THE FIRST PIANC SEMINAR IN CAMBODIA
24-25th October 2019, Phnom Penh

Activities for Transport Facilitating on Mekong River Navigation

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Mr. SICH PHICHEYRITHY
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1. OVERVIEWS

-Land Area: 181,035 m²

-Population (2019): 15.3 millions

-Population Growth Rate (2008-2019): 14.1%

-GDP Per Capita (2018): $1,559

-Inflation (2018): 1.6%

-Exchange Rate: $1 = CR 4,018

-Coastline: 443 km

-Waterway: 1,750 km
The Cambodian total population in millions, trend 1962-2019

**Source:** General Population Census 2019, MOP
The Contribution to the real growth (in percentage)

Source: World Bank, 2019
2. CURRENT STATUS OF INLAND WATERWAY TRANSPORT IN CAMBODIA

- Mekong River Basin sources from Tibet, China, which go through
  - Myanmar,
  - Laos,
  - Thailand,
  - Cambodia,
  - and Vietnam.

Total Length: 4,350km

- Inland Navigation Activities in the Lower Mekong basin has been increasing dramatically.
WATERWAY LENGTH BETWEEN PHNOM PENH-PROVINCES

- Phnom Penh – Kompong Cham : 100.4 km
- Phnom Penh – Kratie : 214.4 km
- Phnom Penh – Stung Treng : 349 km
- Phnom Penh – Kompong Chhnang : 99 km
- Phnom Penh – Battambang : 340 km
- Phnom Penh - Siem Reap (Chong Kneas) : 251 km
- Phnom Penh – Kaom Somnor 97 km
Shipping Industry

- a) Domestic
- b) International/cross-border

Port Industry

- 58 river ports
- 25 Ports/Terminals listed to serve the cross border navigation
- PPAP, Chong Kneas, Kompong Chhang, Kompong Cham, Kratie, and Stung Treng
3. FACILITATION OF INLAND WATERWAY TRANSPORT IN CAMBODIA

- Inland Waterway Transport Administration
- Legal and Regulatory Framework
- Mekong Navigation Facilitation Committee
INLAND WATERWAY TRANSPORT ADMINISTRATION

INLAND WATERWAY TRANSPORT DEPARTMENT

- General Affairs Office
- Planning and Legal Office
- Ship Registration and Shipyard Office
- Ship Inspection Office
- Waterway Transport License Office
**DUTIES:**

- To develop plans, policies, laws and regulations for the management of inland waterways transport, study, research and inland waterways transport training
- To investigate the accidents along the waterways
- To collect, compile, statistic and data management pertaining to the inland waterways transport management, waterways infrastructure, navigation training and other tasks
- To facilitate and cooperate with national and international bodies, other countries and development partners for the developments of inland waterways transport and waterways infrastructure
- To cooperate with the National Institute of Public Works and Transport to study, research and train on the scientific techniques, the new modern technologies relevant to the concepts and visions for the inland waterways transport development
- To lead, execute, control, monitor and facilitate the law and regulation enforcement pertaining to the inland waterways transport and waterways infrastructure
INLAND SHIPPING ADMINISTRATOR

- Safety
- Security
- Reliability
- Speed
- Cost Control
MEANS OF INLAND WATERWAY TRANSPORT
Barge/Cargo Ship
Barge
Barge
Passenger Boat
Passenger Boat
Tourist Boat
River Cruise Ship
River Cruise Ship
Ferry
Speed Boat
Fishing Boat
OFFICE OF SHIP REGISTRATION AND SHIPYARD

- Registers, issues ship cards, and license plates to all domestic vessels that is the ownership of individual who have address in Cambodia.
- Register all kinds of cargo vessels who have 40T and 90 hp above.
- All kinds of petroleum vessels.
- Passenger vessels/boats who have 50 seats above.
- All kinds of vessels who do cross-border operation.
- All kinds of boats regardless the house power.

