KINGDOM OF CAMBODIA
NATION RELIGION KING

Ministry of Public Works and Transport

General Department of Waterway-Maritime Transport and Port



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1- Structure of General Department of Waterway-Maritime Transport and Port

- The General Department of Waterway-Maritime Transport and Port (GDWMP) was established by Sub-decree No. 216 dated on 13 October 2016 on the Organization and the Functioning of the Ministry of Public Works and Transport.

- GDWMP is in charge of the management/administration of waterway-maritime transport and port sector.





Ministry of Public Works and Transport

- General Department of Administration and Finance
- General Department of Planning and Policy
- General Department of Technique
- General Department of Public Works
- General Department of Land Transport
- General Department of Waterway-Maritime Transport and Port
  - Waterway Transport Department
  - Merchant Marine Department
  - Port Administration Department
  - Waterway Infrastructure and Port Construction Department
- General Department of Logistics
- General Inspectorate



2- MMD and International Cooperation

1. IMO

- ❑Develop laws and regulations in relation to port State, flag State and coastal State and to implement the conventions/codes that

  Cambodia is a party to;
- ❑Build capacity for officials of GDWMP to be able to perform functions of waterway-maritime transport and port affairs under the national and international context;
- ❑Prepare corrective action plan and action plan following to the outcomes of audit report made by IMP Audit Team (18 recommendations for corrective actions) and that the working group composing of officials from concerned ministries/agencies are sooner possibly established;
- ❑Port EDI, of which the facilitation and internationalization for formality process for vessel calling at ports, and leaving from are significant.



2- MMD and International Cooperation

2. ASEAN

- ❑Develop minimum standards for training for seafarers, who can serve on board the ships engaged in Near Coastal Voyage of ASEAN waters;
- ❑Other projects, action plan and strategies for development of maritime affairs – ships and ports, and seafarers;
- ❑Other cooperation with ASEAN dialogue partners, such as China, Japan, the Republic of Korea, India, Russian Federation.

3. Gulf of Thailand Cooperation

- ❑Adopt national policy and guidelines for the use of dispersants;
- ❑Prepare Sub-degree for Oil Spilt Response and Preparedness;
- ❑Prepare contingency plan for spilt
- ❑Promote Coastal shipping development in the Gulf of Thailand – Cambodia, Vietnam and Thailand.



2- MMD and International Cooperation

4. RECAAP

- ❑Conduct capacity build for officials who are working as national and local focal points for information sharing on armed robbery against ships and pirate;
- ❑ Strengthen work capacity for receive and respond to the information sharing situation.

5. Other

- ❑ Cooperate and facilitate all affairs of cooperation in the bilateral context (Vietnam, Thailand), or any other multiple context.



2- MMD and International Cooperation (annex)

International Maritime Organization (IMO)

- Capacity Building
- So far, Cambodia has not been able to participate in Marine Environment Protection Committee (MEPC) due to limited budget. Member of Gulf of Thailand (GOT)
- Participating countries: Cambodia, Thailand and Viet Nam
- Objective: to help countries develop respective oil spill contingency plans and guidelines on chemical dispersant use.
- National Guideline on Dispersant Use was signed on 20 April 2020 by the Minister for Environment.
- Sub-regional draft oil spill contingency plan has been adopted.

Partnership in Environmental Management for the Seas of East Asia (PEMSEA)

- Sensitivity Mapping 2016 in Sihanouville
- Capacity Building
- Launching the Blue Solution Project for East-Southeast Asia from 2022-2026. The objective is to reduce GHG emission.

IMO-Norad Project

- Participating countries: Cambodia, Malaysia, Indonesia, Myanmar, Philippines, Thailand, Viet Nam
- Objective: to help countries implement ratified marine environment conventions. Cambodia has chosen to implement MARPOL Annex I, II, V.

OSRL Limited

- Consultancy on oil spill combat techniques
- OSRL has reviewed draft national oil spill contingency plan.
- Preparation to become an associate member of OSRL.



