



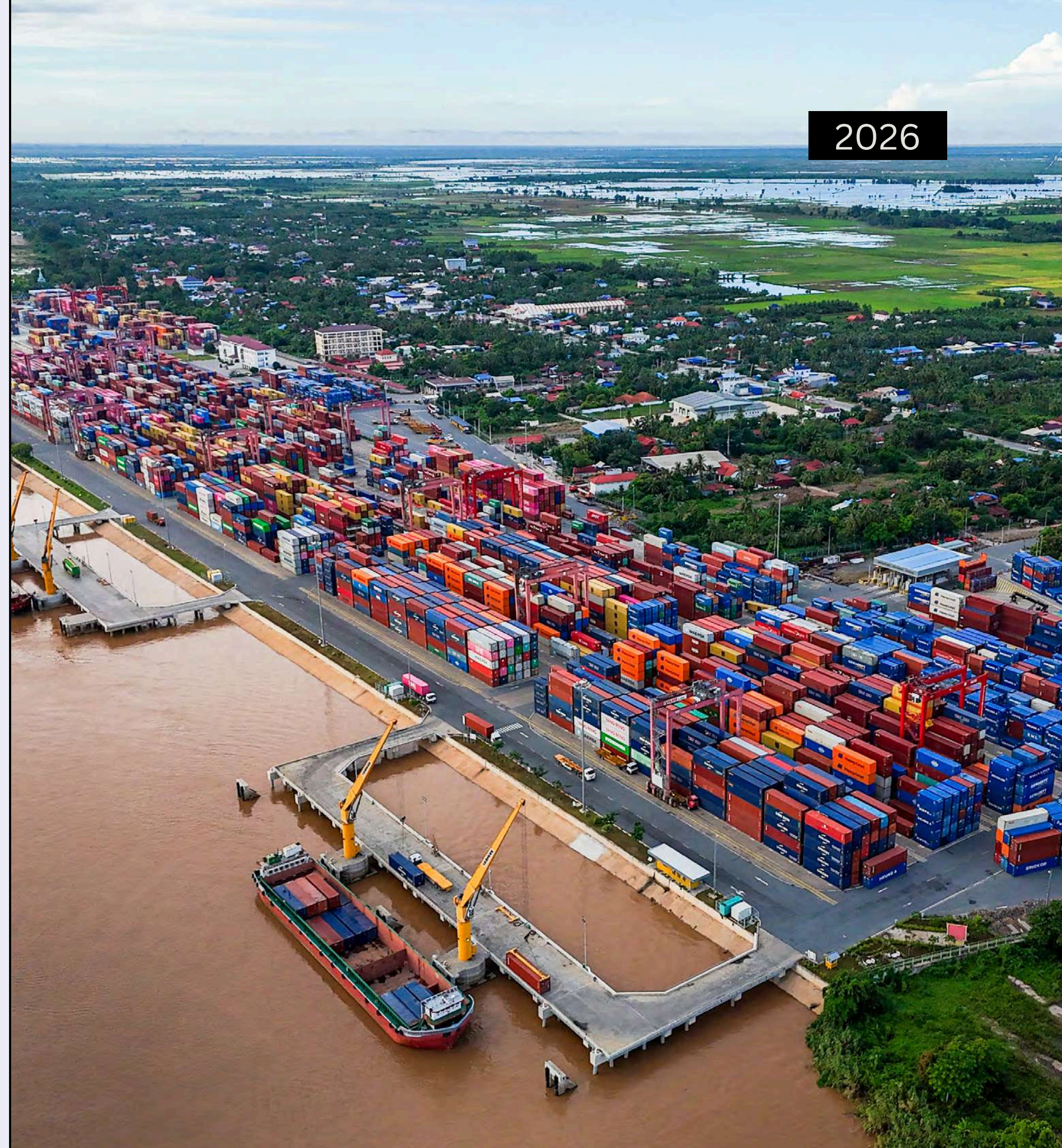
កំពង់ផែស្វយ័តភ្នំពេញ  
PHNOM PENH AUTONOMOUS PORT

# PHNOM PENH

**AUTONOMOUS  
PORT**

by Marketing Team

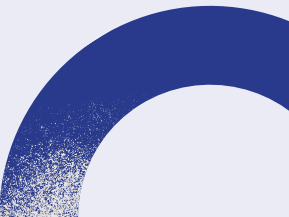
2026

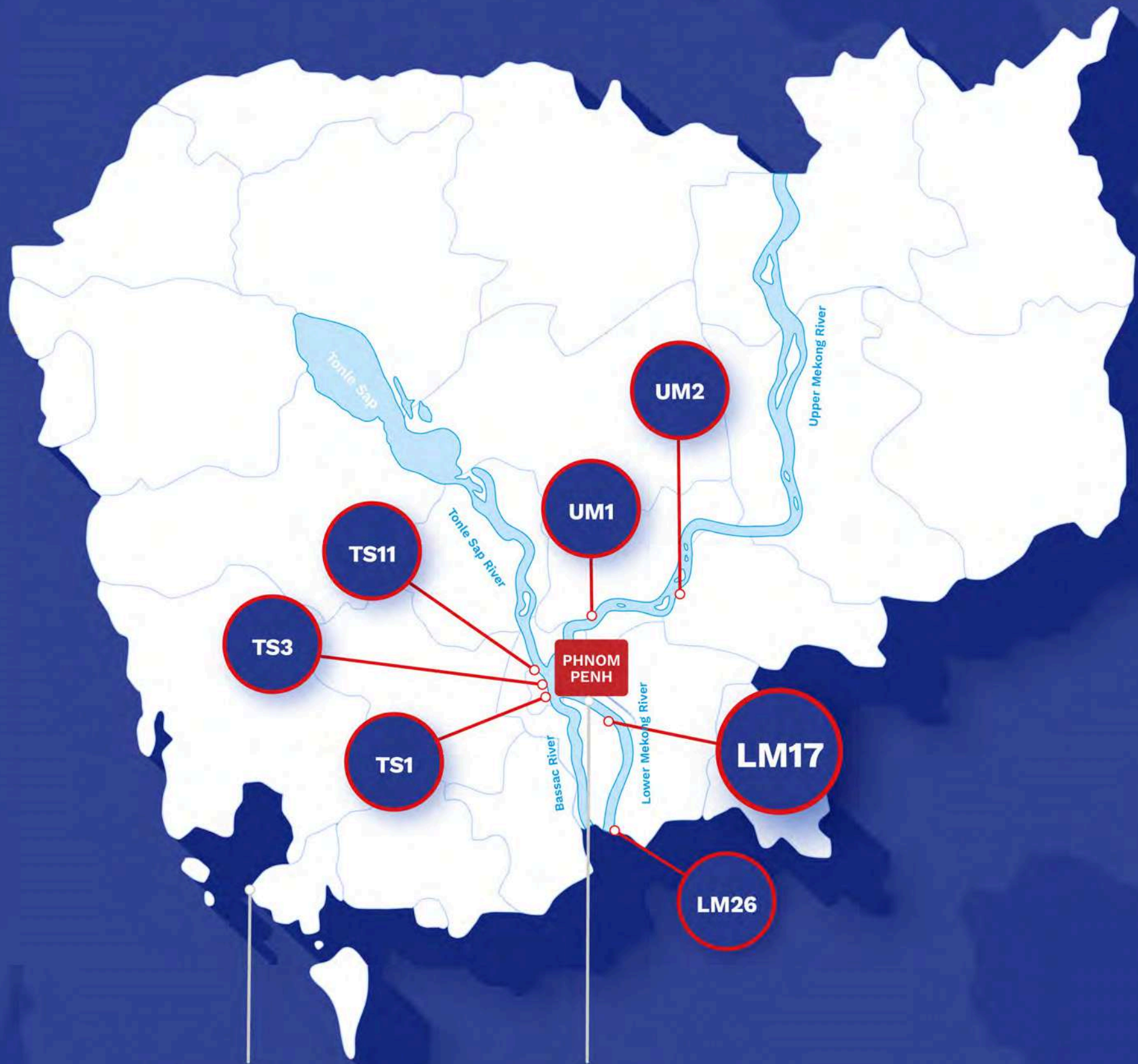




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Sihanoukville Autonomous Port (PAS)



Phnom Penh Autonomous Port (PPAP)



**Note:**

- TS - Tonle Sap
- LM - Lower Mekong
- UM - Upper Mekong



# 1.1 Phnom Penh Autonomous Port

Phnom Penh Autonomous Port (PPAP) is one of Cambodia's international port which handle containerized operation located along the Mekong River and Tonle Sap. PPAP consists of an excellent transport network infrastructure that connects the port to the hinterland.

PPAP operates under the technical supervision of the Ministry of Public Works and Transport and the financial oversight of the Ministry of Economy and Finance.



# 1.2 Background

1905

The beginning of Port Operations in Phnom Penh City.



2002

The Start of Container Handling Operation in Phnom Penh City.



2011

The Government's Announcement No.41 Permission to create a network of Sub-feeder Terminals along the Rivers.



2013

The Container Terminal Expansion and Development started in 2011 in Kandal Province.



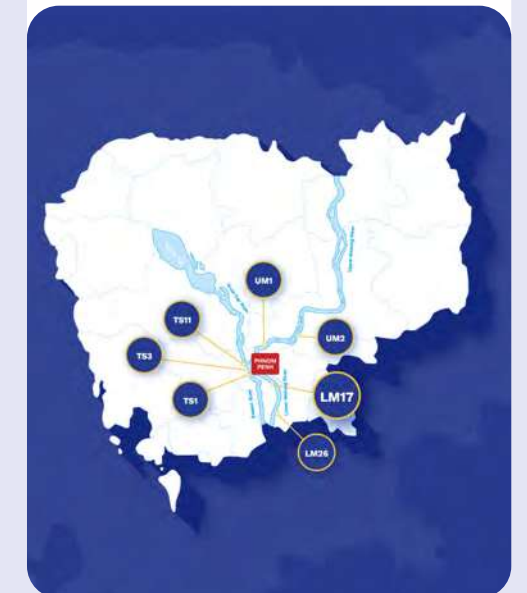
2015

PPAP became an Initiated listed company in 2014.



2026

The Operational sites of seven terminals that are presently in use.





# PHNOM PENH AUTONOMOUS PORT LOCATION



**Note:**

- TS - Tonle Sap
- LM - Lower Mekong
- UM - Upper Mekong

1. PPAP AT A GLANCE



## TERMINAL INFORMATION

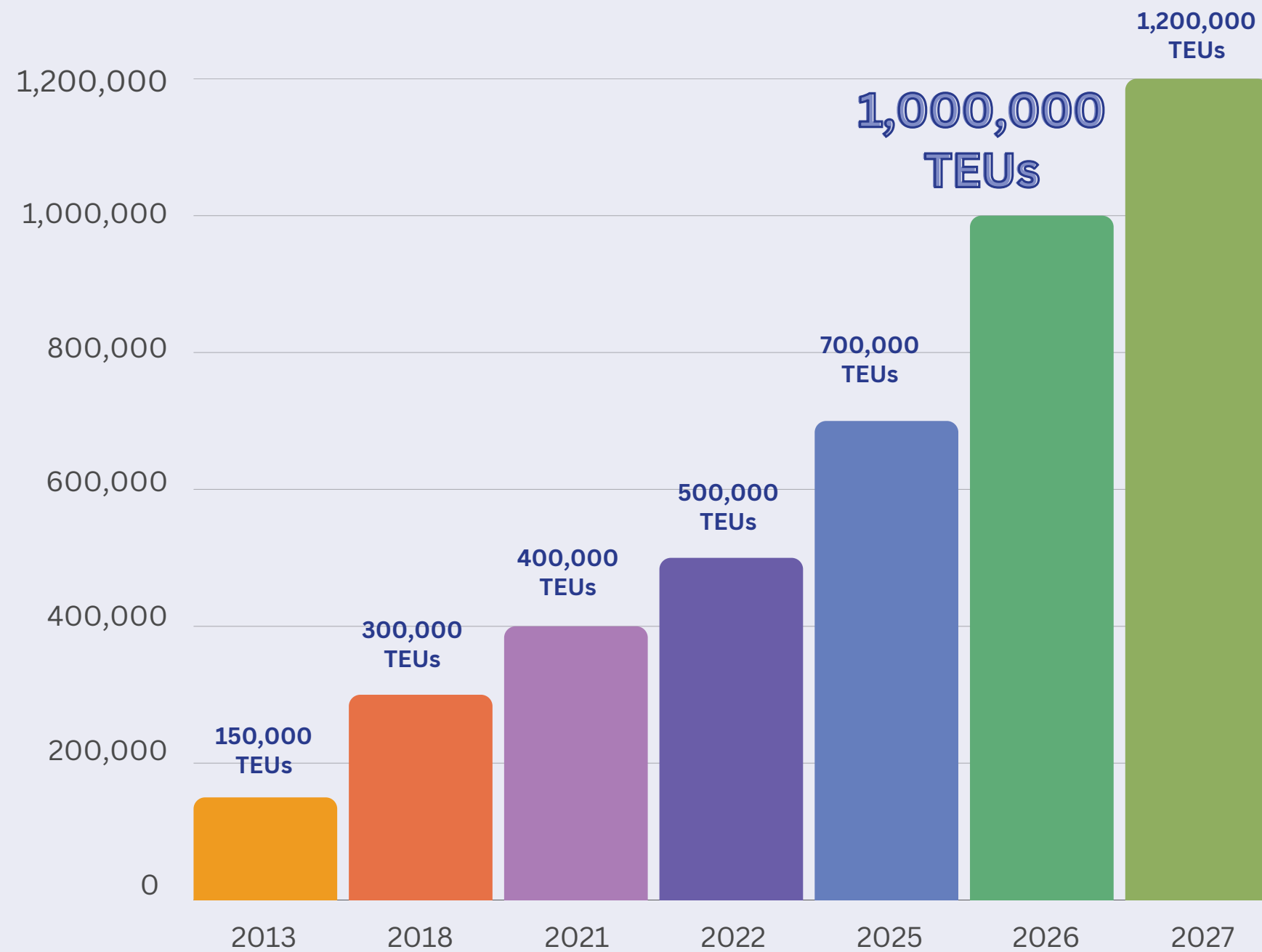
### CONTAINER TERMINAL LM17

<b>Jetties:</b>	<ul style="list-style-type: none"> <li>• 22 x 300m = 1</li> <li>• 12 x 149m = 1</li> <li>• 16 x 149m = 1</li> </ul>
<b>Berth:</b>	9 Berths
<b>River Draft:</b>	4.5m
<b>Barge Capacity:</b>	3,000-4,000 Tons (250-300 TEUs)
<b>Crane Productivity:</b>	<ul style="list-style-type: none"> <li>• (4 TCC &amp; 4 FCC): 20-25 MPH</li> <li>• (22 RTG): 20-25 MPH</li> <li>• (2 Floating Crane): 15 MPH</li> </ul>
<b>Port Capacity:</b>	1,000,000 TEUs/year
<b>Reefer Plug:</b>	256 plugs
<b>Warehouse:</b>	<ul style="list-style-type: none"> <li>• 24m x 60m</li> <li>• 30m x 60m</li> </ul>
<b>Total Land Size:</b>	40 hectares (33.22 Operational)
<b>Navigation time:</b>	<ul style="list-style-type: none"> <li>• LM17 to Cai Mep ≈ 28 to 32 hours</li> <li>• LM17 to Cat Lai ≈ 21 to 25 hours</li> </ul>
<b>Distance:</b>	<ul style="list-style-type: none"> <li>• LM17 to Cai Mep: 373 km</li> <li>• LM17 to Cat Lai: 345 km</li> </ul>



