

TRANSPORTATION INFRASTRUCTURE

Can Tho City is the center of the Mekong Delta region, playing a crucial role as a transportation hub connecting the provinces in the region with Ho Chi Minh City and Cambodia. Can Tho's transportation infrastructure include all four types: road, waterway, air, and maritime, creating a relatively complete transportation system that acts as a driving force for regional economic development.

Roads Highways

Expressways: The city has three upgraded expressways: Lo Te - Rach Soi, Cao Lanh - Lo Te, and Can Tho - Ca Mau, with four lanes; and the My Thuan - Can Tho expressway is also in operation. Additionally, the Chau Doc - Can Tho - Soc Trang expressway is under construction and is expected to be completed in 2026, contributing to strengthening the city's external connectivity with provinces in the Mekong Delta.

National Highways: The city has nine national highways: National Highway 1, National Highway 60, National Highway 61, National Highway 61B, National Highway 61C, National Highway 80, National Highway 91, National Highway 91B, and Quan Lo - Phung Hiep National Highway, with a total length of 517.1 km. Due to the terrain being fragmented by the Hau River, the national highway network develops in a fan-shaped pattern, radially oriented towards the central urban area, connecting to neighboring provinces, the Southeast region, and linking the city's urban areas with each other.

Provincial roads: The city has 41 provincial roads with a total length of 784.0 km, ensuring connectivity between communes and wards and connecting to the central urban area; basically, meeting the requirements for transportation and goods transshipment.

Road Transport Infrastructure

- Passenger Bus Stations: Comprising 18 stations evenly distributed across communes and wards in the city, meeting the travel needs of the people.
- Freight Transport Station: Located in Area 4, Cai Rang Ward, with an area of 8,145 m², of which the parking area is 3,231.4 m².

Inland Waterways

Inland Waterway Network

- The city currently has approximately 3,224.7 km of inland waterways in operation for inland waterway transport, ensuring convenient circulation and meeting the needs of local people for transportation, irrigation, and production.

- The waterway network has a high density, flowing through most economic centers, urban areas, and industrial zones, connecting river ports and seaports, and opening to the sea through the Dinh An and Tran De estuaries. This forms convenient waterway transport axes, serving regional connectivity, connecting to Can Tho seaport, the deep-water port system in Ho Chi Minh City, and connecting internationally to Cambodia. Waterway transport in the city is highly developed, with waterway transport accounting for approximately 60% of the city's total freight transport annually.

Inland Waterway Ports and Wharves

- The inland waterway port system comprises 12 ports primarily serving the needs of bulk cargo handling, accommodating vessels with a tonnage of 1,000 tons or less. Thot Not New Port, in particular, can accommodate vessels up to 2,000 tons and allows foreign vessels to enter the port. Specifically:

+ Passenger Ports:

* Ninh Kieu Tourist Passenger Port (Ninh Kieu Wharf): Capacity of 620,000 passengers/year. Maximum vessel capacity: 500 seats. Includes two T-shaped piers extending into the river.

* Ninh Kieu Restaurant and Hotel Port: Port area: 14,372 m², capacity of 100,000 passengers/year. Maximum vessel capacity: 500 seats.

+ Cargo Ports:

* Thot Not Port: A general cargo and container port located in the Thot Not Industrial Zone. Its main cargo is rice, seafood, and animal feed. It has an area of 22,900 m² and a cargo yard of 12,648 m². The port can accommodate ships of 2,000 DWT with advanced specialized equipment.

* Can Tho Thermal Power Port: Main cargo is fuel. The port covers an area of 7.5 hectares and can accommodate ships with a tonnage of up to 500 tons.

* Tay Do Cement Port: Main cargo is cement. The port covers an area of 6.7 hectares and can accommodate ships with a tonnage of up to 500 tons.

* Tra Noc Warehouse Port: Main cargo is cement. The port covers an area of 2.1 hectares and can accommodate ships with a tonnage of up to 500 tons.

* Proconno Can Tho Port: Located on the right bank of the Ben Ba canal. Main cargo is vegetable oil. The port covers an area of 4.0 hectares, capable of receiving vessels up to 500 tons, with a capacity of 261,000 tons/year.

