MTIP

MY THUY INTERNATIONAL PORT

JOINT VENTURE COMPANY

YOUR
GATEWAY TO THE WORLD



COMPANY PROFILE

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ABOUT US

My Thuy International Port (MTIP) in Quang Tri is the most strategically vital deep-water seaport project in Central Vietnam, officially approved for investment by the Prime Minister under Decision No. 16/QD-TTg dated January 4, 2019.

Total Area

685 Ha

Master Plan

10 Berths

Vessel Capacity: Accommodating vessels up to

100,000 DWT

A Pivotal Logistics Gateway

Connecting the East-West Economic Corridor (EWEC) of the Greater Mekong Subregion (GMS).

The port caters directly to the Quang Tri Southeast Economic Zone, the North Central Region of Vietnam, and seamlessly bridges Laos and Northeast Thailand with international shipping lanes.



DIGITAL PORT

INTEGRATED LOGISTICS HUB

GREEN PORT

Driving towards an advanced, integrated model to transform Quang Tri into a regional logistics hub within the ASEAN community, while accelerating trade, investment, and double-digit economic growth.



MTIP

MY THUY INTERNATIONAL PORT JOINT VENTURE COMPANY

Abbreviation	**MTIP**
Headquarters Address	My Thuy Village, Hai An Commune, Hai Lang District, Quang Tri Province, Vietnam.
Project Location	My Thuy Village, Hai An Commune, Hai Lang District, Quang Tri Province, Vietnam.
UN/LOCODE / Port Code	[To be updated upon issuance]
Business Registration Certificate No.	**3200608457**
Charter Capital	**USD 85M** (Eighty five million USD)
Legal Representative	Mr. **Tran Viet Anh** Chairman of the Board & Executive Director

VISION

A next-generation, smart, eco-friendly, and high-efficiency deep-water seaport.

MISSION

Connecting the Greater Mekong Subregion (GMS) to the Oceans.

CORE VALUES

The pioneering engine driving regional growth.



MARKET CONTEXT & STRATEGIC OPPORTUNITIES

My Thuy International Port possesses an elite geographical location, heavy-tonnage vessel handling capabilities, an abundance of clean energy resources, and a firm commitment to green and digital port development. This synergy establishes a solid foundation to transform Quang Tri into a new logistics powerhouse for Central Vietnam and the wider Greater Mekong Subregion (GMS).

LOGISTICS IN VIETNAM

Logistics Contributes
~ 4-5% GDP

High Costs
16-17% GDP



Vietnam is entering a new era of growth, driven by a maritime-centric development strategy aimed at expanding its economic space and elevating its national standing on the global stage.

Logistics Efficiency Gap: Logistics currently contributes approximately 4-5% to the national GDP; however, logistics costs remain high at 16-17% of GDP, substantially above the global average.

Trade Dynamics: The boom in e-commerce, booming industrial manufacturing (particularly in electronics and semiconductors), and major Free Trade Agreements (CPTPP, EVFTA, RCEP) are injected with robust momentum into the sector.

National Strategic Vision: Under Vietnam's Logistics Development Strategy through 2035, with a Vision toward 2050, the country aims to slash logistics costs to below 12% of GDP. This will be achieved by aggressively expanding the seaport infrastructure, driving green and digital transformations, and positioning the nation as a premier global Free Trade hub.

SEA

01

The region is rapidly emerging as a critical alternative destination within global supply chains. There is a surging demand for modern deep-water port infrastructure and seamless connectivity across intra-regional maritime transport networks.

