

# Cai Mep Container and Multipurpose Terminal (Vietnam) – Technical/economic Feasibility Study



**Financed by:** NBH Consortium

**Client:** Consortium NBH

**Date:** 1994 – 2000

**Budget:** € 162 500

**Location:** Vietnam, Phuoc Hoa (near Ho Chi Minh City)

## Assignment:

NBH, a consortium of Noord Natie (stevedoor), Besix (international contractor) and Soresma-haecon (consultant) intends to "BOOT" (Build, Operate, Own and Transfer) a multipurpose and container terminal along the Cai Mep River in South Vietnam, near Ho Chi Minh City. Our part of the project included the technical feasibility study and the preliminary design of the terminal. The other partners of NBH budgetted the investment cost and performed the financial feasibility study.

## Scope of Services:

- Technical feasibility study
- Preliminary design of quay wall construction
- Land reclamation and soil consolidation
- Capital dredging

## Technical Description:

In the framework of the major economic development in the Vung Tau province (South Vietnam) near Ho Chi Minh City, intensive port and associated industrial development is planned.

The Cai Mep area along the Thi Vai river is planned to become an industrial area. New industries coming into the area are linked to the river by proper port infrastructures. Therefore, a terminal construction is foreseen. The major challenge to build this terminal from the technical point of view is the extremely weak subsoil in this alluvium of mangrove mud.



*Thi Vai River – Present situation with mangrove forests*

The area is a swamp that needs land reclamation. The extremely soft subsoil is expected to settle some 1.5 to 2 m over a time period of some 10 to 20 years.



*Cai Mep area along the Thi Vai River*



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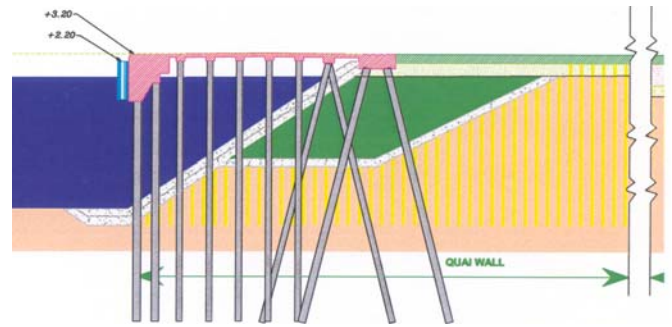
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Measures to accelerate consolidation and to allow the construction and operation of the terminal possible on the short-term are imperative; this influences the construction cost and hence the feasibility of the project considerably.

The planned terminal has 1,200 m of quay for Post-Panamax container vessels and seagoing carriers (60,000 DWT) and 250 m of quay for river barges. The terminal area is 75 ha large. Road and future rail connections are foreseen.



*Cross section quay wall*