* Wilmar Agro Vietnam Port: Main cargo includes steel, cement, sand, stone, and bricks. The port covers an area of 4.5 hectares, capable of receiving vessels up to 2,000 tons.

* Tran De Port: Located along the Hau River, in Tran De commune, 12km from the Tran De estuary. Currently, Tran De Port's main function is a fishing port combined with general cargo handling. The total area is 16 hectares, of which the service port area is 3.9 hectares; the shipbuilding and mechanical area is 1.84 hectares. The port has two piers: one offshore berth for 600CV vessels, 120m long, and one inshore berth, 203.2m long, for 90CV vessels.

* Soc Trang Port: Located on the right bank of the Phu Huu - Bai Xau canal, Soc Trang ward. The port has an area of 2 hectares, a berth length of 120.0 m, and can accommodate ships of 1,000 tons, with a capacity of 750,000 tons/year.

* Soc Trang Sugar Cane Port: located on the right bank of the Phu Huu - Bai Xau canal, Soc Trang ward, can accommodate ships of 500 tons.

* Duy Hung Oil and Gas Port: located on the right bank of Thanh Loi canal, can accommodate ships of 500 tons.

- The inland waterway terminal system comprises 775 terminals, including 35 passenger terminals, 55 specialized terminals, and 665 cargo terminals. Cargo terminals vary in type and scale, focusing primarily on functions in sectors such as: rice (rice mills), gasoline and oil, construction materials, seafood, loading and unloading agricultural supplies, mangrove piles, timber, sawmills, and other terminals. Cargo terminals are densely concentrated along transportation routes, mostly small in size, accommodating vessels under 50 tons, with approximately 5% receiving vessels over 200 tons.

Maritime

Navigation Channels

- The Dinh An - Hau River Channel: has a total length of over 121 km, operating at approximately 45% of its designed capacity, with a cargo throughput of about 12.4 million tons. The channel is divided into two main sections:

+ The section within the Hau River: approximately 91 km long, the second phase of the investment project to build a channel for large-tonnage vessels entering the Hau River has been completed, ensuring a standard channel depth of -6.5m, meeting the standards for vessels with a tonnage of 10,000 DWT and vessels with reduced load of 20,000 DWT.

+ The section in the Dinh An estuary area: approximately 30 km long, with a depth of about -3m to -4m, only allowing vessels with a tonnage of 3,000 - 5,000 DWT to enter and exit.

- Tran De Channel:

+ Tran De estuary section: approximately 25km long, minimum channel depth from -1.6m to -3.1m, only ships of about 1,000 DWT can navigate.

+ Upstream section of Tran De Border Guard port: approximately 6km long, minimum channel depth -5.6m, allowing ships of 5,000 - 10,000 DWT to navigate.

+ Connecting section of Dinh An - Hau River channel: approximately 32.4km long, minimum channel depth from -4.0m to -5.4m, allowing ships of 5,000 - 10,000 DWT to navigate.

- Channel for large cargo ships entering Hau River:

+ Sea channel section: approximately 7.7km long, when put into operation it reached a depth of -6.5m, however, due to sedimentation, it currently only reaches about -3.0m to -6.5m.

+ Bypass Channel: 8.7 km long, with a depth of approximately -6.5 m, allowing passage for vessels with a deadweight of 10,000 DWT and vessels with reduced load of 20,000 DWT.

+ Quan Chanh Bo Channel: 20 km long, reaching a depth of -6.5 m upon commissioning; however, due to sedimentation, the current depth is only about -4.1 m to -5.1 m, allowing passage for vessels with a deadweight of 5,000 - 10,000 DWT.