ASIA

02

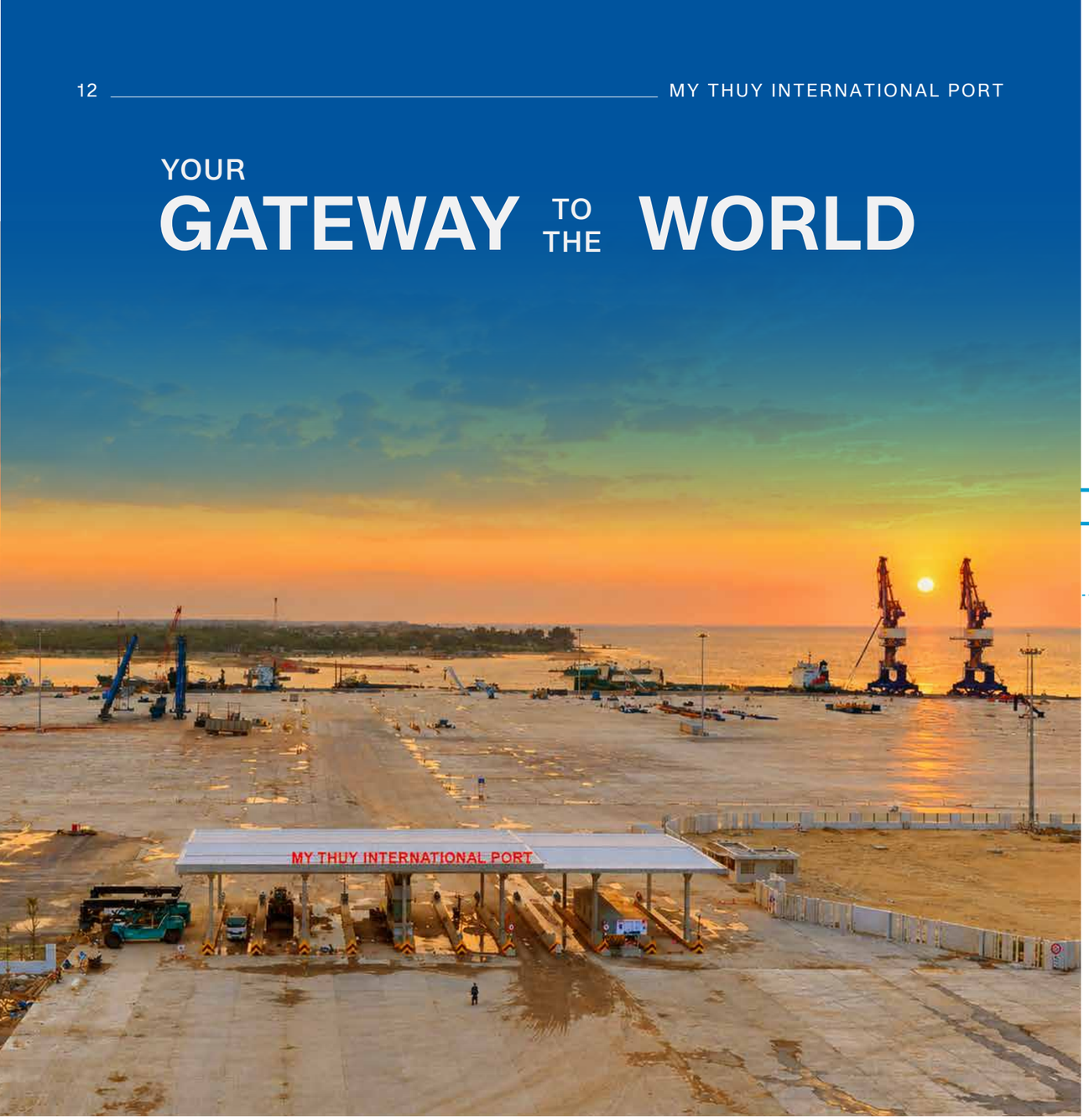
East-West and Intra-Asia shipping lanes maintain stable and consistent growth. Deep-water ports capable of accommodating mega-vessels exceeding 100,000 DWT hold a distinct and decisive competitive edge.

GLOBAL

03

The shift toward supply chain greening, digitalization, and sustainable logistics is actively reshaping the global maritime industry. Seaports pioneering Green Port and Digital Port standards will secure an overwhelming advantage in attracting international shipping lines and global institutional investors.

