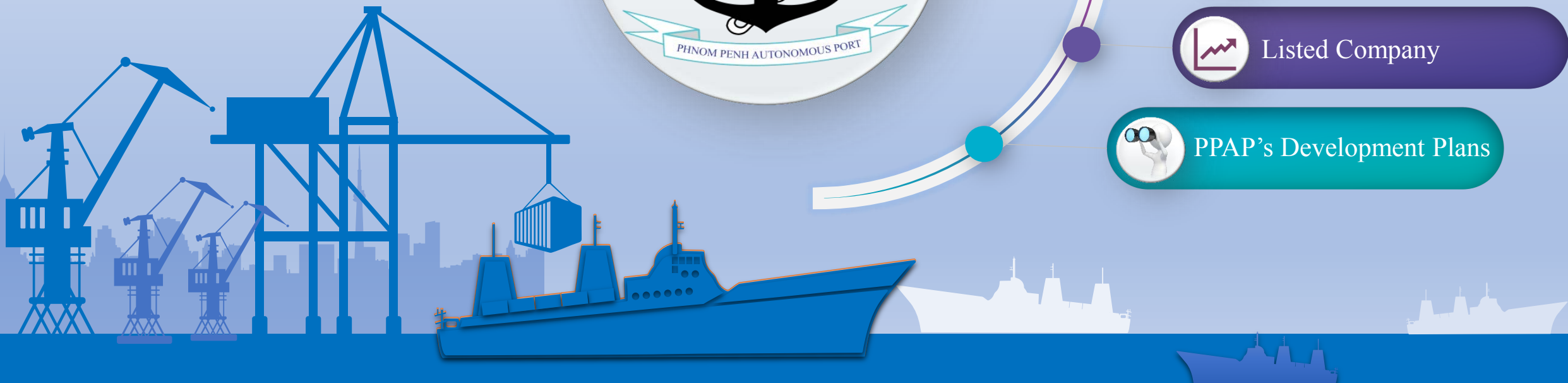
PPAP's Services



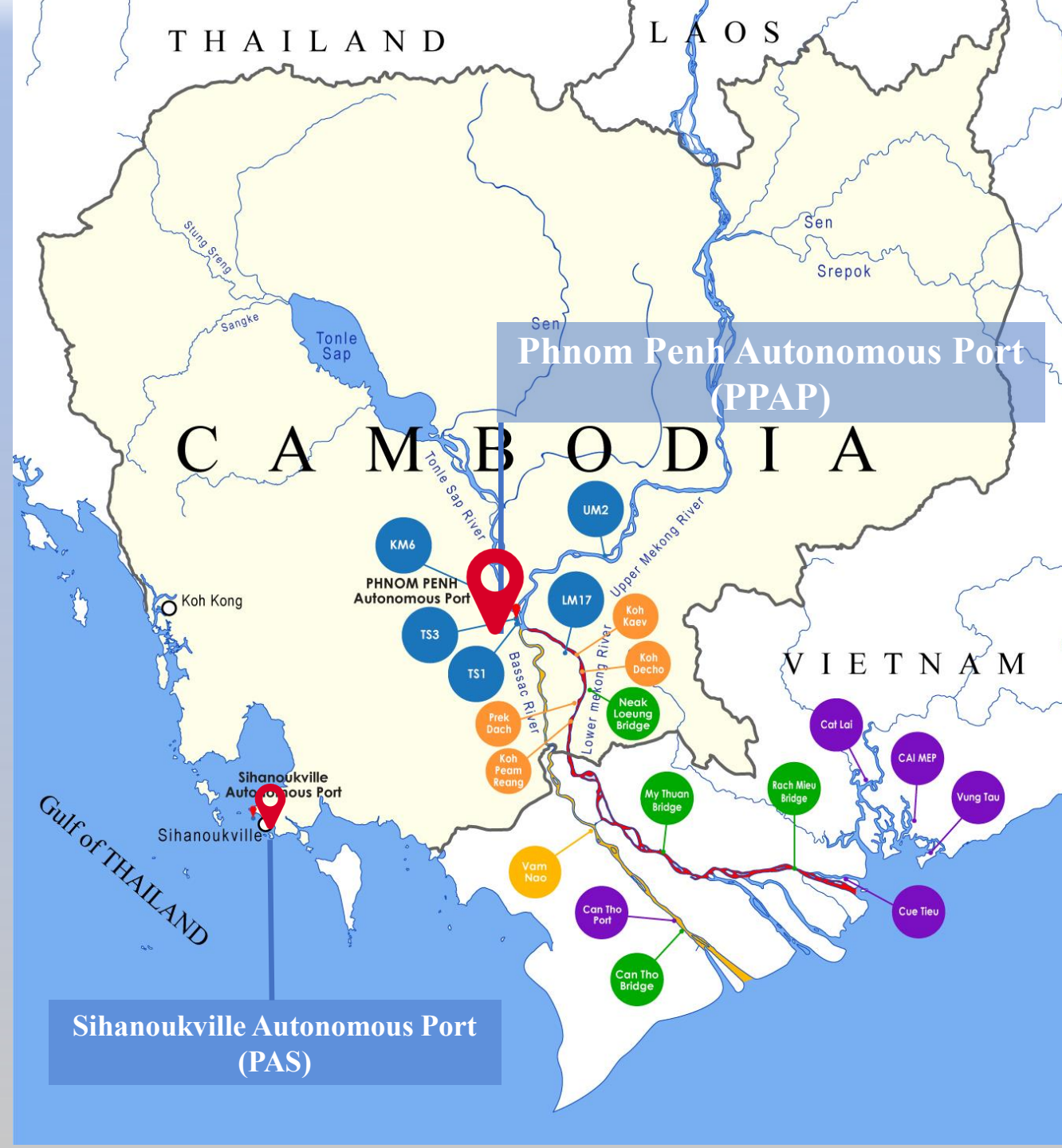
Listed Company



PPAP's Development Plans



❖ Introduction to PPAP

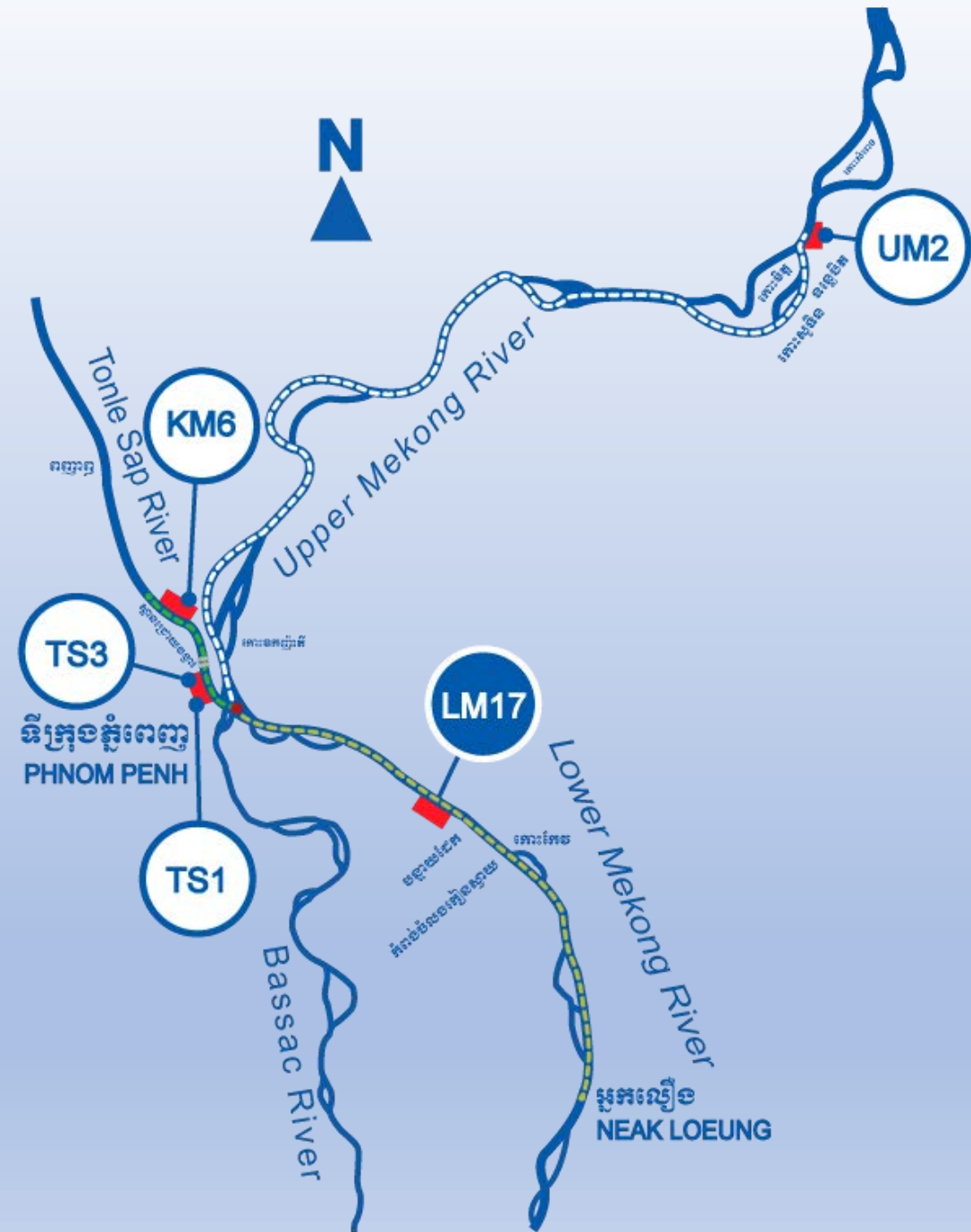


PPAP

Port Commercial Zone 166Km

I. Port Commercial Zone

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

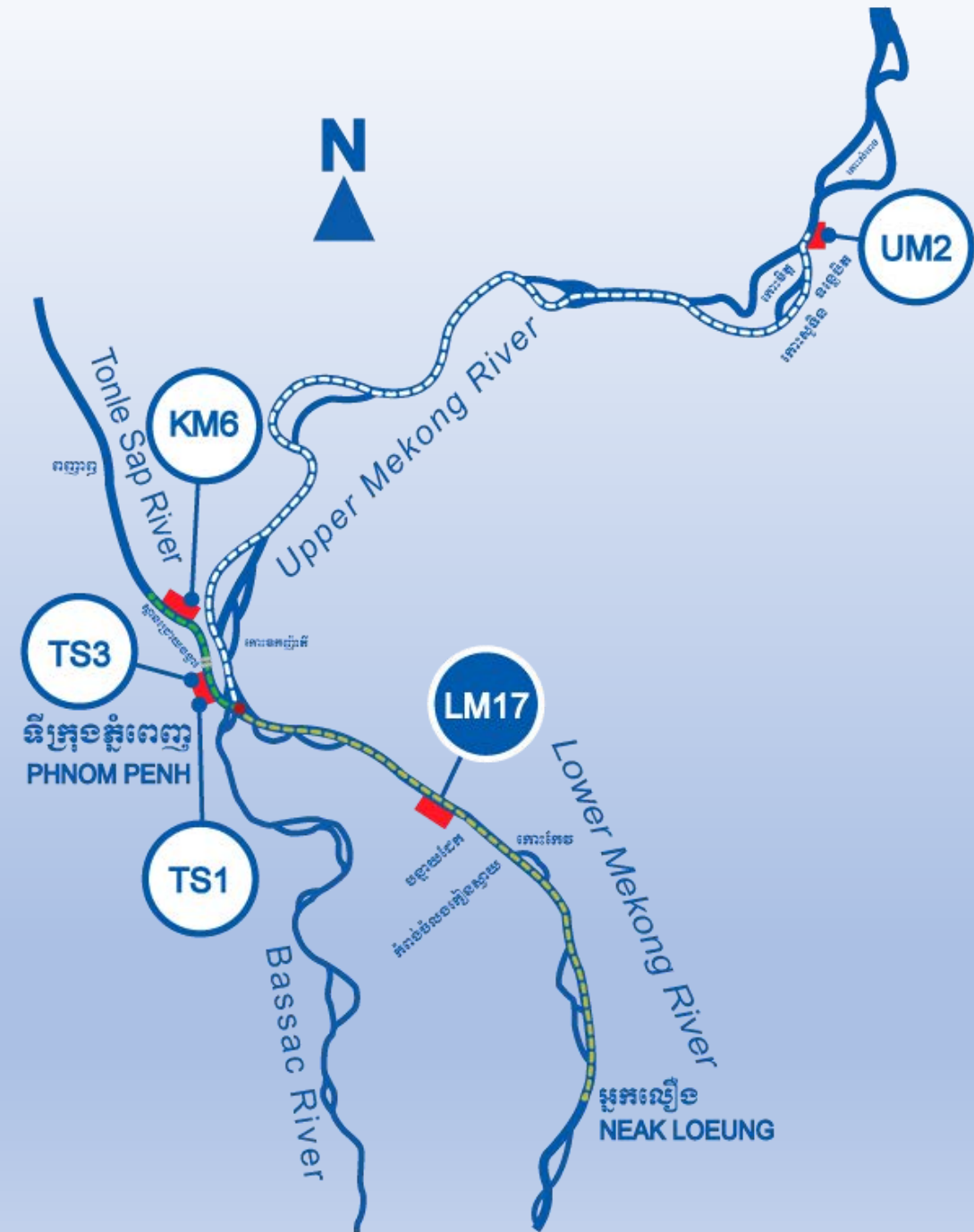


PPAP

Port Commercial Zone 166Km

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)



