

PHNOM PENH AUTONOMOUS PORT



ភ្នំពេញផែនដ្ឋស្វ័យគ្រប់គ្រង
PHNOM PENH AUTONOMOUS PORT



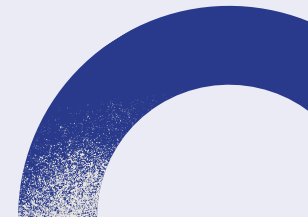
2026

by Sale/Marketing Team



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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.



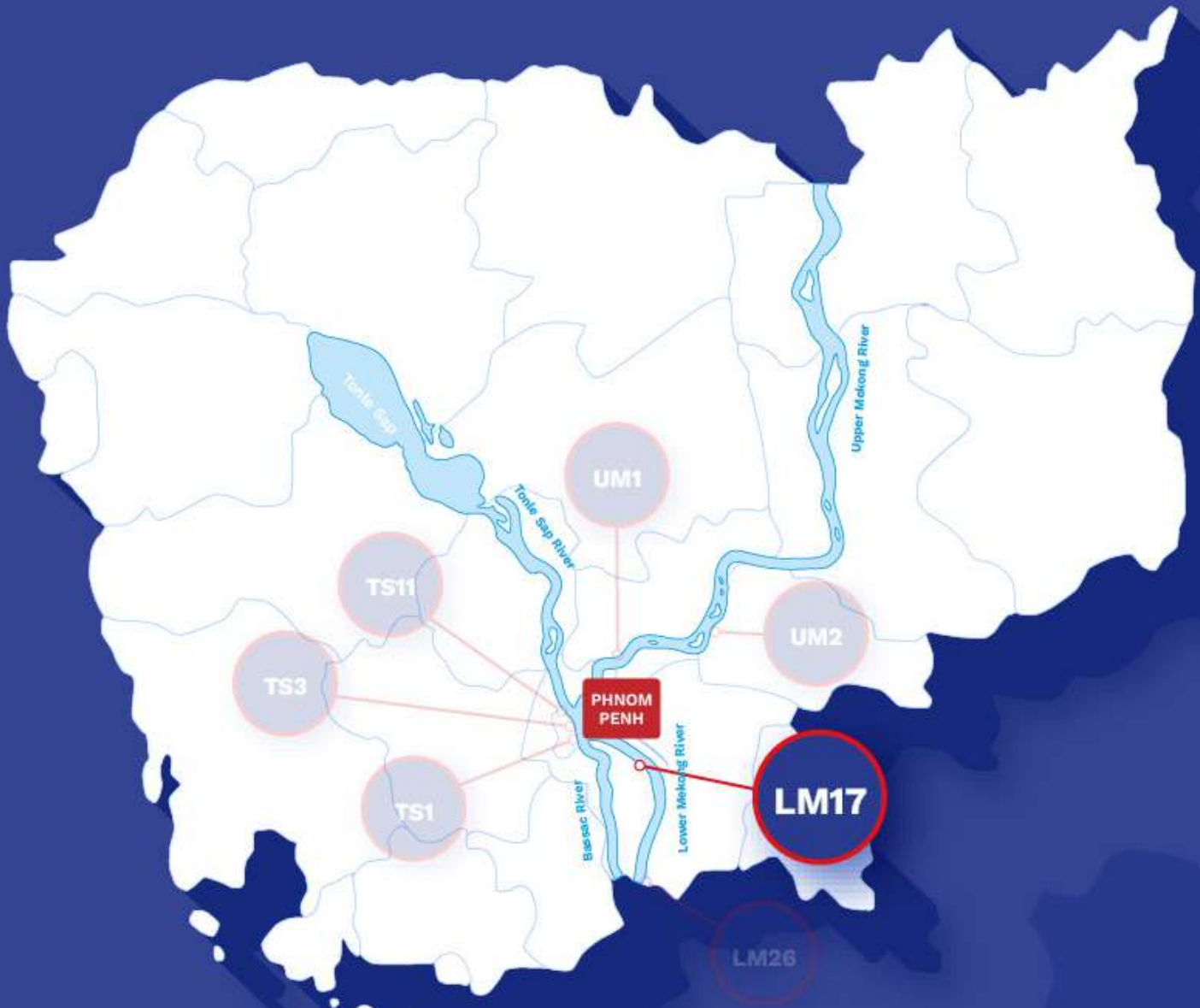
2026

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





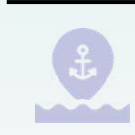
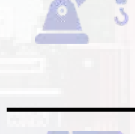
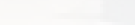
PHNOM PENH AUTONOMOUS PORT LOCATION



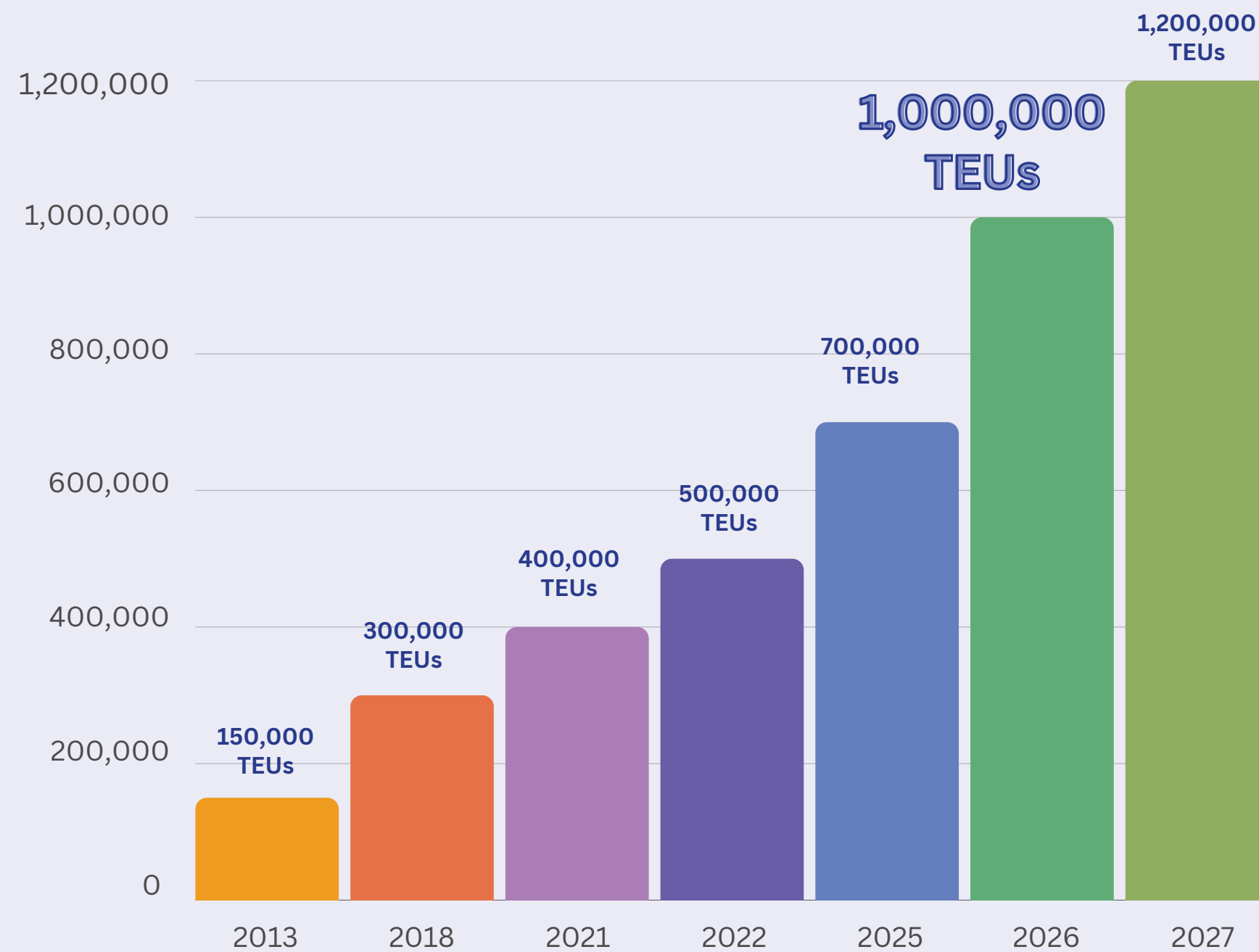
Note:
TS - Tonle Sap
LM - Lower Mekong
UM - Upper Mekong

TERMINAL INFORMATION

CONTAINER TERMINAL LM17

 Jetties:	• 22 x 300m = 1 • 12 x 149m = 1 • 16 x 149m = 1
 Berth:	9 Berths
 River Draft:	4.5m
 Barge Capacity:	3,000-4,000 Tons (250-300 TEUs)
 Crane Productivity:	• (4 TCC & 4 FCC): 20-25 MPH • (22 RTG): 20-25 MPH • (2 Floating Crane): 15 MPH
 Port Capacity:	1,000,000 TEUs/year
 Reefer Plug:	256 plugs
 Warehouse:	• 24m x 60m • 30m x 60m
 Total Land Size:	40 hectares (33.22 Operational)
 Navigation time:	• LM17 to Cai Mep ≈ 28 to 32 hours • LM17 to Cat Lai ≈ 21 to 25 hours
 Distance:	• LM17 to Cai Mep: 373 km • LM17 to Cat Lai: 345 km

The Evolution of Container Terminal LM17's Capacity



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



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TERMINAL INFORMATION

SUB-FEEDER MULTIPURPOSE TERMINAL UM2



Jetties:

- 12 x 46.9m
- 45m (General Cargo)



Berth:

2 Berths



River Draft:

4.5m



Barge Capacity:

3,000-4,000 Tons (250-300 TEUs)



Crane Productivity:

- (1 FCC): 15-20 MPH
- (Crawler Crane): 100 tons



Port Capacity:

70,000 TEUs/year



Reefer Plug:

36 plugs



Warehouse:

40m x 150m



Land Size:

24.04 hectares (5.49 Operational)



Navigation time:

- UM2 to Cai Mep ≈ 31 to 42 hours
- UM2 to Cat Lai ≈ 30 to 40 hours



Distance:

- UM2 to Cai Mep 503 km
- UM2 to Cat Lai 475 km

NOW

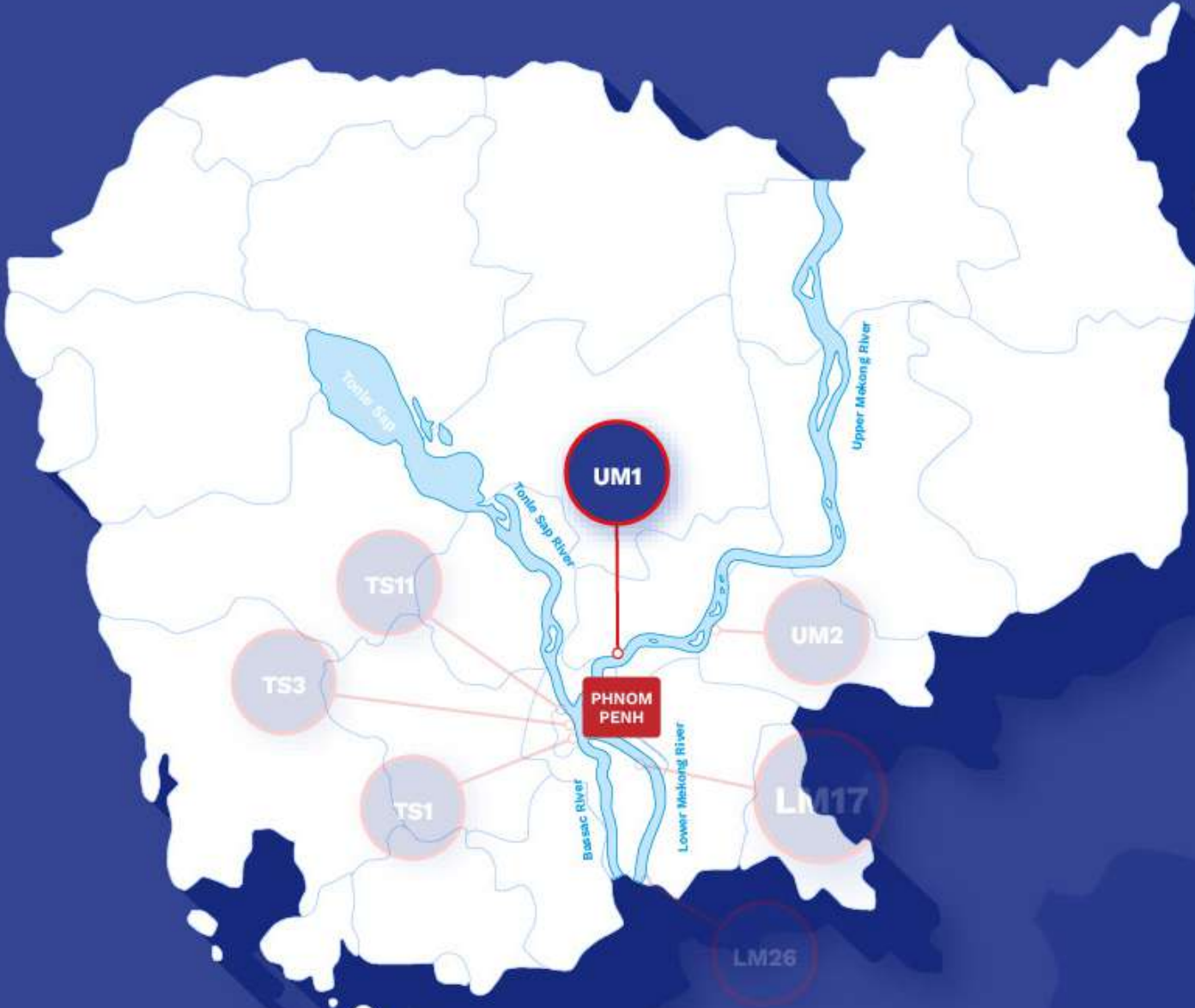


FUTURE





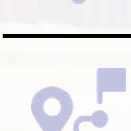
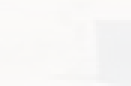
PHNOM PENH AUTONOMOUS PORT LOCATION