- Certifies the change of the vessel’s ownership between capital and provinces.
- Issues the driver license and Mechanist certificate (grade 1, 2, and 3).
TOTAL SHIP REGISTRATION STATISTICS

Total Ship Registration

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>CARGO</td>
<td>506</td>
</tr>
<tr>
<td>PASSENGER</td>
<td>84</td>
</tr>
<tr>
<td>PONTOON</td>
<td>23</td>
</tr>
<tr>
<td>PRIVATE BOAT</td>
<td>34</td>
</tr>
<tr>
<td>TOTAL</td>
<td>647</td>
</tr>
<tr>
<td>Location</td>
<td>Cargo</td>
</tr>
<tr>
<td>-----------------</td>
<td>-------</td>
</tr>
<tr>
<td>Battambang</td>
<td>20</td>
</tr>
<tr>
<td>Kompong Chharm</td>
<td>121</td>
</tr>
<tr>
<td>Pursat</td>
<td>1764</td>
</tr>
<tr>
<td>Phnom Penh</td>
<td>65</td>
</tr>
<tr>
<td>Kompong Cham</td>
<td>7</td>
</tr>
<tr>
<td>Kandal</td>
<td>9</td>
</tr>
<tr>
<td>Kratie</td>
<td>10</td>
</tr>
<tr>
<td>Siem Reap</td>
<td>655</td>
</tr>
<tr>
<td>Kompong Thom</td>
<td>33</td>
</tr>
<tr>
<td>Prey Veng</td>
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</table>

Total: 6,614
# Ship Card

<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Ship owner's name</td>
</tr>
<tr>
<td>Address</td>
<td>Ship owner's address</td>
</tr>
<tr>
<td>Profession</td>
<td>Ship owner's profession</td>
</tr>
<tr>
<td>Year and Place of Previous</td>
<td>Details of previous year and location</td>
</tr>
<tr>
<td>PARTICULARS OF SHIP</td>
<td>Details about the ship</td>
</tr>
<tr>
<td>FULL LOAD DRAFT</td>
<td>Full load draft</td>
</tr>
<tr>
<td>HORSE POWER</td>
<td>Horse power</td>
</tr>
<tr>
<td>SHELL'S HULL COLOR</td>
<td>Shell's hull color</td>
</tr>
<tr>
<td>NET TONNAGE (NT)</td>
<td>Net tonnage (NT)</td>
</tr>
<tr>
<td>GROSS TONNAGE (GT)</td>
<td>Gross tonnage (GT)</td>
</tr>
<tr>
<td>DEAD WEIGHT (DBT)</td>
<td>Dead weight (DBT)</td>
</tr>
<tr>
<td>NUMBER OF PASSENGER</td>
<td>Number of passengers</td>
</tr>
</tbody>
</table>

**Director General of Transport**
OFFICE OF SHIP INSPECTION

- Administer the technical inspection of domestic ships (40T or horse power is 90 above)

- Vessel shall be inspected technical regularly as the following:
  - Initial survey
  - Annual survey
  - Dry-docking survey
  - Special or Occasional survey

- Validity for steel hull vessel (1 year) and for wood hull (6 months)
OFFICE OF WATERWAY TRANSPORT LICENSE

- Issues the ship operation license of cargo and passengers vessels who do operation both domestically and cross-border (Cam-Viet).

Purpose:

- is to prevent the accidents who can affect to human and animal life and loss and damage to the publics and private properties during the transport,

- to retain an order, security, environment on all inland waterway transport activities,

