



IHO Capacity Building Programme

TECHNICAL VISIT REPORT

The State of Hydrography and Nautical Charting in Cambodia

Ministry of Public Works and Transport

Kingdom of Cambodia



25 – 26 September 2024

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ABBREVIATIONS

AtoN	Aids to Navigation
CBSC	IHO Capacity Building Sub-Committee
DGPS	Differential Global Positioning System
ENC	Electronic Navigational Chart
GMDSS	Global Maritime Distress and Safety System
IHO	International Hydrographic Organization
IOC	Intergovernmental Oceanographic Commission
IMO	International Maritime Organization
MS	Member State
MSI	Maritime Safety Information
NtMs	Notice to Mariners
RHC	Regional Hydrographic Commission
SOLAS	[United Nations] Convention for the Safety of Life at Sea
UN	United Nations
UNCLOS	United Nations Convention on Law of the Sea

EXECUTIVE SUMMARY

Cambodia, a coastal state located in Southeast Asia, boasts a stunning 433 km coastline along the Gulf of Thailand. This coastline included severe picturesque destination such as Sihanoukville. The Sihanoukville Port, serves as the country's primary seaport and a critical hub for maritime trade.

Hydrographic services are essential for ensuring maritime safety and navigation, as they providing accurate and timely hydrographic data, including charts and surveys. These services are often regulated by international obligations to uphold global standards and facilitate safe and efficient maritime operations such as the responsibilities of mariners' governmental obligation, UN Resolution and UNCLOS 1982.

The technical visit to Cambodia marks such mission funded by the IHO, with delegation composed of representative from Indonesia (EAHC Chair), China (EAHC Vice Chair) and Japan (EAHC Permanent Secretariat). The previous technical visit took place in 2019 and included participants from Japan, Indonesia, Hong Kong (China) and the UK.

Through its responsible agency, the Ministry of Public Works and Transport, Cambodia has conducted limited hydrographic survey activities and developed nautical charts, though limitation remain in its maritime safety navigation.

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REPORT OF TECHNICAL VISIT TO CAMBODIA

25 – 26 September 2024

References:

- A. EAHC Circular Letter No. 16/2024 dated 1 August 2024 about Call for Technical Visit to Cambodia.
- B. EAHC Chair Invitation Letter No. B/39/VIII/2024 dated 19 August 2024 about Technical Visit to Cambodia
- C. IHO Publication M-2 *The Need of National Hydrographic Services* - Version 3.0.7
- D. IHO CB Procedure 9: *Guidelines to Conduct Technical Visits*
- E. IHO CB 2019 Technical Visit Report

1. Background

The East Asia Hydrographic Commission (EAHC) is a regional commission under the International Hydrographic Organization (IHO). The EAHC now has 10 Members and 7 Observers, with Indonesia as Chair and China as a Vice Chair. One of the EAHC initiatives, inline with the IHO capacity building objectives is to conduct technical visit to coastal countries in the East Asia region, including the Kingdom of Cambodia, the only coastal state in the East Asia region that has not joined the IHO nor EAHC.

The primary objective of the technical visit is to raise awareness of hydrography importance and to provide information that could to facilitate Kingdom of Cambodia's potential accession to the IHO and EAHC. The visit was led by VADM Budi Purwanto, meanwhile the Cambodian Delegation was represented by the Deputy Director General of the Ministry of Public Works and Transport Mr. Ros Sophorna. The principle activities of this visit are to obtain the latest update in hydrography in Kingdom of Cambodia along with the challenges and also conduct field visit to the Sihanoukville Port Authority.