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TERMINAL INFORMATION

SUB-FEEDER MULTIPURPOSE TERMINAL UM1

 Jetty:	12m x 24m
 Berth:	1 Berth
 River Draft:	4.5m
 Barge Capacity:	3,000-4,000 Tons (250-300 TEUs)
 Crane Productivity:	(1 FCC): 15-20 MPH
 Port Capacity:	60,000 TEUs/year
 Reefer Plug:	36 plugs
 Warehouse:	30m x 130m
 Land Size:	4 hectares
 Navigation time:	• UM1 to Cai Mep ≈ 32 to 43 hours • UM1 to Cat Lai ≈ 27 to 38 hours
 Distance:	• UM1 to Cai Mep 513 km • UM1 to Cat Lai 485 km

NOW



FUTURE





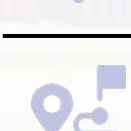
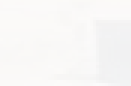
PHNOM PENH AUTONOMOUS PORT LOCATION



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TERMINAL INFORMATION

SUB-FEEDER MULTIPURPOSE TERMINAL TS11

 Jetty:	12m x 60m
 Berth:	1 Berth
 River Draft:	4.5m
 Barge Capacity:	3,000-4,000 Tons (250-300 TEUs)
 Crane Productivity:	(1 FCC): 15-20 MPH
 Port Capacity:	60,000 TEUs/year
 Reefer Plug:	36 plugs
 Warehouse:	• 1,848m2 • 2,854m2
 Land Size:	4 hectares
 Navigation time:	• TS11 to Cai Mep ≈ 32 to 43 hours • TS11 to Cat Lai ≈ 27 to 38 hours
 Distance:	• TS11 to Cai Mep 513 km • TS11 to Cat Lai 485 km

NOW



FUTURE





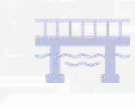
PHNOM PENH AUTONOMOUS PORT LOCATION



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TERMINAL INFORMATION

MULTIPURPOSE TERMINAL TS3

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

NOW

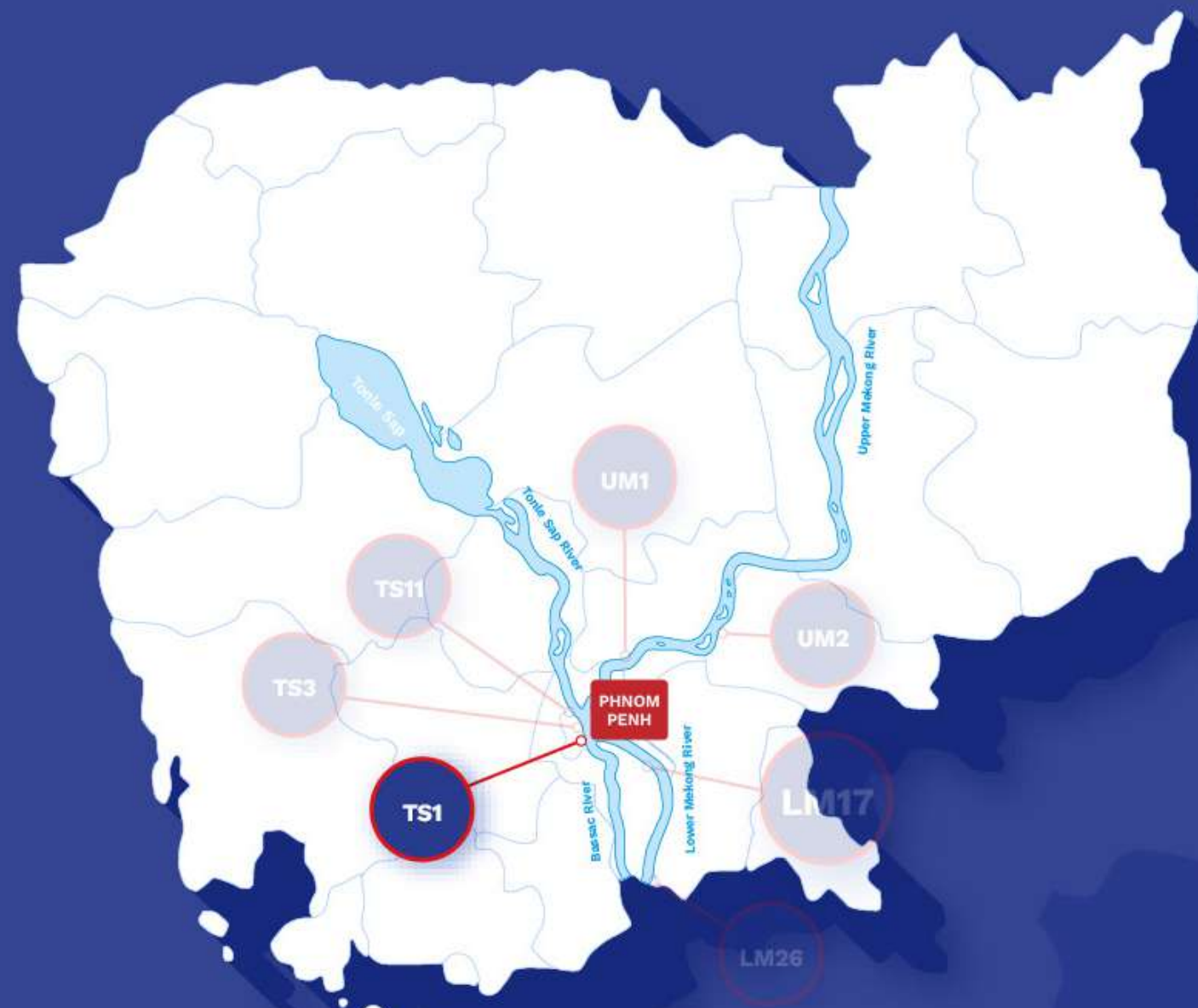


FUTURE





PHNOM PENH AUTONOMOUS PORT LOCATION



Note:

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TERMINAL INFORMATION

PASSENGER AND TOURIST TERMINAL TS1



Pontoon:

- 30m x 12m
- 45m x 15m



Berth:

2 Berths



River Draft:

4.5m



Land Size:

0.60 hectares (0.23 Operational)



Navigation time:

TS3 to HCM $\approx$ 31 hours



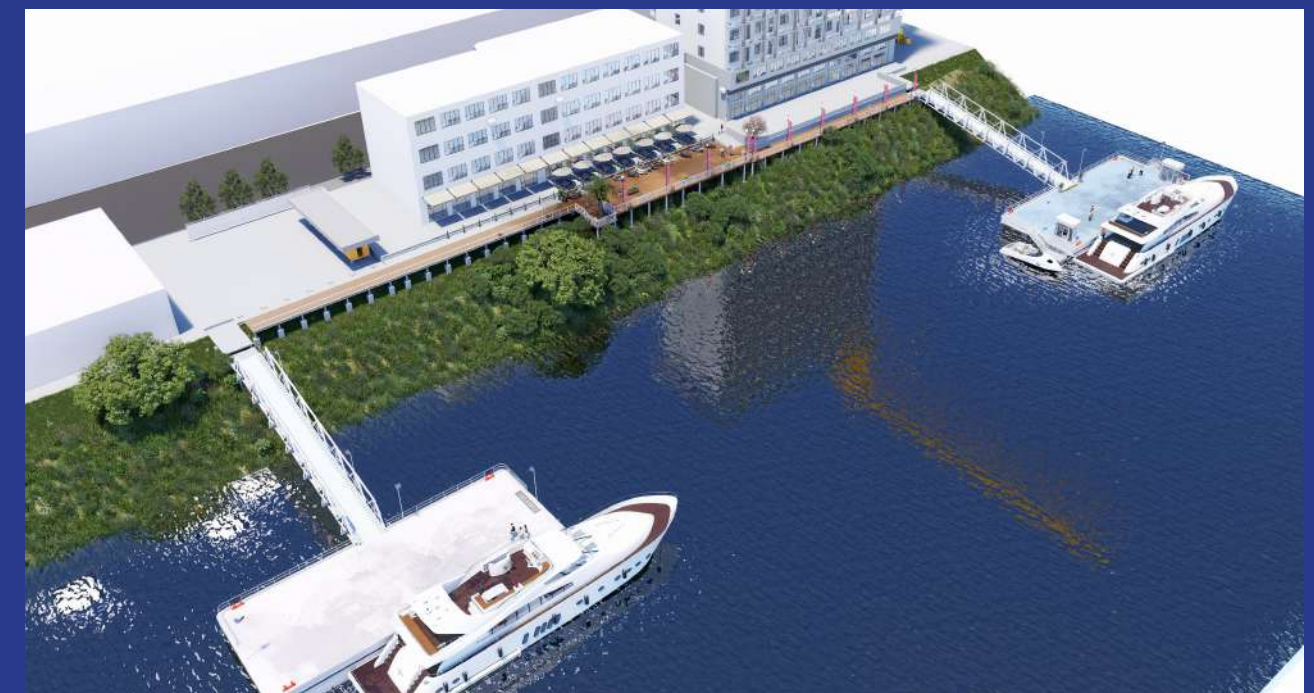
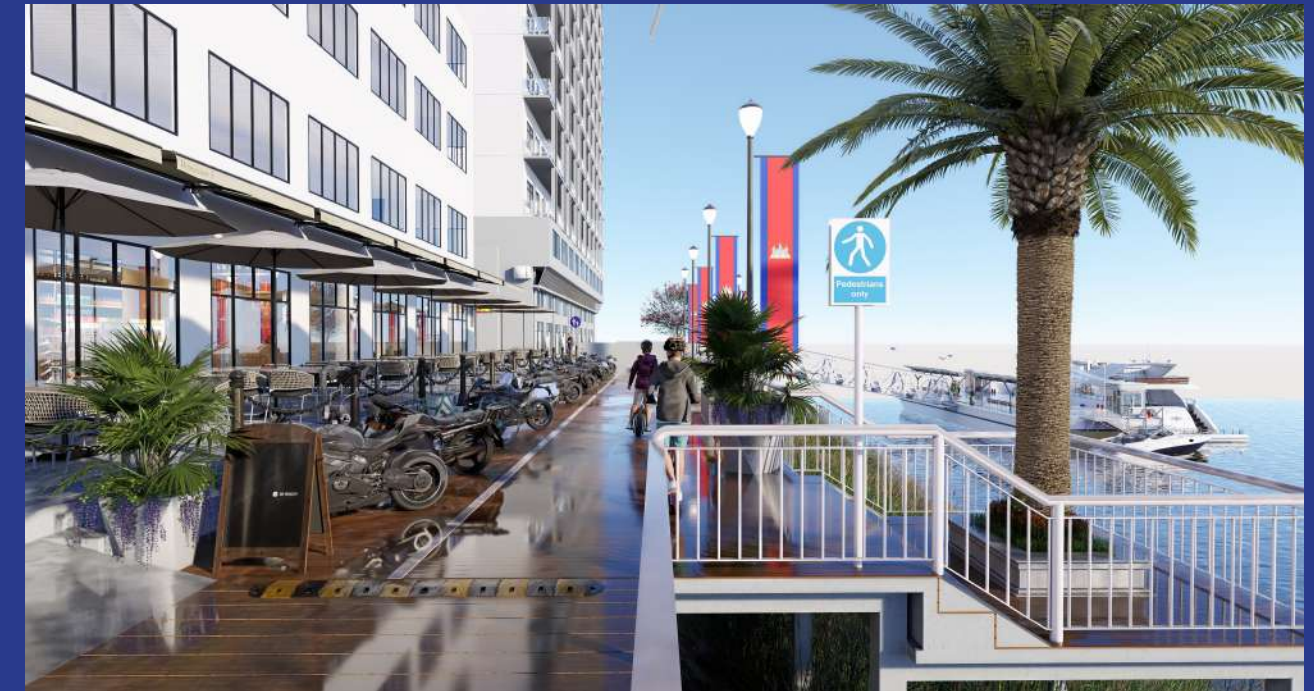
Distance:

TS3 to HCM 470 km

NOW

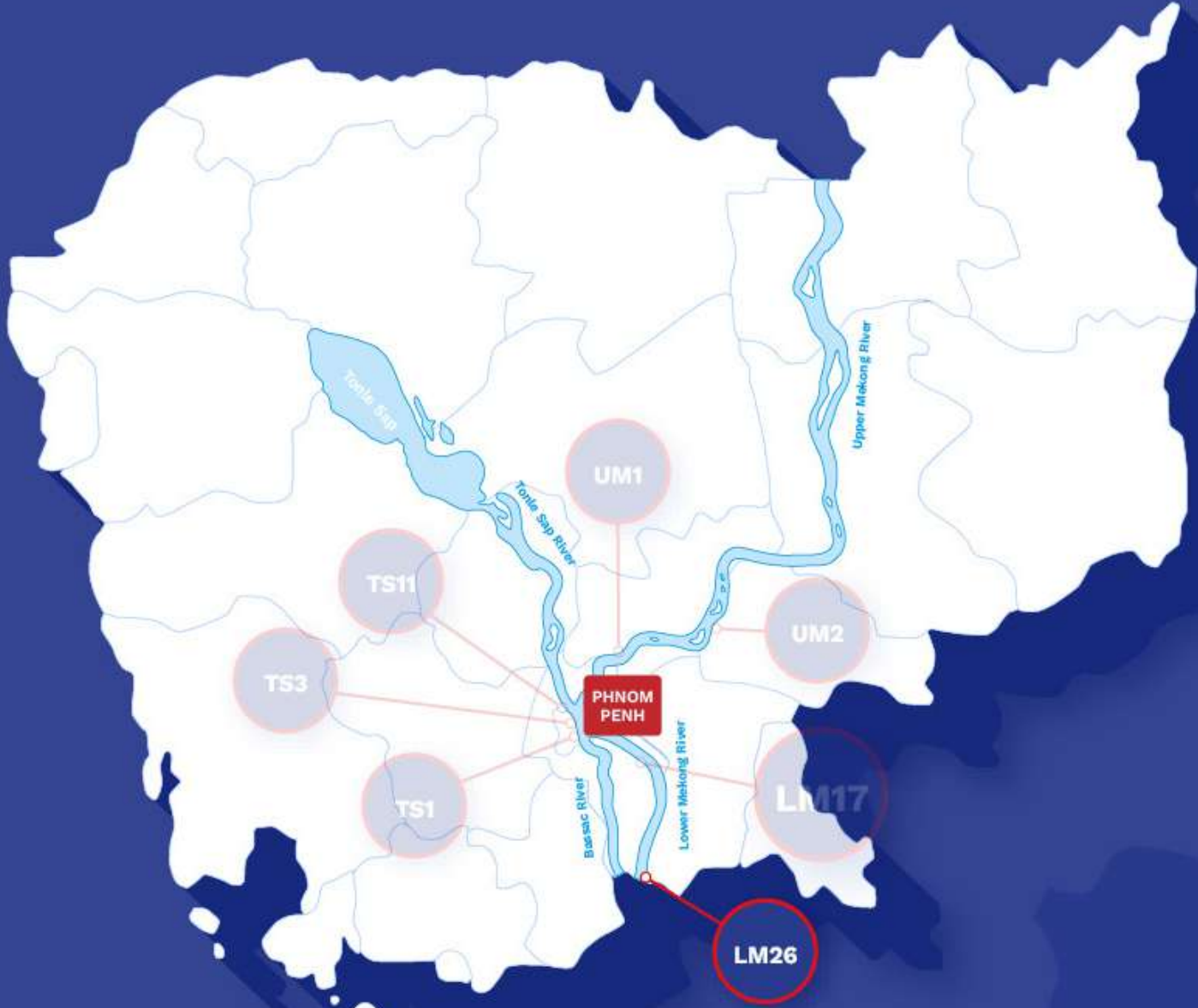


FUTURE





PHNOM PENH AUTONOMOUS PORT LOCATION



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TERMINAL INFORMATION

SUB-FEEDER MULTIPURPOSE TERMINAL LM26

 Pontoon:	45m x 15m
 Berth:	5 Berths
 River Draft:	4.5m - 5.5m
 Conveyer:	4 units
 Floating Crane:	• (100 tons): 15-20 MPH • (130 tons): 15-20 MPH
 Truck Scale:	1 unit
 Location:	Cambodia-Vietnam International Border Gate (Koh Roka - Thuong Phuoc)
 Warehouse:	30m x 50m
 Land Size:	21.90 hectares (19.86 Operational)
 Navigation time:	• LM26 to Cai Mep ≈ 17 to 23 hours • LM26 to Cat Lai ≈ 15 to 21 hours
 Distance:	• LM26 to Cai Mep 275 km • LM26 to Cat Lai 247 km

NOW



FUTURE





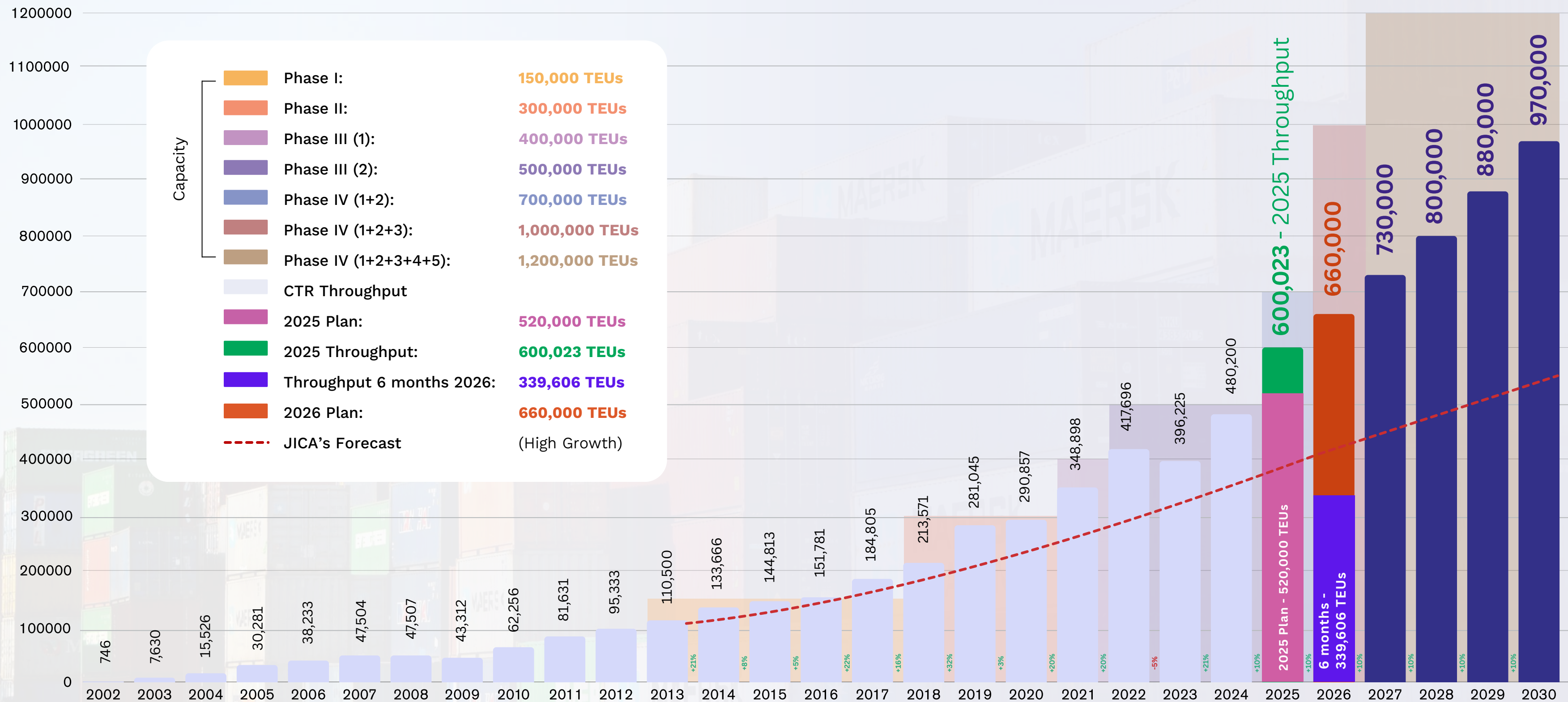
02.

STATISTICS OF CARGOES



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

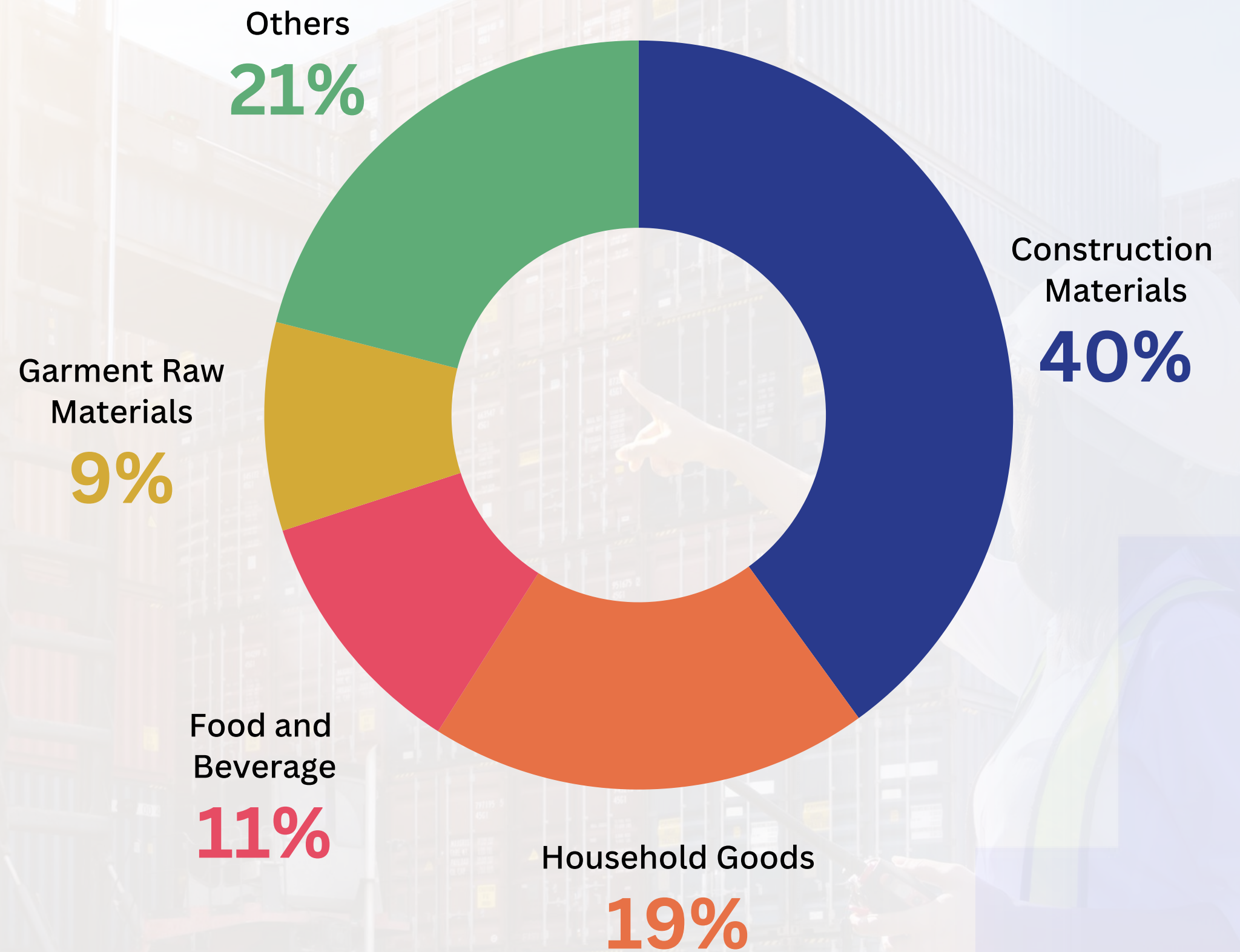
JICA's Forecast of High-Growth Containers & the Total Port Capacity of Container Terminal LM17



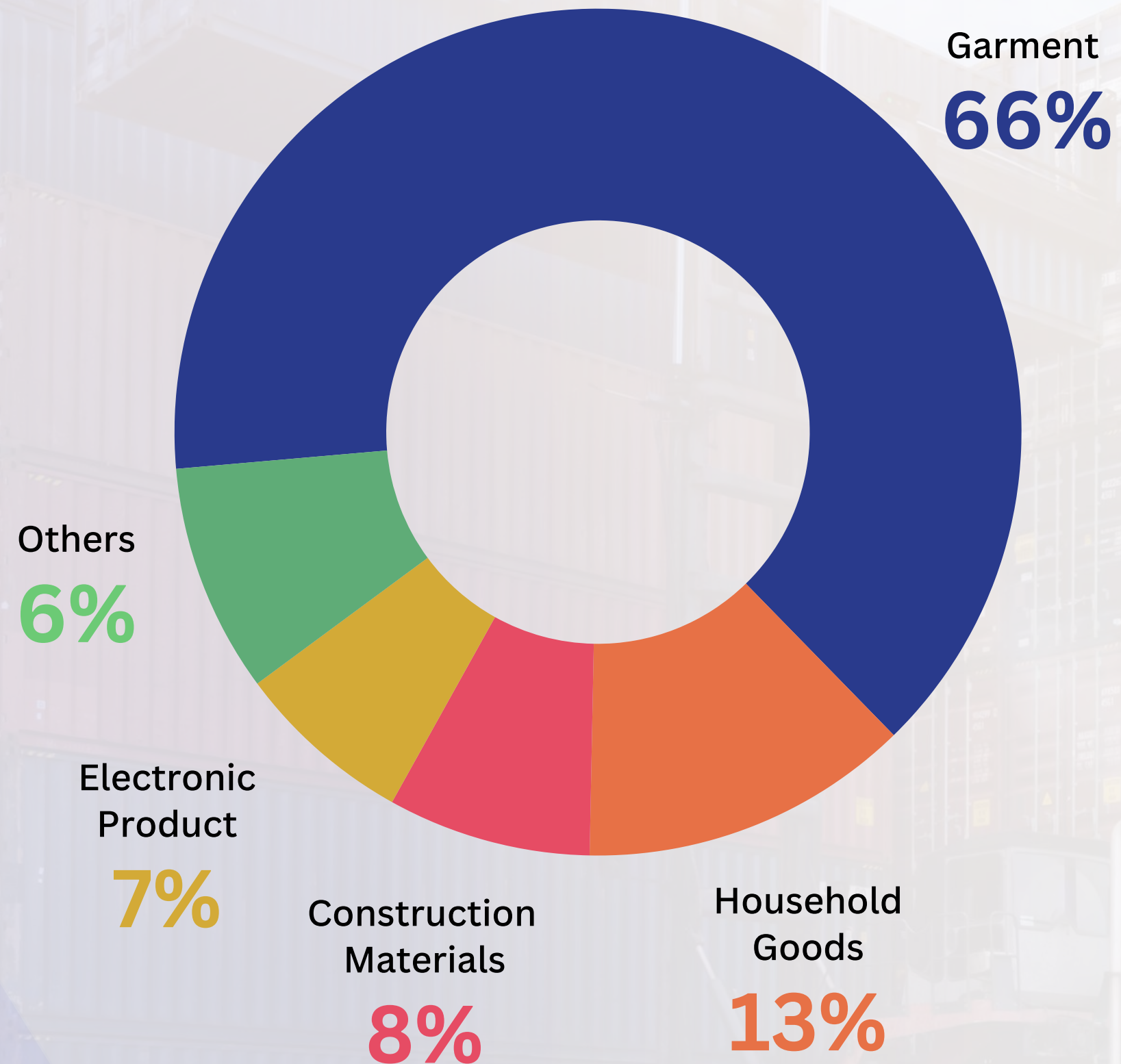
- The Container throughput in 2025 was **600,023 TEUs**, an increase of **▲25%** compared to 2024 (**480,200 TEUs**).
- Compared to the plan for container throughput in **2025 (520,000 TEUs)**, PPAP has achieved more than **▲15%** of the actual plan at **600,023 TEUs**.
- The container throughput in the first 6 months of 2026 reached **339,606 TEUs**, which is **▲47%** increase compared to the same period in 2025 (258,142 TEUs).