# The Evolution of Container Terminal LM17's Capacity

1. PPAP AT A GLANCE



# Custom Warehouse at Container Terminal LM17



Custom Warehouse:  
30m x 60m



Custom Warehouse:  
24m x 60m



# Cross-Docking and Cold Storage Facility at Container Terminal LM17



1,000 Cubic Metres  
of Cold Storage



Pre-cool areas:  
2 areas



Docks:  
8 docks

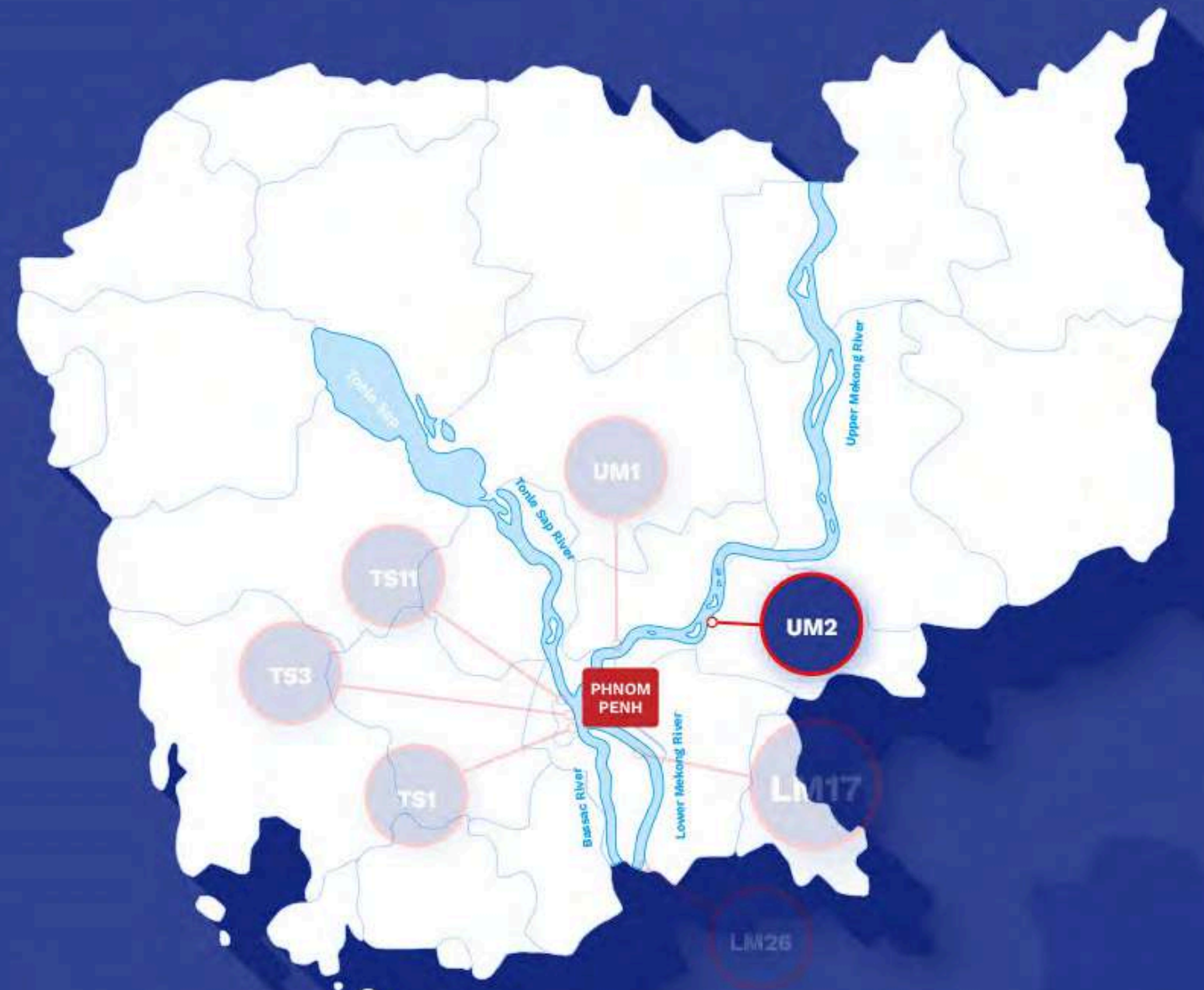


Temperature zone:  
25 °C to -22 °C





# PHNOM PENH AUTONOMOUS PORT LOCATION



**Note:**

TS - Tonle Sap  
 LM - Lower Mekong  
 UM - Upper Mekong

1. PPAP AT A GLANCE



## TERMINAL INFORMATION

### SUB-FEEDER MULTIPURPOSE TERMINAL UM2

	<b>Jetties:</b>	<ul style="list-style-type: none"> <li>• 12 x 46.9m</li> <li>• 45m (General Cargo)</li> </ul>
	<b>Berth:</b>	2 Berths
	<b>River Draft:</b>	4.5m
	<b>Barge Capacity:</b>	3,000-4,000 Tons (250-300 TEUs)
	<b>Crane Productivity:</b>	<ul style="list-style-type: none"> <li>• (1 FCC): 15-20 MPH</li> <li>• (Crawler Crane): 100 tons</li> </ul>
	<b>Port Capacity:</b>	70,000 TEUs/year
	<b>Reefer Plug:</b>	36 plugs
	<b>Warehouse:</b>	40m x 150m
	<b>Land Size:</b>	24.04 hectares (5.49 Operational)
	<b>Navigation time:</b>	<ul style="list-style-type: none"> <li>• UM2 to Cai Mep ≈ 31 to 42 hours</li> <li>• UM2 to Cat Lai ≈ 30 to 40 hours</li> </ul>
	<b>Distance:</b>	<ul style="list-style-type: none"> <li>• UM2 to Cai Mep 503 km</li> <li>• UM2 to Cat Lai 475 km</li> </ul>

# NOW

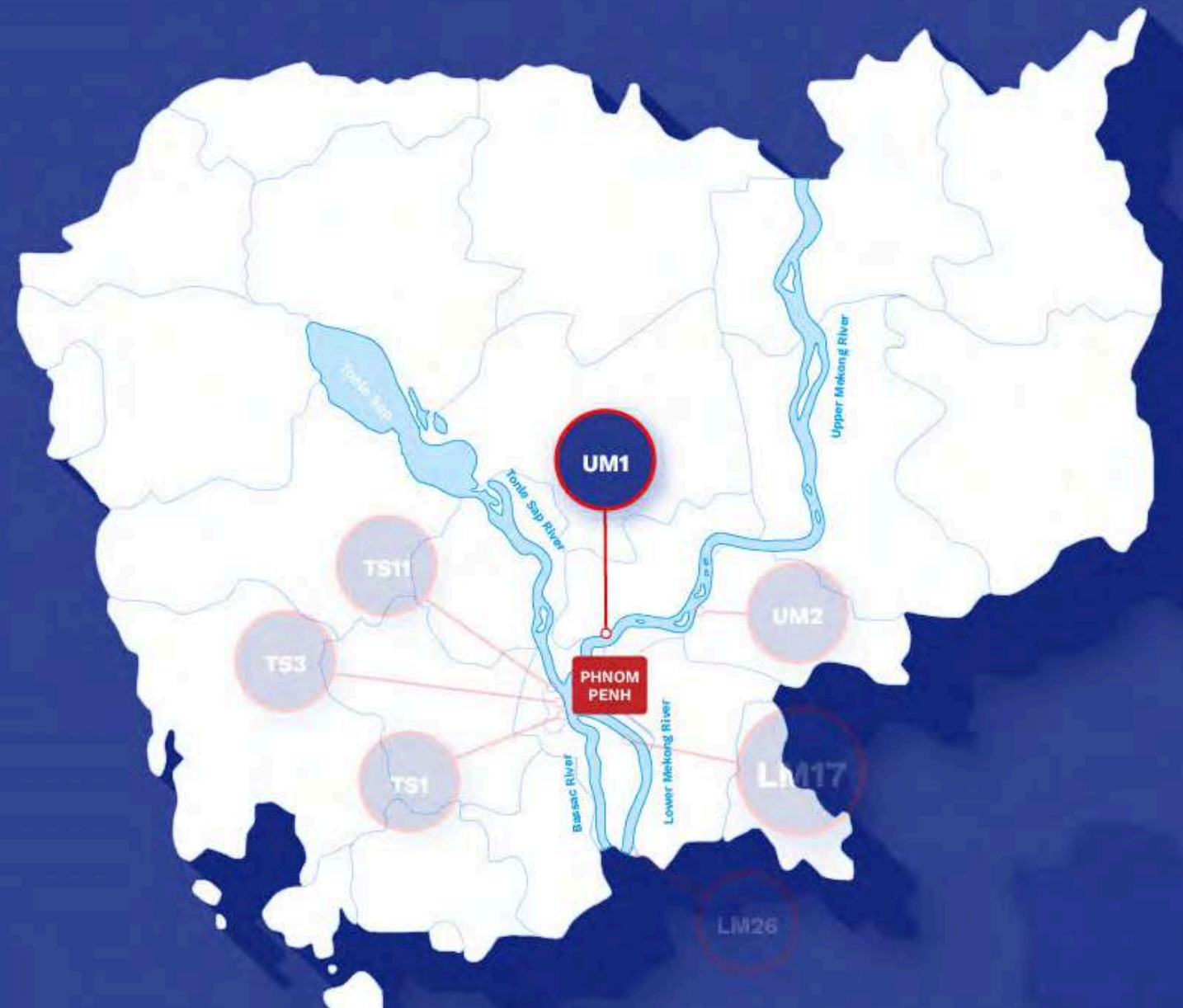


# FUTURE





# PHNOM PENH AUTONOMOUS PORT LOCATION



**Note:**

- TS - Tonle Sap
- LM - Lower Mekong
- UM - Upper Mekong

1. PPAP AT A GLANCE



## TERMINAL INFORMATION

### SUB-FEEDER MULTIPURPOSE TERMINAL UM1

	<b>Jetty:</b>	12m x 24m
	<b>Berth:</b>	1 Berth
	<b>River Draft:</b>	4.5m
	<b>Barge Capacity:</b>	3,000-4,000 Tons (250-300 TEUs)
	<b>Crane Productivity:</b>	(1 FCC): 15-20 MPH
	<b>Port Capacity:</b>	60,000 TEUs/year
	<b>Reefer Plug:</b>	36 plugs
	<b>Warehouse:</b>	30m x 130m
	<b>Land Size:</b>	4 hectares
	<b>Navigation time:</b>	<ul style="list-style-type: none"> <li>• UM1 to Cai Mep ≈ 32 to 43 hours</li> <li>• UM1 to Cat Lai ≈ 27 to 38 hours</li> </ul>
	<b>Distance:</b>	<ul style="list-style-type: none"> <li>• UM1 to Cai Mep 513 km</li> <li>• UM1 to Cat Lai 485 km</li> </ul>

# NOW

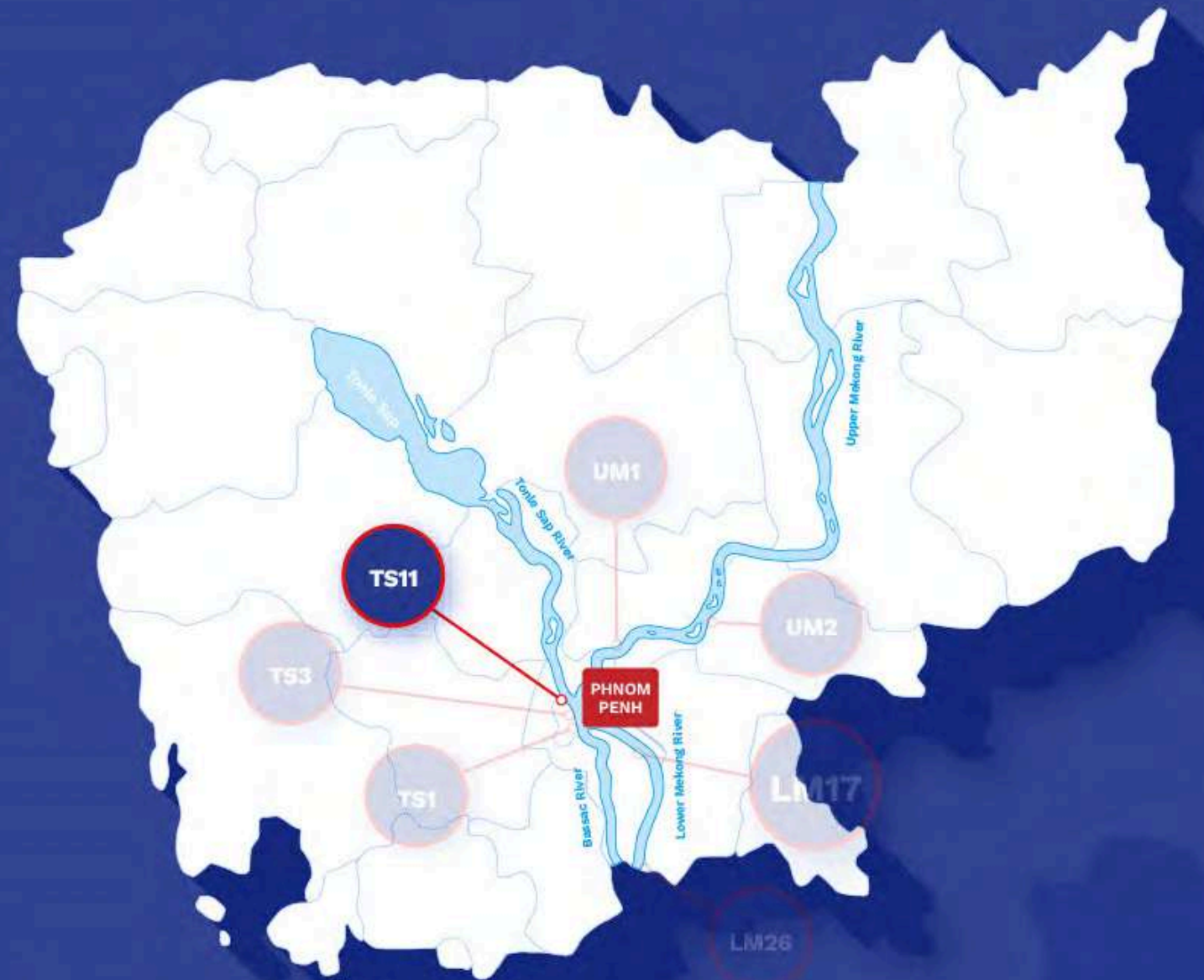


# FUTURE





# PHNOM PENH AUTONOMOUS PORT LOCATION



**Note:**

- TS - Tonle Sap
- LM - Lower Mekong
- UM - Upper Mekong

1. PPAP AT A GLANCE



## TERMINAL INFORMATION

### SUB-FEEDER MULTIPURPOSE TERMINAL TS11

	<b>Jetty:</b>	12m x 60m
	<b>Berth:</b>	1 Berth
	<b>River Draft:</b>	4.5m
	<b>Barge Capacity:</b>	3,000-4,000 Tons (250-300 TEUs)
	<b>Crane Productivity:</b>	(1 FCC): 15-20 MPH
	<b>Port Capacity:</b>	60,000 TEUs/year
	<b>Reefer Plug:</b>	36 plugs
	<b>Warehouse:</b>	<ul style="list-style-type: none"> <li>• 1,848m<sup>2</sup></li> <li>• 2,854m<sup>2</sup></li> </ul>
	<b>Land Size:</b>	4 hectares
	<b>Navigation time:</b>	<ul style="list-style-type: none"> <li>• TS11 to Cai Mep ≈ 32 to 43 hours</li> <li>• TS11 to Cat Lai ≈ 27 to 38 hours</li> </ul>
	<b>Distance:</b>	<ul style="list-style-type: none"> <li>• TS11 to Cai Mep 513 km</li> <li>• TS11 to Cat Lai 485 km</li> </ul>