2. Composition of the Team

The EAHC Technical Visit Team is comprised by:

Indonesia (Chair of EAHC)

Vice Admiral Budi Purwanto (Team Leader)
Chief Hydrographer
Indonesia Navy, Hydro-Oceanographic Center

Captain Franciscus Asisi M.H.W (Assistant)
Administration and Staff Coordinator
Indonesia Navy, Hydro-Oceanographic Center

Commander Indragiri Yani Wardhono (Assistant)
Pushidrosal Cooperation Officer
Indonesia Navy, Hydro-Oceanographic Center

China (Vice-Chair EAHC)

Cao Yuan (Assistant)
Deputy Director of Eastern Navigation Center

Maritime Safety Administration

Wang Yukai
Deputy Director of Guangzhou Maritime HC
Maritime Safety Administration

Michael CM Chau (Assistant)
Hydrographer of Hydrographic Office
Marine Department
Hong Kong SAR Government

Ricky Yue Yang Cheung
EA-RECC Manager

Japan (Permanent Secretariat of EAHC)

Kenichi Noguchi
Staff of the International Affairs
Hydrographic and Oceanographic Department
Japan Coast Guard

PART A - OVERALL ASSESSMENT OF THE SITUATION IN REGION

3. Efficacy of the Technical Visit.

The EAHC Technical Visit to Cambodia in 2024 is the third official technical visit after being held in 2013 and 2019. This technical visit was carried out as part of the IHO Capacity Building activities. The 2-days technical visit provided a lot of information and input on the latest developments in hydrography in Cambodia.

Some indications of progress include:

- The Ministry of Public Works and Transport has expressed a strong commitment to join the EAHC and IHO.
- Regarding the ratification of the Convention on the International Hydrographic Organization, it is in the Internal Process and waiting for the approval from the council of Ministers then it will proceed to the National Assembly and Senate then sign by His Majesty the King of Kingdom of Cambodia.
- A budget allocation for membership fees has been secured.

4. Potential Cooperative Arrangements.

a. Regional Organization

Ministry of Public Works and Transport (MPWT) does not have any involvement with another regional organization. Instead, it builds and maintains its relation with other country or state that has advanced capability in hydrographic matters, such as Japan through JICA and UK through UKHO. This is due to Cambodia's lack of membership status in both IHO and EAHC since they have not been made as a member of IHO as it is still undergoing internal process so that the ratification of the IHO can be signed by His Majesty the King of Kingdom of Cambodia.

As long as it concerns, the MPWT has tried their best to held meetings despite their lack of resources both in human resources and infrastructure so that they could have their own MSI, thus making them able to ensure the safety of navigation in Cambodia. In the current situation, there have been no notable local institutions or parties available for assistance.

Though there is no any formal Regional Organization ties that Cambodia has currently, they still try their best to keep in touch with EAHC so that they could advance their hydrographic status and make it prominent for the Kingdom of Cambodia to see.

b. Defense and Security Arrangements.

There is no further detail by MPWT regarding this matter. Nevertheless, they do have National Committee for Disaster Management to prevent and secure them from marine disasters.

PART B – CAMBODIA ASSESSMENT

5. RHC Involvement.

The EAHC provides Cambodia opportunities to participate in regional activities, such as the EAHC Steering Committee Meetings, along with the possibility of pursuing Category B hydrographic education as a means of enhancing capacity.

6. Preliminary Liaison.

There is no any record on local assistance with coordination of the visit.

7. Points of Contact.

In the IHO Yearbook, it is stated that the Point of Contact is MPWT. Although it is true that hydrographic matters in Cambodia is under MPWT's supervision, in the latest meeting it is known that they have appointed the Geo-Navigation Office under MPWT to be the direct Point of Contact with the following details:

- Mr Heng Salpisey, Chief of Geo-Navigation office
- Address: Street 598 (H.E. Chea Sophara Street), Sangkat Chrang Chamres 2 Khan Russey Keo, Phnom Penh, Cambodia
- Phone: (+855) 12 68 72 18
- E-mail: hengsalpisey2000@yahoo.com

DESCRIPTION OF MARITIME ACTIVITIES

8. National Maritime Affairs.

All National Maritime Affairs are handled by General Department of Waterway-Maritime Transport and Port who is held into accountable to the MPWT.

9. Trade and Maritime Traffic.

a. Through Routes.