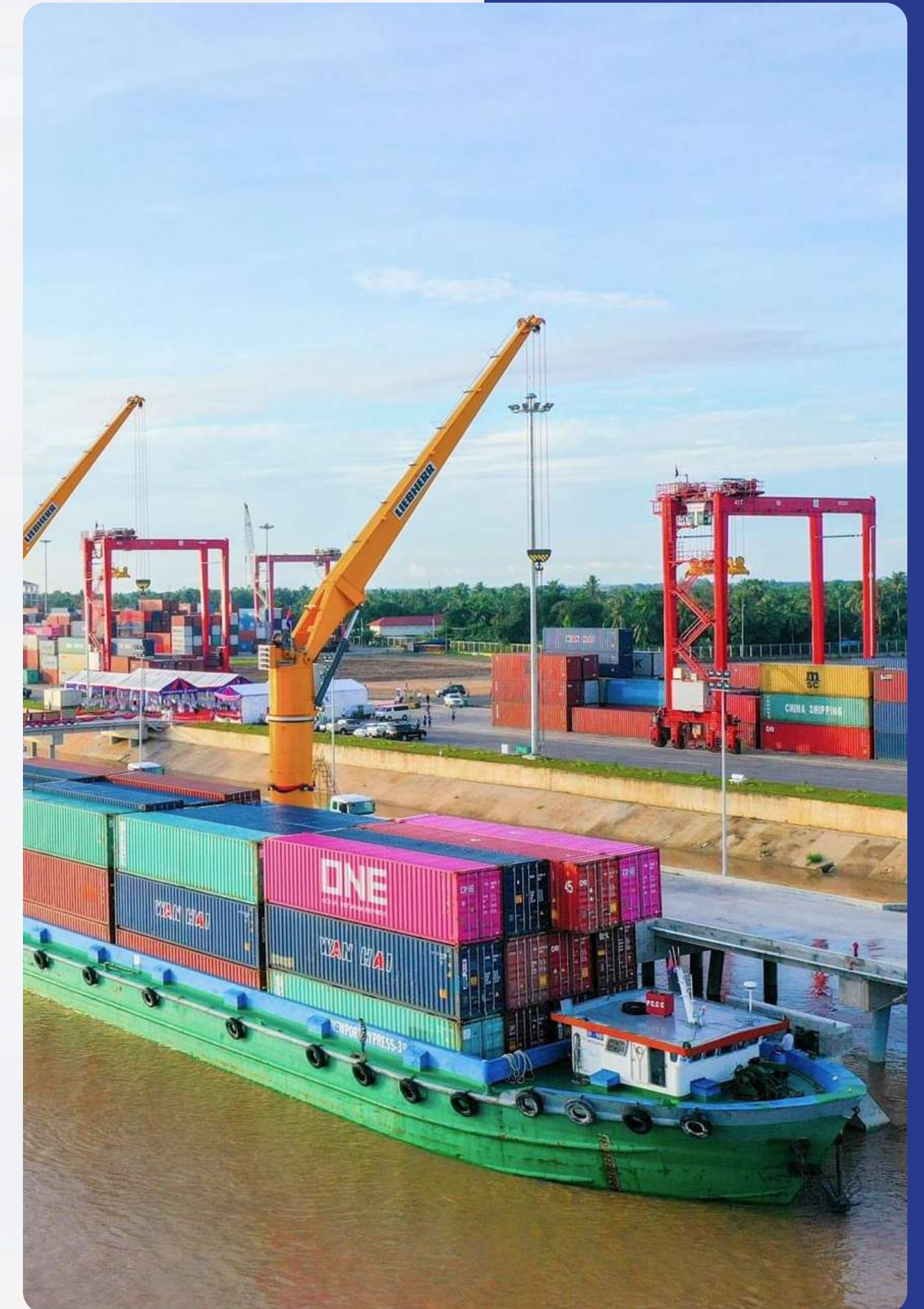
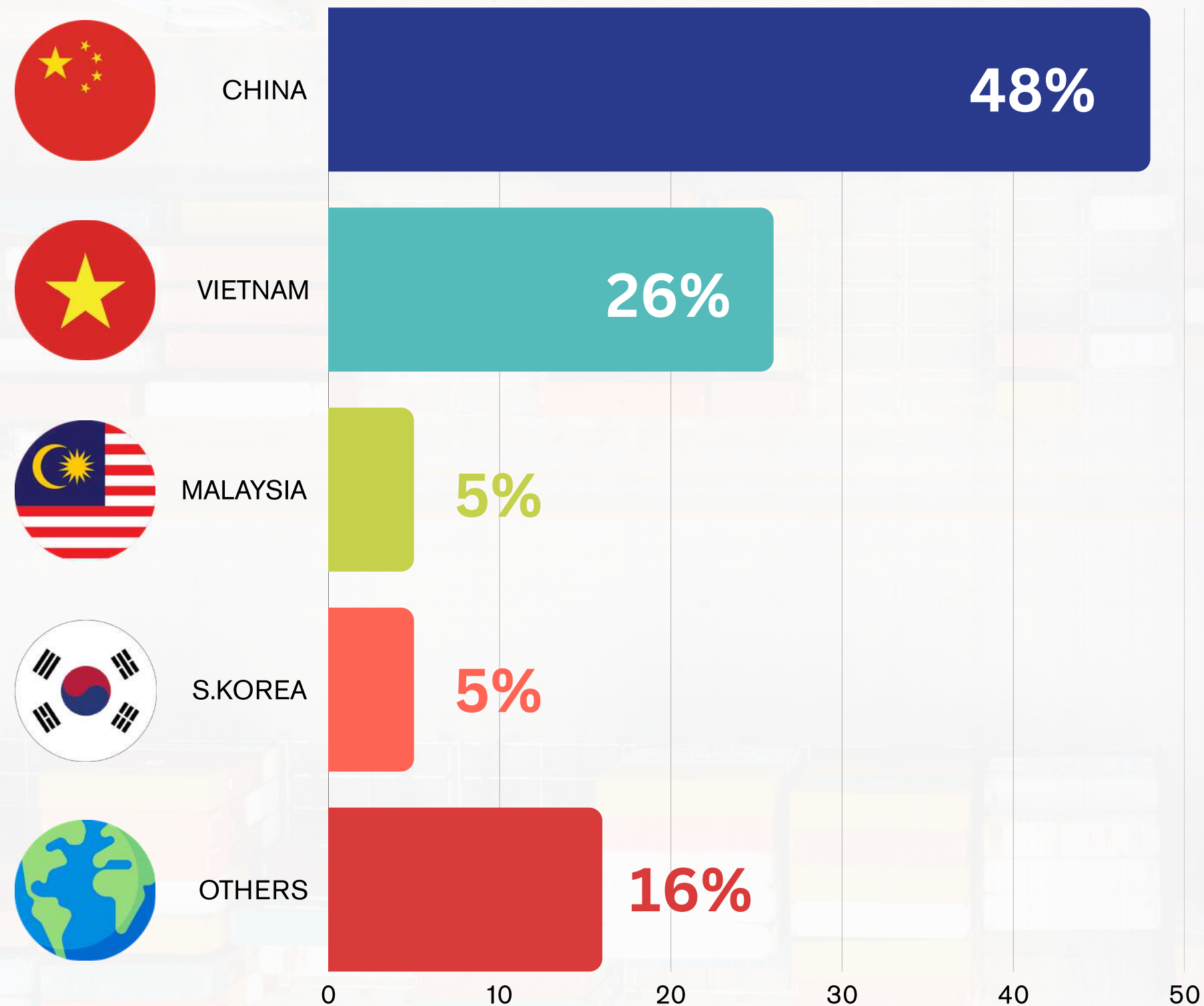
2.2 Cargoes Import in 2025 (TEUs)



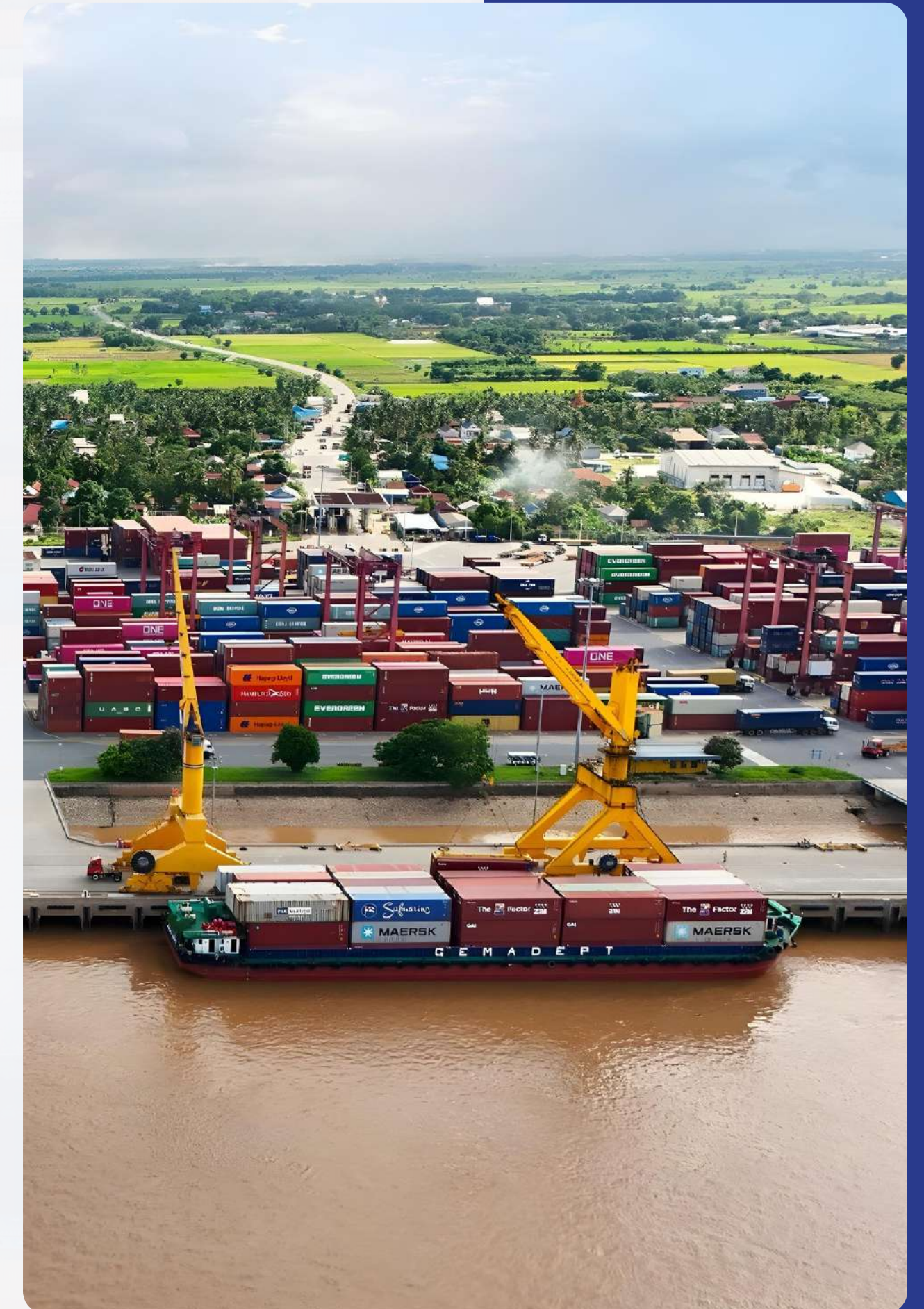
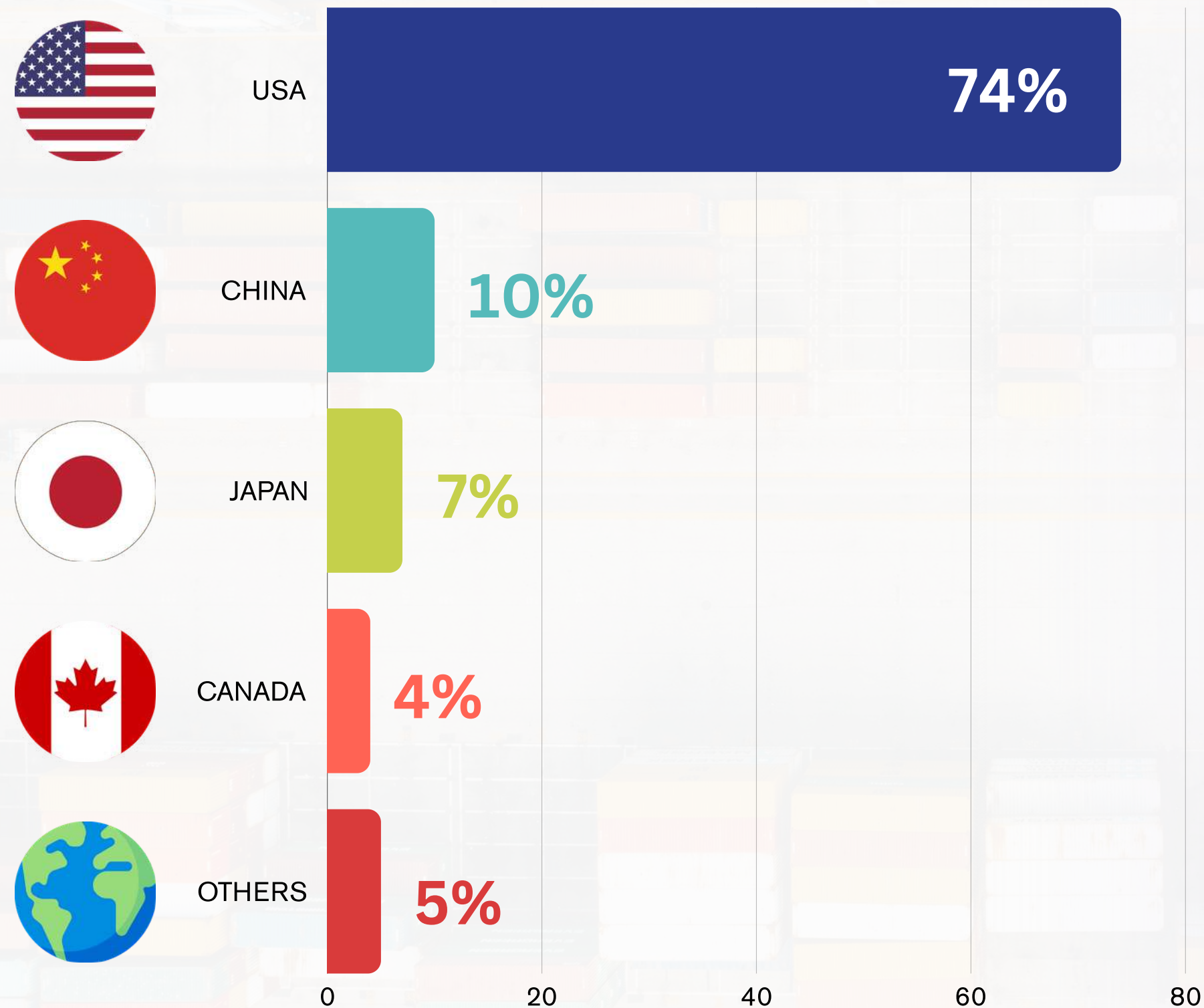
2.2 Cargoes Export in 2025 (TEUs)