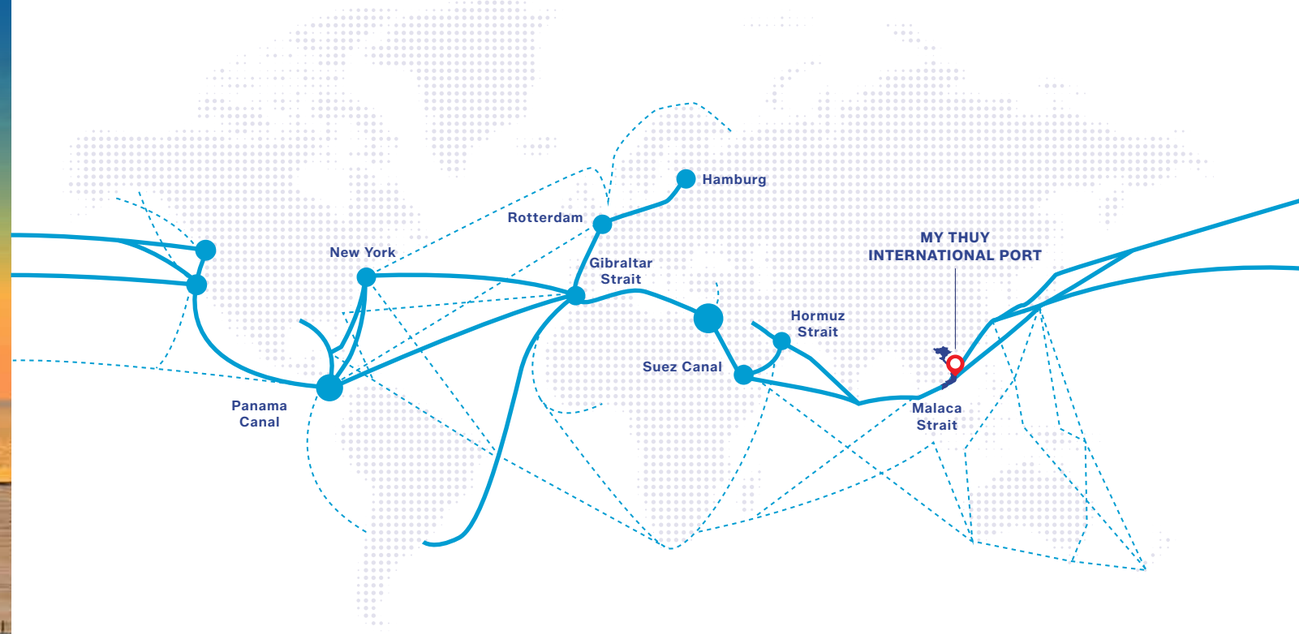
YOUR GATEWAY TO THE WORLD



Quang Tri sits at the strategic intersection of
National Highway 1A, the North-South Expressway, and the East-West Economic Corridor (EWEC).
This rare **"dual advantage"** positions My Thuy International Port as a vital nexus bridging intra-Asia supply chains with global maritime trade lanes.

A UNIQUE GEO-ECONOMIC LOCATION

My Thuy International Port is situated precisely at the eastern terminus of the East-West Economic Corridor (EWEC), one of the most critical economic corridors within the Greater Mekong Subregion (GMS).



Major Shipping Route ---------- Secondary Shipping Route

Leveraging its **"dual gateway"** positioning, rapidly maturing infrastructure, and a vision focused on building a modern Integrated Logistics Hub, the port serves as a new growth engine for Quang Tri and the Central Region. This establishes the very foundation for Quang Tri Province to transform itself—evolving from a **historic, heroic frontline and Demilitarized Zone (DMZ)** into a pivotal logistics powerhouse, **a Free Trade Zone (FTZ), and a premier hub for cross-border trade** in Vietnam over the coming decade.



My Thuy Port provides the most efficient gateway to the Kunming–Vientiane–Bangkok international railway corridor, directly connected via the planned Khon Kaen–Savannakhet–Lao Bao rail link.



The port also connects directly to Vietnam's key North–South transport corridor through National Highway 1A, the North–South Expressway, and the national railway network.



The "Golden Coordinate": Amid regional supply chain restructuring, My Thuy Port occupies a prime strategic location with the potential to reshape the region's logistics landscape.

LONG-TERM POTENTIAL

High-Potential Domestic & Transit Market

Catering directly to the Quang Tri Southeast Economic Zone and adjacent industrial parks. Most notably, the port serves as a primary gateway for transit cargo from Laos (minerals, agricultural products, energy) and Northeast Thailand—a rapidly expanding industrial manufacturing region.

A True Deep-Water Seaport

Capable of accommodating vessels up to 100,000 DWT. This deep-draft capacity significantly slashes logistics costs compared to other regional ports, while successfully attracting major global shipping lines.