In Cambodia, there are two modes of waterways transportation: (1) inland waterways and (2) coastal and marine waterways. Mekong River System is the main area for inland waterways and ports development, meanwhile the coastline of Cambodia consists of 435Km long extends

from Thailand to Vietnam border thus making Cambodia ships need to sail through Thailand and Vietnam waters before they can reach open waters.

b. Trans-shipment.

Cambodia has 1 main hub ports that is still undergoing 2 development phases and that is Sihanoukville Autonomous Port. It is the only international deep-water seaport and being one of the four most important economic pillars, which the Royal Government of Cambodia is planning to developed it to be a “Multi-Purpose Special Economic Zone”.

The Trans-shipment details are as follow:

1. 14 Shipping Lines (Sitc, Maersk, Ssl, Rcl, Whl, Cosco, Cma, Evergreen, Yml, Interasia, Tsl, Nys, Gsl & Sjj)
2. 7 Calls Per Week
3. Destination Ports:
 - (a) China: 8 Ports (Fangcheng, Nansha, Ningbo, Shanghai, Qingzhou, Shekou, Qingdao, Xiamen)
 - (b) Japan: 8 Ports (Hakata, Kobe, Nagoya, Osaka, Yokohama, Hibikishinko, Moji, Tokyo)
 - (c) Malaysia: 6 Ports (Kuantan, Penang, Tanjung Palespas, Port Klang West Port, Port Klang North Port, Pasir Gudang)
 - (d) Vietnam: 4 Ports (Cat Lai, Danang, Hai Phong, Saigon Ho Chi Minh)
 - (e) South Korea: 3 Ports (Busan, Incheon, Ulsan)
 - (f) Taiwan: 3 Ports (Kaohsuing, Taipei, Taichung)
 - (g) Thailand: 3 Ports (Bangkok, Laem Chabang, Bangkok Phra Khanong)
 - (h) Philippines: 3 Ports (Manila, Manila South, Batangas)
 - (i) Myanmar: 2 Ports (Yangon Mit, Yangon Awp)
 - (j) Hong Kong: 1 Port (Port of Hong Kong)
 - (k) Singapore: 1 Port (Port of Singapore)

c. Bulk Trades

They are currently developing New Container Terminal (NCT) Phase 1 and 2. NCT Phase 1 is set to start their operation in 2027. With 350 m length and 14.5 m depths, it is expected to load 450,000 TEUs/year. Meanwhile, NCT Phase 2 is set to be operated in 2028 with 400 m length and 16.5 m depths and it is expected to load around 570,000 TEUs/year.

d. Feeder, Coasting and Local Trade. (-)

e. Offshore Supply and Support. (-)

f. Tourism Cruise Liners. (-)

g. Tourism Small Craft. (-)

h. Fisheries. (-)

10. Responsibility for Safety of Navigation.

- The maintenance of channels, Geo-Navigation Office under MPWT
- Removal of wrecks (-)
- Provision and maintenance of Aids to Navigation (AtoN) (-)
- Promulgation of Notices to Mariners (-)

Main difficulties occurred due to the lack of human resources and financial budget.

11. Defense Force Responsibilities. (-)

12. Coastal Zone Management and Environmental Protection. (-)

OUTLINE C 55 ANALYSIS

13. Status of surveys within the National Maritime Zone.

Hydrographic surveys and ENC Production are made by 2 organizations, i.e JICA and MPWT.

(a) JICA

In 2013-2017, JICA made both Harbor Scale and Approach Scale for the Production of Digital Terrain Model and Electronic Navigational Chart at Sihanouk Ville Port in Cambodia. In 2024-2026, JICA is currently working on the Project for Construction of Hydrographic Survey Vessel for Establishing Electronic Navigational Chart (ENC)

(b) MPWT

In response to the increasing of development of both state-owned and private-owned ports along Cambodian Coastal area ranging from Kep, Kampot, Sihanoukville and Koh Kong Province, the MPWT then conducted various larger usage of ENCs (mostly Berthing Scale).