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

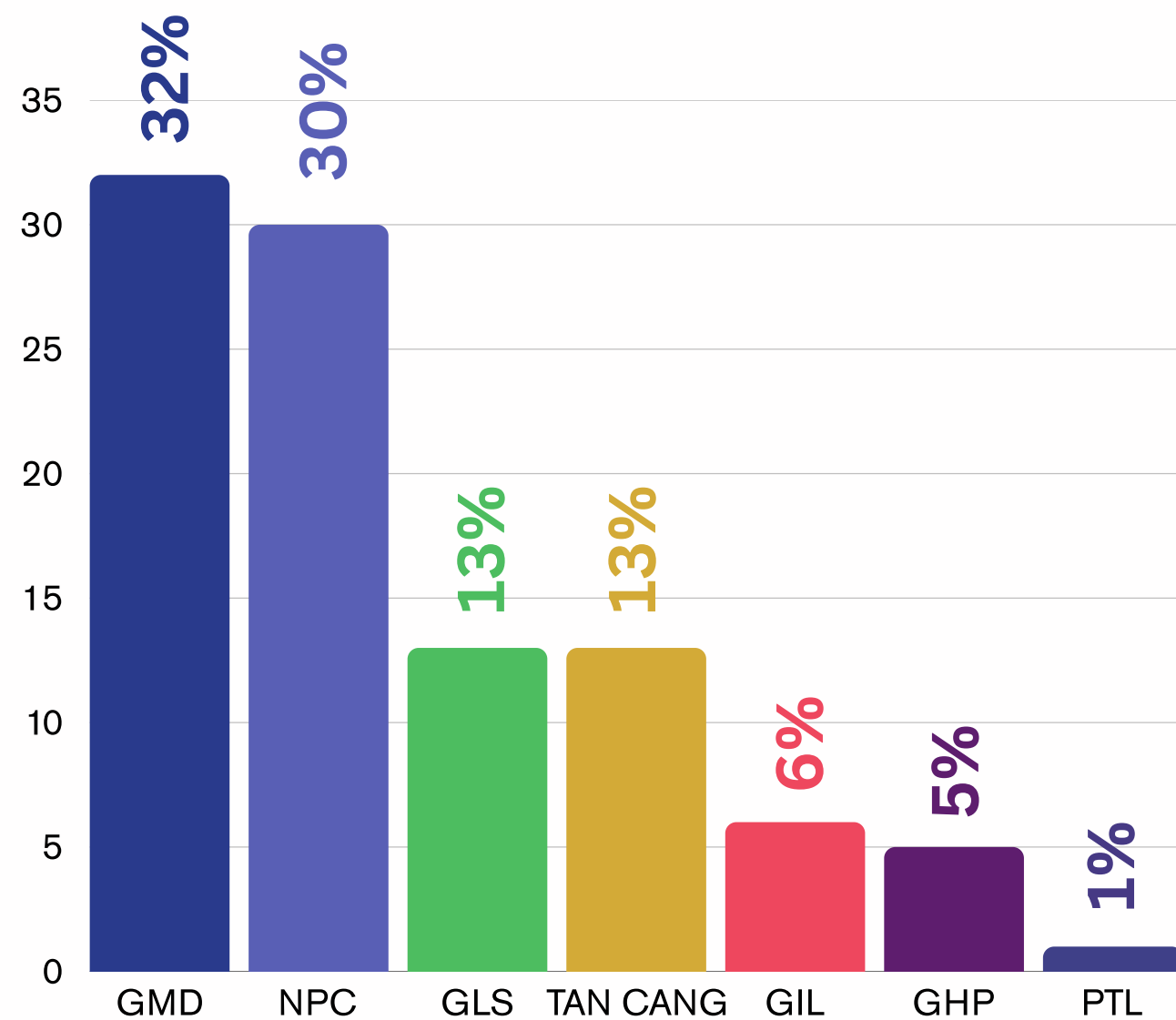


2.3 Market Shares Export by Country in 2025 (TEUs-Laden)

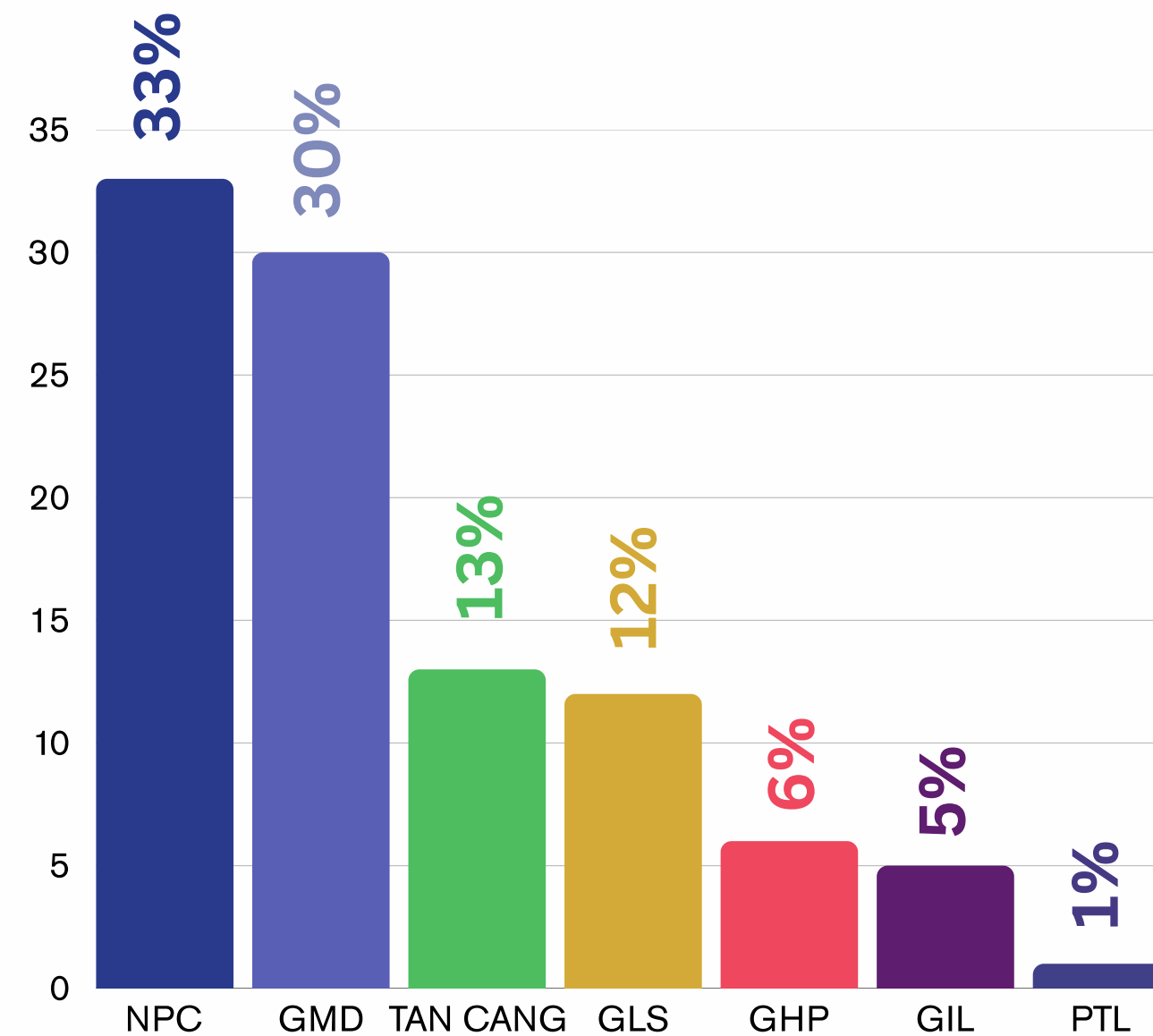


2.4 Barge Operators in 2025 (TEUs)

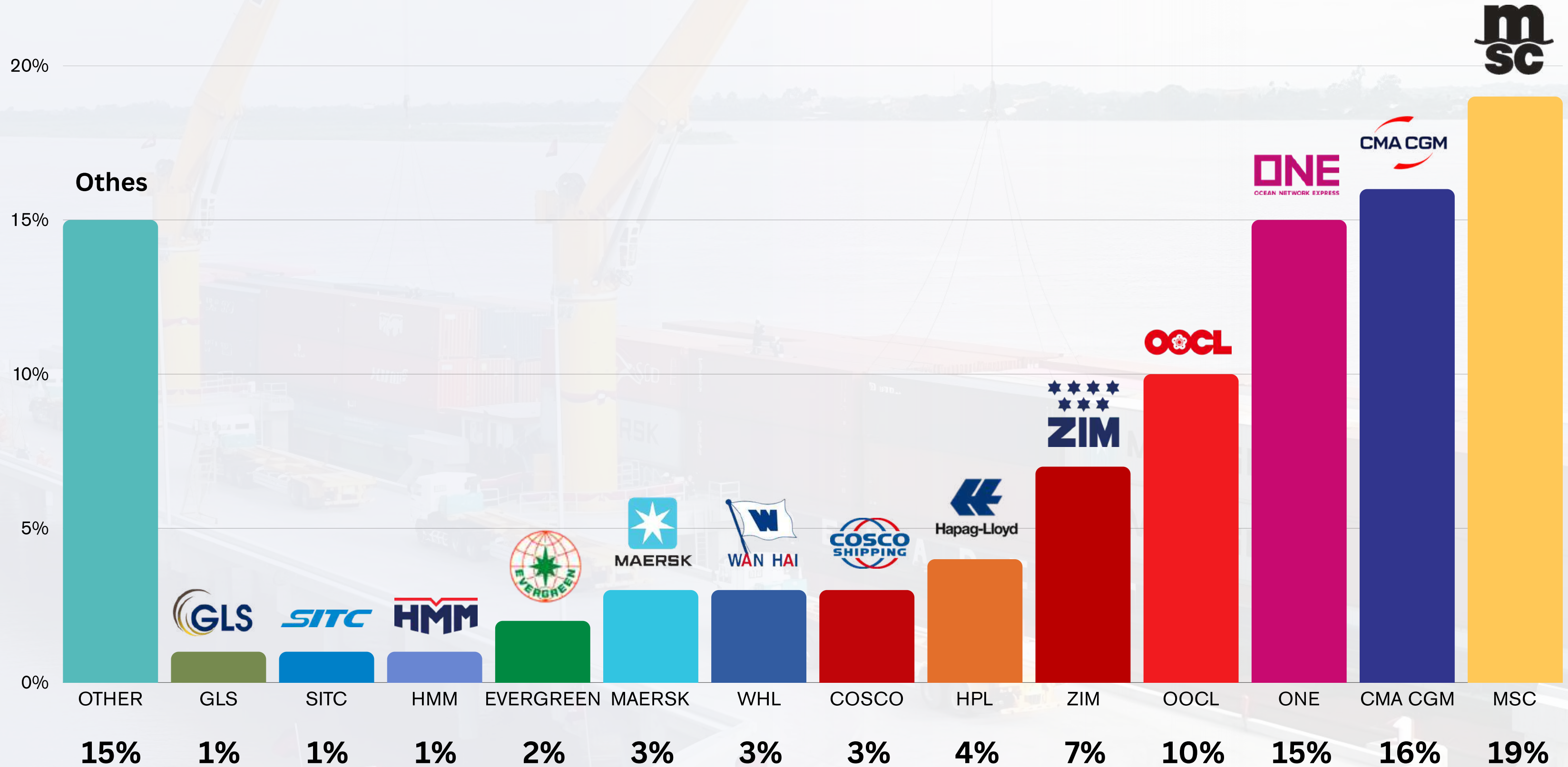
Import



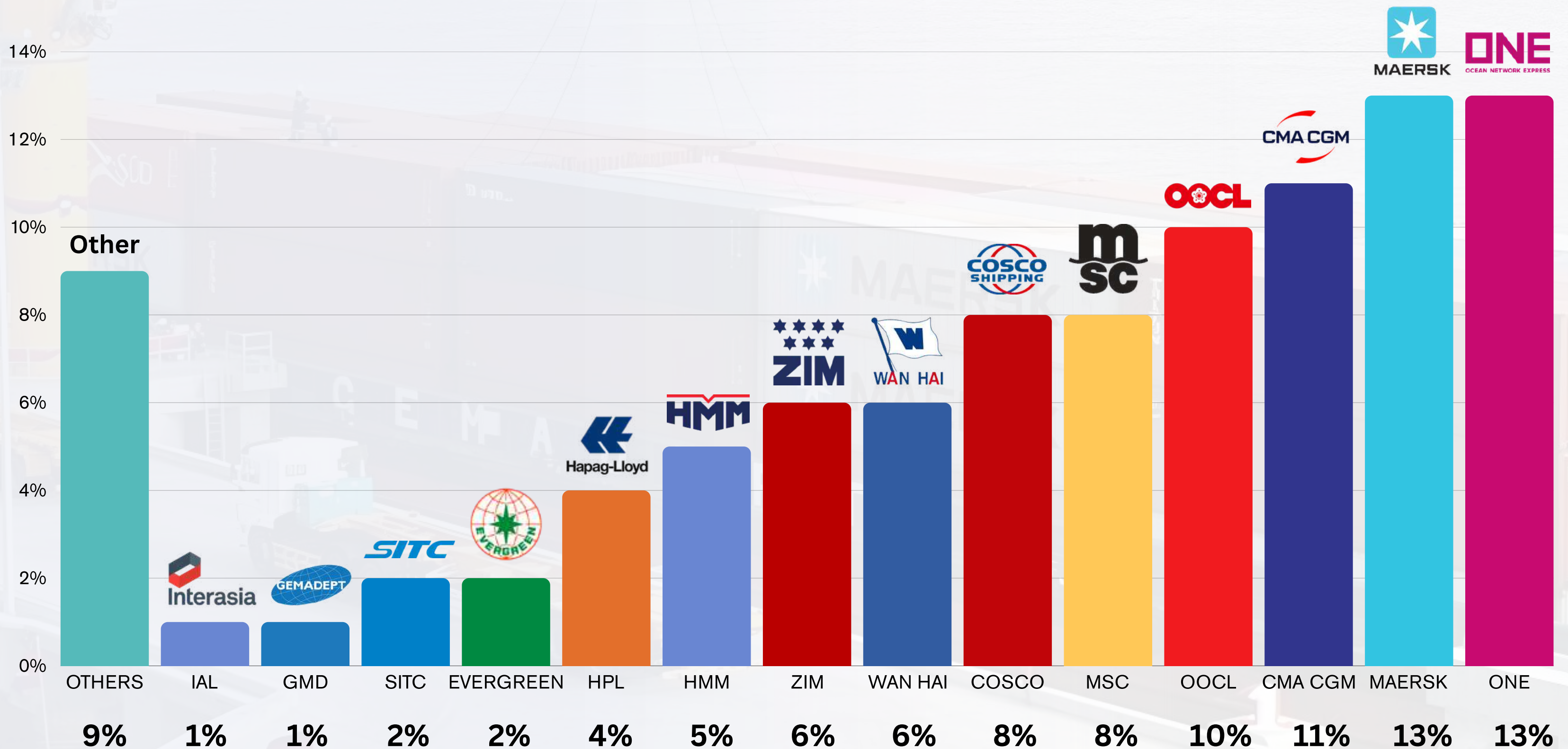
Export



2.5 Shipping Lines in 2025 (Import)

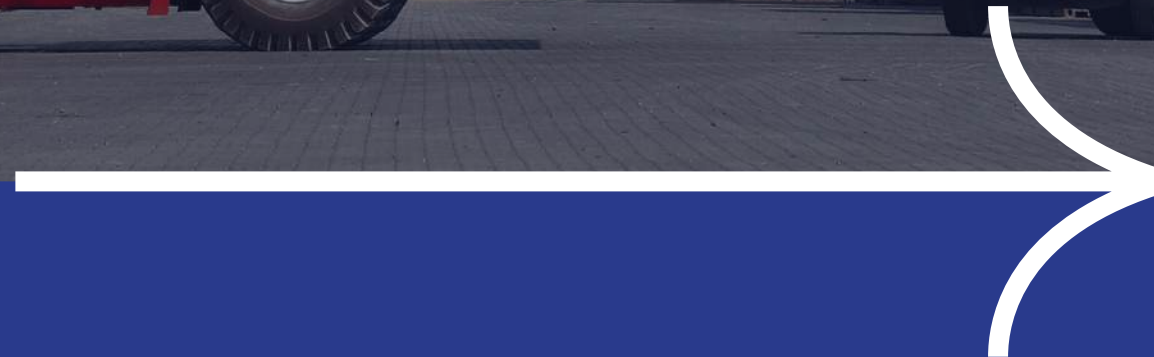


2.5 Shipping Lines in 2025 (Export)



03.

BUSINESS ACTIVITIES