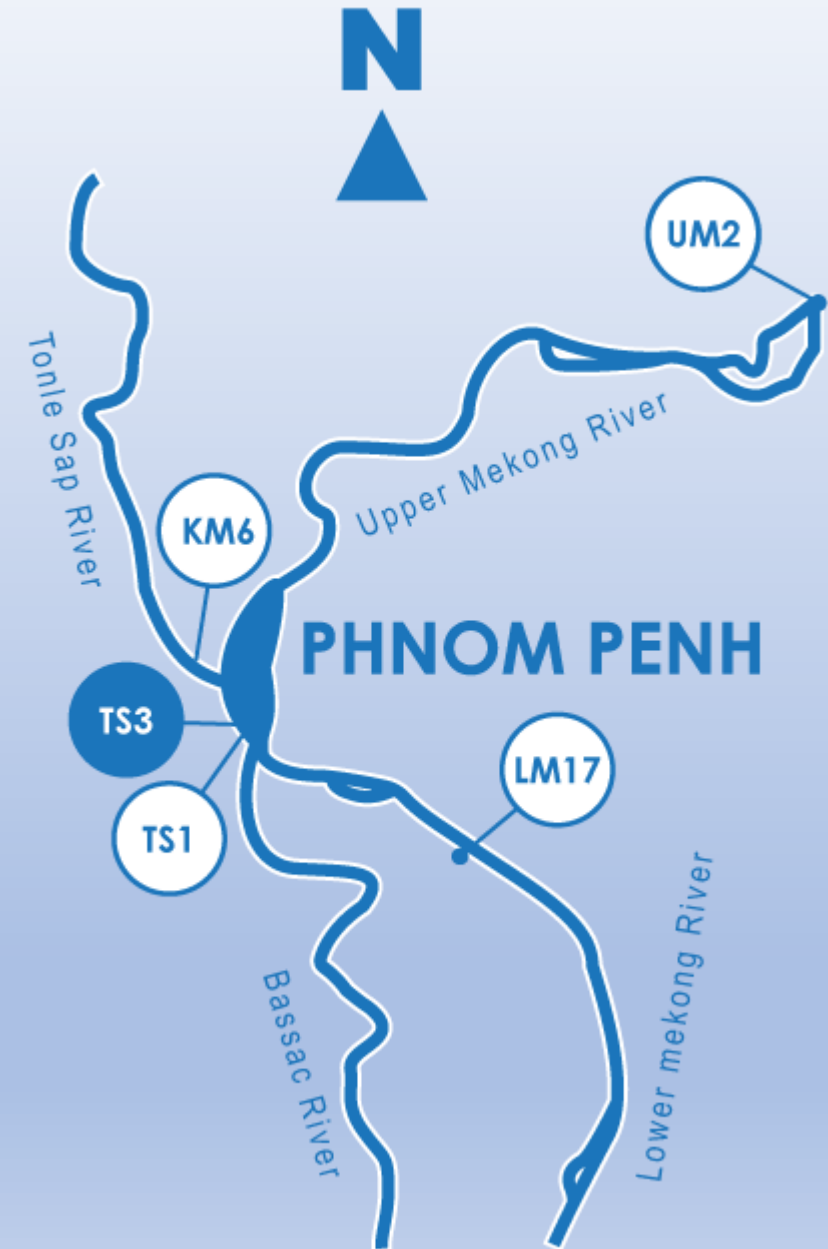
➤ Port Commercial Zone



➤ Port Commercial Zone



Multipurpose Terminal (TS3)



➤ Port Commercial Zone



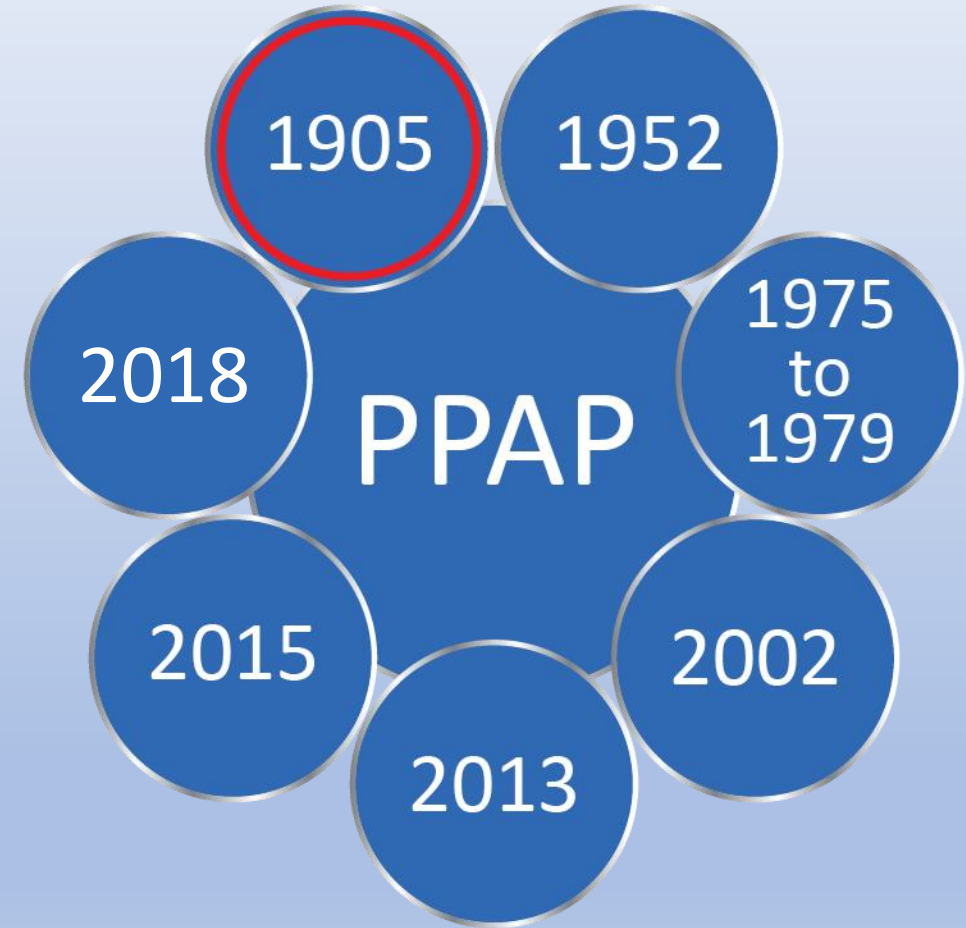
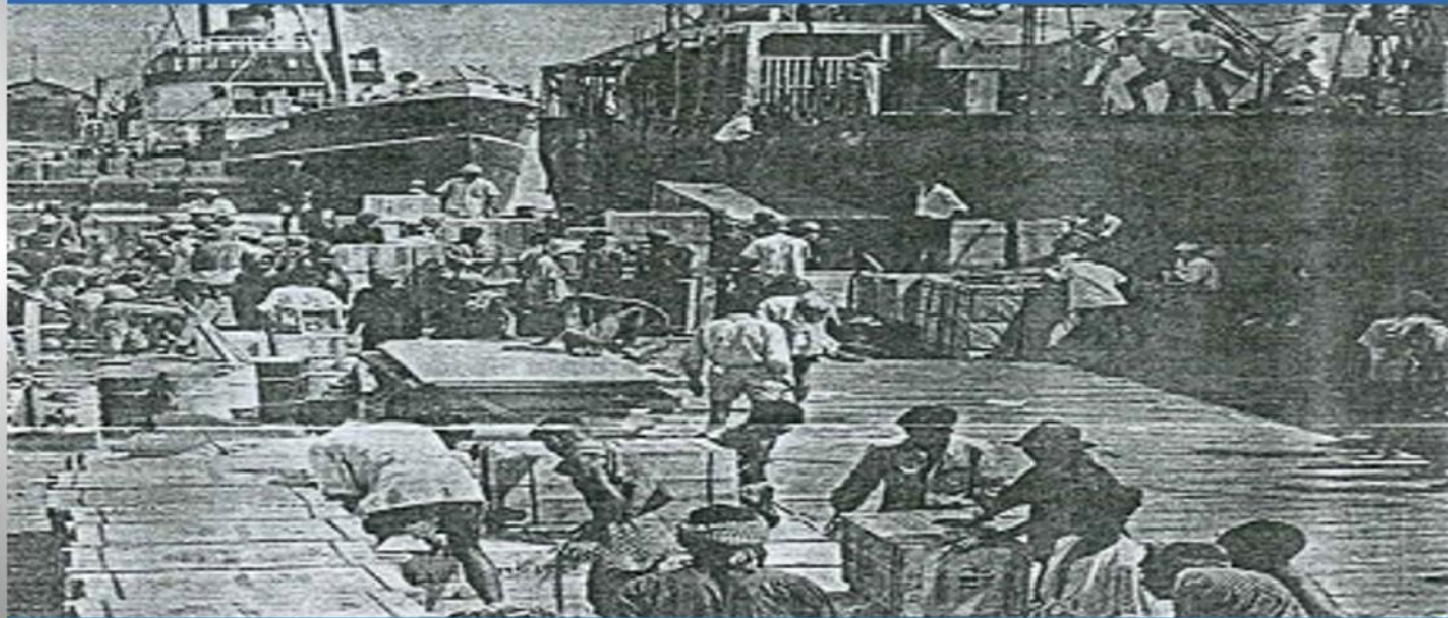
Passenger & Tourist Terminal (TS1)