In 2015, MPWT did survey in Stoeung Hav (Coastal Area of Sihanoukville);

In 2016, MPWT did survey in Keo Phos (Coastal Area of Sihanoukville);

In 2017, MPWT did survey in O tres – Ream (Coastal Area of Sihanoukville);

In 2018, MPWT did survey in Ream-Koh Thmey (Coastal Area of Sihanoukville);

In 2019, MPWT did survey in Vealrenh (Coastal Area of Sihanoukville);

In 2020, MPWT did survey in Koh Kong Coastal Area;

In 2021, MPWT did survey in Kep Coastal Area;

In 2022, MPWT did survey in Thmor Sor Coastal Area of Koh Kong Province;

In 2023, MPWT did survey in Dara Sakor Coastal Area of Koh Kong Province.

14. Collection and Circulation of Nautical Information.

In Cambodia, they do surveys and charting although in a limited scope due to the limited human resources and financial capabilities. As for the circulation of nautical information, they do provide weather reports, nautical cartography along with tide and current data. As for navigation warning, they are still lacking in that sphere.

15. Survey Capability.

Currently, MPWT has little capability on survey sphere due to the limitation and lack of both human resources and financial capability. Any hydrographic activity is done by unit under MPWT namely General Department of Waterway-Maritime Transport and Port specifically under Geo-Navigation Office.

16. Independent Chart Production Capability. (-)

PROPOSALS FOR COORDINATION AND CAPABILITY BUILDING

17. National Hydrographic Committee.

In Cambodia, they have MPWT that is a high-level coordinating bodies at the Ministerial Level that is assessing hydrographic activity and raising awareness of the contribution of hydrography to national policy making. MPWT has ratified the IHO Statute and currently in their process to

pass on the law so that it can be signed by His Majesty the King of Kingdom of Cambodia. MPWT has done some charting and surveys, though they do not possess the ability to produce MSI and they give no further detail on delimitation, offshore resource exploitation, environmental management, maritime traffic control or any other areas of National Maritime Policy.

18. Phase 1 Hydrographic Capability: MSI Organization and GMDSS.

- a. MSI (Navigational Warnings). (-)
- b. Information on Ports and Harbors. (-)
- c. GMDSS Status.
Summarize the status of GMDSS in local waters, and any advice offered to local authorities (Table 1).

Table 1: Status of GMDSS in local waters.

Master Plan	A1 Area	A2 Area	A3 Area	NAVTEX
No	No	No	No	No

Notes:

To date, they do not produce Maritime Safety Information thus making them unable to produce or provide any GMDSS status in their local waters. Instead, they suggest the Technical Visit team, i.e. EAHC to help them produce MSI and to improve their hydrographic survey and ENC production in Cambodia.

19. Phase 2 Hydrographic Capability: Survey.

- a. Survey Data Provision. Currently, Cambodia has limited survey data available to share with other Hydrographic Office.
- b. Survey Capability. The Technical Visit team thinks that the current capability of Cambodia in the hydrographic sphere is heading toward a positive trend. Although there are some challenges, there is a strong commitment for them to make their survey data be available in a wider range as they would gather hydrographic surveying and nautical cartography equipment or platform (ship) in 2026. Regarding their current capacity level, it could be enhanced by providing loans, similar to Japan's support for Cambodia's New Container Terminal Project. Additionally, offering their local staff the opportunity to take hydrographic courses in EAHC Member States with more advanced capabilities, such as Indonesia, or in other countries like Japan and the UK, could also be beneficial.
- c. Potential for Regional Activity. No further immediate regional initiatives are planned at this stage.

20. Phase 3 Hydrographic Capability: Chart Production.

Cambodia may have the potential for local chart production, although this would be on a limited scale. Nevertheless, they are committed to making the best of the situation.

21. Summary of the Assessment of the National Hydrographic Capability

Table 2 summarizes the assessment of the national hydrographic capability.

Table 2: Assessment of National Hydrographic Capability.

IHO Members	RHC	NHC	Phase 1 Capacity Building	Phase 2 Capacity Building	Phase 3 Capacity Building
No (on internal process)	Observer	Yes	Partial	Partial	Partial

Notes:

1. In Cambodia, the Maritime Transport is under the Department of Marine Merchant while the Hydrographic Authority is under Department of Waterways Infrastructure and Port Construction.