# NOW

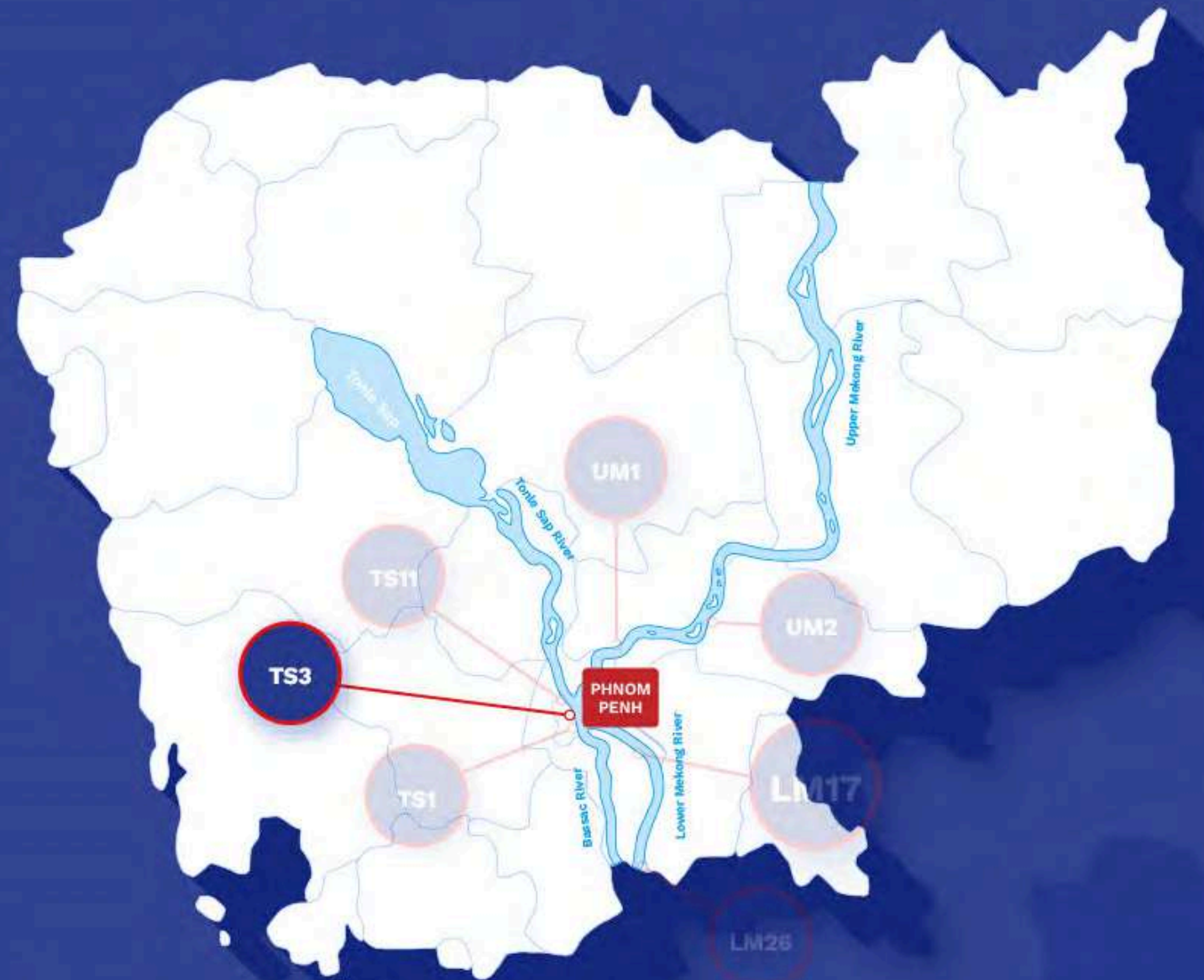


# FUTURE





# PHNOM PENH AUTONOMOUS PORT LOCATION



**Note:**  
 TS - Tonle Sap  
 LM - Lower Mekong  
 UM - Upper Mekong

1. PPAP AT A GLANCE



## TERMINAL INFORMATION

### MULTIPURPOSE TERMINAL TS3

 <b>Jetty:</b>	<b>20m x 300m</b>
 <b>Berth:</b>	<b>6 Berths</b>
 <b>River Draft:</b>	<b>4.5m</b>
 <b>Pontoon:</b>	<b>2 Floating pier - 42m x 12m</b>
 <b>Passenger and Tourist Station Hall:</b>	<b>52m x 17m</b>
 <b>Land Size:</b>	<b>8.58 hectares (1.97 Operational)</b>
 <b>Navigation time:</b>	<b>TS3 to HCM ≈ 31 hours</b>
 <b>Distance:</b>	<b>TS3 to HCM 470 km</b>

# NOW

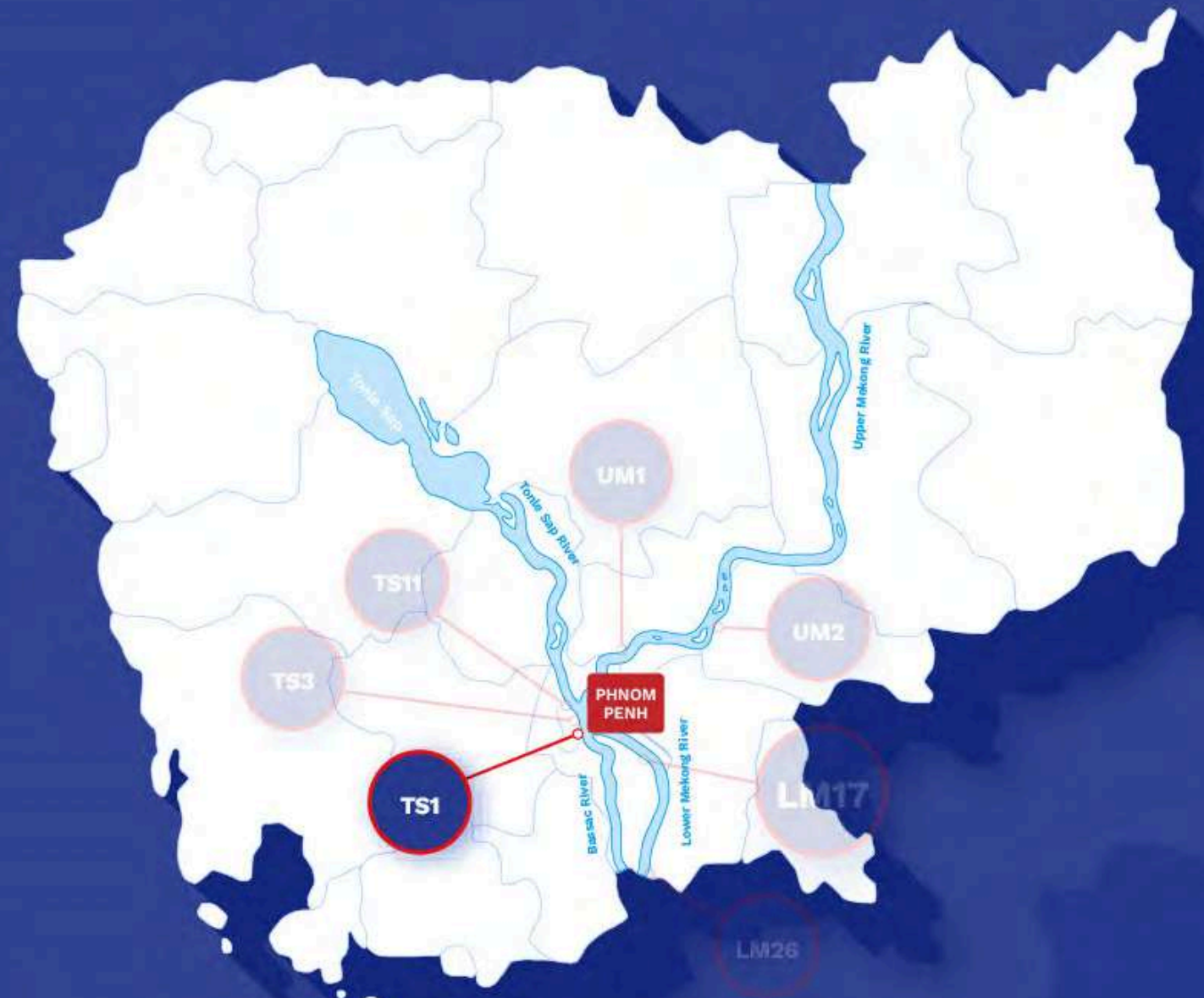


# FUTURE





# PHNOM PENH AUTONOMOUS PORT LOCATION



**Note:**  
 TS - Tonle Sap  
 LM - Lower Mekong  
 UM - Upper Mekong

1. PPAP AT A GLANCE



## TERMINAL INFORMATION

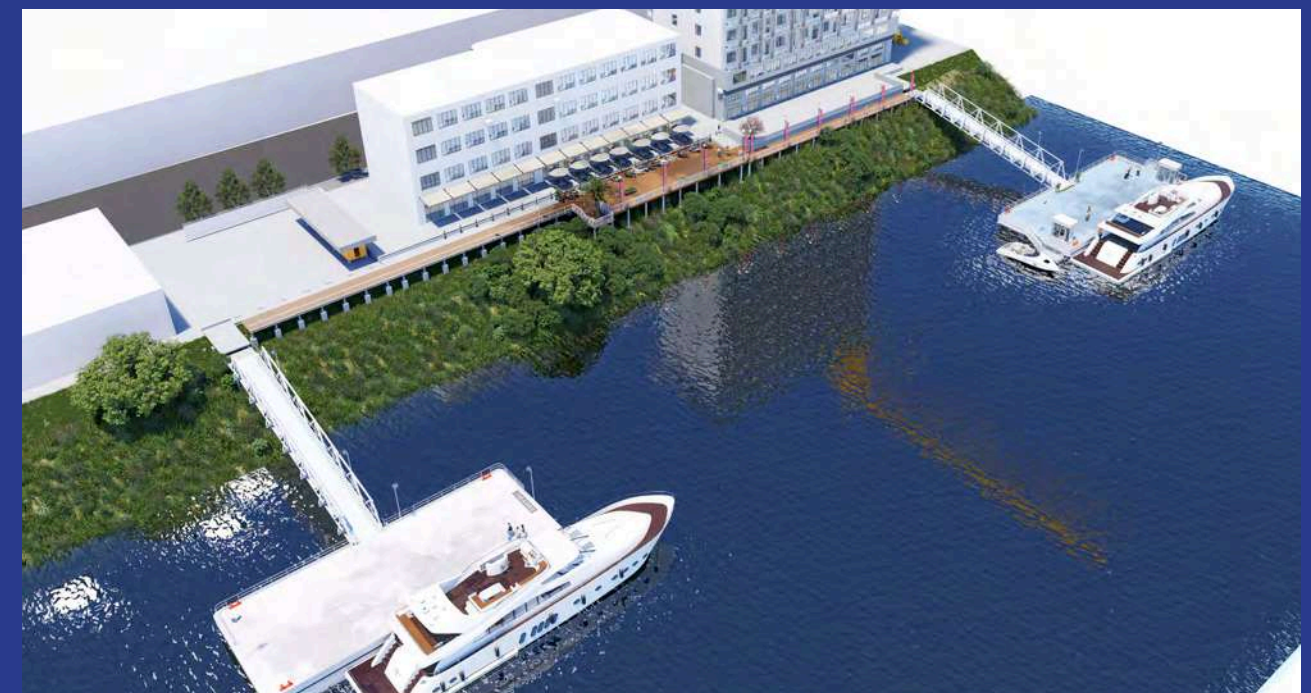
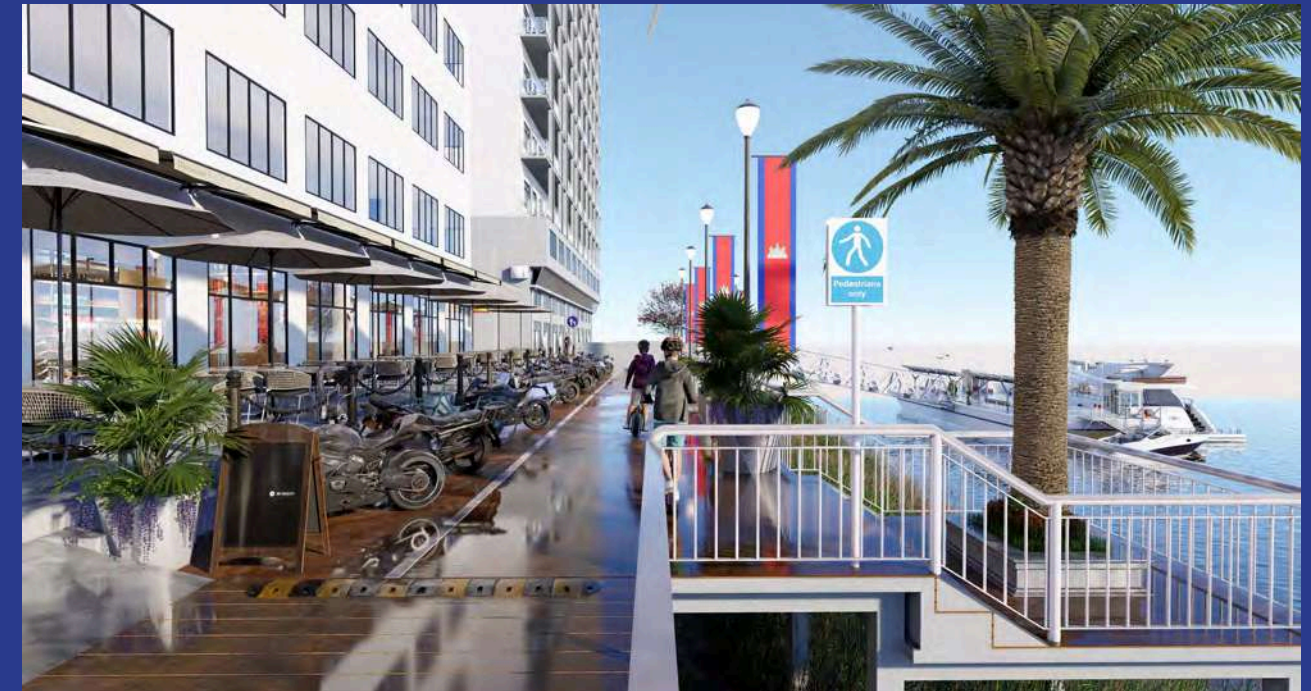
### PASSENGER AND TOURIST TERMINAL TS1