Geo-PoliticalPotential

Amid rising geopolitical dynamics in the South China Sea and the aggressive diversification of global supply chains, Vietnam stands out as a safe, highly efficient, and strategic choice for international investors looking to tap into the GMS market.

6 MODES OF TRANSPORTATION



Roadways

National Highway 1A, National Highway 15D, with seamless integration into the North-South Expressway in the near future.



Railways

Planned connections to the Dong Ha Station, the North-South national railway, and the cross-border Laos–Thailand railway network.



Maritime

Direct connectivity to major global shipping lanes.



Airways

Strategically located near the upcoming Quang Tri Airport and other major aviation hubs in Central Vietnam.



Pipelines

Feasibility studies are underway for a specialized liquid bulk pipeline system stretching to Laos.



Conveyor Systems

Utilizing high-capacity industrial conveyor belt networks to streamline and optimize bulk cargo distribution alongside roadways.

3-TIER CONNECTIVITY MODEL

Intra-province → Cross-border (Vietnam–Laos–Thailand) → ASEAN/EU/US.

TIER 01 Intra-Province Connectivity

Planning and optimizing synchronized transport routes:

- National Highway 1A and National Highway 15D.
- Coastal roads and inter-port transport axes.
- The North-South national railway line.
- Quang Tri Airport.



Road Distances from My Thuy Port:

- La Lay **92 km**
- Lao Bao **120 km**
- Expressway **20 km**
- Hon La Industrial Park **190 km**
- Phu Bai Airport (Hue) **70km**
- National Highway 1A & North–South Railway **14km**



TIER 02 Regional Connectivity

Co-developing the multi-modal transport corridor linking Vietnam, Laos, and Thailand:

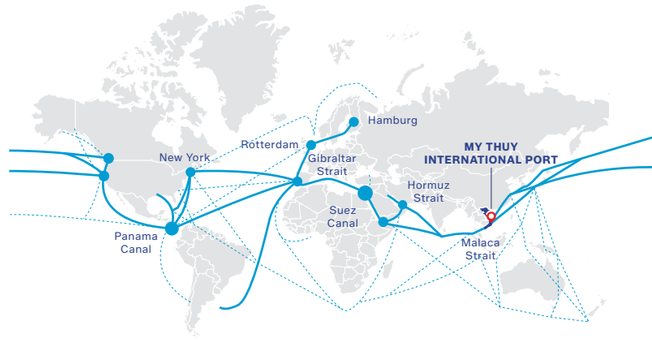
- Upgrading key road networks.
- Collaborating on the development of Inland Container Depots (ICDs) / Dry Ports.
- Developing the East-West railway network connecting Laos and Thailand.
- Establishing integrated, extended freight cargo terminals.

TIER 03 Global Connectivity

Designing a world-class transport corridor connecting the GMS with global continents:

- Phase 1: Consolidating and feeder-linking cargo with domestic ports.
- Phase 2: Establishing direct maritime routes to ASEAN, EU, US, and RAME (Russia, Africa, and Middle East) markets.

Developing an advanced Multi-modal Transport Service seamlessly integrating Air - Road - Sea freight.





MASTER PLAN

3 PHASES

Total Investment Capital
USD 570M

Total Footprint
685 Ha

Total Infrastructure
10 Berths

Vessel Handling Capacity
Up to 100,000 DWT

Turning Basin Diameter **660m**

Navigation Channel Width **170m**

Port Gate Complex
04 | 12 lanes/gate
02 lanes OOG 14m

Berth Length
3.000m

Total Designed Throughput
30M tons/year

CORE INFRASTRUCTURE COMPONENTS

01 | Breakwater, Sand Protection and Shoreline Protection System.

02 | Free Trade Zone (FTZ) and specialized coal blending yards.

03 | Back-up stockyards, container yards & integrated logistics zones.

04 | Internal transport networks, power grids, water supply, and comprehensive support utilities.

The project is designed with a synchronized and ultra-modern layout, driving toward automated terminal operations and stringently adhering to green port standards. This ensures the capacity to fulfill the rapidly escalating logistics demands of Central Vietnam and the Greater Mekong Subregion (GMS).



PHASE 1 OBJECTIVES

To establish a state-of-the-art seaport complex featuring 04 core berths with a total quay length of 1,300 meters, fully capable of accommodating heavy-tonnage vessels. The phase focuses on synchronizing international-standard navigation channels and turning basins, alongside robust port protection structures and hinterland logistics infrastructure.