They are interconnected, as the Department of Marine Merchant serves as Cambodia's representative at the IMO and IOC. Similarly, the Department of Waterways Infrastructure and Port Construction under MPWT represents Cambodia at the IHO, even though they do not hold membership status.

2. They currently have 9 technical staffs that possess Hydrographer Cat B and 1 technical staff that possess GeoMAC Cat B.

As for their survey equipment, those are as follow:

- Survey vessel one for inland waterway and another one in the sea in 2026
- Multi Beam Echo Sounder 2 sets
- Single Beam Echo Sounder 3 sets
- DGPS Topcon 3 sets
- Tide gauge 1 set
- Data acquisition and processing and management software (Software Hypack Max and Hysweep 2 sets)
- Cartographic ENC Tools 7Cs
- Topographic workstations Topcon
- GIS tools (ArcGIS)

3. Kingdom of Cambodia is possible to generate limited field survey capability.

PROPOSALS FOR ASSISTANCE

22. Training.

Currently, it is important to have depth understanding on hydrographic basic course. That is why, Cambodia needs to send their technical staff to states that have more advanced capabilities in the hydrographic sphere, like Japan, Korea, UK and even Indonesia. Those countries mentioned often give training assistance to their HO counter parts.

23. Equipment.

Cambodia could make a proposal to the EAHC Chair, IHO Chair and EAHC Permanent Secretariat regarding their needs of equipment. The proposals then would be examined and loan

could be given under careful consideration. Currently, they need to have a good competence on Marine Safety Information and Geospatial Data Management. More importantly, they need to have more survey ships since their ship procurement is in 2026 with 1 ship only.

24. Funding.

In our latest visit, we could make a conclusion that MPWT is aware of the information in Publication M-2 namely “The Need for National Hydrographic Services”. That is due to their active engagement to ratify the Convention on the International Hydrographic Organization (IHO). The problem that lies now is that they are currently waiting for approval from the council of Ministers before it could be proceed to the National Assembly and Senate to be signed by His Majesty the King of Kingdom of Cambodia.

Since it is important for states to have their own national hydrographic services, MPWT is actively seeking help from EAHC so that they could secure their seat on both EAHC and IHO, and so they could receive aid to produce MSI and to improve their survey and hydrographic capability.

Currently, they have not yet made any specific proposals for advice, but only in general terms. That is why, the Technical Visit team urged them to produce and submit the proposals in accordance with the Capacity Building Procedures so they would receive financial funding from IHO CBSC.

FOLLOW-UP ACTIONS

25. Encouragement of Formation of an NHC, Development of a National Hydrographic Strategy, and RHC Membership.

During the visit, we have seen how Cambodia is struggling to develop their national hydrographic strategy, and that is ultimately due to the low awareness from their national authority that national hydrographic services are needed to ensure both the maritime and navigational safety. Nevertheless, they are still actively seeking for help from EAHC so that in time they could secure a membership in EAHC.

Currently, it is important to speed up the internal process of ratification in their national government so they would be eligible to join EAHC membership since they have already been made as IHO member states.

Any point of contact from Cambodia regarding the hydrographic services is as follow:

- Mr Heng Salpisey, Chief of Geo-Navigation office
- Address: Street 598 (H.E. Chea Sophara Street), Sangkat Chrang Chamres 2 Khan Russey Keo, Phnom Penh, Cambodia
- Phone: (+855) 12 68 72 18
- E-mail: hengsalpisey2000@yahoo.com

26. Encouragement of Effective and Timely Collection and Promulgation of Hydrographic Information.

On this visit, Japan as EAHC Permanent Secretariat also paid a visit to Cambodia. It shall be noted that Japan's role in EAHC is not only limited as a Permanent Secretariat, but also Navarea XI coordinator. Thus, Japan's visit has made it easier for both Cambodia and Navarea XI Coordinator to to liasion with local authorities.