 <b>Pontoon:</b>	<ul style="list-style-type: none"> <li>• 30m x 12m</li> <li>• 45m x 15m</li> </ul>
 <b>Berth:</b>	<b>2 Berths</b>
 <b>River Draft:</b>	<b>4.5m</b>
 <b>Land Size:</b>	<b>0.60 hectares (0.23 Operational)</b>
 <b>Navigation time:</b>	<b>TS3 to HCM ≈ 31 hours</b>
 <b>Distance:</b>	<b>TS3 to HCM 470 km</b>

# NOW

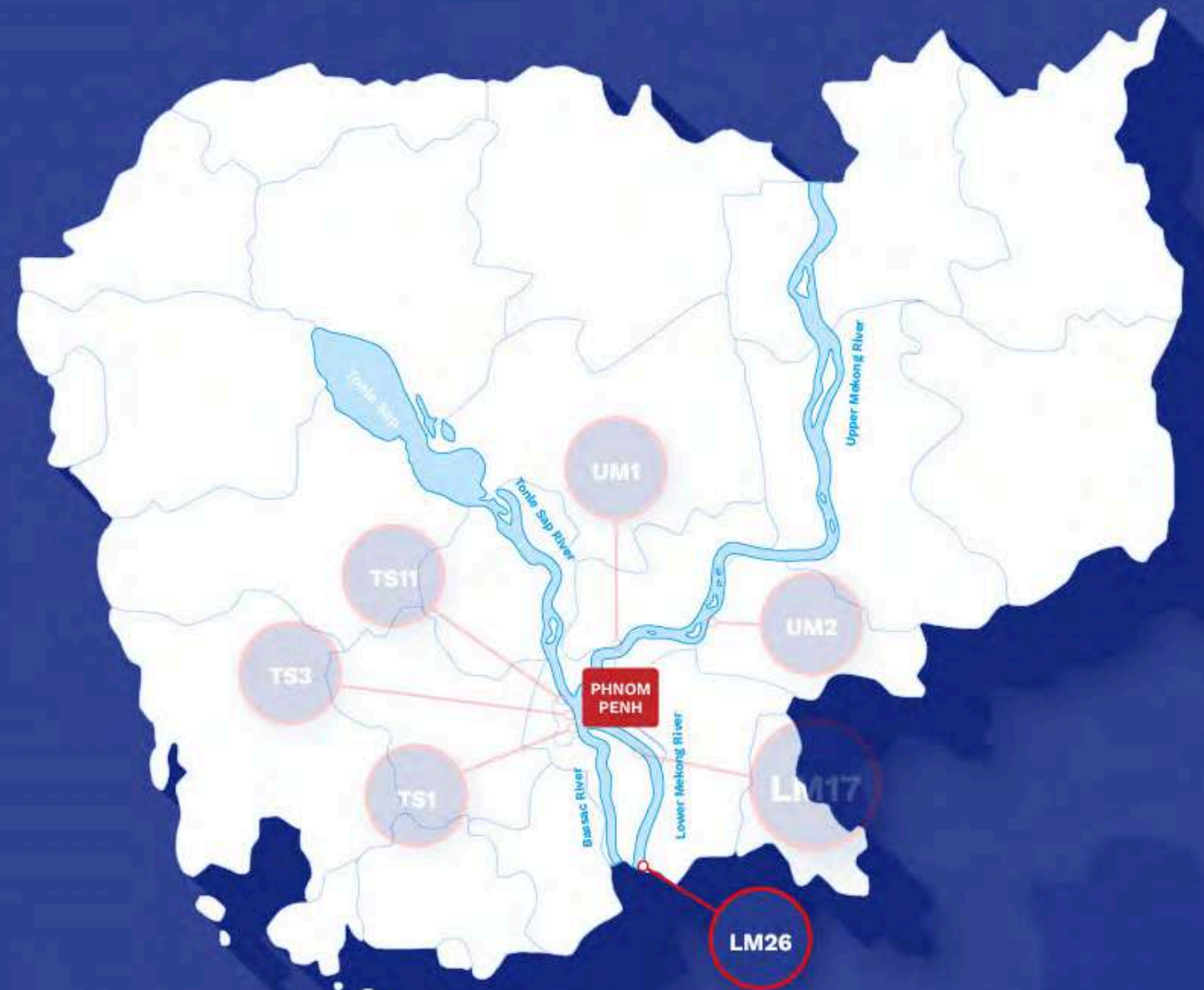


# FUTURE





# PHNOM PENH AUTONOMOUS PORT LOCATION



**Note:**

- TS - Tonle Sap
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- UM - Upper Mekong

1. PPAP AT A GLANCE



## TERMINAL INFORMATION

### SUB-FEEDER MULTIPURPOSE TERMINAL LM26

	<b>Pontoon:</b>	45m x 15m
	<b>Berth:</b>	5 Berths
	<b>River Draft:</b>	4.5m - 5.5m
	<b>Conveyer:</b>	4 units
	<b>Floating Crane:</b>	<ul style="list-style-type: none"> <li>• (100 tons): 15-20 MPH</li> <li>• (130 tons): 15-20 MPH</li> </ul>
	<b>Truck Scale:</b>	1 unit
	<b>Location:</b>	Cambodia-Vietnam International Border Gate (Koh Roka - Thuong Phuoc)
	<b>Warehouse:</b>	30m x 50m
	<b>Land Size:</b>	21.90 hectares (19.86 Operational)
	<b>Navigation time:</b>	<ul style="list-style-type: none"> <li>• LM26 to Cai Mep ≈ 17 to 23 hours</li> <li>• LM26 to Cat Lai ≈ 15 to 21 hours</li> </ul>
	<b>Distance:</b>	<ul style="list-style-type: none"> <li>• LM26 to Cai Mep 275 km</li> <li>• LM26 to Cat Lai 247 km</li> </ul>

# NOW



# FUTURE





02.

# STATISTICS OF CARGOES





## 2.1 Container Throughput via PPAP between 2002-2025 and 2026 Plan (TEUs)

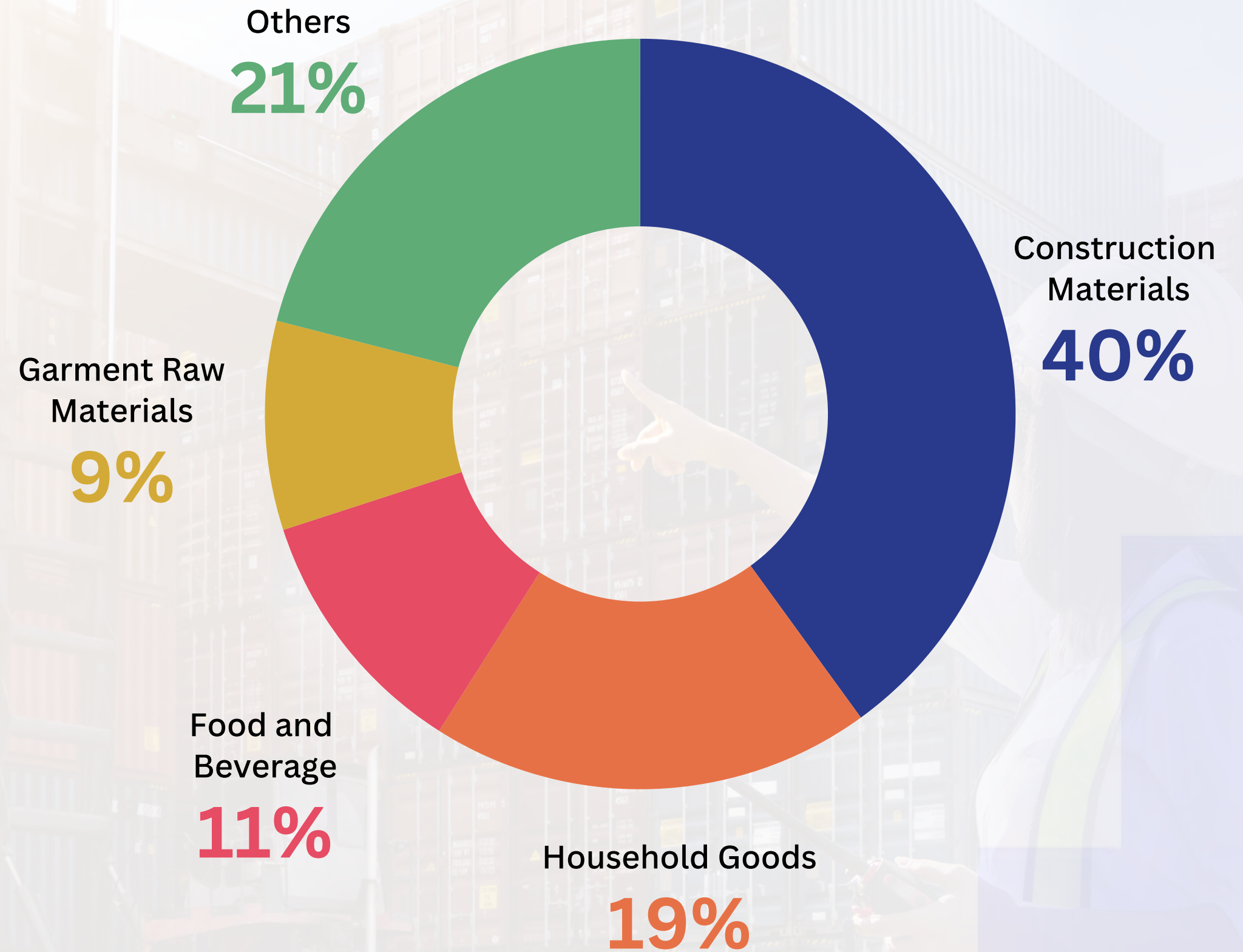
### JICA's Forecast of High-Growth Containers & the Total Port Capacity of Container Terminal LM17



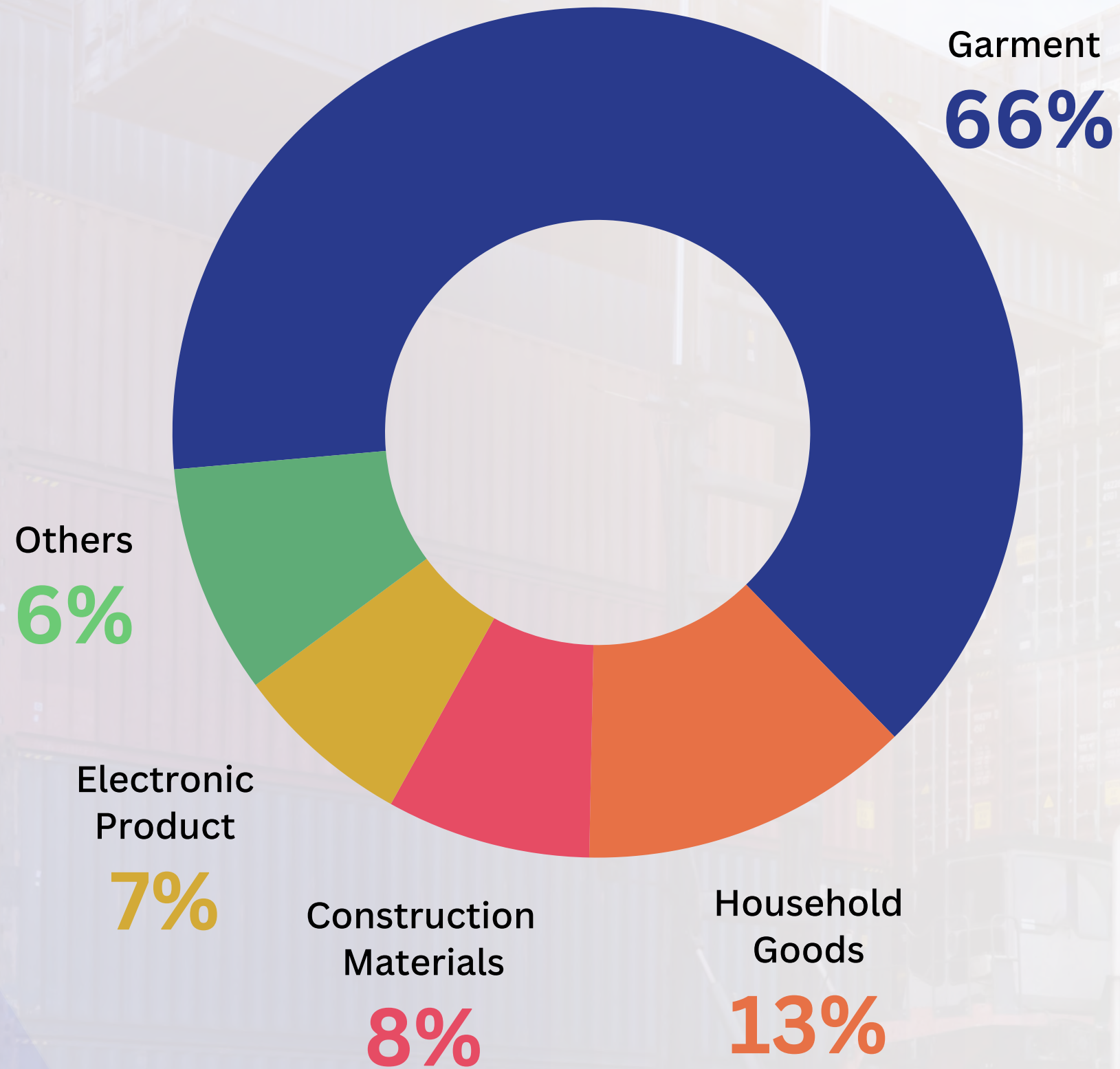
- The Container throughput in 2025 was **600,023 TEUs**, an increase of **▲25%** compared to 2024 (**480,200 TEUs**).
- Compared to the plan for container throughput in **2025 (520,000 TEUs)**, PPAP has achieved more than **▲15%** of the actual plan at **600,023 TEUs**.
- The container throughput in the first 4 months of 2026 reached **212,634 TEUs**, which is **▲36%** increase compared to the same period in 2025 (156,158 TEUs).