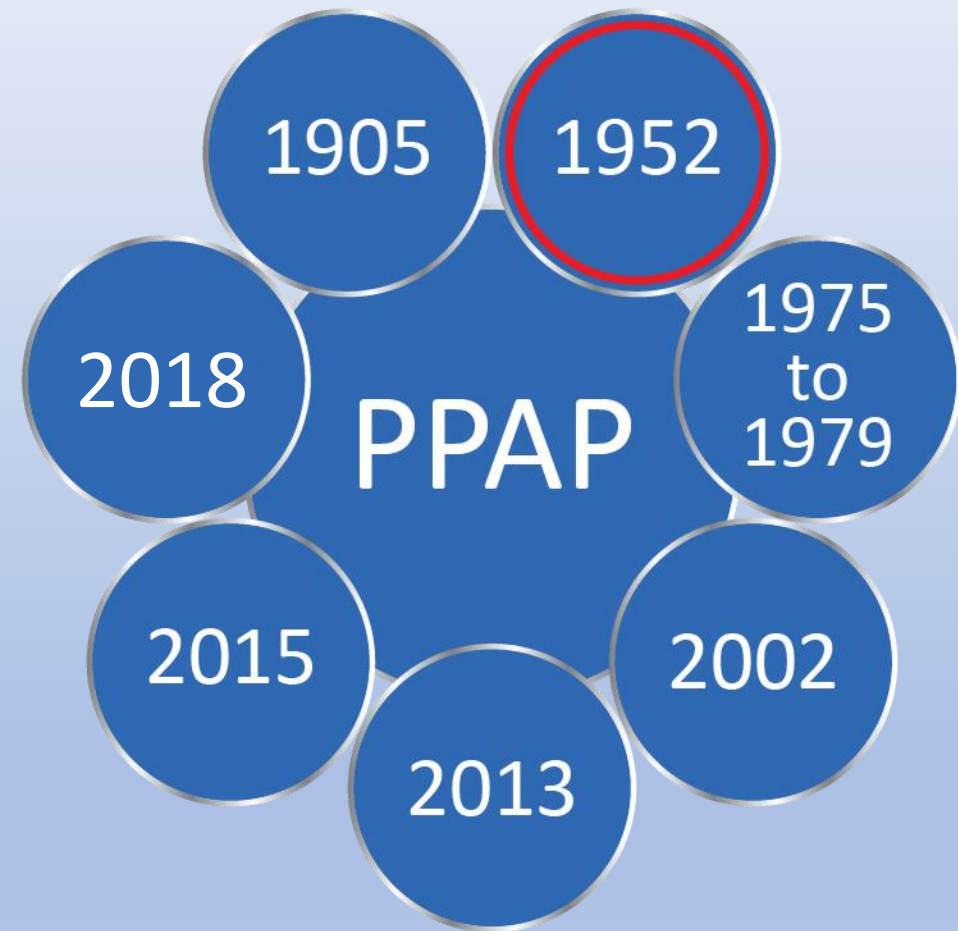
➤ Port Commercial Zone



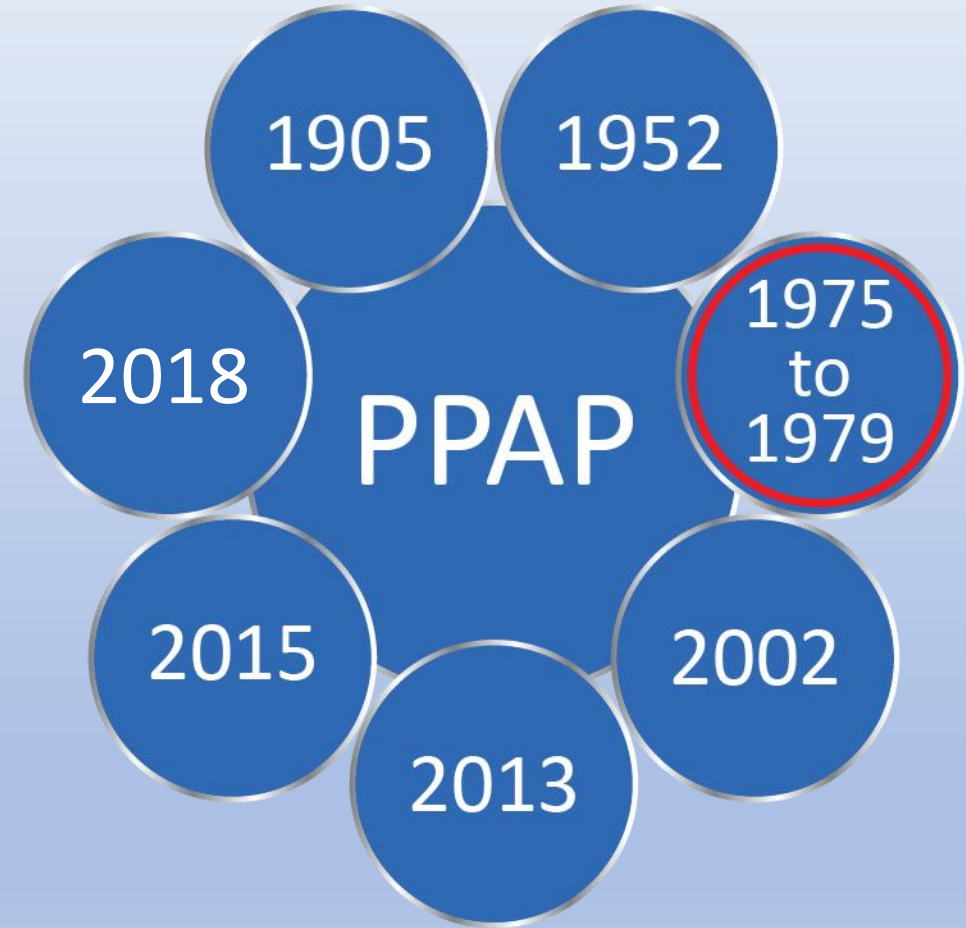
➤ PPAP's Journey



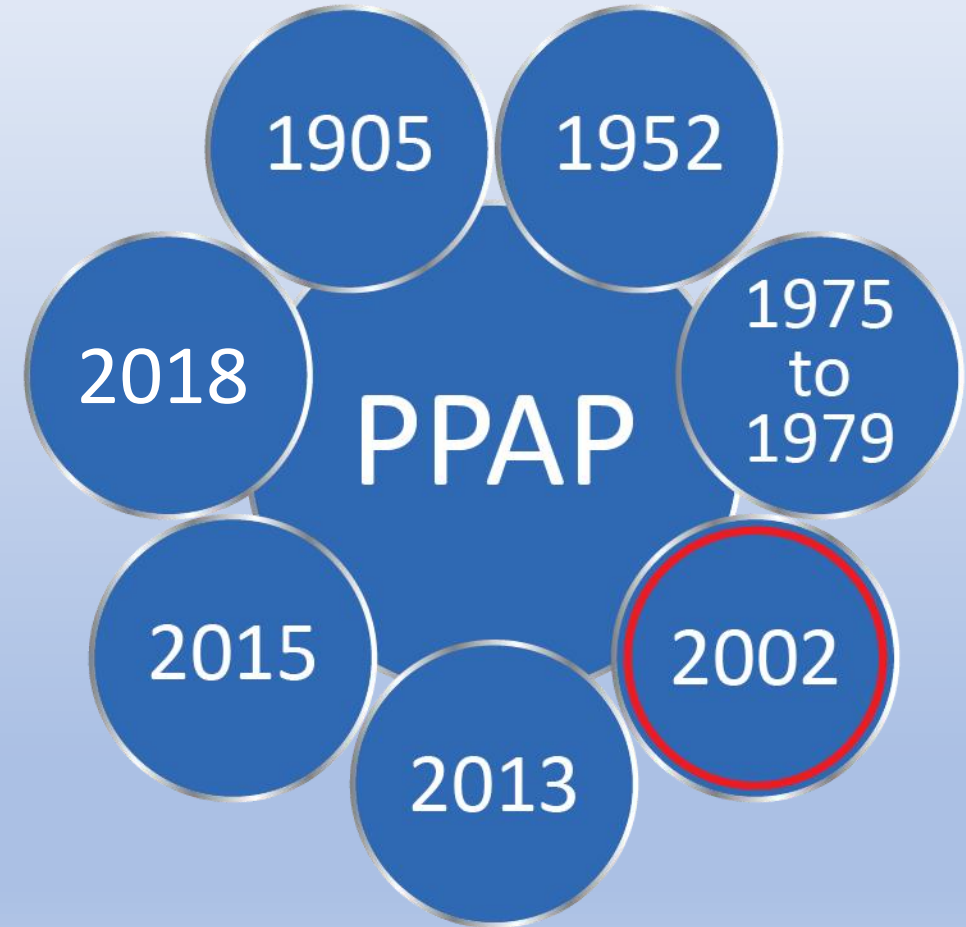
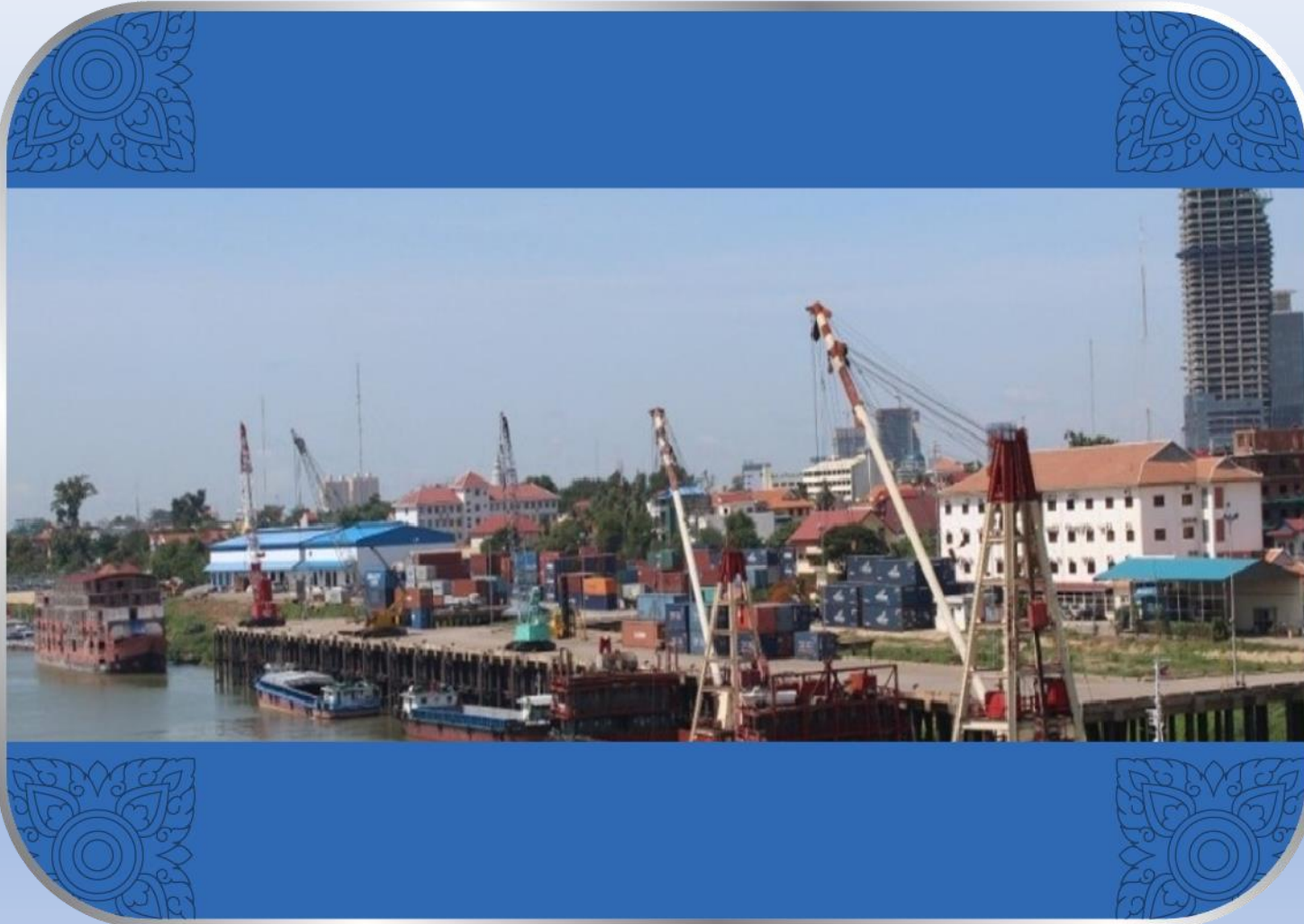
➤ PPAP's Journey