Port Authority



Shifting



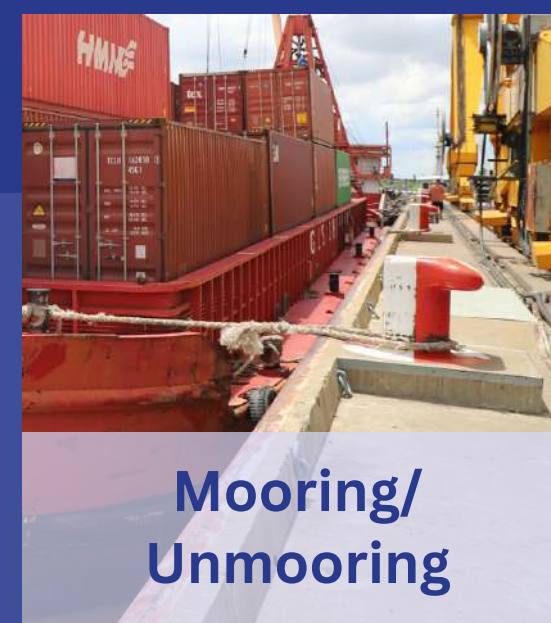
Channel Maintenance



Pilotage



Berthing



**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



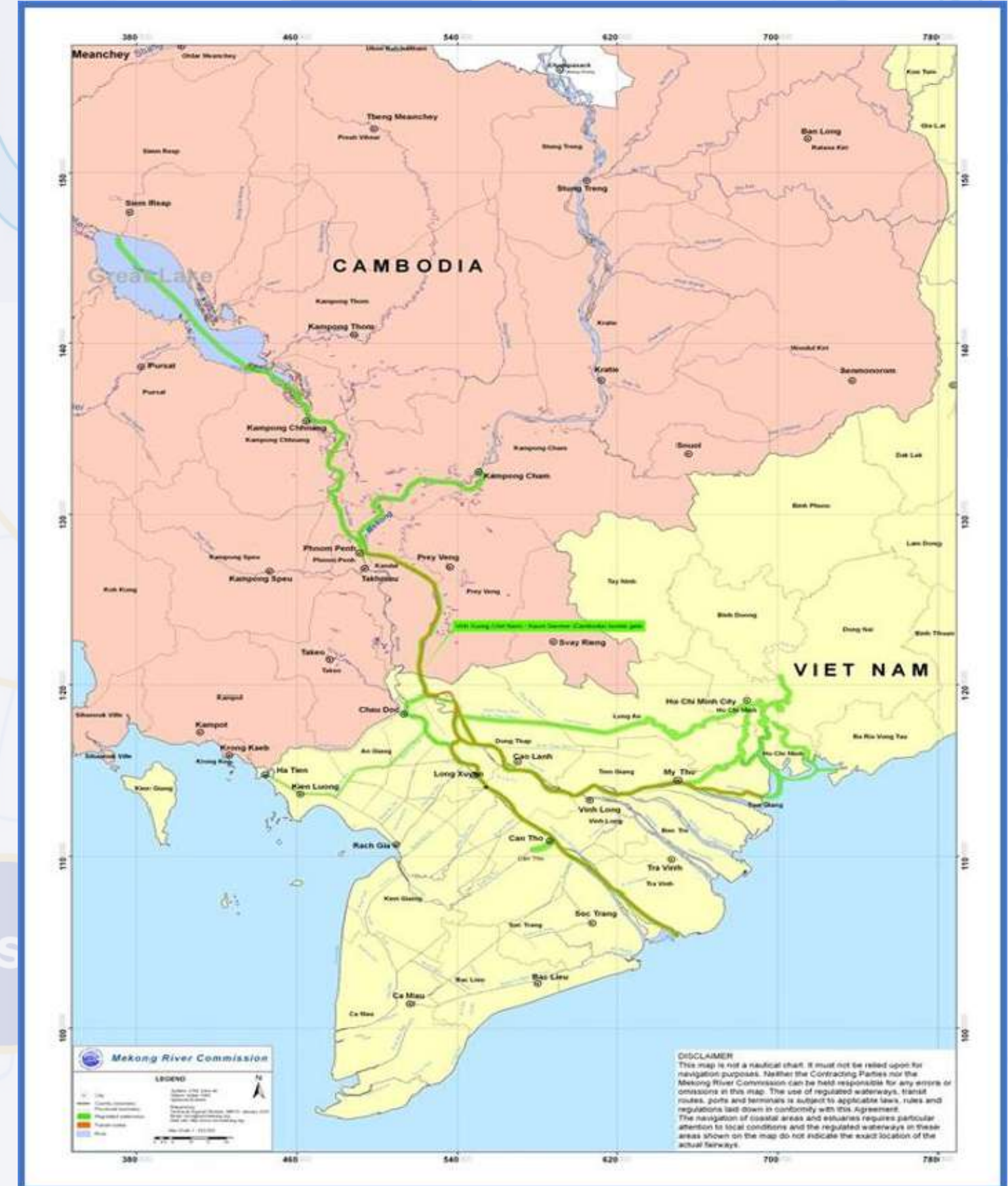
Freedom of Inland water navigation between Cambodia and Vietnam.



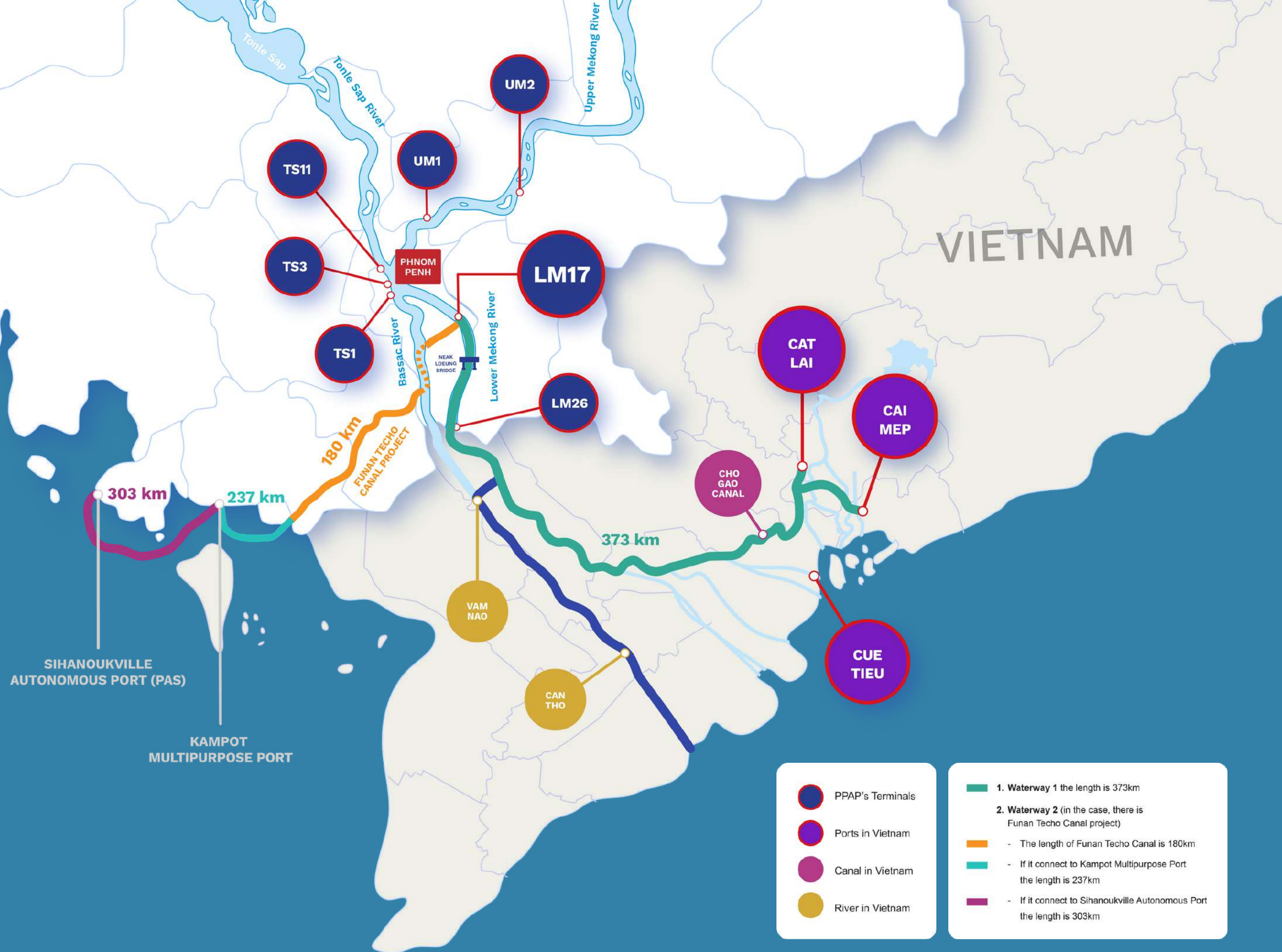
The **Regulated Waterways** of the Tonle Sap, Mekong, Bassac, and Vam Nao rivers, as well as **selected canals**, can be used by both Cambodian and Vietnamese vessels.