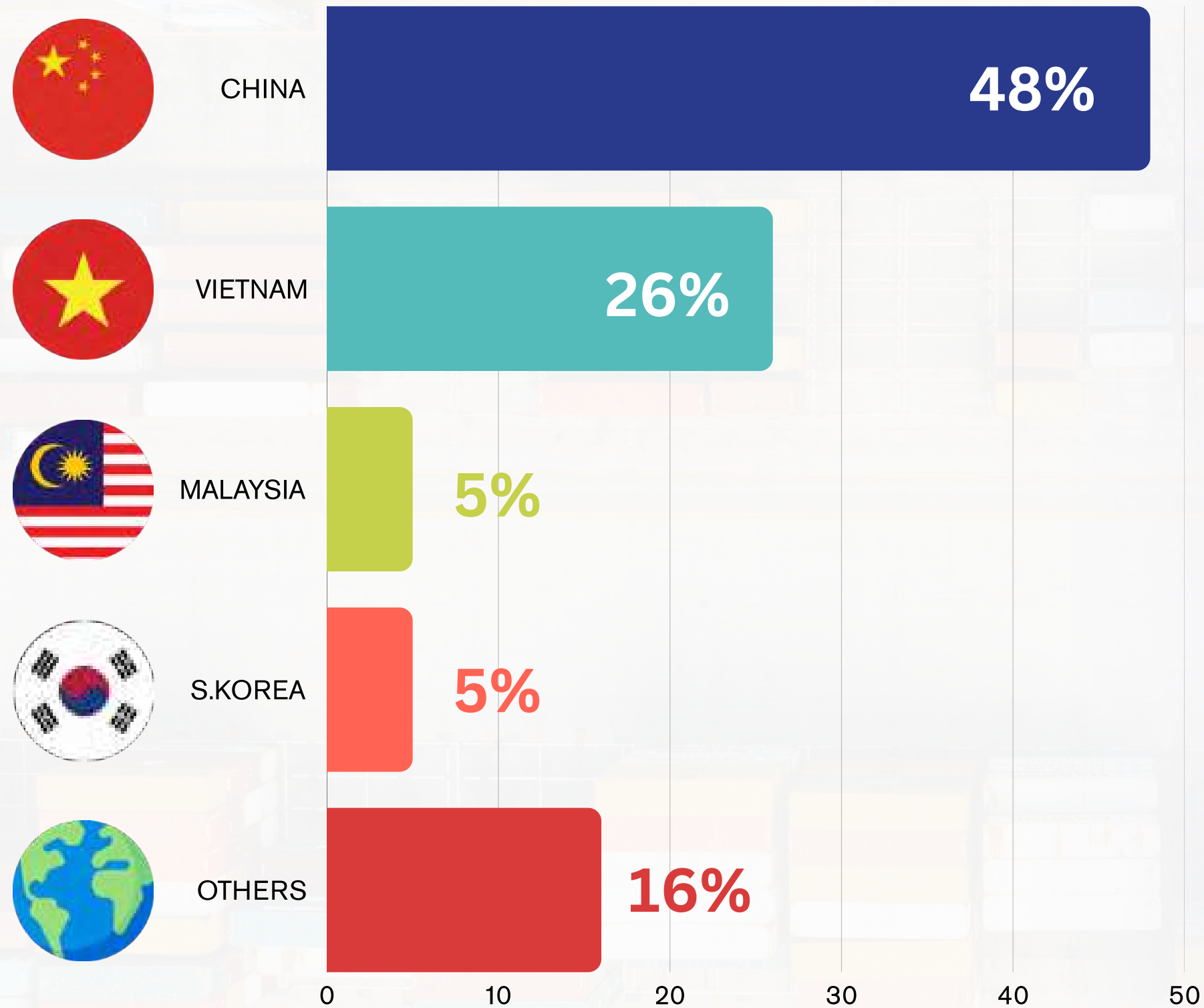
## 2.2 Cargoes Import in 2025 (TEUs)



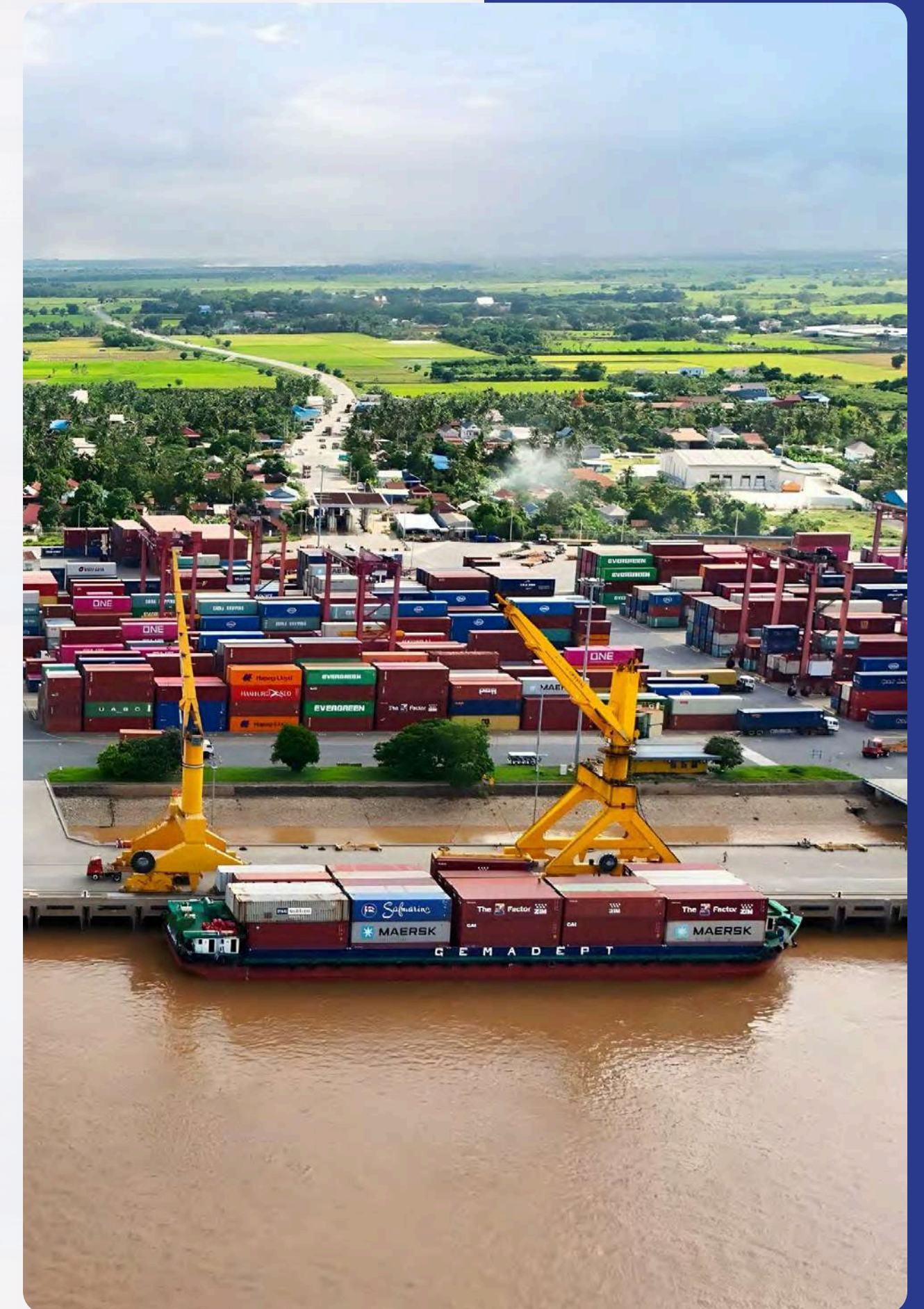
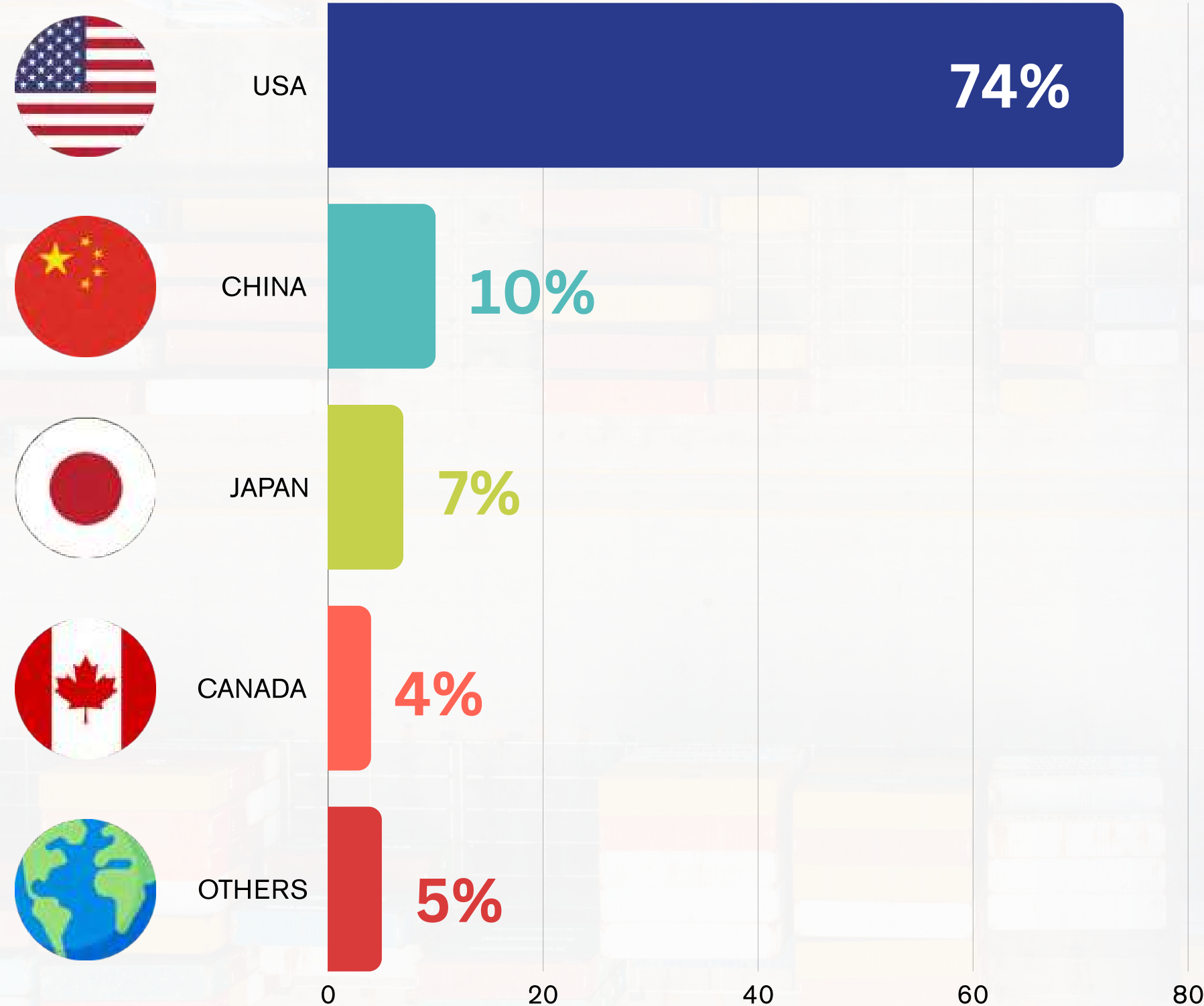
# 2.2 Cargoes Export in 2025 (TEUs)