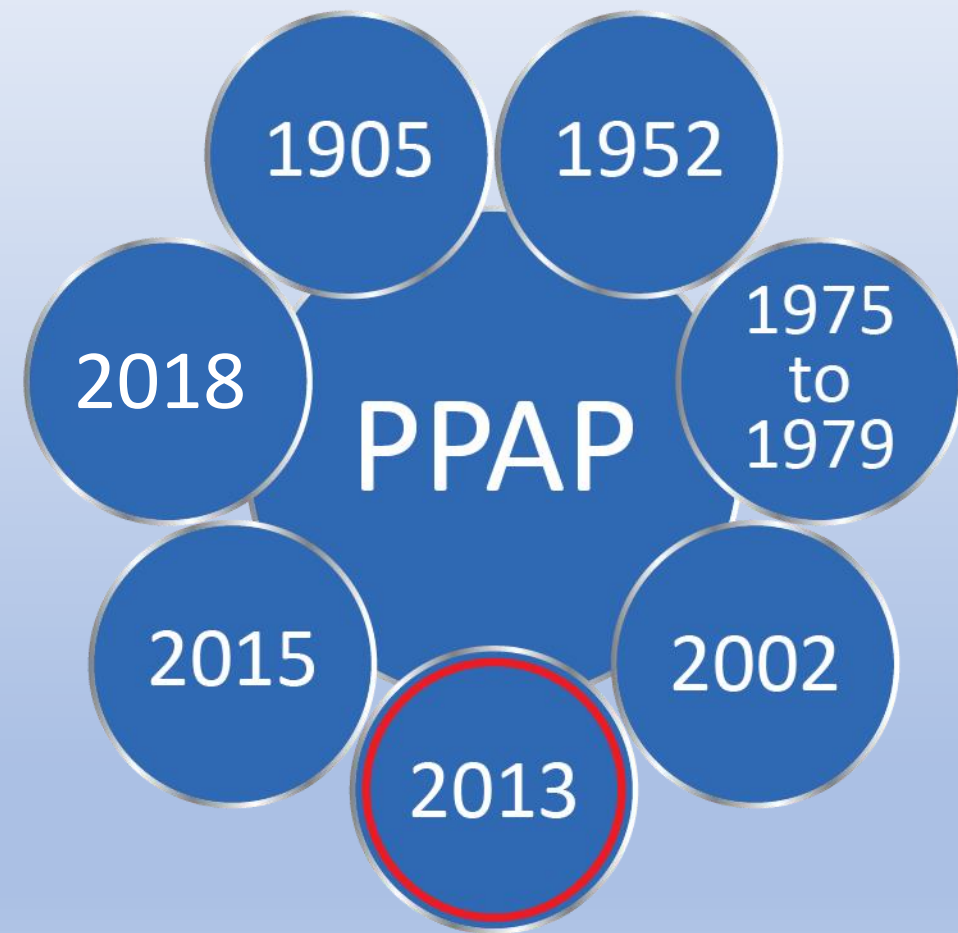
➤ PPAP's Journey



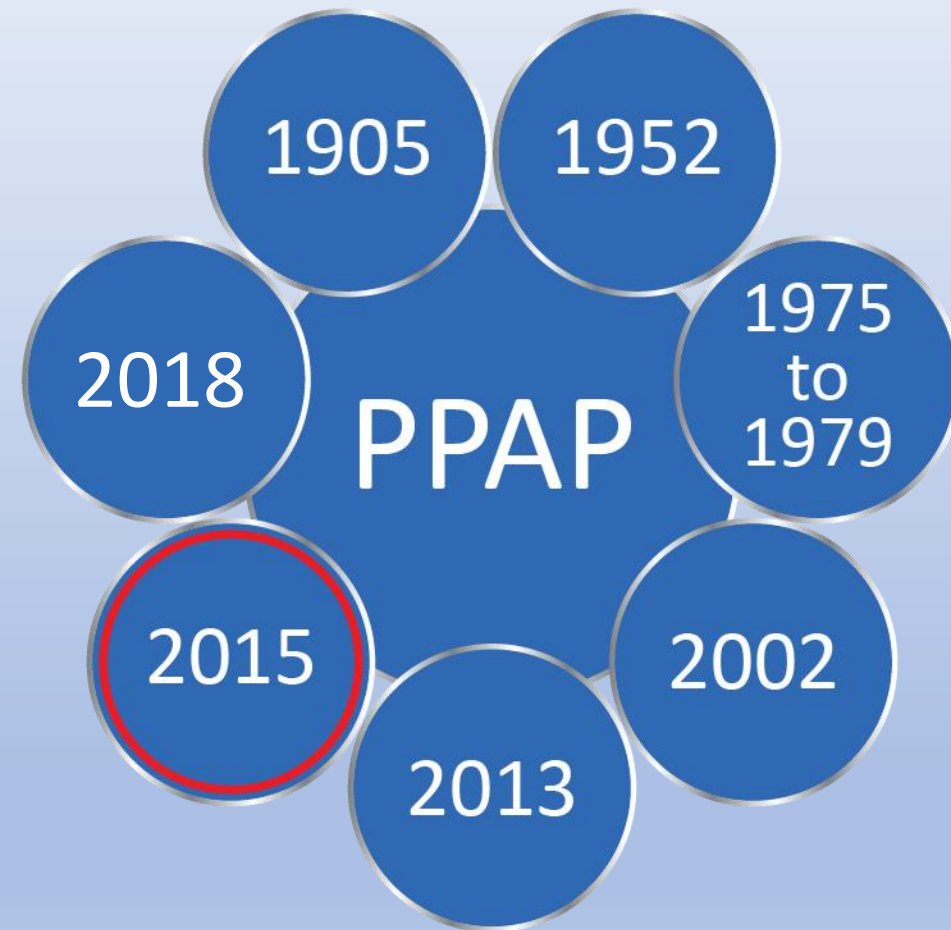
➤ PPAP's Journey



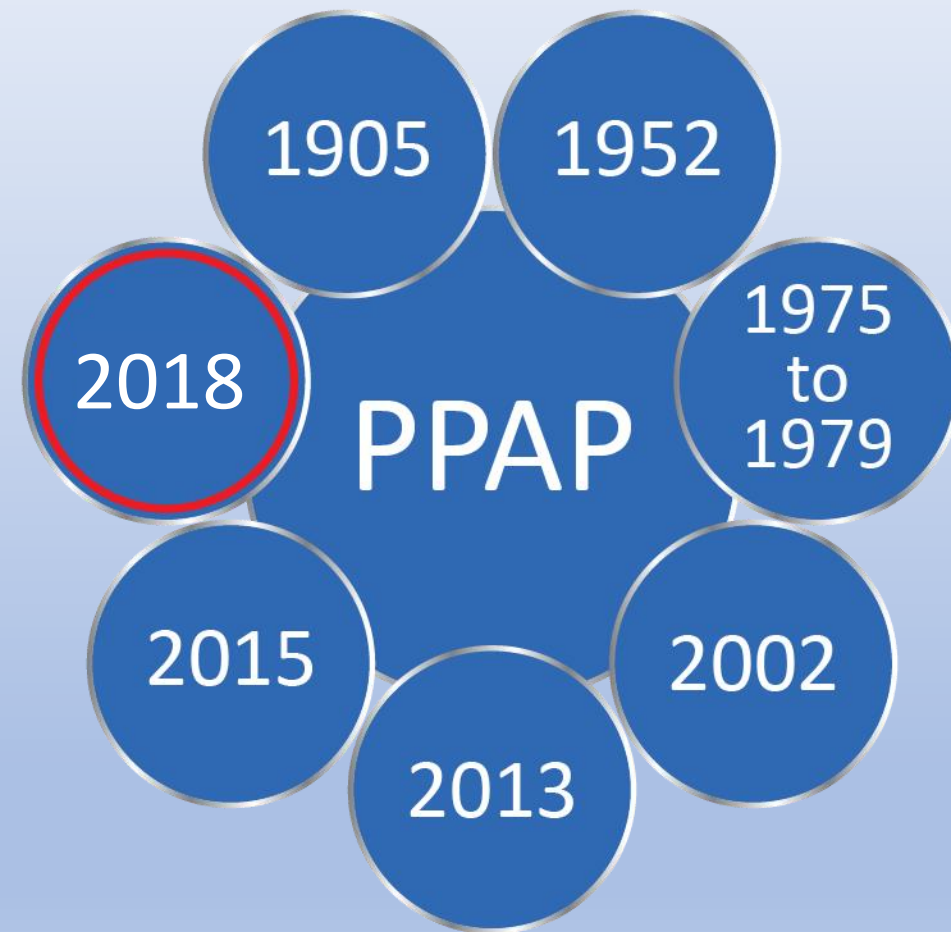
➤ PPAP's Journey



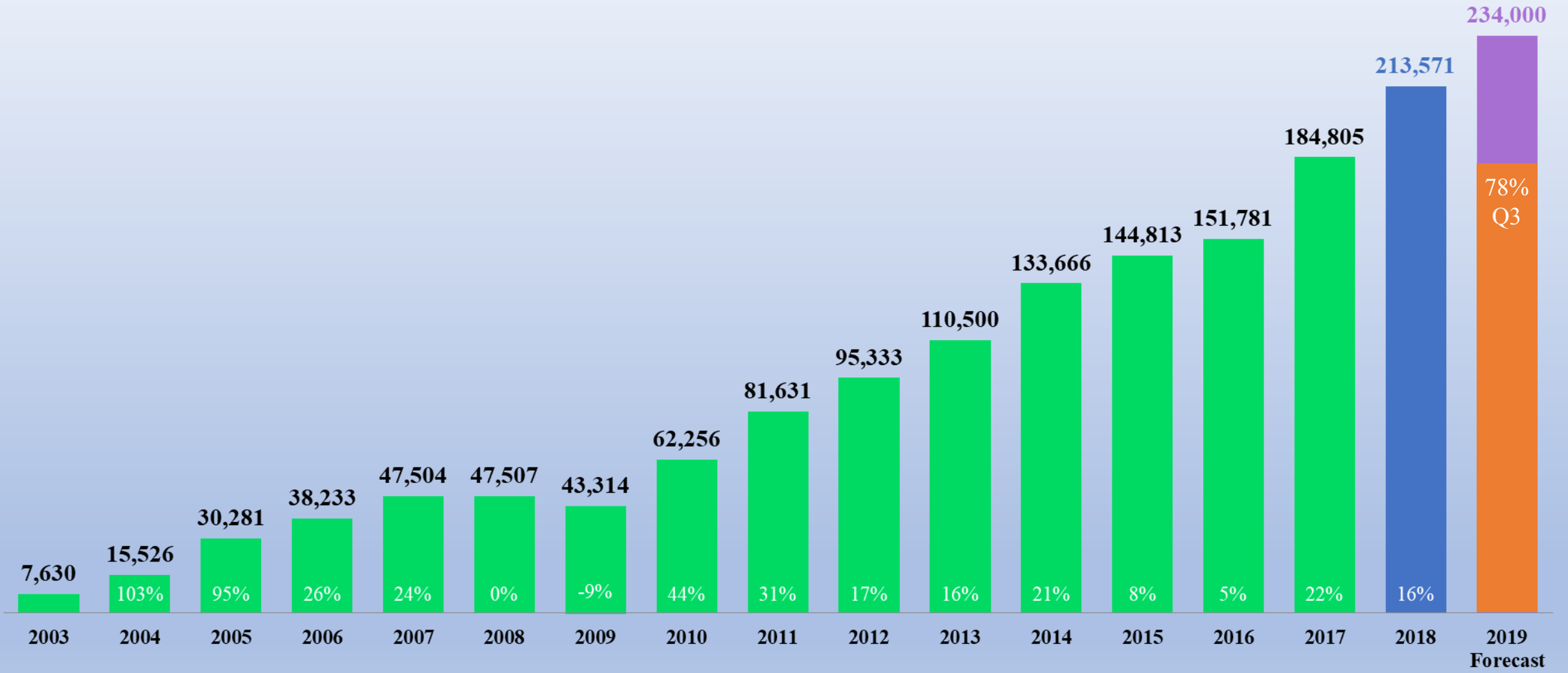
➤ PPAP's Journey



➤ PPAP's Journey



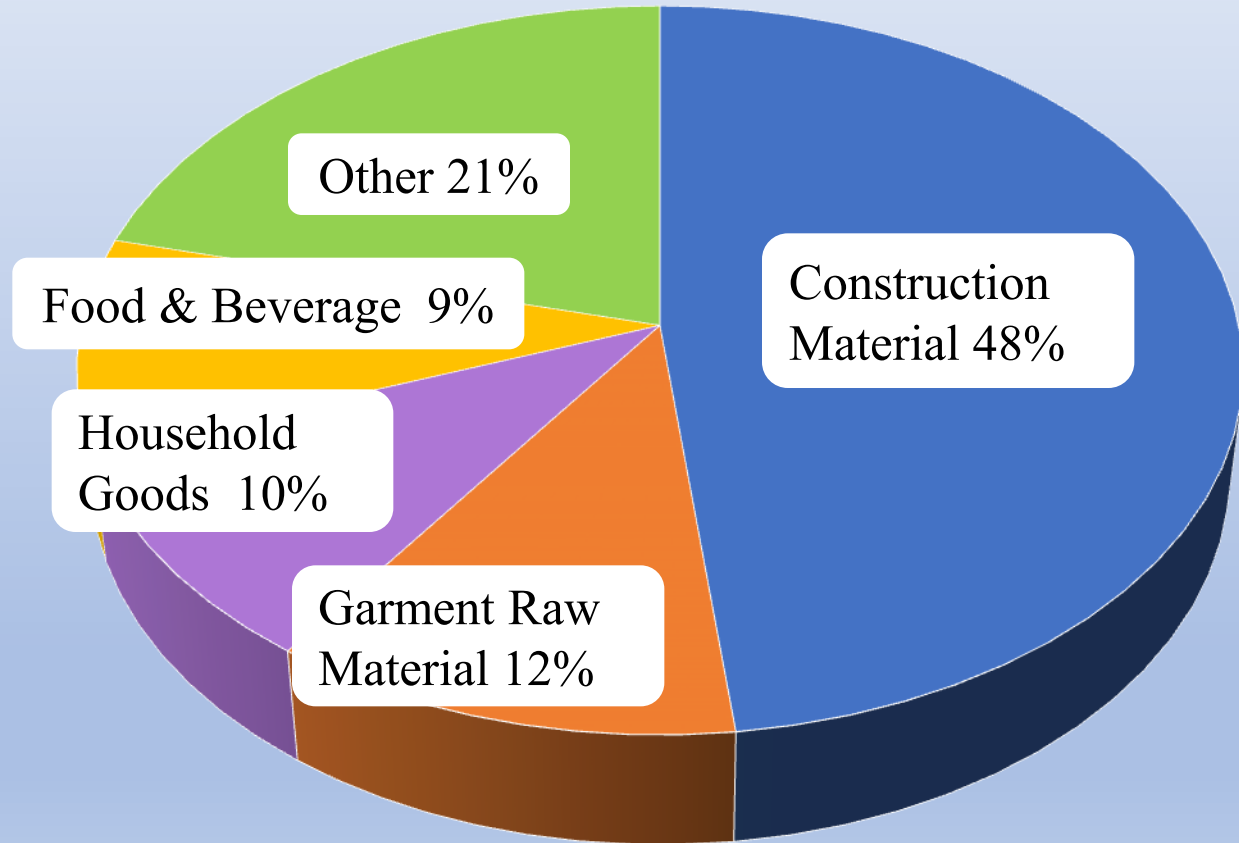
➤ Container Traffic (TEUs)