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



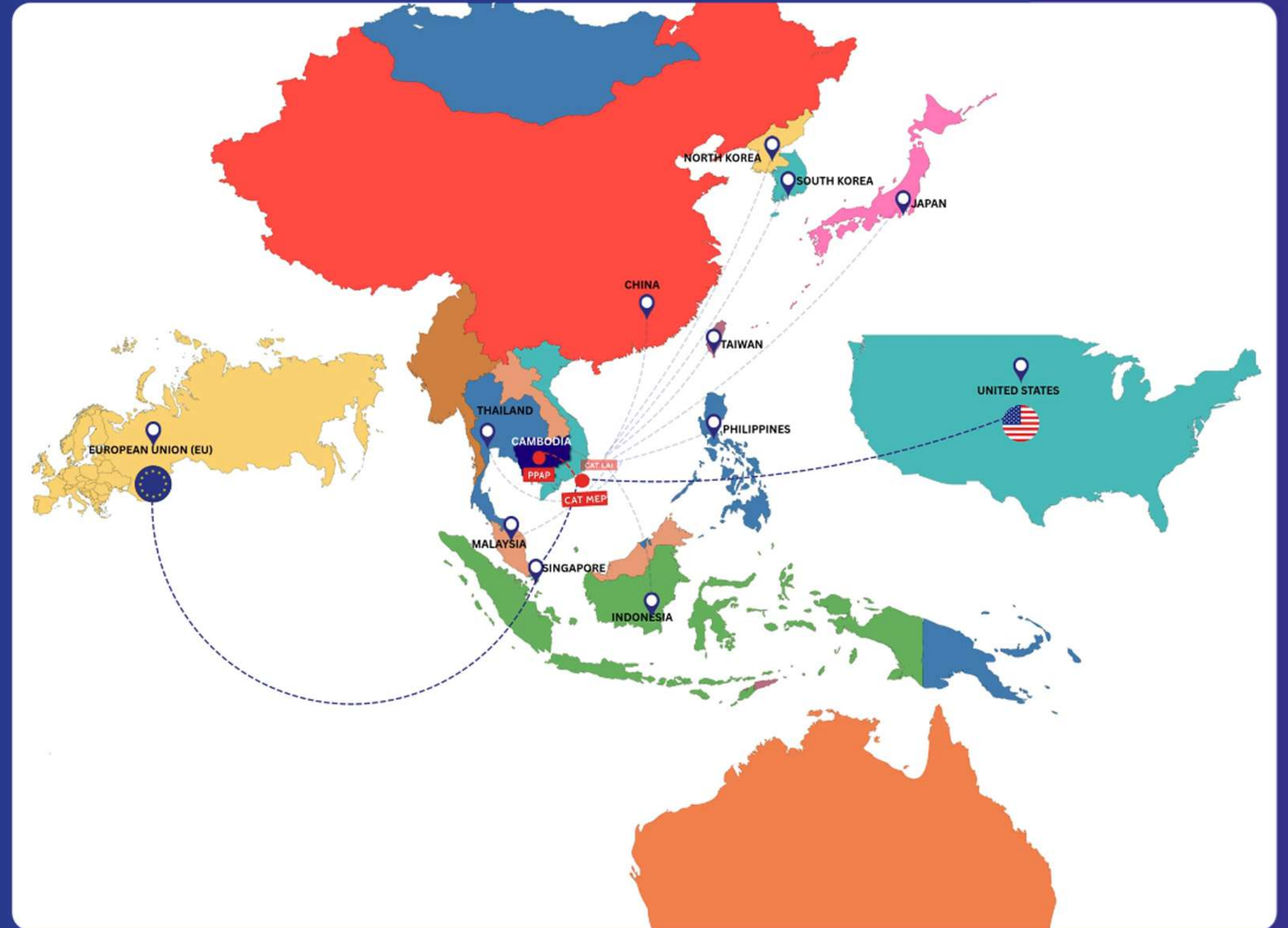
waterway



4.2 PPAP's Overview Connectivities

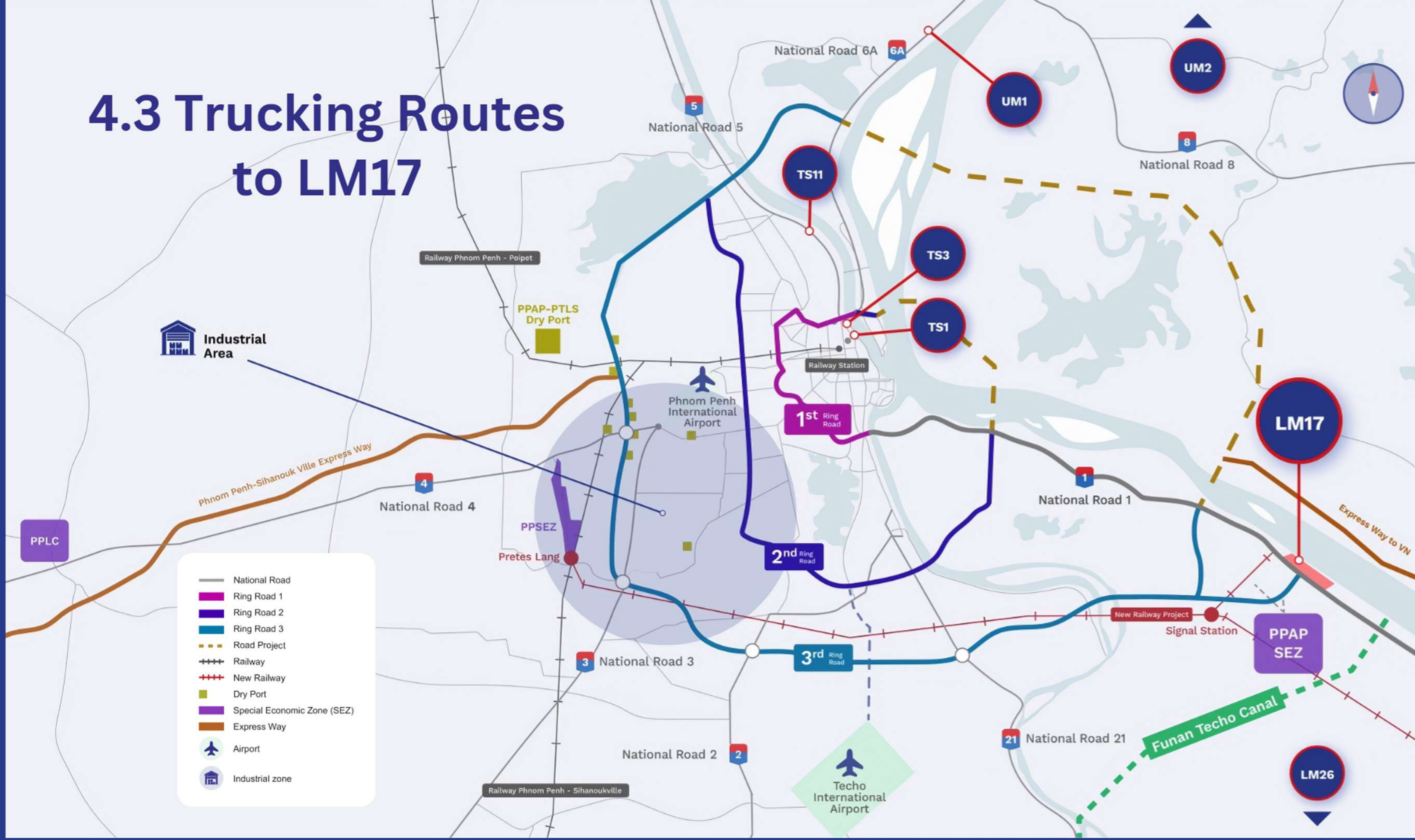


Cat Lai Port for intra-Asia

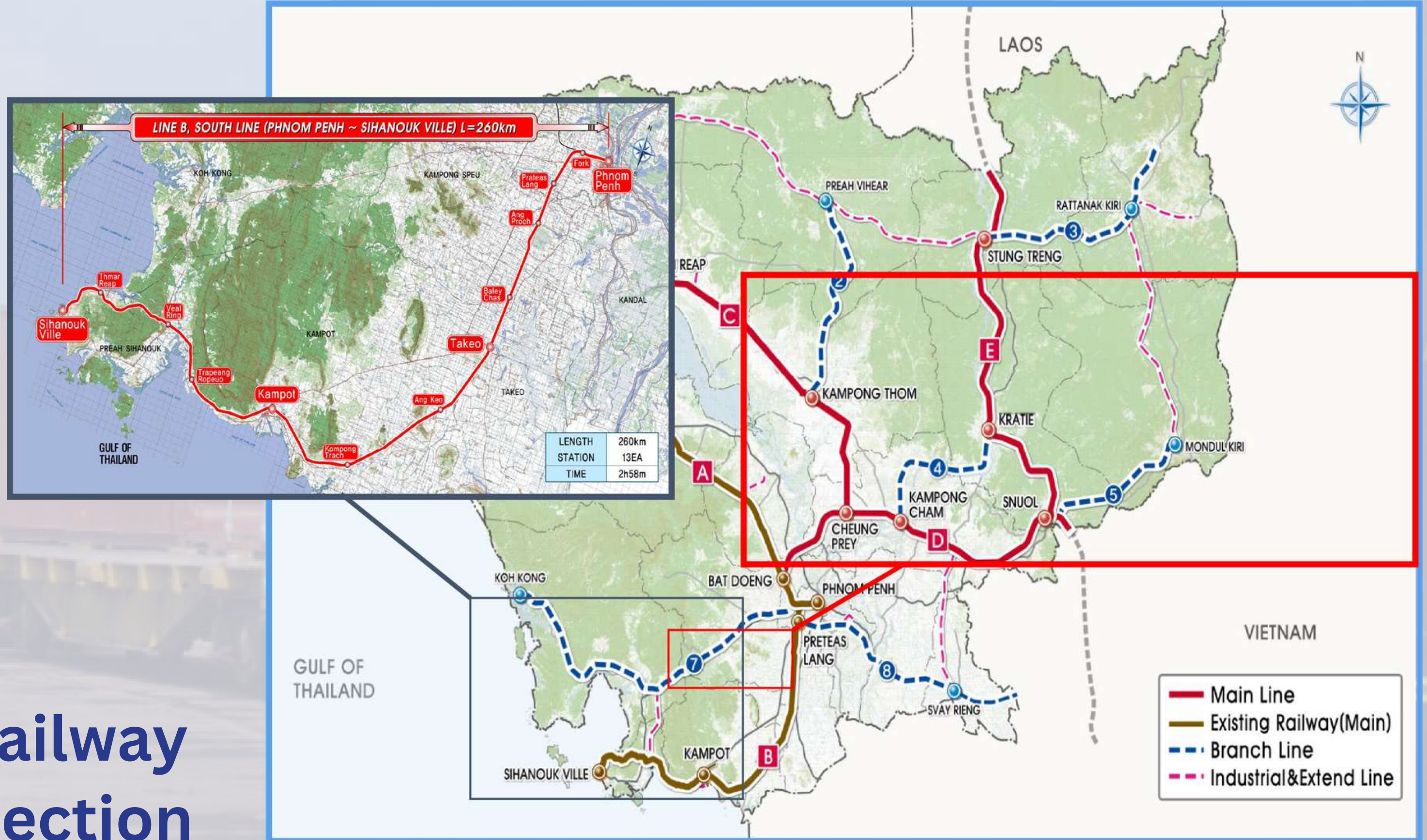


Cai Mep Hub Port for the United States and Europe

4.3 Trucking Routes to LM17

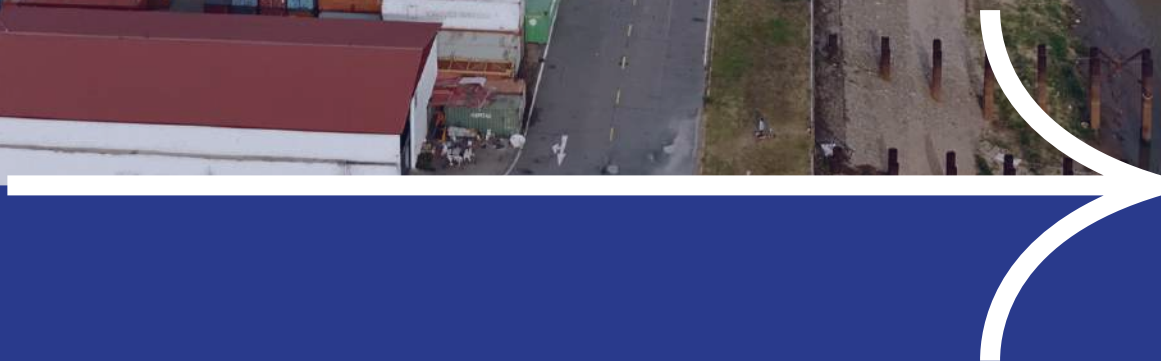


4.4 Railway Connection





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)



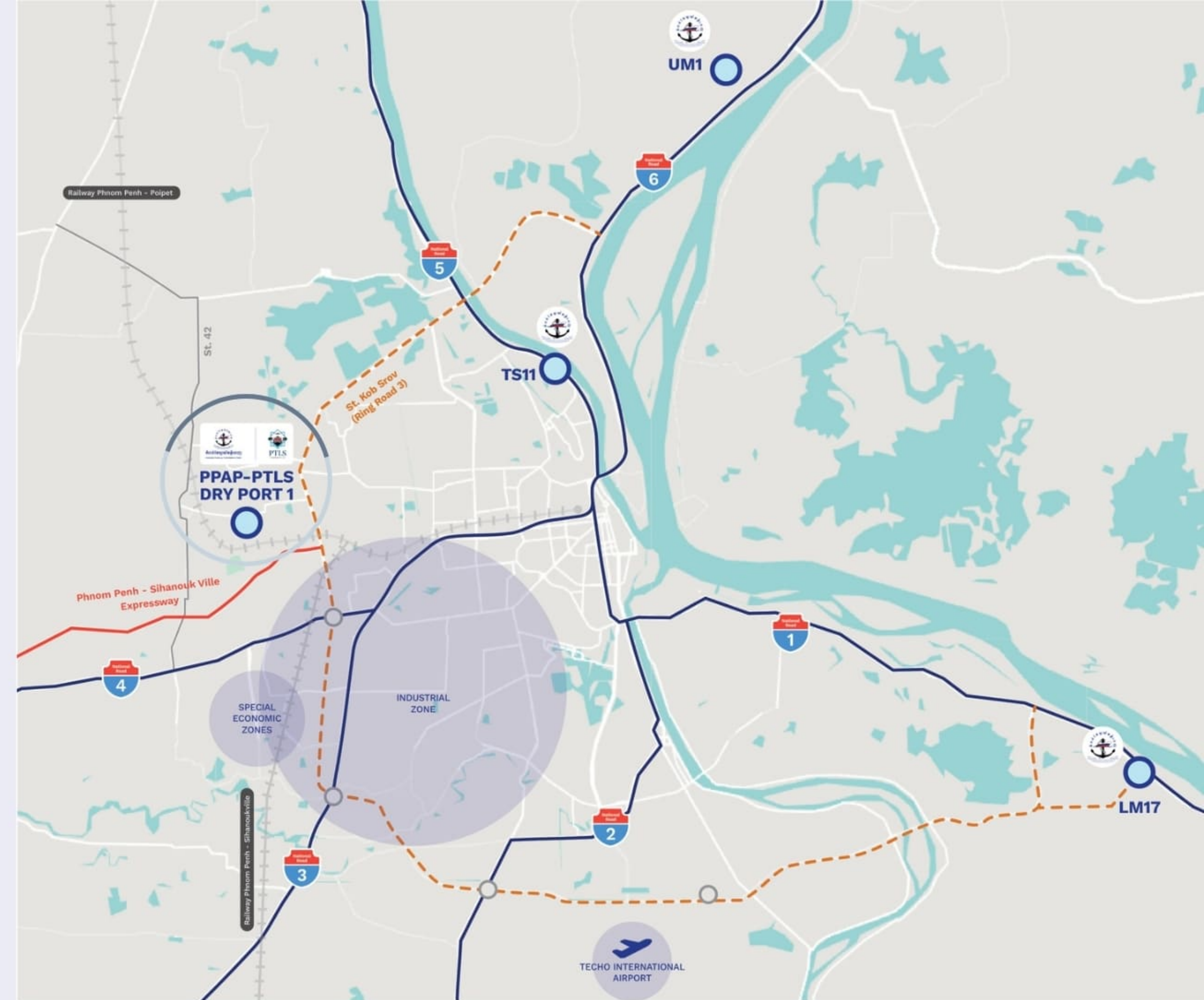
5.3 The Development of Dry Port



PPAP & PTLS Dry Port 1 (Kob Srov)