Equipped with advanced terminal operating technologies, the port will optimize its stevedoring efficiency, storage capacity, and cargo distribution. Comprehensive operational frameworks will be finalized to position My Thuy International Port as a strategically vital trade gateway for the region.

2026-2027

PHASE 1

Number of Berths
04

Total Quay Length
1300m

Designed Throughput Capacity
12M Tons/year

2028-2031

PHASE 2

Number of Berths
07

Total Quay Length
2200m

Designed Throughput Capacity
20M Tons/year

2032-2036

PHASE 3

Number of Berths
10

Total Quay Length
3000m

Designed Throughput Capacity
30M Tons/year



CORE SERVICES

A modern, high-performance port with versatile handling capabilities,designed for safe and efficient operations, accommodating vessels of up to 100,000 DWT.

CONTAINER CARGO 01.
Dedicated berths and Ship-to-Shore (STS) cranes,toptimizing vessel turnaround time to international standards.

BULK CARGO 02.
Handles a wide range of bulk commodities, including woodchips, pellets, sand, ores, coal, and agricultural products.

BREAKBULK & PROJECT CARGO 03.
Capable of handling oversized, overweight cargo and large-scale industrial equipment.

RO-RO SERVICES 04.
Accommodates Ro-Ro vessels for the transportation of vehicles, machinery, and industrial equipment serving nearby industrial parks.

LIQUID BULK & LNG 05.
Planned dedicated terminals to support the growing demand for clean energy across the economic zone.



LOGISTICS SERVICES & FTZ

MTIP is positioned as Central Vietnam's integrated logistics hub.

01. **WAREHOUSING INFRASTRUCTURE**
Extensive logistics warehousing with master-planned facilities, delivering value-added services including packing, labeling, and cargo consolidation.

02. **INTEGRATED LOGISTICS**
Integrated multimodal transport, door-to-door logistics, real-time cargo tracking, and electronic customs clearance.

03. **STRATEGIC FREE TRADE ZONE (FTZ)**
Optimizing supply chains through special tax and customs incentives.

Directly connected to the cross-border railway corridor, positioning MTIP as a strategic distribution hub for Laos, Thailand, and the Greater Mekong Subregion (GMS).

PORT EQUIPMENT



LEVEL LUFFING PORTAL CRANE

MOBILE HARBOUR CRANE





SHIP TO SHORE CRANE

FORKLIFTS





WHEEL LOADER

BULLDOZER





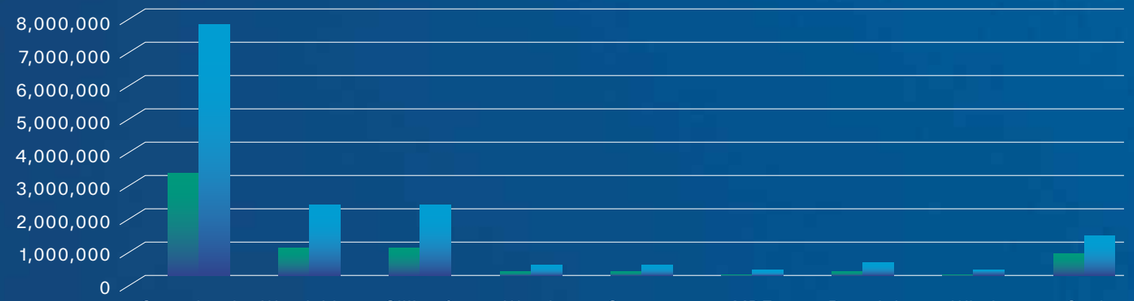
CONVEYOR

REACH STACKERS



PROJECTED CARGO THROUGHPUT (2026–2027)

Unit: Ton



	Committed Customer Cargo	Woodchips	Sillica & Titanium Ore	Wood Pellets	Gypsum	MDF Panels	Potash/ Clinker	Wind Energy	Coal
2026	3,436,000	1,175,000	1,000,000	96,000	75,000	10,000	75,000	5,00	1,000,000
2027	7,920,000	2,460,000	2,500,000	390,000	300,000	150,000	520,000	100,000	1,500,000

TERMINAL 1 & 2 YARD MASTER PLAN

Container & General Cargo
25,000m²

GypsumGypsum
10,000m²

Clinker
10,000m²

Silica
8,000m²

Woodchips
60,000M²

Titanium Ore
22,000m²



TYPICAL CARGO HANDLING CAPACITY

Bagged Cargo & Agricultural Products
500 TONS/HOUR

Breakbulk Cargo
200 TONS/HOUR

GREEN PORT – SMART PORT SMART LOGISTICS

My Thuy International Port is being developed as a Green Port and Smart Port from the outset, integrating sustainable development with digital transformation.