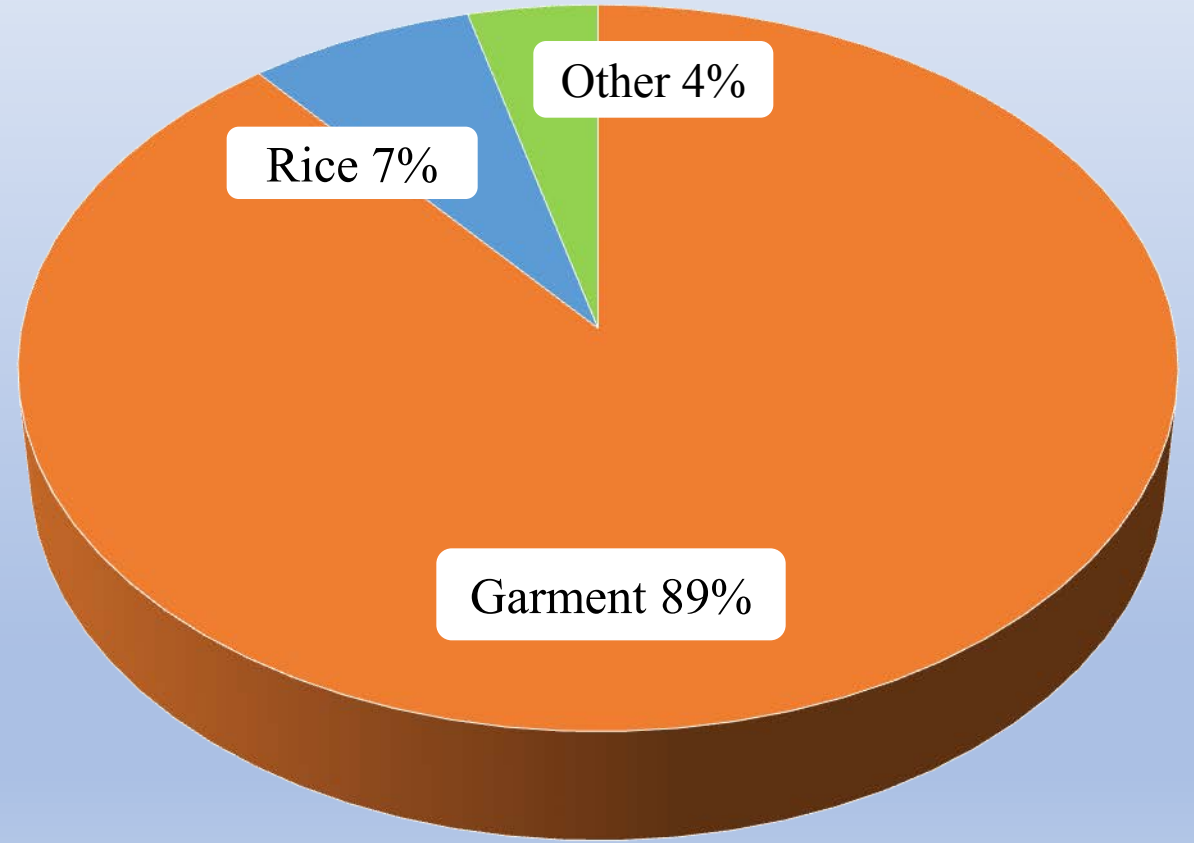
Actual and Forecast

➤ **Statistic of Cargoes in 2018 (TEUs)**

Import

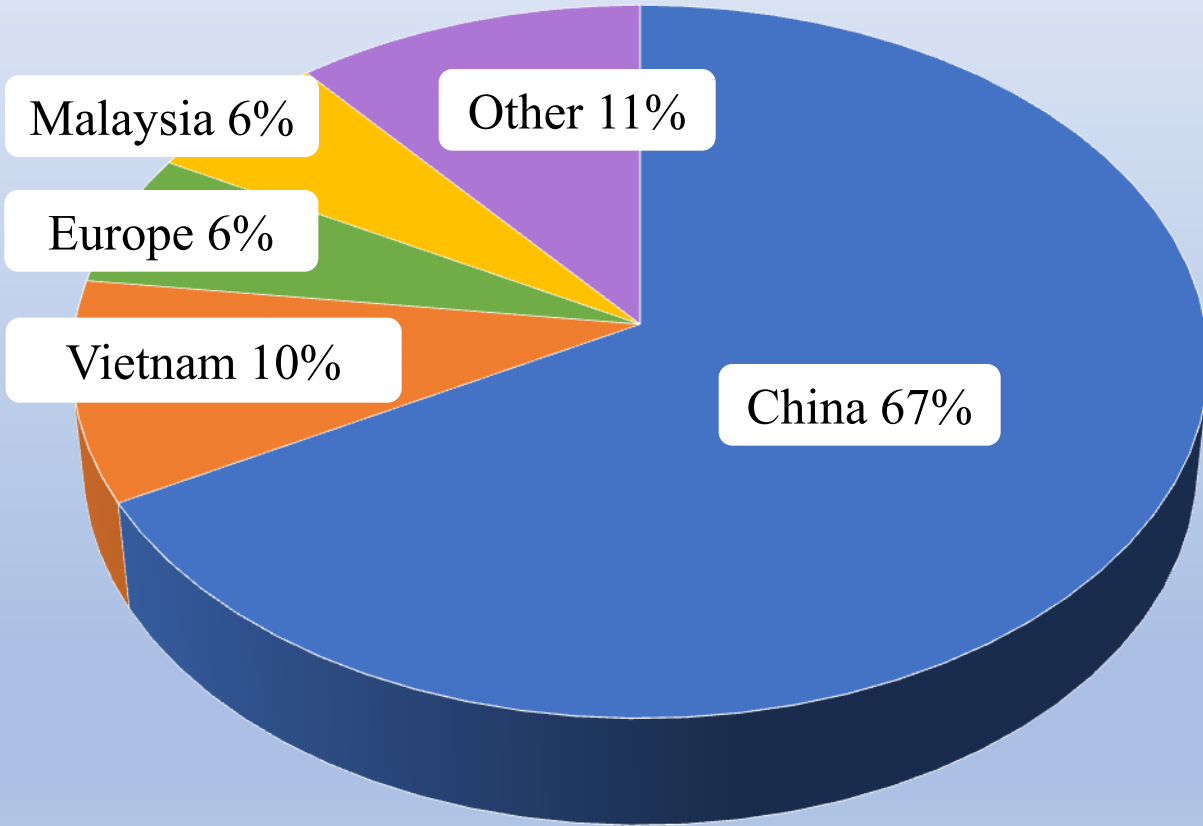


Export

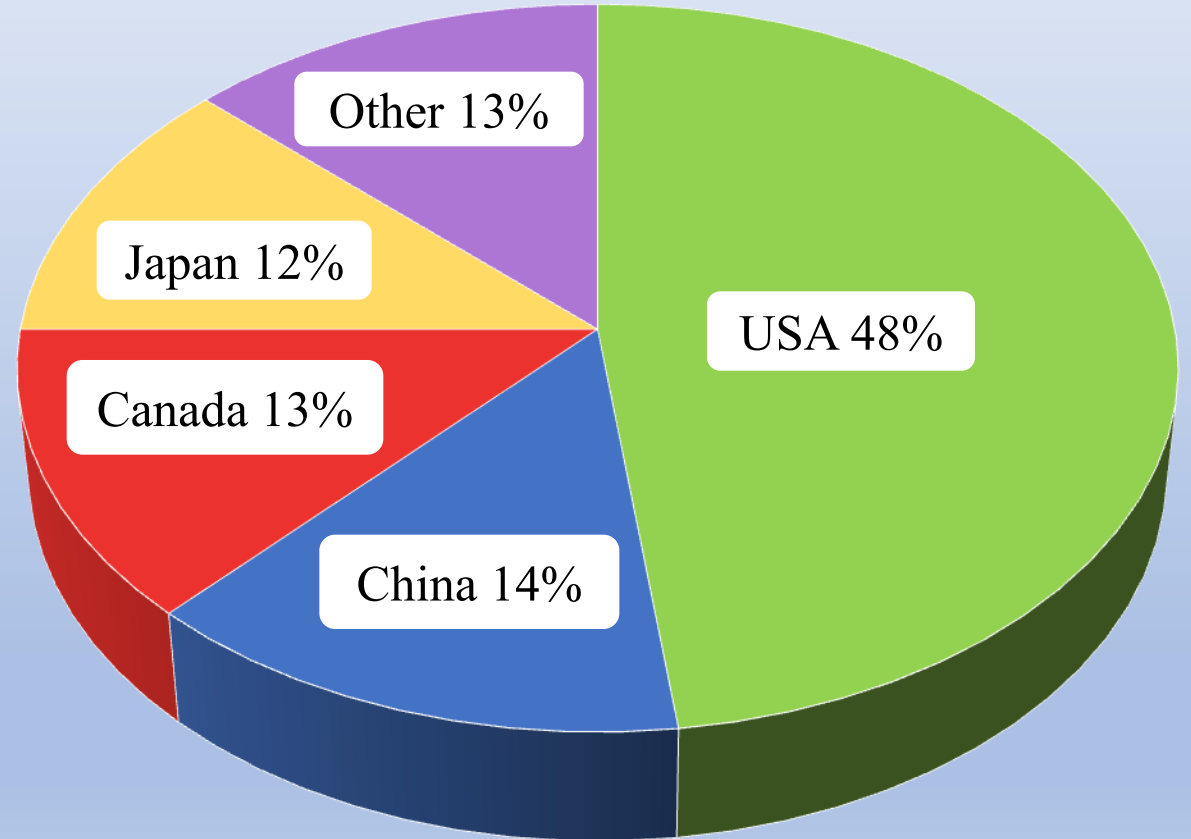


➤ Market Share by Countries in 2018

Import



Export



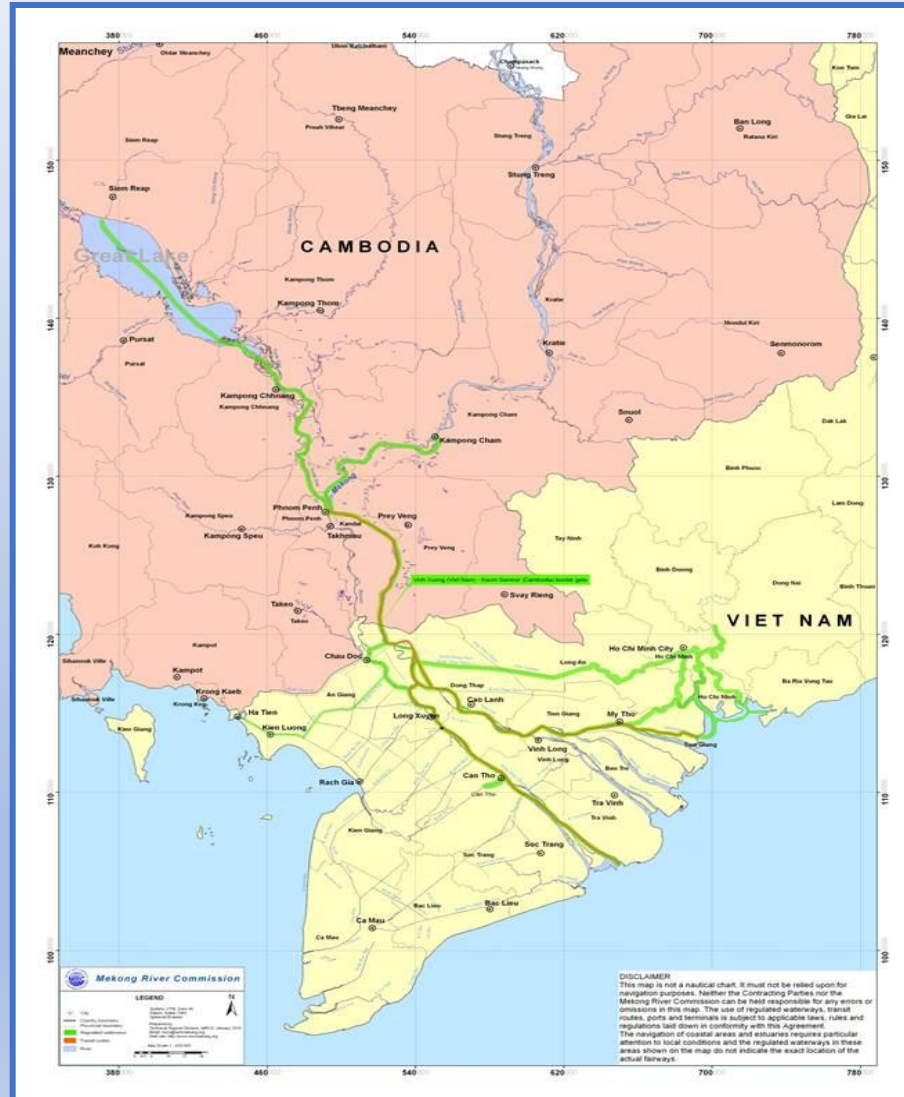
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- ❖ Transportation Connectivity
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- ❖ PPAP's Development Plans



➤ Agreement on Waterway Transportation

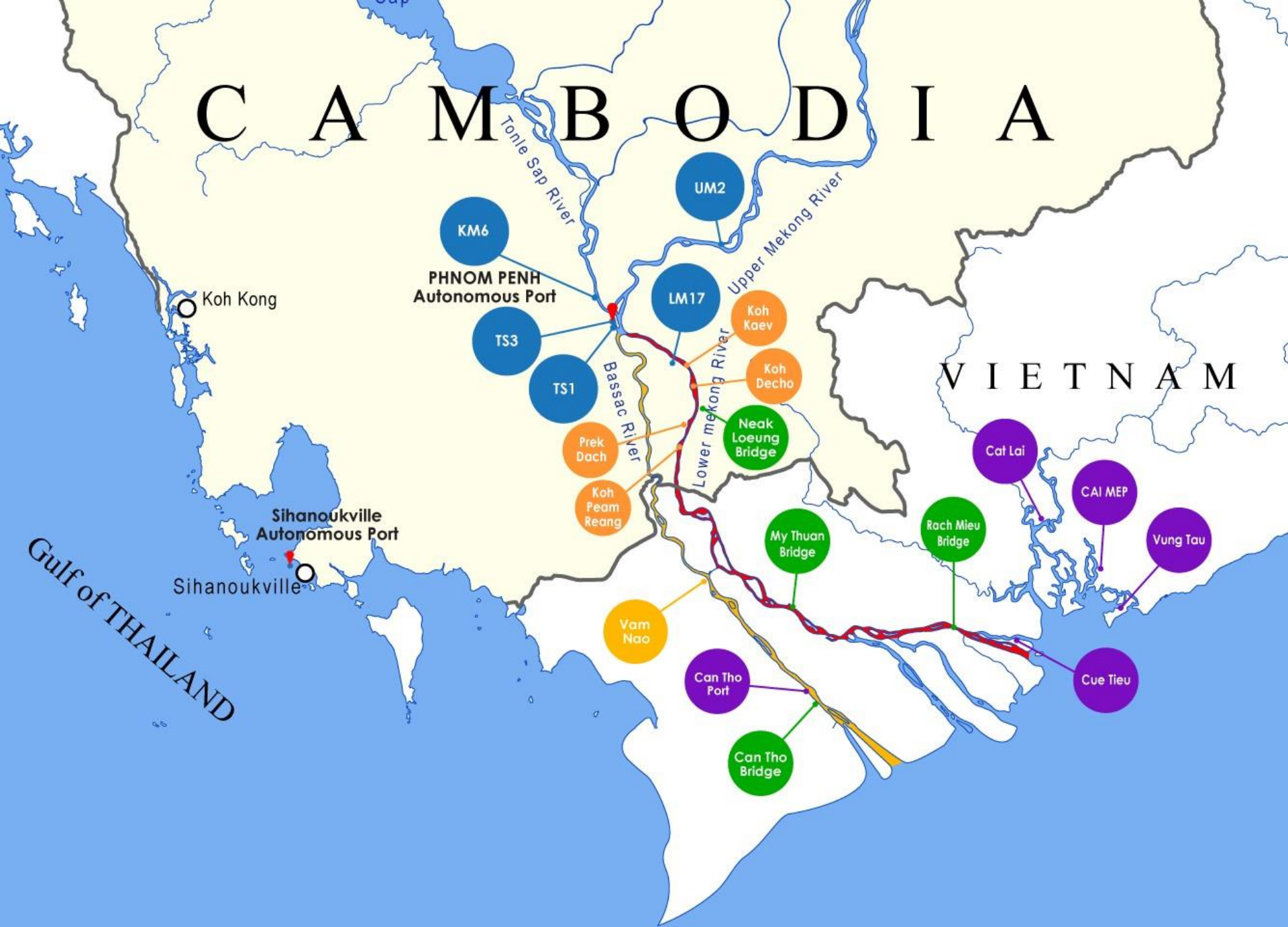
- Freedom of Inland water navigation between both countries