- . Land Size: 51,212 m²
- . Container Yard: 19,485 m²
- . Warehouse: 4,158 m²
- . Loading/Unloading: 8 docks
- . Gate In/Out: 1 gate
- . Container Vehicle Inspection System

PPAP & PTLS Dry Port 1 → PPSEZ	≈ 5.5km
PPAP & PTLS Dry Port 1 → Tollgate - PP - PPSHV Expressway ..	≈ 7km
PPAP & PTLS Dry Port 1 → Teng Lay Dry Port	≈ 8km
PPAP & PTLS Dry Port 1 → Phnom Penh Industrial Area	≈ 12km
PPAP & PTLS Dry Port 1 → Ring Road 3	≈ 5km
PPAP & PTLS Dry Port 1 → Container Terminal LM17	≈ 58km



Capacity 50,000 TEUs/year



Scan for Location



Gate



Truck Scale



Lift-On Lift-Off



Container Yard



Warehouse Storage



Stuffing / Unstuffing



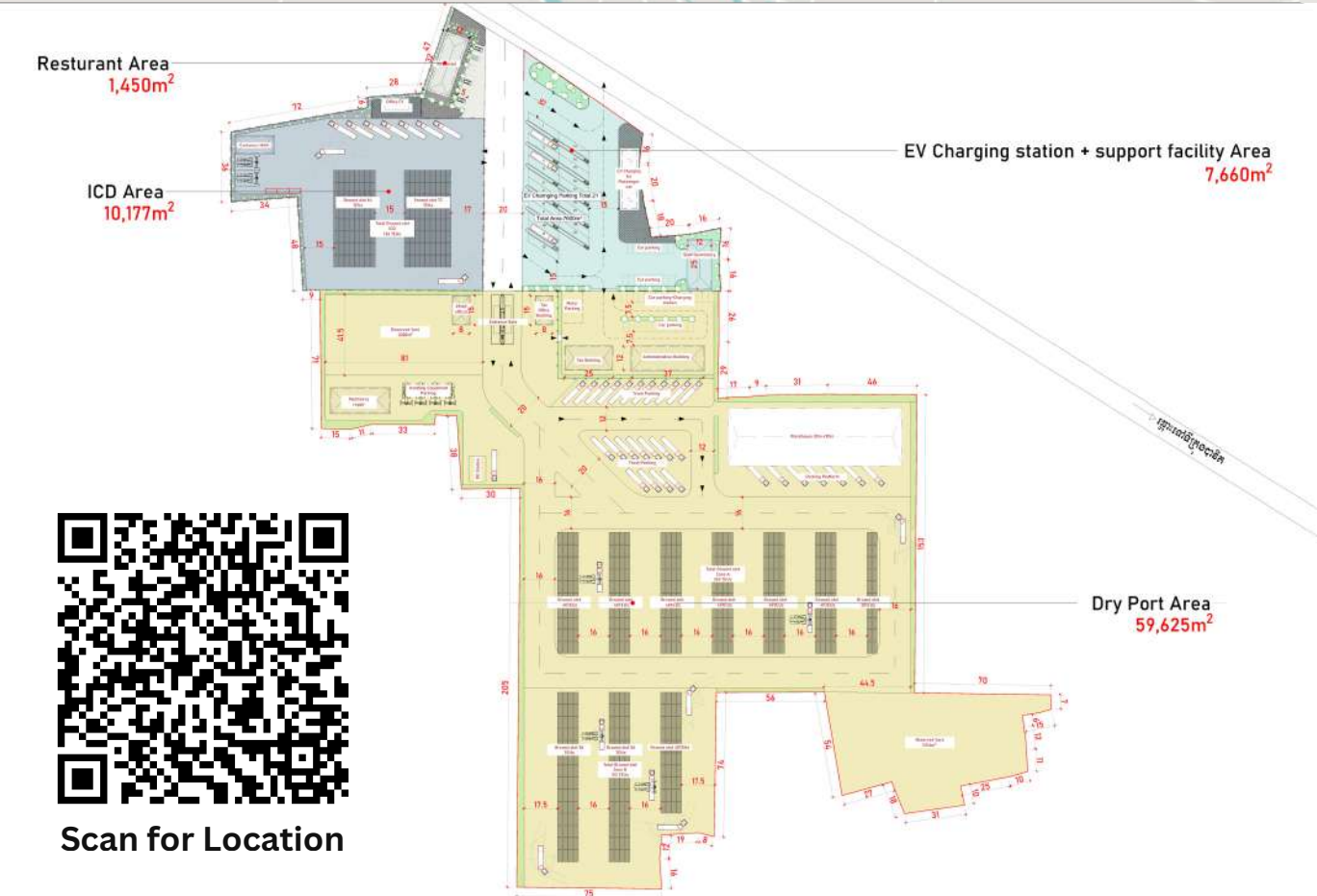
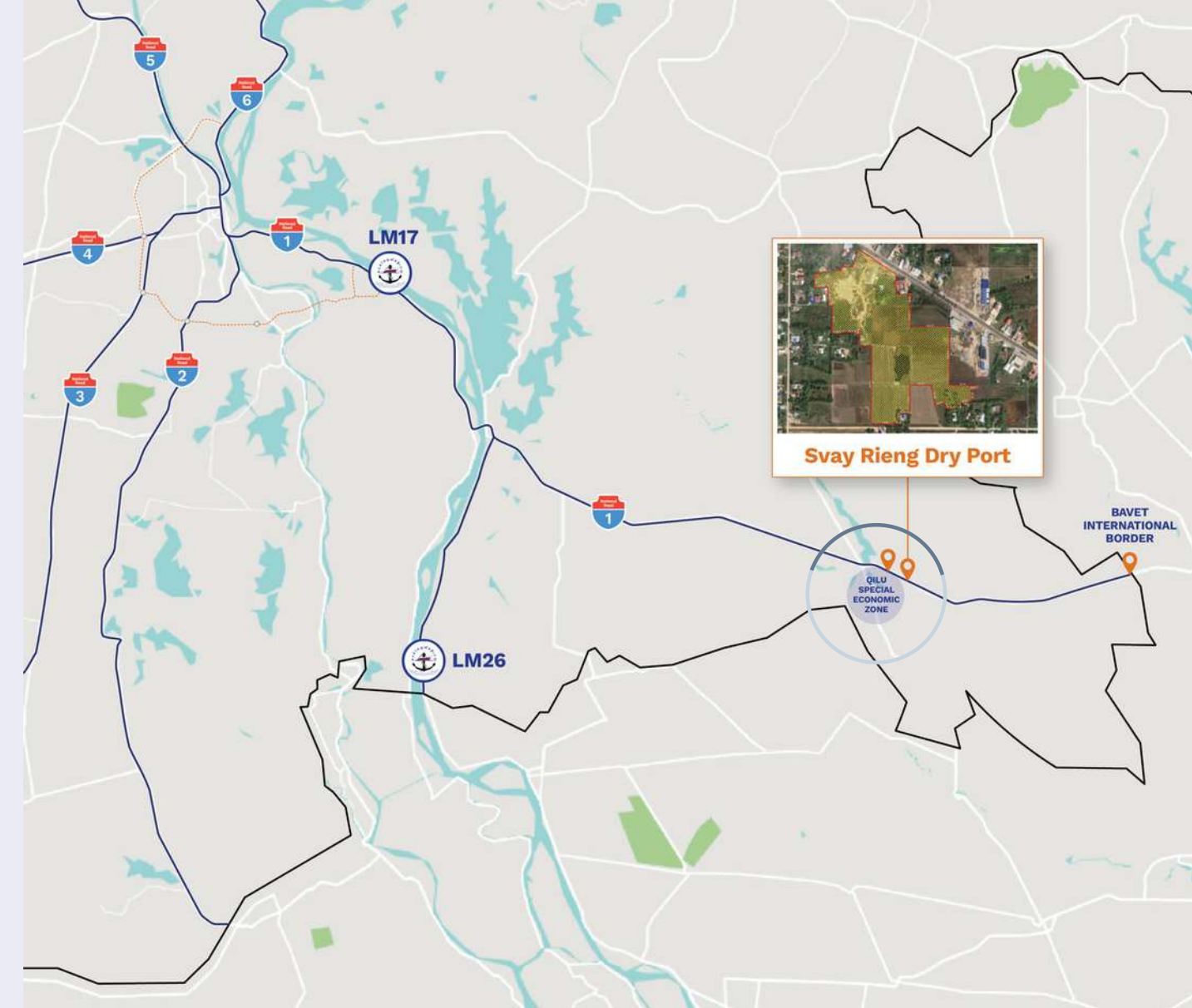
5.3 The Development of Dry Port

Svay Rieng Dry Port

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

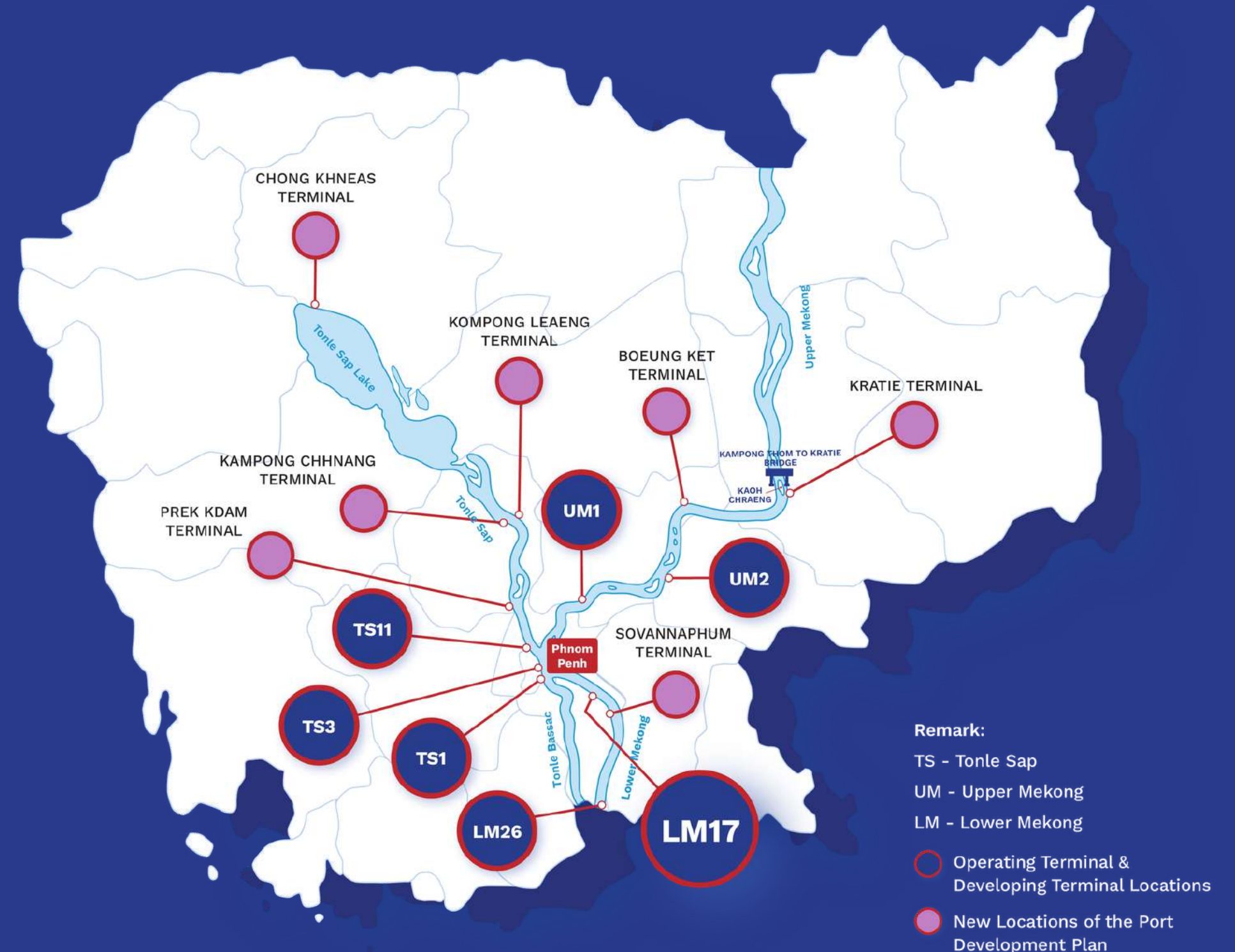
- . **Location:** Svay Rieng province on NR 1
- . **Dry Port:** 59,625 m²
- . **EV Charging support facility:** 7,660 m²
- . **ICD:** 10,177 m²
- . **Restaurant:** 1,450 m²
- . **Total Land:** 78,912 m²

Svay Rieng Dry Port → Sailun Factory	≈ 9km
Svay Rieng Dry Port → QiLu Special Economic Zone	≈ 5km
Svay Rieng Dry Port → Container Terminal LM17	≈ 105km
Svay Rieng Dry Port → Sub-feeder Multipurpose Terminal LM26	≈ 113km
Svay Rieng Dry Port → Bavet Border Check Point	≈ 33km



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



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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