Seaport

- Can Tho seaport is identified as the main hub in the logistics chain of the lower Hau River region, contributing to connecting intra-regional cargo transport and direct import/export to the sea. Several ports such as Cai Cui port, Hoang Dieu port, etc., have been invested in relatively modern facilities, capable of handling containers, bulk cargo, and general cargo, playing a supporting role in transporting raw materials for industrial zones and exporting rice, seafood, and agricultural products

Current status of Can Tho seaport

No	Port name	Area (ha)	Ship's load capacity (T)	Capacity (T/year)	Port functions
1	O Mon Thermal Power Plant Port	10	10.000	400.000	Liquid goods (petroleum products, liquefied petroleum gas, vegetable oil, etc.), bulk goods, ores
2	Can Tho Thermal Power Plant's specialized port for exporting gypsum.	10	5.000	500.000	Bulk cargo, ore

No	Port name	Area (ha)	Ship's load capacity (T)	Capacity (T/year)	Port functions
3	Phuc Thanh Specialized Port	22	3.000	100.000	Liquid goods (petroleum products, liquefied petroleum gas, vegetable oil, etc.)
4	Saigon Petro Can Tho Port	5	15.000	500.000	Liquid goods (petroleum products, liquefied petroleum gas, vegetable oil, etc.)
5	Port of Nam Song Hau Petroleum Trading Joint Stock Company - Can Tho Branch	25	10.000	500.000	Liquid goods (petroleum products, liquefied petroleum gas, vegetable oil, etc.)
6	PV Gas South Port	5	1.375	100.000	Liquid goods (petroleum products, liquefied petroleum gas, vegetable oil, etc.), bulk goods, ores
7	Western Region Oil and Gas Depot Port	10	15.000	400.000	Liquid goods (petroleum products, liquefied petroleum gas, vegetable oil, etc.)
8	Tra Noc Oil and Gas Depot Port	2	1.000	100.000	Liquid goods (petroleum products, liquefied petroleum gas, vegetable oil, etc.)
9	Hau River (Tra Noc) food port	50	10.000	1.200.000	General (Bulk cargo, dry cargo, etc.)
10	K34/QK9 Specialized Port for Oil and Gas				

No	Port name	Area (ha)	Ship's load capacity (T)	Capacity (T/year)	Port functions
	Storage				
11	Hoang Dieu Port (Can Tho)	38	23.000	9.000.000	General (Bulk cargo, dry cargo, etc.)
12	Total Gas Can Tho Port	5	1.500	100.000	Liquid goods (petroleum products, liquefied petroleum gas, vegetable oil, etc.)
13	X55 Port	25	2.000	200.000	General (Bulk cargo, dry cargo, etc.)
14	Can Tho Water Transport Port	20	6.500	500.000	General cargo (bulk cargo, dry cargo, etc.) and services, shipbuilding, ship repair, etc.
15	Petro Mekong Oil and Gas Port	30	3.000	500.000	Liquid goods (petroleum products, liquefied petroleum gas, vegetable oil, etc.)
16	Tan Cang Cai Cui Port	51	20.000	1.000.000	General (Bulk cargo, dry cargo, etc.)
17	Cai Cui Port	68	20.000	2.700.000	General (Bulk cargo, dry cargo, etc.)
18	VIMC Hau Giang General Port	50	20.000	1.000.000	General (Bulk cargo, dry cargo, etc.)
19	Dedicated port for Song Hau 1 Thermal Power Plant		10.000		Bulk Cargo
20	Lee & Man International Dedicated	100	20.000	1.000.000	General (Bulk cargo, dry cargo, etc.)

No	Port name	Area (ha)	Ship's load capacity (T)	Capacity (T/year)	Port functions
	Port				
21	Cai Con General Port (Phase 1)		20.000		General (Bulk cargo, dry cargo, etc.)
22	Superdong Tran De Port - Soc Trang	3,6	200-500	500.000	Passenger port

(References: Decision 318/QĐ-BXD dated March 26, 2025 of the Ministry of Construction on the announcement of the list of wharves belonging to Vietnamese seaports and compilation by consultants)

Aviation

Can Tho International Airport: located in Thoi An Dong Ward, Can Tho City. Currently classified as 4E (ICAO). Current capacity is 3 million passengers/year, with an estimated passenger volume of 1.04 million in 2024. Currently operates 7 domestic routes and 2 international routes to South Korea and Taiwan.

Tổng Quang Huy