- The **Regulated Waterways** on the **Tonle Sap, Mekong, Bassac, Vam Nao Rivers**, and selected canals can be used by both Cambodian and Vietnamese vessels.
- The **Transit Routes** are destined for maritime traffic and can be used by all sea-going vessels under foreign flags.



Waterway

Road

Railway (Plan)



- PPAP's Terminals
- Bridges
- Ports in Vietnam

Waterway

Road

Railway (Plan)

➤ Air Draft



Waterway

Road

Railway (Plan)

➤ PPAP's Overview Connectivities



➤ Access Road to LM17

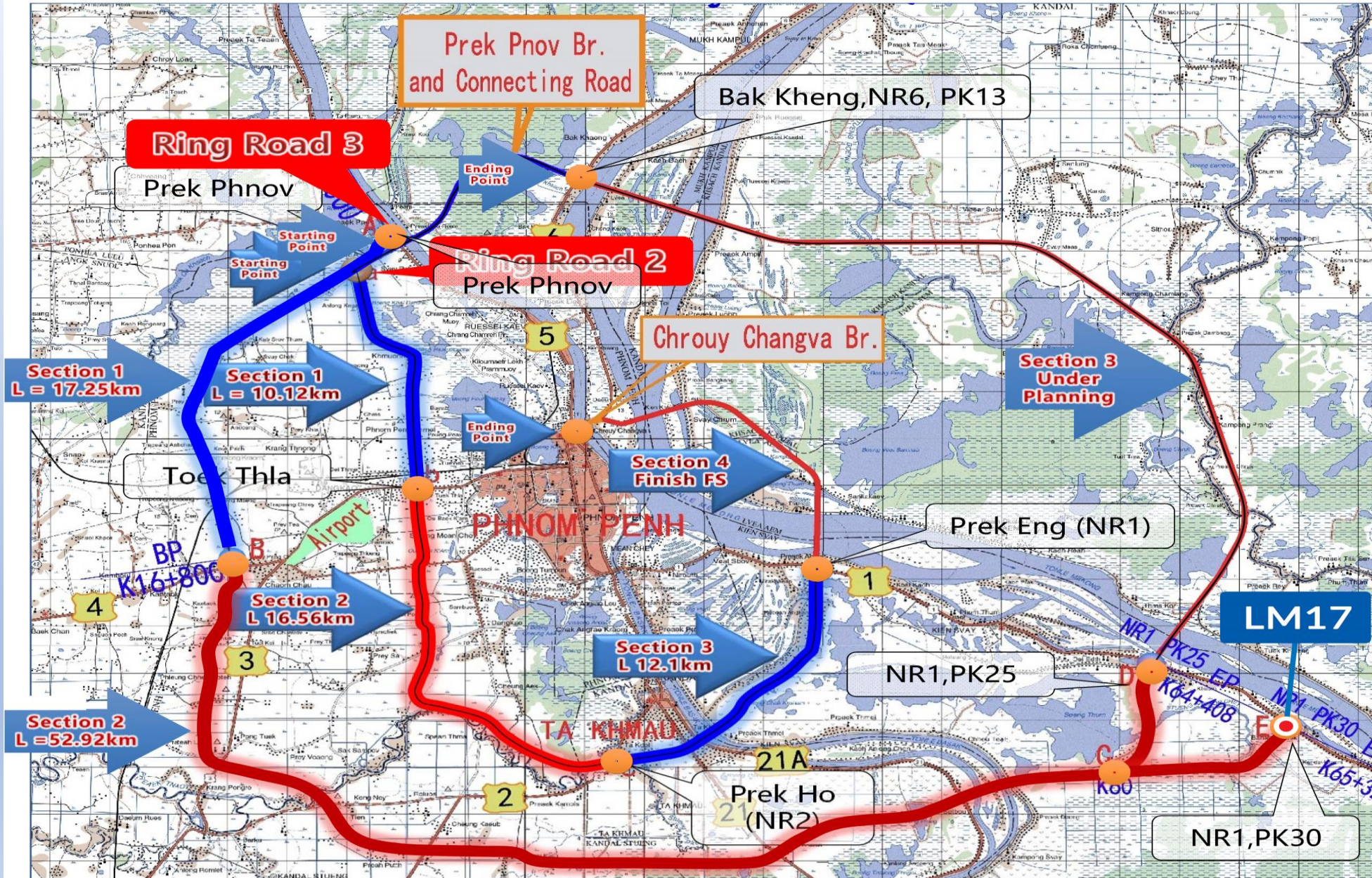


Waterway

Road

Railway (Plan)