- And to prevent all illegal activities.
Cross-Border Transportation Permit
<table>
<thead>
<tr>
<th>Nº</th>
<th>Vessel Plate Nº and Vessel Name</th>
<th>Loading Capacity</th>
<th>Dimension</th>
<th>Registration Number</th>
<th>Name of Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>PP10.8017HF Mekong Pandaw</td>
<td>831GT126; 95Passengers</td>
<td>L= 60 m; B = 11m20</td>
<td>1348MPWT</td>
<td>Mekong Pandaw Cambodia</td>
</tr>
<tr>
<td>2</td>
<td>Permanent Certificate of Registry Nº0200001 Golden Fortune 2</td>
<td>496GT</td>
<td>L= 49.82 m; B = 12.98m</td>
<td>1514MPWT</td>
<td>Sovereign Base Logistics Holdings Co.,LTD</td>
</tr>
<tr>
<td>3</td>
<td>Permanent Certificate of Registry Nº0404001 Golden Fortune 8</td>
<td>558GT</td>
<td>L= 49.98 m; B = 15.60m</td>
<td>1514MPWT</td>
<td>Sovereign Base Logistics Holdings Co.,LTD</td>
</tr>
<tr>
<td>4</td>
<td>Permanent Certificate of Registry Nº0201002 Golden Fortune 1</td>
<td>496GT</td>
<td>L= 49.98 m; B = 12.98m</td>
<td>1514MPWT</td>
<td>Sovereign Base Logistics Holdings Co.,LTD</td>
</tr>
<tr>
<td>5</td>
<td>PP10.8028HF Toum Tiou II</td>
<td>200GT; 56Passengers</td>
<td>L= 38m15; B = 7m40</td>
<td>2508MPWT</td>
<td>Compagnie Fluviale du Mekong</td>
</tr>
<tr>
<td>6</td>
<td>PP10.8023HF Lan-Diep</td>
<td>166GT417; 80Passengers</td>
<td>L= 50 m; B = 10.50m</td>
<td>2507MPWT</td>
<td>Compagnie Fluviale du Mekong</td>
</tr>
<tr>
<td>7</td>
<td>PP10.8024HF Indochine</td>
<td>456GT28; 92Passengers</td>
<td>L= 52 m; B = 10.40m</td>
<td>2509MPWT</td>
<td>Compagnie Fluviale du Mekong</td>
</tr>
<tr>
<td>8</td>
<td>PP2.8466HF Toum Tiou</td>
<td>74GT83; 45Passengers</td>
<td>L= 37m90; B = 6m62</td>
<td>2506MPWT</td>
<td>Compagnie Fluviale du Mekong</td>
</tr>
<tr>
<td>9</td>
<td>PP10.8015HF Tonle Pandaw</td>
<td>552GT6; 95Passengers</td>
<td>L= 54m80; B = 10m70</td>
<td>2710MPWT</td>
<td>Mekong Pandaw Cambodia</td>
</tr>
<tr>
<td>10</td>
<td>Aqua Mekong</td>
<td>1300GT; 100Passengers</td>
<td>L= 62m40; B = 11m50</td>
<td>1004MPWT</td>
<td>Aqua Expedition Cambodia,Ltd</td>
</tr>
<tr>
<td>11</td>
<td>Scenic Spirit</td>
<td>2896GT; 119 Passengers</td>
<td>L= 85m; B = 12m80</td>
<td>030MPWT</td>
<td>Hamilton PTY.LTD</td>
</tr>
</tbody>
</table>
ACTIVITIES ON CAPACITY BUILDING

- Conduct training courses to Skippers and Provincial Department of Public Works and Transport
LEGAL AND REGULATORY FRAMEWORK

- Instruction 003 on the Management of Waterway Transport Means

- Master Plans for Waterborne Transport on the Mekong River System in Cambodia

- Bilateral Agreement between the Government of the Socialist Republic of Viet Nam and the Royal Government of Cambodia on Waterway Transportation

- Draft of Waterway Transport Laws
AGREEMENT BETWEEN CAMBODIA AND VIETNAM ON WATERWAY TRANSPORTATION

Aims:

- to establish a legal framework for the effective implementation of freedom of navigation in the Mekong River System, thereby implementing Article 9 of the Agreement on the Cooperation for the Sustainable development of the Mekong River Basin, done at Chiang Rai on 5 April, 1995.

- to create favorable condition for transit and cross-border navigation within the regulated waterways.
“On the basis of equality of right, freedom of navigation shall be accorded throughout the mainstream of the Mekong River without regard to the territorial boundaries, for transportation and communication to promote regional co-operation and to satisfactorily implement projects under this Agreement. The Mekong River shall be kept free from obstructions, measures, conduct and actions that might directly or indirectly impair navigability, interfere with this right or permanently make it more difficult. Navigational uses are not assured any priority over other uses, but will be incorporated into any mainstream project. Riparian's may issue regulations for the portions of the Mekong River within their territories, particularly in sanitary, customs and immigration matters, police and general”.
This bilateral agreement had been formulated by:

- General Department of Transport (Former Structure)
- National Mekong Committee
- Phnom Penh Autonomous Port
- Relevant Ministries and Private Companies.