2- MMD and International Cooperation (annex)

- International Maritime Organization (IMO), 1961
- ASEAN Maritime Working Group (MTWG)
- Tokyo MOU, 25 January 2020
- Oil Spill Response Limited, 22 August 2022
- Gulf Of Thailand (GOT), 12 January 2006
- Regional Cooperation Agreement on Combating Piracy and Armed Robbery (ReCAAP), 04 Sep 2006 Singapore, with 14 Asian Contracting Parties including North, Southeast, and South Asian countries (People's Rep. of Bangladesh, Brunei Darussalam, Cambodia, People Rep. of China, Rep. of India, Japan, Rep. of Korea, Lao People's Democratic Rep., Rep. of Union of the Myanmar, Rep. of the Philippines, Rep. of Singapore, Democratic Socialist Rep. of Sri Lanka, Kingdom of Thailand and Socialist Rep. of Vietnam . It has 20 Contracting Parties today, including Europe (Kingdom of Norway, the Netherlands, Kingdom of Denmark, and the United Kingdom), Australia, and the United States.
- Maritime Technology Cooperation Centre (MTCC)-Asia, is hosted by Shanghai Maritime University (SMU) in China (15 May 2017), is used to assist developing countries in the region to enhance their capabilities to address GHG emissions from shipping. Cambodia branch office was launched in 27 November 2017 successfully and has fulfilled a series of task for the IMO's GHG initiatives such as attending technical conferences, seminars and workshops for GHG mediation purposes.
    - The establishment of MTCC-Asia branch office in Cambodia provides a wonderful opportunity for Cambodia and neighboring countries to deeply involve in and eventually benefit from the actions taken by IMO and the United Nations Framework Convention on Climate Change (UNFCCC).



3- Challenges for promoting Green Shipping and current effort

3.1 Challenges

1. Limited human capital in shipping industry and in government
2. Lack of laws and regulations to govern the maritime activities
3. Public involvement in implementing existing regulations very poor
4. Law enforcement still far behind acceptable level
5. Technical challenges for training of individuals specialized in ship building and safety in maritime affairs (Not enough expert to train)
6. Lack of budget in capacity building and technology development R&D
7. Newly establish General Department, staffs and regulations needed
8. Passing the laws and regulations consuming a lot of time.



3- Challenges for promoting Green Shipping and current effort

3.2 Policies and Measures to tackle challenges

Existing Legislation:

- National Port Policy and Administration System;
- Sub-decree No. 40 on Ship and Port Facility Security;
- Prakas of an Act for the Registration of Merchant Vessels;
- Instruction No. 006 on Sea Shipping Management;
- Instruction No. 003 on Ship Management in Inland Waterway;
- Sub-Decree on Air and Noise pollution.



3- Challenges for promoting Green Shipping and current effort

❑ Effort in public services

- Provide ship registration services to ships engaged in domestic, bilateral, and international voyages;
- Issue ship inspection books, ship operational license to ships, and to shipping companies;
- Issue certificates of competency to seafarers, and seamen books;
- Issue license of Ship building and repairs yard
- Issue license of Ship building to insure safety and clean environment of ship
- Training officials and seafarers on safety and clean ocean every year 2-3 times.



4- New policies and measures

❑**Legislation in Approval Process:**

- Draft Law on Waterway Transport, which covers all ships navigating in the Cambodia waters, regardless of sea or inland water;
- Port Act, which covers all ports in Cambodia, regardless of size;
- Draft Declaration on Port Facility Security, which is utmost significant for the compliance with the international code, to which Cambodia is obliged;
- Draft Declaration on Formality and Procedure for Foreign Vessel's' Entry Permit.

❑**Legislation in Drafting Process:**

- Draft National Policy on Maritime Transport;
- Draft Law on Maritime Transport, the main provisions of which are related to the management and control over national flagged ships, seafarers, shipping companies, and so on.



5- Future Activities

1) Follow-up and strengthening of the use of the National Port Policy and Administration System;
2) Collect and compile statistics relating to ports and ships, and other port-ship related matters;
3) Promote the development of shipyards for ship construction, ship repairs, either at seaside or riverside;
4) Enhance the effective implementation of the Agreement on Waterway Transport between Cambodia and Vietnam Cross-border transport with Viet Nam in order to ensure freedom of navigation of ships entering to and exiting from Cambodia (Port of Phnom Penh in particular)





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Thanks you!