GREEN PORT

COMMITTED TO SUSTAINABLE DEVELOPMENT

Environmental stewardship is a cornerstone of MTIP's long-term development strategy.

COMPLYING WITH INTERNATIONAL GREEN PORT STANDARDS

Advancing toward Net Zero.

RENEWABLE ENERGY ADOPTION

Harnessing solar & wind energy to power port operations.

COASTAL ECOSYSTEM PROTECTION

& regional biodiversity.

SHORE POWER IMPLEMENTATION

Providing shore power to reduce vessel emissions while at berth.

STRICT WASTE MANAGEMENT

Ensuring responsible management of waste generated during cargo handling operations.



By integrating Green Port and Smart Port initiatives, My Thuy International Port not only enhances operational efficiency but also creates long-term sustainable value, positioning itself as a trusted strategic partner within regional and global supply chains.

SMART PORT

SMART LOGISTICS

Alongside its green development strategy, MTIP is making significant investments in digital technologies to enhance operational efficiency and elevate the customer experience.

01.

Implementation of a **PORT COMMUNITY SYSTEM (PCS)**

A digital platform connecting all port stakeholders.

02.

Deployment of a **TERMINAL OPERATING SYSTEM (TOS)**

Enabling modern, automated terminal management.

03.

BLOCKCHAIN INTEGRATION

Enhancing document management and end-to-end supply chain traceability.

04.

e-MTO

Digital multimodal transport services.

e-LOG PAYMENT

Secure electronic payment solutions.

05.

REAL-TIME TRACKING

Providing real-time visibility of cargo movements.



EXECUTIVE MANAGEMENT TEAM



MR. TRAN VIET ANH

Chairman of the Board & Executive Director

Master of Economics

With 30 years of experience in leadership and management consulting at major organizations, he currently serves as Chairman of Samholdings, Chairman of the Board of Phu Tho Tourist Service Joint Stock Company (Dam Sen Cultural Park), and Chairman of Dam Sen Water Park Joint Stock Company.

My Thuy International Port is lead by a seasoned executive management team with extensive expertise in investment, infrastructure development, port operations, and logistics.

Our team comprises highly qualified executives, engineers, and professionals with extensive expertise in port development, logistics, infrastructure construction, and project management.



MR. NGUYEN XUAN DUNG

Standing Deputy General Director

MBA
Columbia Southern University

With 25 years of hands-on industry experience, Mr. Nguyen Xuan Dung has served in senior executive positions, including Chairman of the Board, Chief Executive Officer, and Executive Director, across leading organizations.



MR. NGUYEN CHAN MINH

Deputy Chief Executive Officer

Civil Engineer
HCM City University of Technology

With 20 years of experience at major domestic and Singaporean corporations, he brings extensive expertise in high-level project management and international-standard operational optimization.



MR. NGUYEN QUOC VUONG

Deputy Chief Executive Officer

B.Eng. in Nautical Science
Vietnam Maritime University

With 35 years of maritime experience, including over 20 years in executive leadership, he has held senior management positions such as CEO and COO at leading port operators, including Gemadept & SP-ITC.

MTIP

CONTACT US

MY THUY INTERNATIONAL PORT JOINT VENTURE COMPANY

My Thuy Village, Hai An Commune, Hai Lang District, Quang Tri Province, Vietnam.

Phone: +84 233 220 1012 | Email: infor@mtip.com.vn | Website: www.mtip.com.vn

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We look forward to your interest and to building a successful partnership.

MY THUY INTERNATIONAL PORT
JOINT VENTURE COMPANY

MY THUY VILLAGE, HAI AN COMMUNE, HAI LANG DISTRICT,
QUANG TRI PROVINCE, VIETNAM.

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