The agreement had been ratified in 30 May 2010 and disseminated the workshop on this at 24 February 2011.
## Annex A

### List of regulated waterways and transit routes

#### 1. Regulated waterways in Cambodia

<table>
<thead>
<tr>
<th>Section number shown in the Waterway map in Annex B</th>
<th>Name of waterway</th>
<th>Starting point - End point</th>
<th>Length (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>Tonle Sap Lake</td>
<td>From Chong Kneas to Kampong Chhnang</td>
<td>152</td>
</tr>
<tr>
<td>1b</td>
<td>Tonle Sap</td>
<td>From Kampong Chhnang to Phnom Penh</td>
<td>100</td>
</tr>
<tr>
<td>1c</td>
<td>Mekong River</td>
<td>From Phnom Penh to the Kaom Samnor / Vinh Xuong border gate</td>
<td>102</td>
</tr>
<tr>
<td>2</td>
<td>Mekong River</td>
<td>From Kampong Cham to Phnom Penh</td>
<td>106</td>
</tr>
</tbody>
</table>

#### 2. Regulated waterways in Vietnam

<table>
<thead>
<tr>
<th>Section number shown in the Waterway map in Annex B</th>
<th>Name of waterway</th>
<th>Starting point - End point</th>
<th>Length (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>Mekong/Tien River</td>
<td>From the Vinh Xuong / Kaom Samnor border gate to the Tan Chau Canal confluence</td>
<td>12.3</td>
</tr>
<tr>
<td>1b</td>
<td>Mekong/Tien River</td>
<td>From the Tan Chau Canal confluence to the Keng Thap Muoi No. 2 Canal confluence</td>
<td>56.3</td>
</tr>
</tbody>
</table>
ROLE OF THE MEKONG NAVIGATION FACILITATION COMMITTEE

“Pursuant to Article 31 of the Agreement between the Royal Government of Cambodia and the Government of the Socialist Republic of Viet Nam on waterway transportation, a bilateral Mekong Navigation Facilitation Committee (hereinafter ‘MNFC’) has to be established.”

Duties:

- ensuring the smooth implementation of the present Agreement and actively contributing to the realisation of its objectives;

- improving and harmonising the regulations and other conditions under which freedom of navigation is exercised;

- promoting and intensifying the cooperation between the Contracting Parties in all matters related to navigation in the Mekong river system and related activities;

- obtaining compliance with the provisions of the present Agreement.
Article 34 (1) of the Agreement provides that the Mekong Navigation Facilitation Committee shall consist of:

(a) an Executive Council
(b) a Board
   - three members nominated by the Competent Authority of either Contracting Party, at least one of whom shall be at director-general level;
(c) Working Groups
   - composed of representatives nominated by either Competent Authority who are experienced in the matters referred to the Working Group concerned;
(d) a Waterway Transportation Consultative Group
   - consisting of representatives appointed by relevant waterway transport associations.
CAMBODIA MEKONG NAVIGATION FACILITATION COMMITTEE

- The Cambodia Mekong Navigation Facilitation Committee (CMNFC) was established under the Sub-Decree No. 259, Dated 19 September 2014. CMNFC is lead by the Minister of the Ministry of Public Works and Transport.

- Practiced:
  - Established the secretariat and board of CMNFC
  - Formulated the internal rule of CMNFC
  - Conducted the meeting following the rules of CMNFC
BILATERAL MEETING BETWEEN CAMBODIA AND VIETNAM

- Bilateral Meeting on the implementation of the Agreement between Cambodia and Vietnam was held
  - in Siem Reap, Cambodia, 21 April 2017
  - In Vientiane, Laos, 11 December 2018
**Article 6: Border gates**
- Ministry of Transport of Cambodia and Vietnam agreed to add Koh Roka as a paired with Thuong Phuoc.
  Vinh Xuong-Kaom Somnor/Thuong Phuoc-Koh Roka

**Article 15: Documents and Permits for Inland Waterway Vessels**
- Both Contracting Parties should follow the list of documents listed in the Article 15 of the Agreement

**Article 17: Formalities**
- Viet Nam side is required to submit additional documents at the border for transit shipping line
- Viet Nam side informed the new system of single window
- The formalities should be available at day and night.

**Article 16: Laws and Regulation on immigration, customs, health, veterinary, and phytological matter**
- The permission of the transit of the second-hand goods carried by the seagoing vessels which is considered not in compliance with the Article 16 (4) of the Agreement

**Fee and Tariff**
- All fees and charges, for the purpose of collection by the competent authorities of both sides, need to be displayed.
4. CONCLUSION

Assessment on the IWT Challenges

- Channels level restriction
- Legal constraint
- Quality Service at the border is limited (Delay and Cost).
- Poor Aids to Navigation
- Old fleets; Training of skippers have not yet meet the practical demand.
- Privates involvement are weak.
Thank you for your attention

- Efficient
- Competitiveness
- Safety