➤ Ring Road No. 3

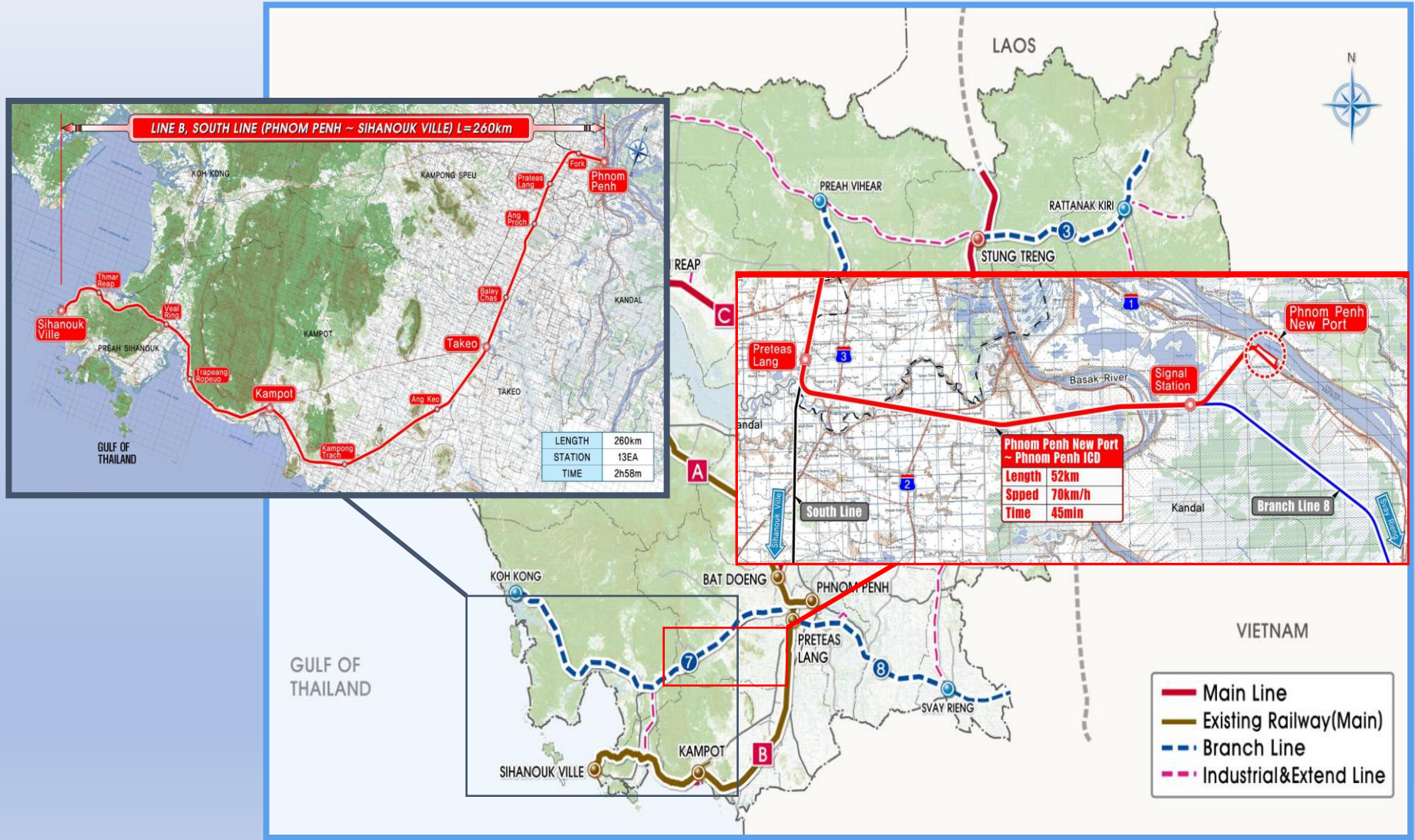


Waterway

Road

Railway (Plan)

➤ Railway Connection



Waterway

Road

Railway (Plan)

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Stevedoring

Lift on/Lift off

Warehousing

Pilotage

Reefer Containers

Surveying & Dredging

ICD Operation Service

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➤ Initial Public Offering (IPO)



❖ Initiated since 2014

❖ 19th October, 2015
Organized The Road Show

❖ 9th December, 2015:
became a listed company

❖ Dividend Policy: 5% of IPO's
price for 5 years

❖ Dividend of 2016: 5%

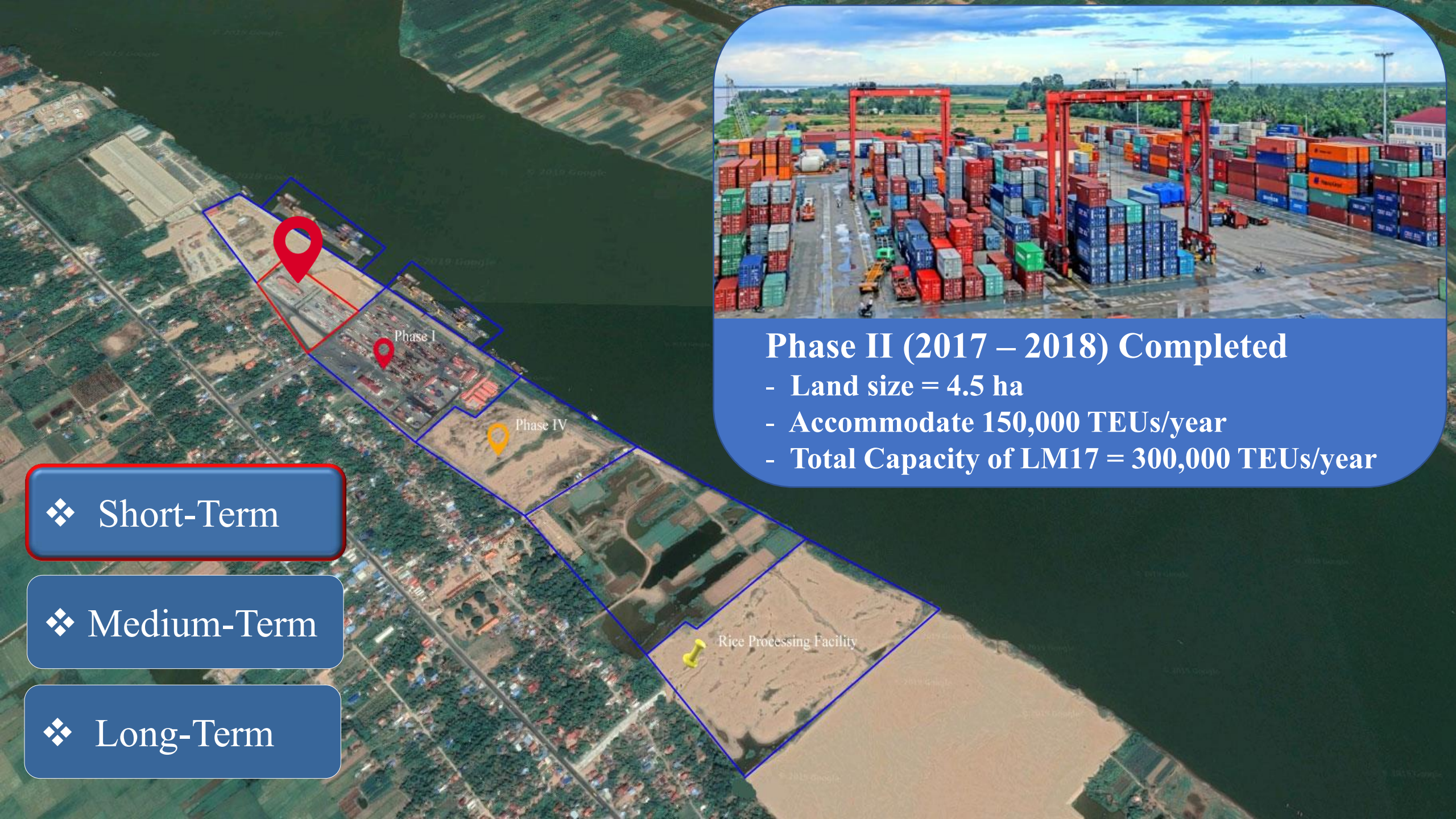
❖ Dividend of 2017: 6%

❖ Dividend of 2018: 6.5%

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Phase II (2017 – 2018) Completed

- Land size = 4.5 ha
- Accommodate 150,000 TEUs/year
- Total Capacity of LM17 = 300,000 TEUs/year

❖ Short-Term

❖ Medium-Term

❖ Long-Term



❖ Short-Term

❖ Medium-Term

❖ Long-Term

➤ Triumph Commercial Center (9.3ha)



- Generate the additional revenue to PPAP from the land rental
- Increase the additional container volume around 20,000 TEUs per year via PPAP
- Create the additional jobs and to improve living standard of the people



❖ Short-Term

❖ Medium-Term

❖ Long-Term

➤ The City Gate



- New Administration Building
- Two Additional Multipurpose Terminals
- Generate Additional Revenue to PPAP via long-term lease
- Increase the additional Container volume
- Create the additional Jobs and Improve living standard of the people