## 2.3 Market Shares Import by Country in 2025 (TEUs-Laden)

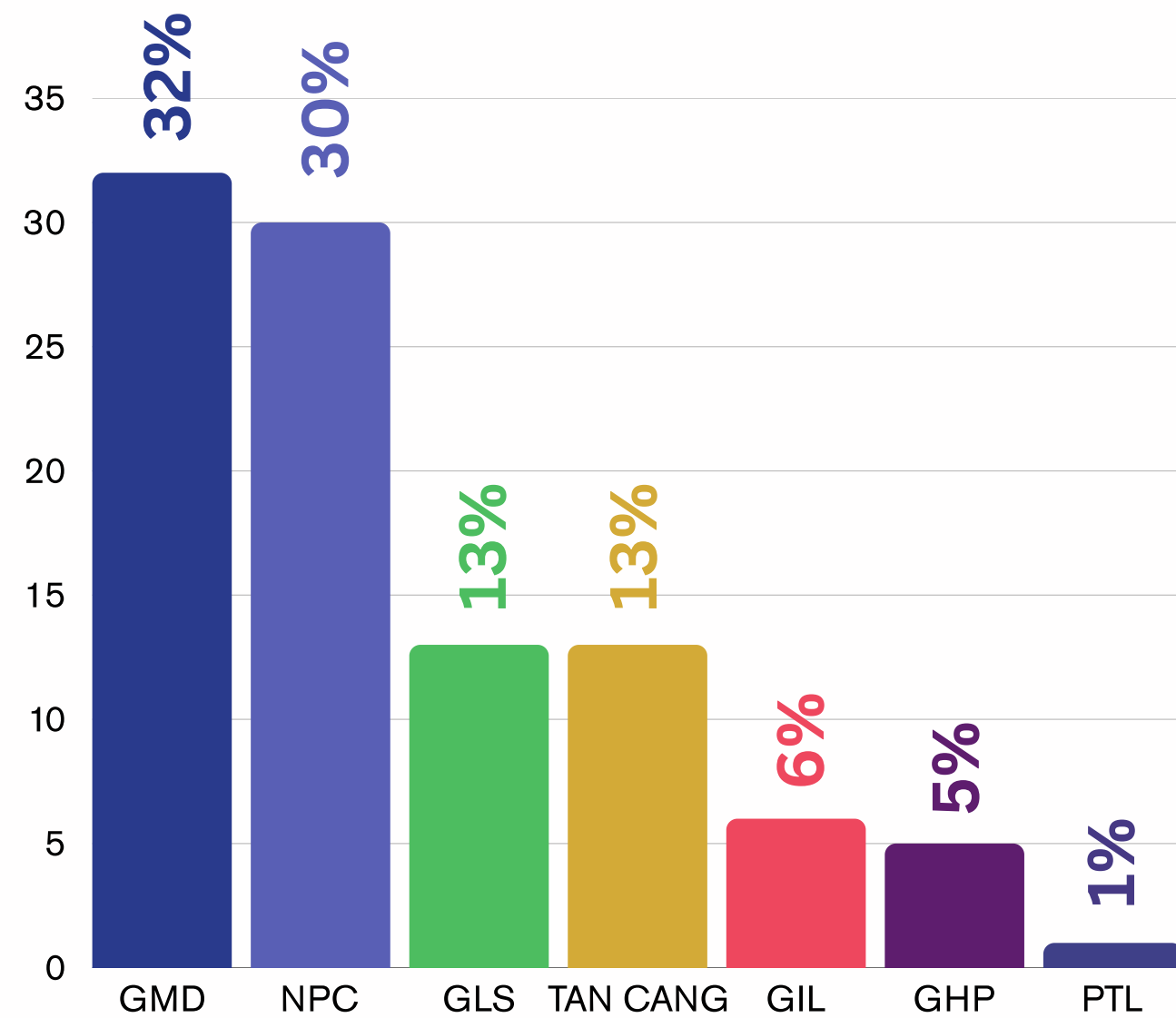


## 2.3 Market Shares Export by Country in 2025 (TEUs-Laden)

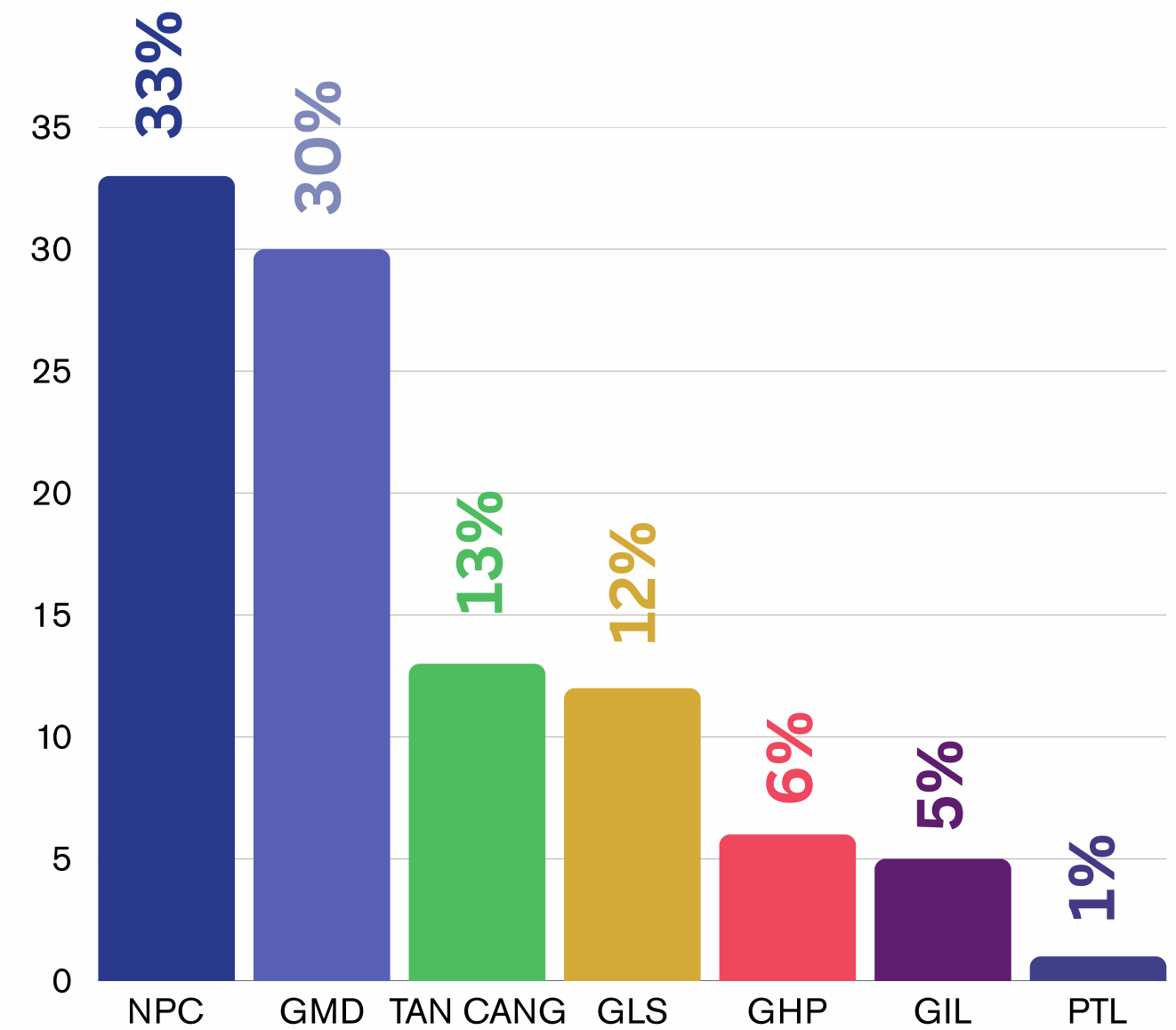


## 2.4 Barge Operators in 2025 (TEUs)

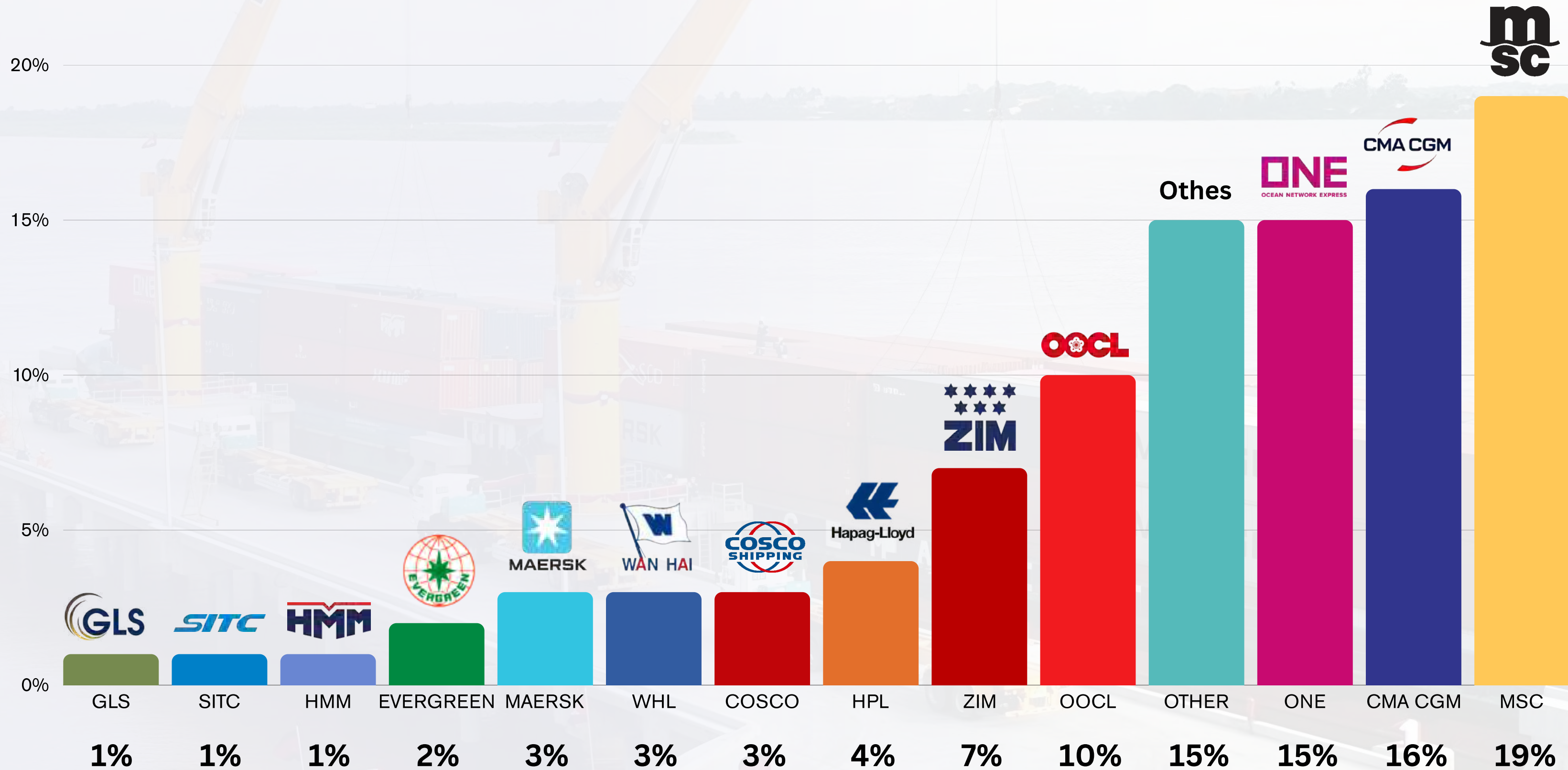
### Import



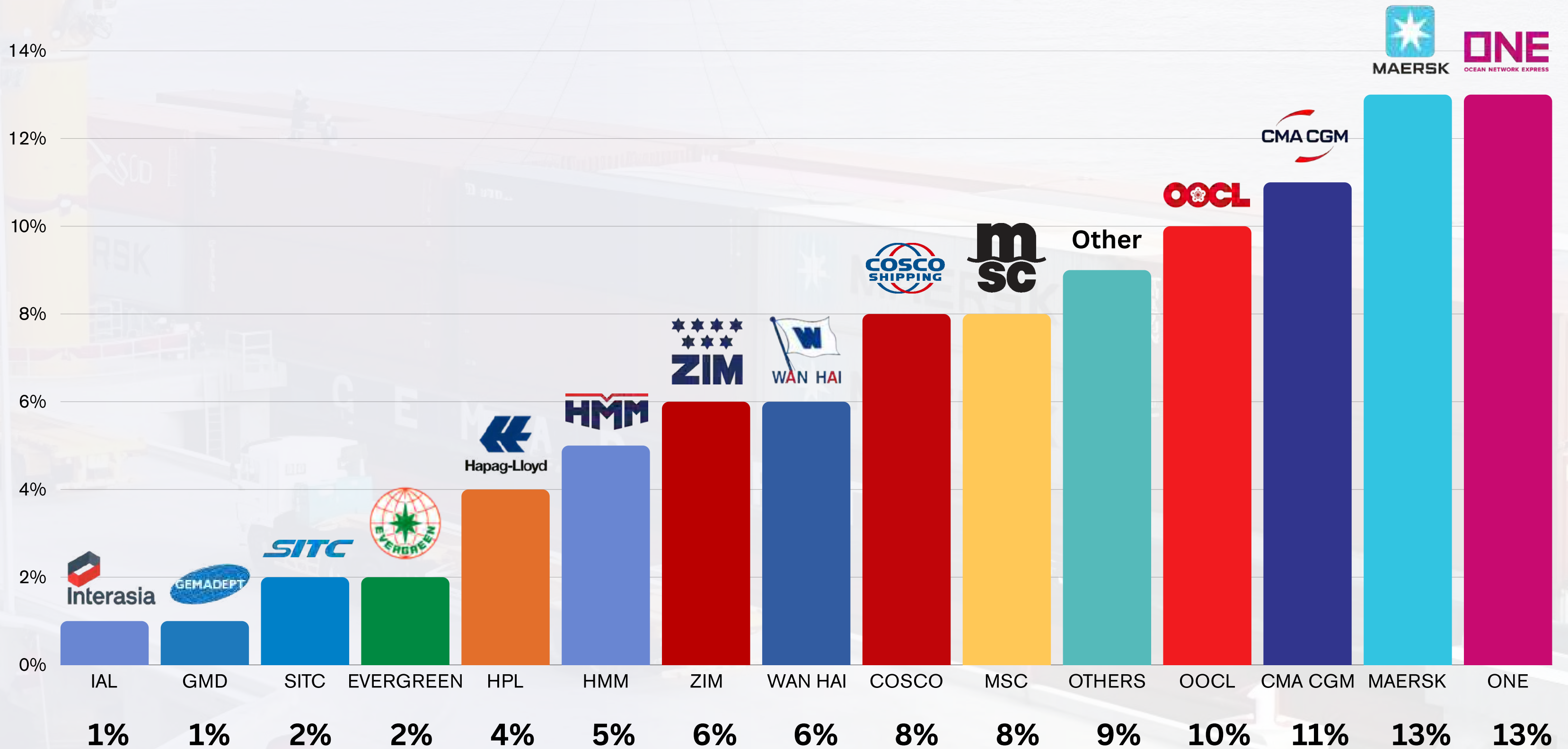
### Export



# 2.5 Shipping Lines in 2025 (Import)

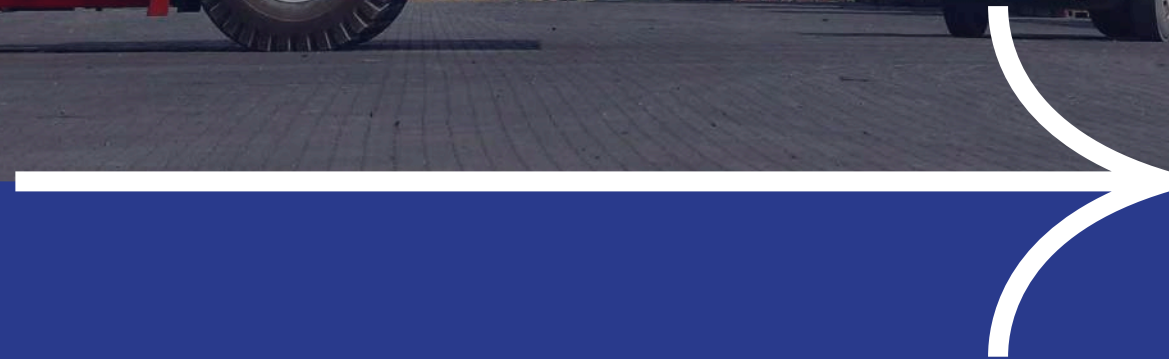


# 2.5 Shipping Lines in 2025 (Export)



03.

# BUSINESS ACTIVITIES





# Port Authority



**Shifting**



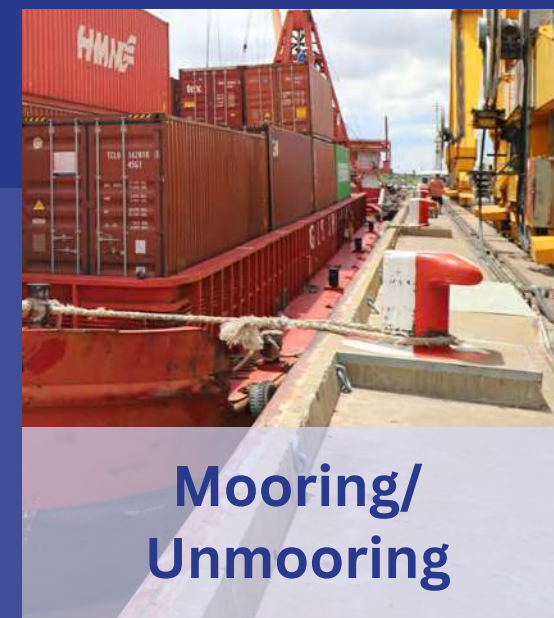
**Pilotage**



**Berthing**



**Channel Maintenance**



**Mooring/  
Unmooring**



**Tugboat**



# Port Operator



Stevedoring



Lift on/Lift off



ICD



Warehousing



Reefer Plugs



Stuffing/Unstuffing



# Logistics



Logistics Solution



Documentation



Customs Clearance



Ocean Freight



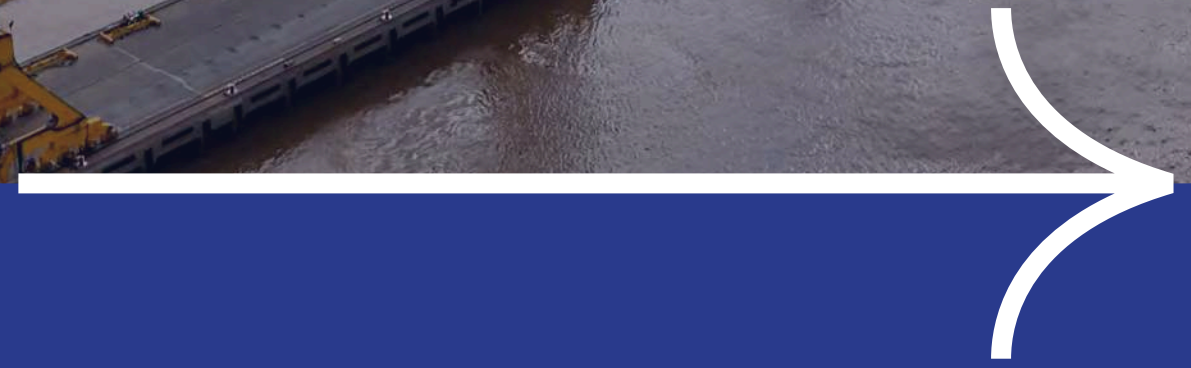
Project Cargoes



Trucking

04.