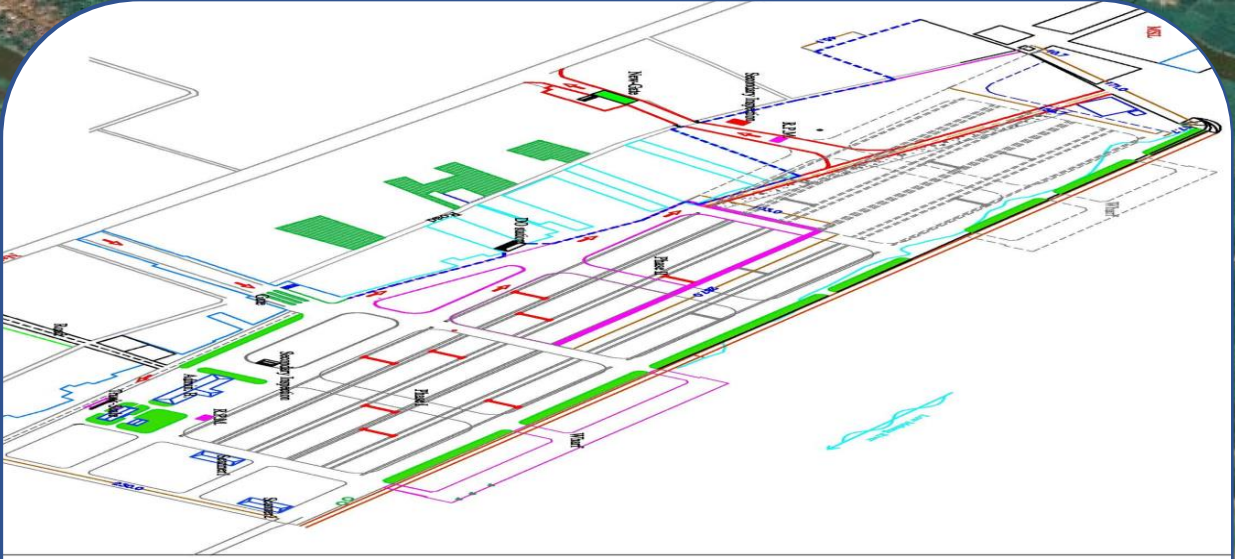
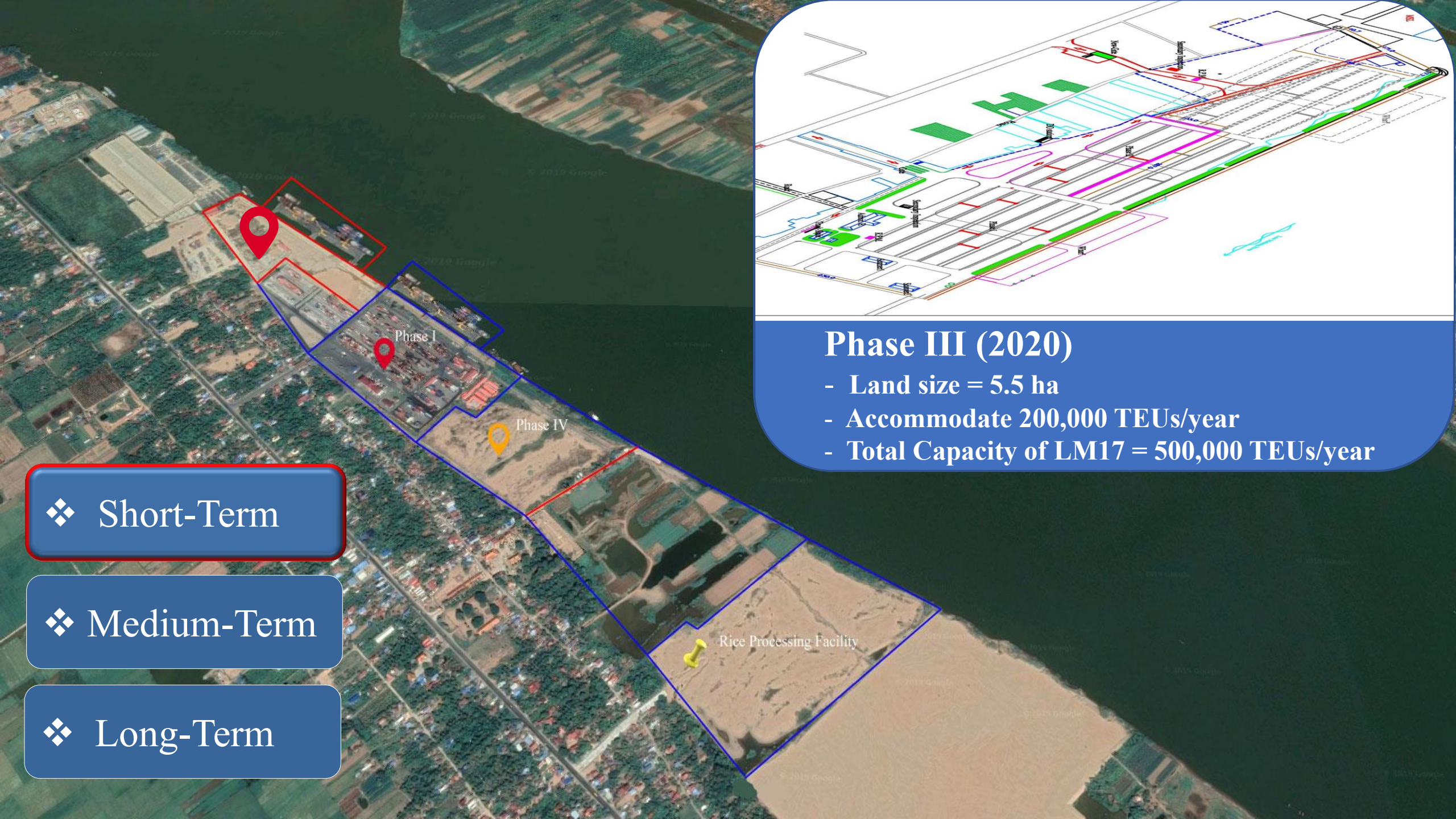
➤ Trucking Service

❖ Short-Term

❖ Medium-Term

❖ Long-Term





Phase III (2020)

- Land size = 5.5 ha
- Accommodate 200,000 TEUs/year
- Total Capacity of LM17 = 500,000 TEUs/year

❖ Short-Term

❖ Medium-Term

❖ Long-Term



➤ Dry/Cold Warehouses



❖ Short-Term

❖ Medium-Term

❖ Long-Term

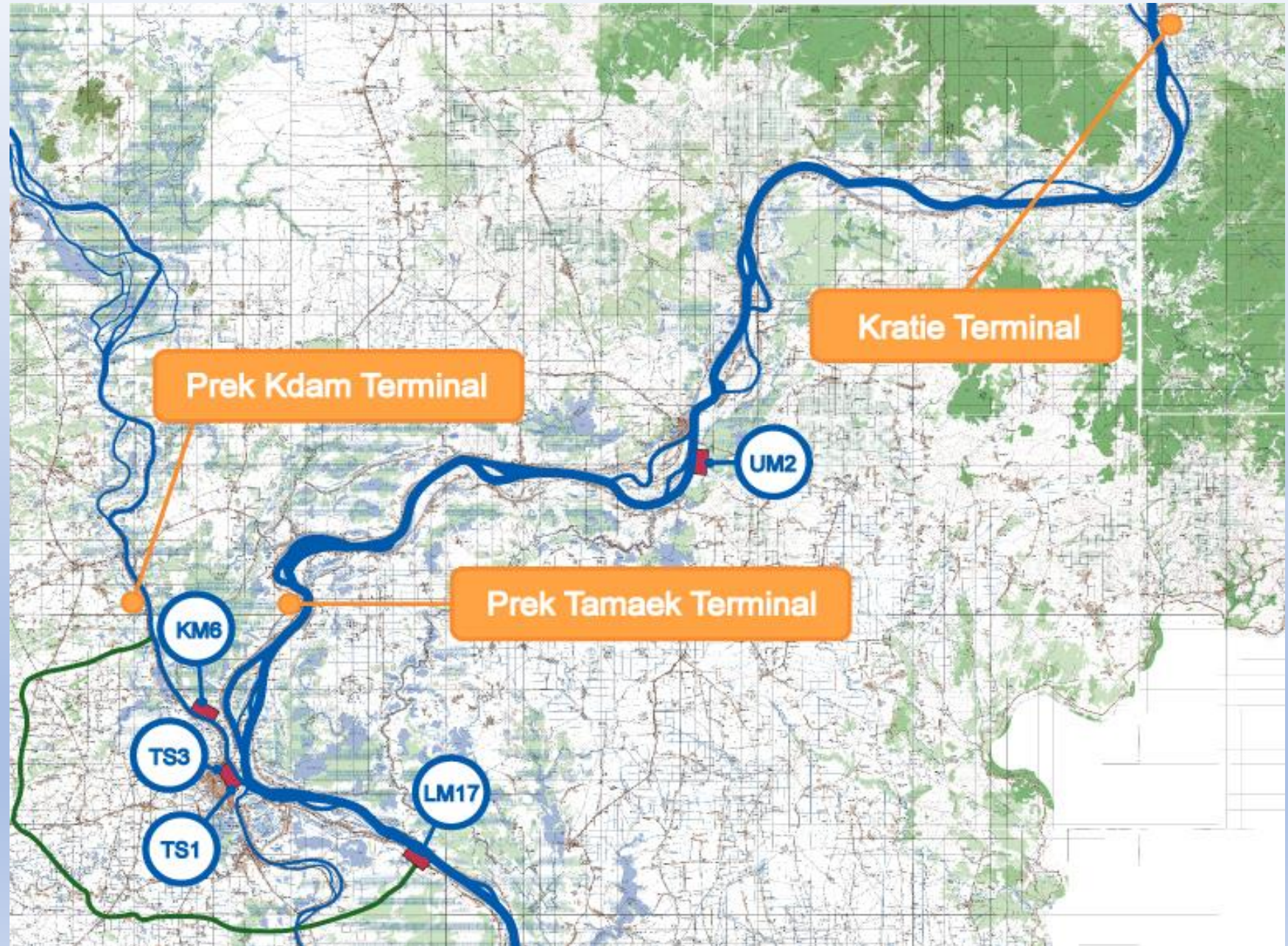
Creating a network of sub-feeder port along the river as multipurpose terminal



❖ Short-Term

❖ Medium-Term

❖ Long-Term





Modernizing Passenger and Tourist terminals

❖ Short-Term

❖ Medium-Term

❖ Long-Term



Development of Logistic Center within the Port Supporting Area

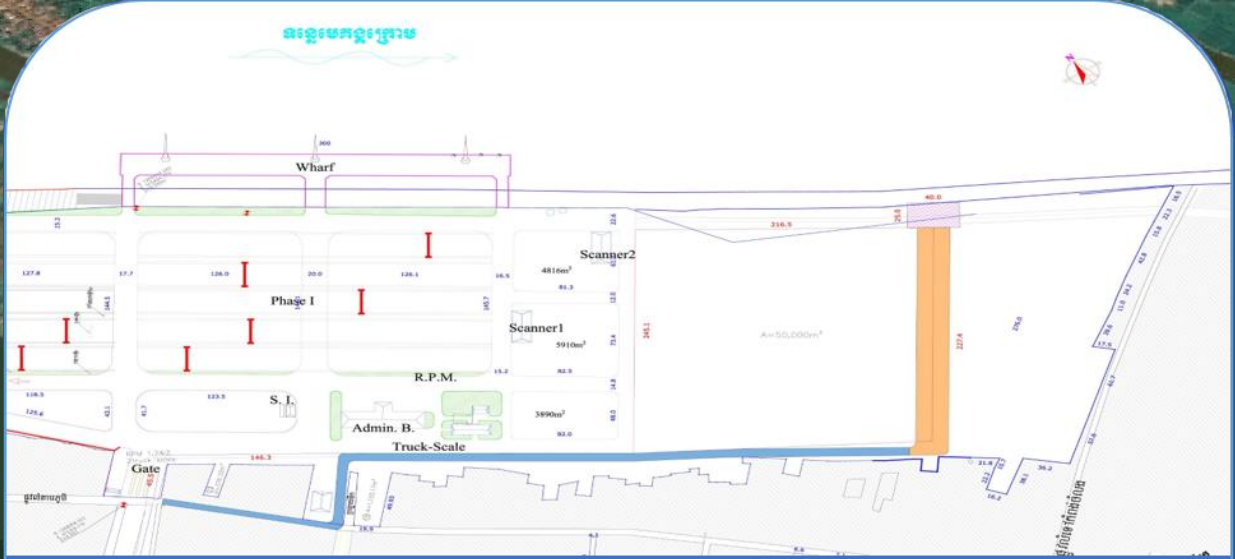


❖ Short-Term

❖ Medium-Term

❖ Long-Term





Phase IV

- Land size = 9 ha
- Accommodate 400,000 TEUs/year
- Total Capacity of LM17 = 900,000 TEUs/year

❖ Short-Term

❖ Medium-Term

❖ Long-Term



The Development of Rice Processing Facility

❖ Short-Term

❖ Medium-Term

❖ Long-Term



Channel Improvement



❖ Short-Term

❖ Medium-Term

❖ Long-Term

- To deepen to 7.5m draft, there needs to be some dredging done in Vietnam side and some capital dredging done in Cambodia side from LM17 to Vietnam – Cambodia border in the following places:

- Piem Rang
- Prek Dach
- Koh Decho
- Koh Koe

- There needs to be some dredging one for regular maintenance from Phnom Penh to Tonle Bet in the following places:

- Sdao Canal
- Chi Kong Canal



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Thank You!