TRANSPORTATION  
CONNECTIVITY



# 4.1 Agreement on Waterway Transportation



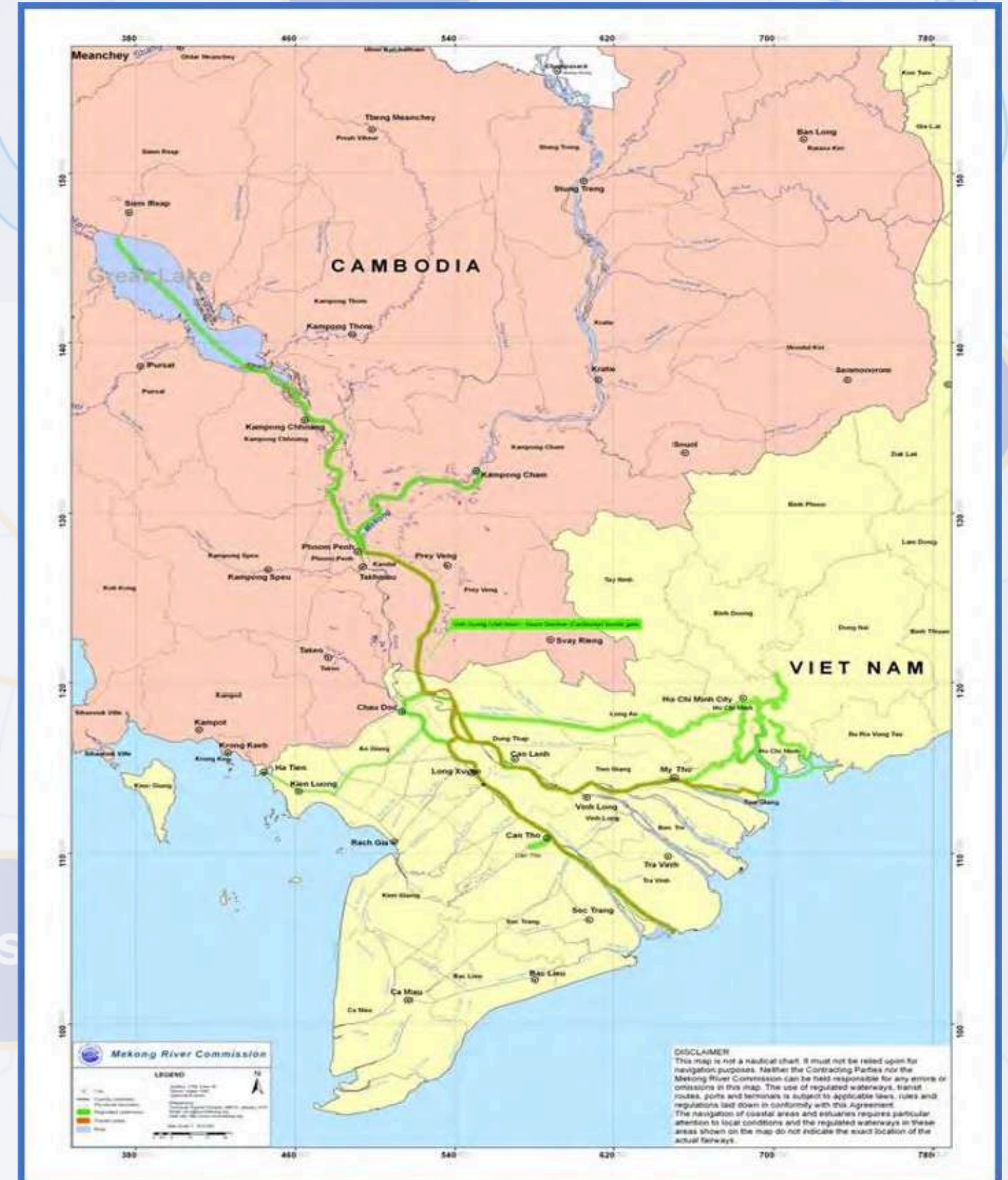
Freedom of Inland water navigation between Cambodia and Vietnam.



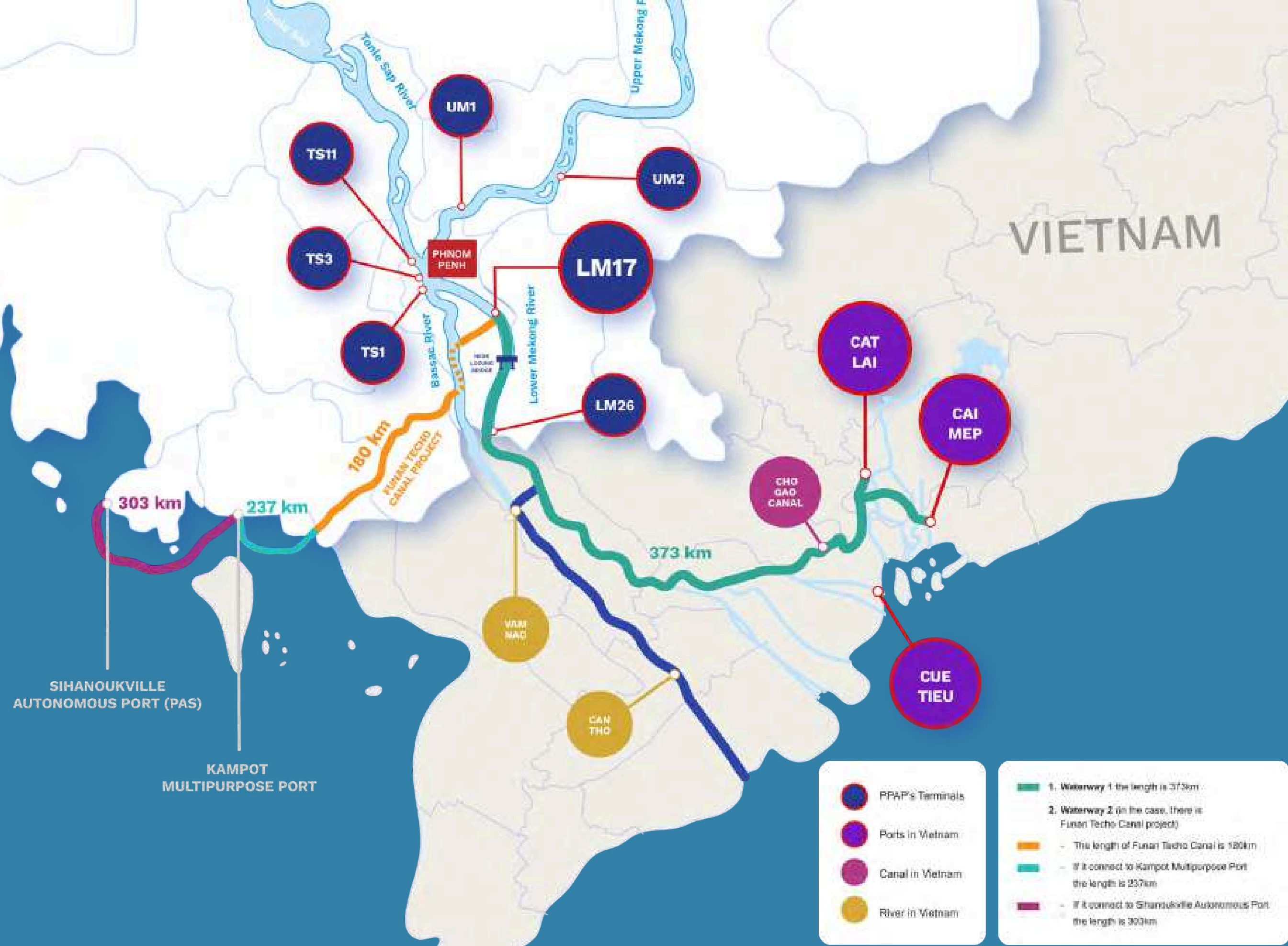
The **Regulated Waterways** of the Tonle Sap, Mekong, Bassac, and Vam Nao rivers, as well as **selected canals**, can be used by both Cambodian and Vietnamese vessels.



The **Transit Routes** are destined for maritime traffic and can be used by all sea-going vessels under foreign flags.



# Waterway



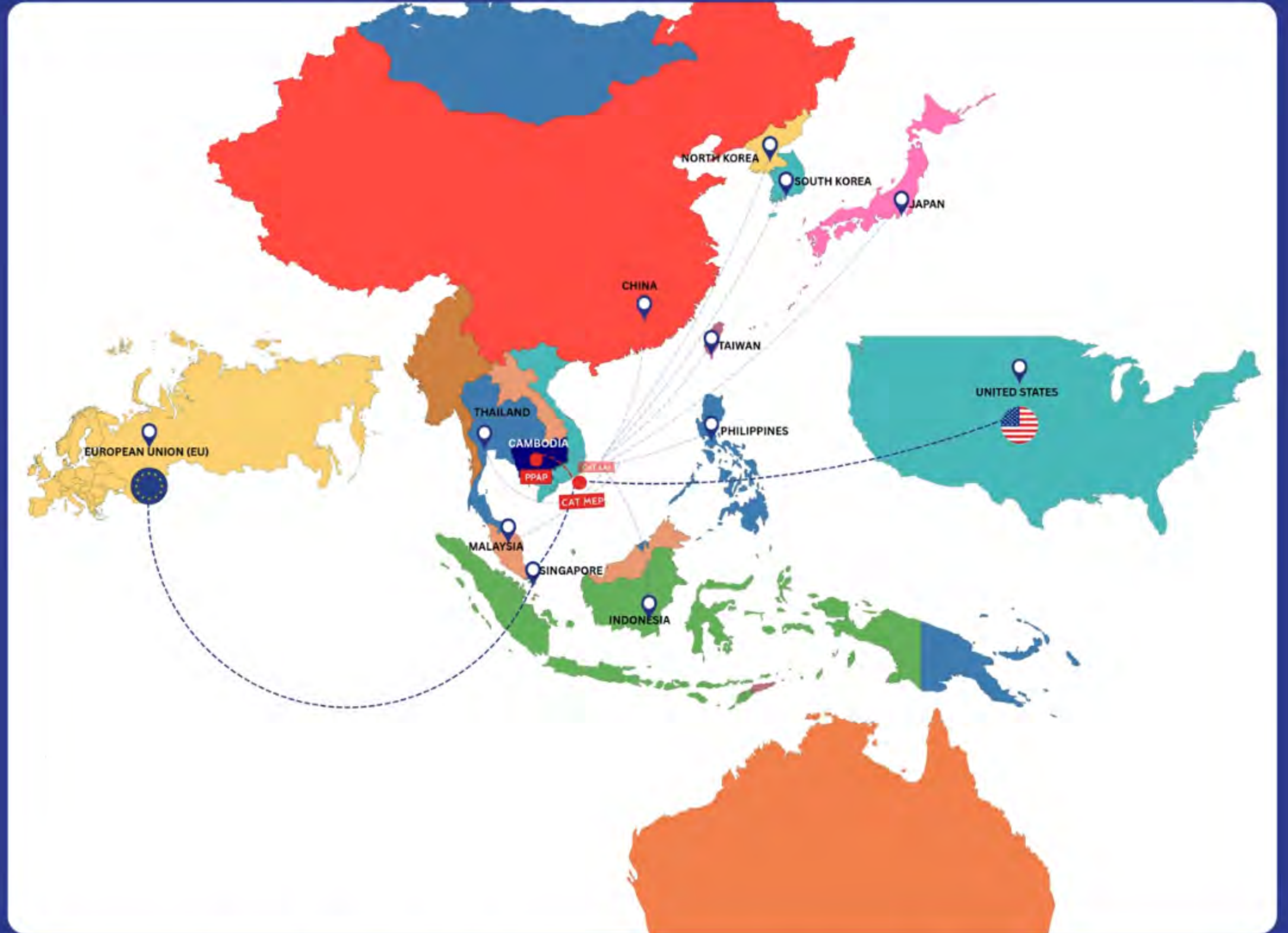
	PPAP's Terminals		1. Waterway 1 the length is 373km
	Ports in Vietnam		2. Waterway 2 (in the case, there is Funan Techo Canal project)
	Canal in Vietnam		- The length of Funan Techo Canal is 180km
	River in Vietnam		- If it connect to Kampot Multipurpose Port the length is 237km
			- If it connect to Sihanoukville Autonomous Port the length is 303km

## 4.2 PPAP's Overview Connectivities

4. TRANSPORTATION CONNECTIVITY

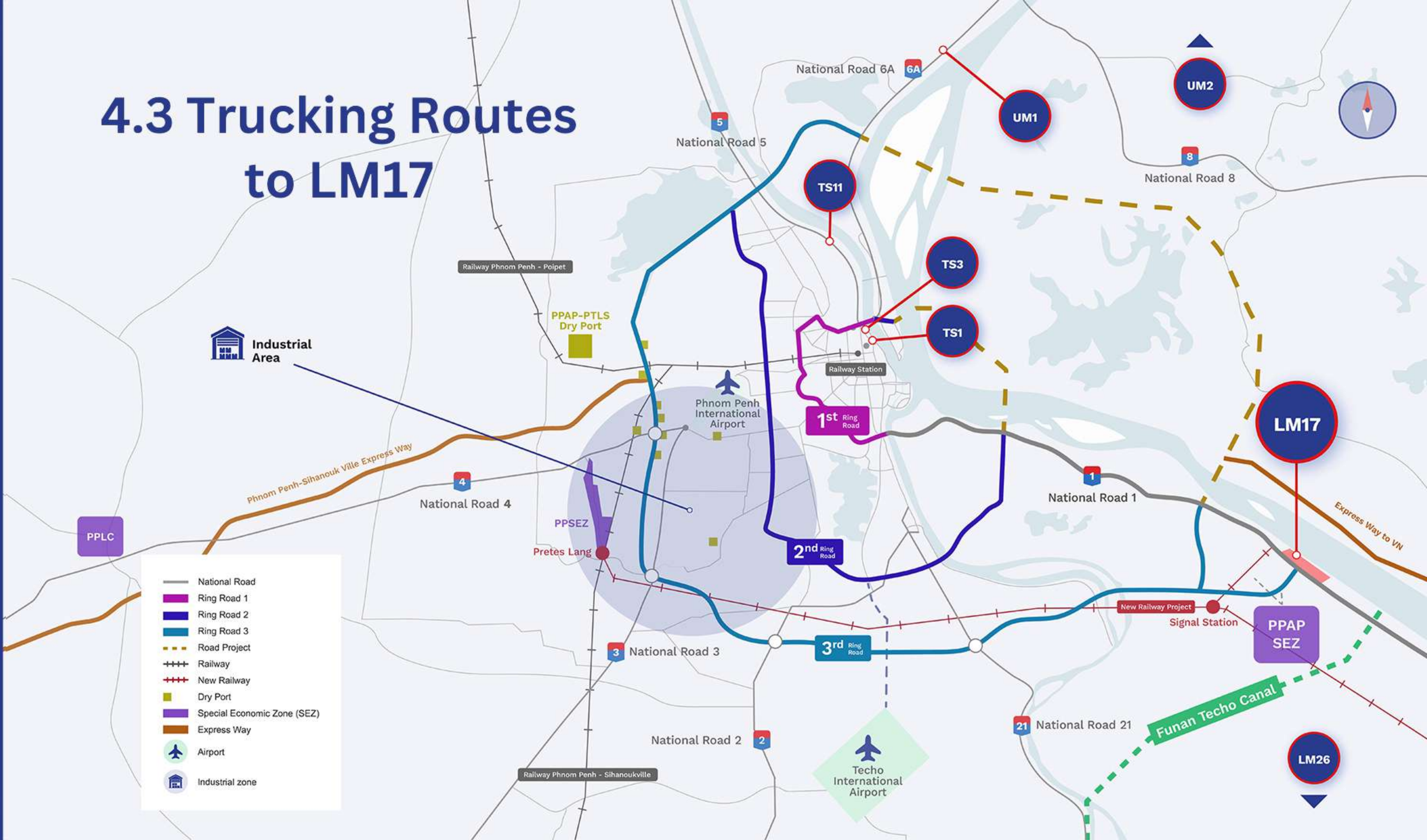


Cat Lai Port for intra-Asia

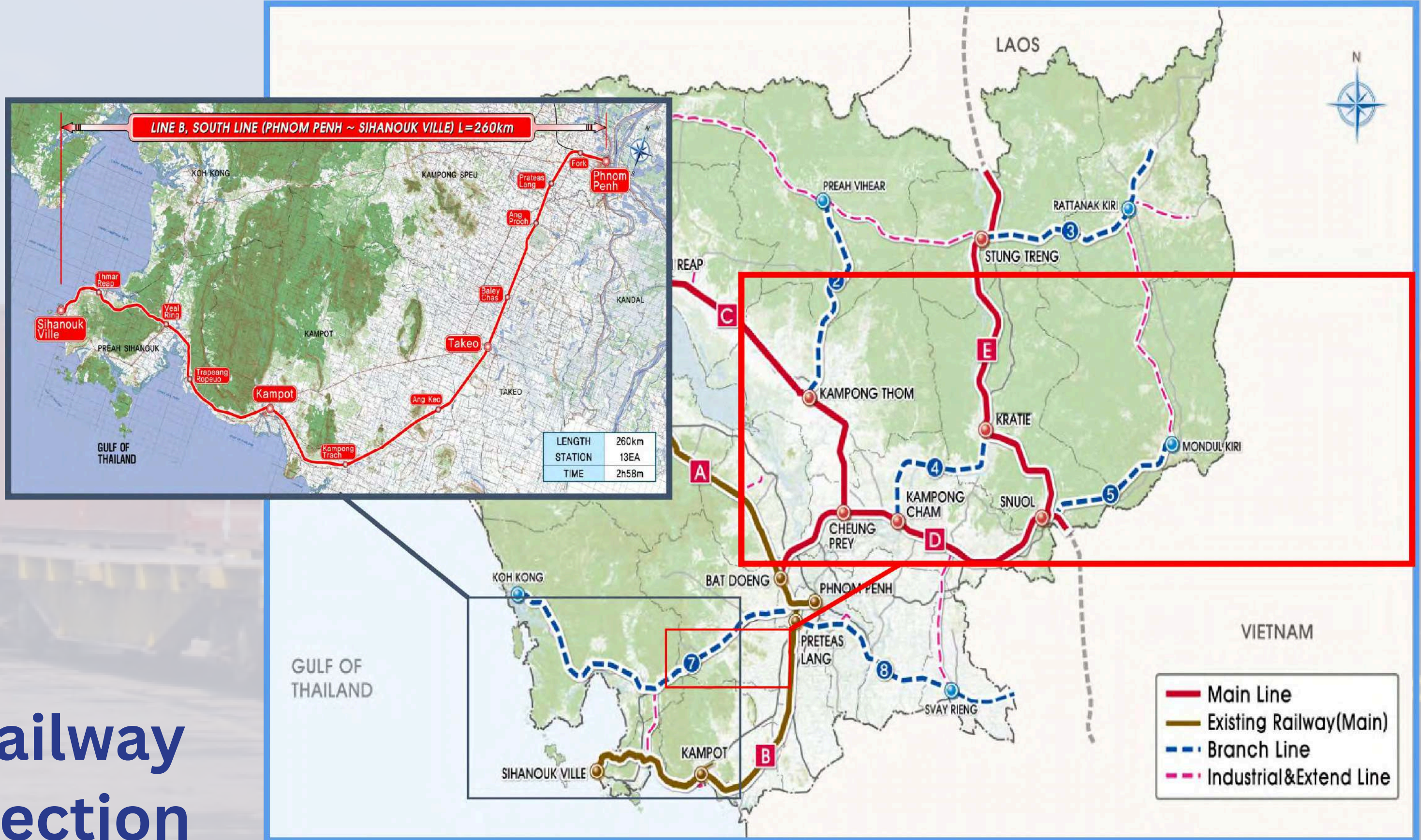


Cai Mep Hub Port for the United States and Europe

# 4.3 Trucking Routes to LM17



	National Road
	Ring Road 1
	Ring Road 2
	Ring Road 3
	Road Project
	Railway
	New Railway
	Dry Port
	Special Economic Zone (SEZ)
	Express Way
	Airport
	Industrial zone

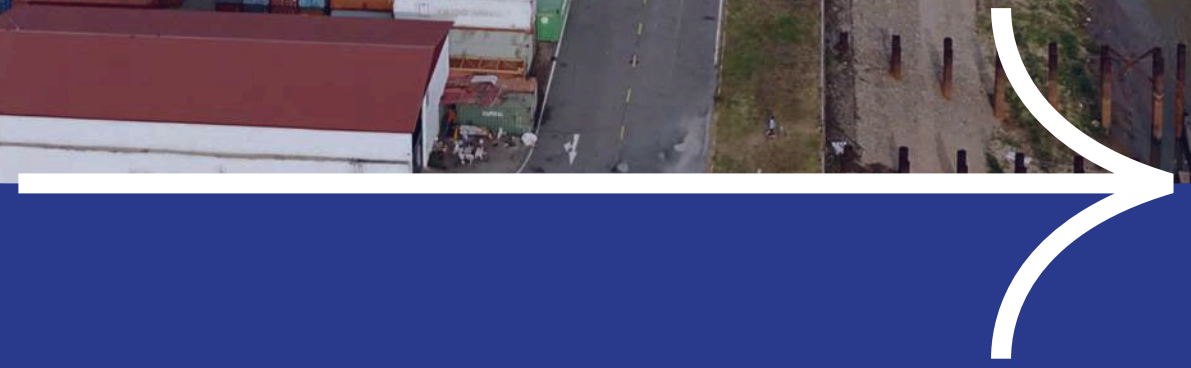


# 4.4 Railway Connection



05.

# DEVELOPMENT PLANS





# 5.1 Expansion Plan of Container Terminal LM17



Phase	Land size	Year	Capacity
Phase I	10 hectares	2010 - 2013	150,000 TEUs/year
Phase II	4.5 hectares	2016 - 2018	300,000 TEUs/year
Phase III	10 hectares	2020 - 2023	500,000 TEUs/year
Phase IV	9.5 hectares	2024 - 2027	1,200,000 TEUs/year

# 5.2 Development of Special Economic Zone (SEZ)





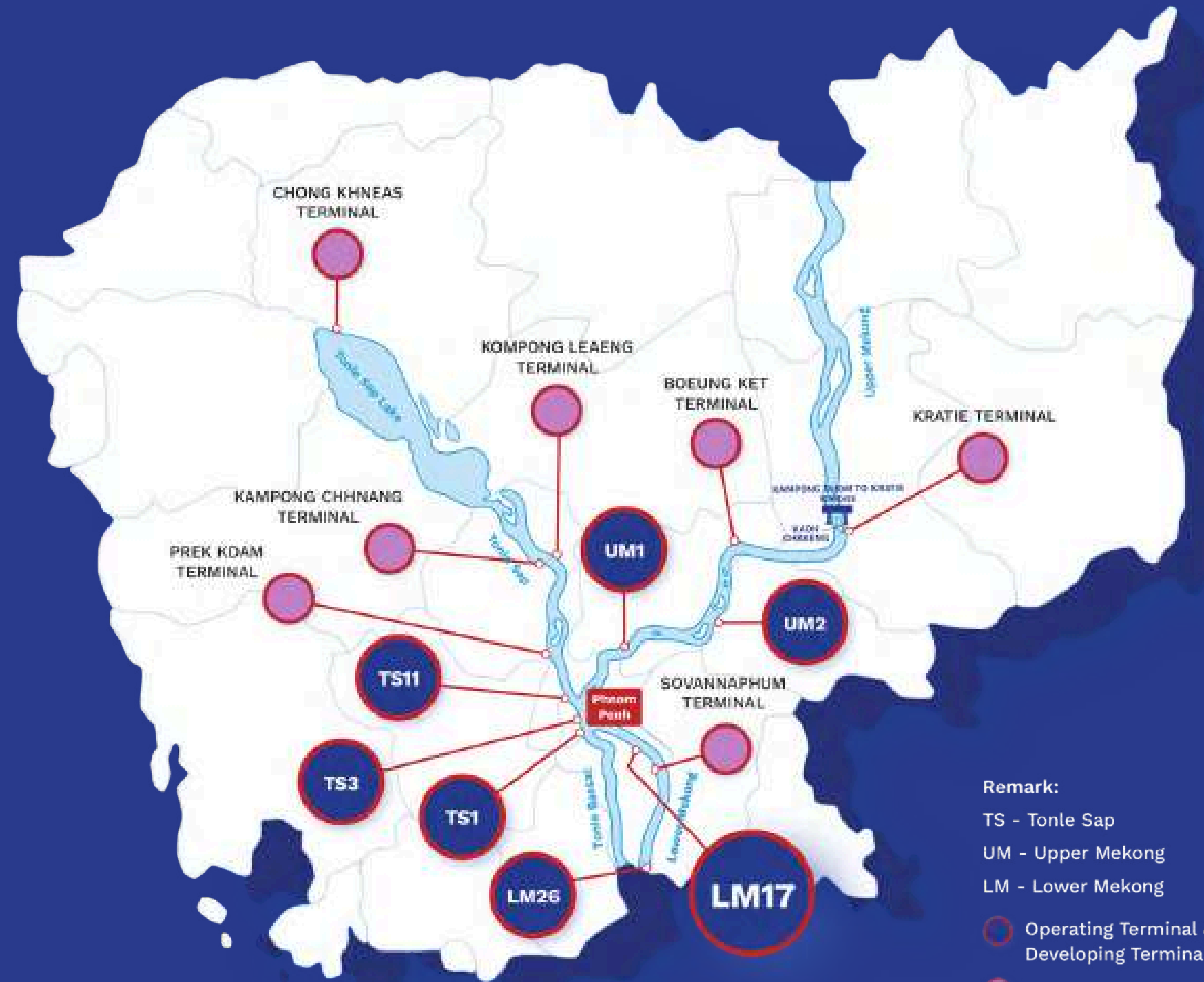
## 5.3 The Development of Dry Port

PPAP plans to develop the dry port as a value-added service to promote inland multimodal transportation and to bring **PPAP** closer to customers.



# 5.4 Creating a network of sub-feeder multipurpose terminals along the rivers

- **Operating Terminal & Developing Terminal Locations**
  - TERMINAL LM17, Kandal Province
  - TERMINAL TS3, Phnom Penh
  - TERMINAL TS1, Phnom Penh
  - TERMINAL UM2, Tboung Khmum Province
  - TERMINAL TS11, Phnom Penh
  - TERMINAL LM26, Prey Veng Province
  - TERMINAL UM1, Kandal Province
  
- **New Locations of the Port Development Plan**
  - PREK KDAM TERMINAL, Kandal Province
  - KOMPONG LEAENG TERMINAL, Kampong Chhnang Province
  - KAMPONG CHHNANG TERMINAL, Kampong Chhnang Province
  - CHONG KHNEAS TERMINAL, Siem Reap Province
  - SOVANNAPHUM TERMINAL, Kandal Province
  - BOEUNG KET TERMINAL, Kampong Cham Province
  - KRATIE TERMINAL, Kratie Province



Remark:  
 TS - Tonle Sap  
 UM - Upper Mekong  
 LM - Lower Mekong  
● Operating Terminal & Developing Terminal Locations  
● New Locations of the Port Development Plan

## 5.5 The Development of Rice Processing Facility



In order to help boost the export performance of Cambodian rice, a rice processing facility will be developed near Container Terminal LM17. This project is part of the Ministry of Commerce's project, led by the Green Trade Company.





## 5.6 Channel Improvement



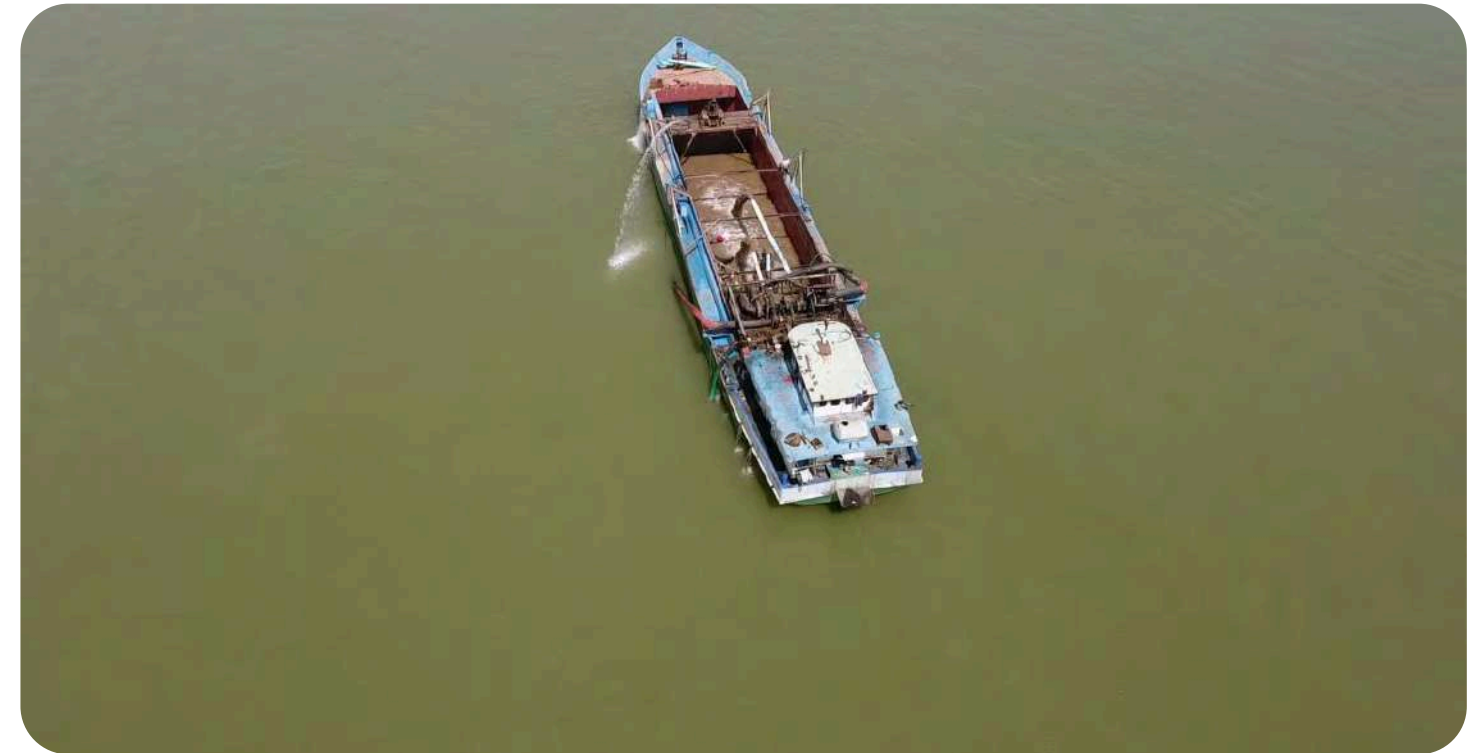
To deepen to **7.5m draft**, there needs to be some dredging done in Vietnam side and some capital dredging done in Cambodia side from LM17 to Vietnam – Cambodia border in the following places:

- **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**
- **Peam Chi Kong Canal**



---

PHNOM PENH AUTONOMOUS PORT

---

BY MARKETING TEAM

# THANK YOU!



SCAN TO DOWNLOAD  
PRESENTATION  
SLIDES



SCAN TO  
CONNECT  
WITH US



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ppapmpwt@online.com.kh  
sale-marketing@ppap.com.kh

www.ppap.com.kh  
www.facebook.com/PPAPCambodia