27. Encouragement of Development of Hydrographic Capability.

Note areas where the Hydrographic Unit merits assistance:

- a. They still need consultative support, and if possible temporary secondment in MSI area specifically.
- b. If possible, transfer or loan of equipment is needed as in the case of New Container Terminal Project in Sihanouk Ville Port with ODA loans from Japan and the fact that projects related to hydrographic survey and ENC production is also supported by JICA from Japan.
- c. To date, they planned to possess 1 survey vessel for inland waterway and another 1 survey vessel for the sea in 2026.
- d. We suggest for Cambodia to receive more training on the promulgation of MSI and technical assistance both in hydrographic survey and ENC production. As for the funding, they could submit the proposals to the supporting partners, EAHC and IHO CSBC.

CONCLUSIONS

28. Cooperative Opportunities.

EAHC and IHO could and should do some liaisons with the local authorities so that they would speed up the internal process of ratification of the Convention of the International Hydrographic Organization. That way, Cambodia could be an official member of IHO and be eligible to acquire membership status from EAHC. As the Technical Visit Team has made commitment to supply note of report to the IHO, it shall then be examined and executed as to make the visit fruitful.

29. National Hydrographic Committees (NHCs).

During the visit, the prominent issues are whether MPWT is able to convince their local authorities the need to sign the IHO Convention; their ability to promulgate MSI; and the technical assistance for both the survey and ENC production. Those are the things that is currently being worked out by the National Hydrographic Committee with the aid of EAHC and its member states.

Recommendations

30. Urgent Actions.

In the case of Cambodia, the agency that has important role is MPWT and its departments as it oversees maritime navigation and port operations, and works with regional and international organizations for maritime safety and hydrographic services. MPWT has Geo-Navigation Office that is responsible for proper provision of hydrographic service.

If anything, the promulgation of MSI and the survey and ENC production shall be under Geo-Navigation Office's hand, thus make it their liability to play in advising on specific recommendations in the individual country report by Cambodia.

31. RHC Follow up Actions.

a. Development of a National Hydrographic Strategy and EAHC Membership.

At this point, EAHC could offer some consultative or technical assistance for MPWT so that they could at least maximize their resources that is limited on both financial and human resource. That shall include the maximization of equipment resources as EAHC and IHO Secretariat do follow up with the Geo-Navigation Office under MPWT.

b. Funding. Note requirements for RHC advice in the preparation of National Indicative Plans for funding applications. Specify proposals for bilateral support which merit RHC championship.

EAHC as the Regional Hydrographic Commission could give some advices to Kingdom of Cambodia regarding the preparation of National Indicative Plans for funding application. Those shall include the followings, such as:

- 1) Match Regional Goals: Make sure Cambodia's plans align with the main goals EAHC, like improving navigation safety and protecting the environment.
- 2) Engage Stakeholders: Involve key players, including government bodies, maritime authorities, and local communities, to gather feedback and build support.

- 3) **Use Data and Research:** Use existing hydrographic data to identify needs and support your proposed projects.
- 4) **Build Capacity:** Focus on improving the skills of national institutions and local communities in areas like hydrographic surveying and data management.
- 5) **Set Up Monitoring:** Create a system to track and evaluate the success of your initiatives with clear goals.
- 6) **Assess Risks:** Identify potential challenges and plan how to overcome them.

Meanwhile, proposals for bilateral support might include the followings:

- 1) **Hydrographic Surveys:** Propose projects to improve surveying skills and acquire new equipment.
- 2) **Improve Maritime Safety:** Suggest updates to navigational aids and charts for safer shipping.
- 3) **Environmental Monitoring:** Work on joint projects to monitor and manage marine environments, addressing pollution and climate change.
- 4) **Data Sharing:** Create platforms for sharing hydrographic data to promote collaboration.
- 5) **Community Involvement:** Engage local communities in collecting and managing hydrographic data sustainably.
- 6) **Joint Research:** Encourage collaborative research projects to tackle shared hydrographic challenges.

As to be able to gain support from the EAHK, Kingdom of Cambodia's proposals should:

- 1) **Encourage Regional Cooperation:** Highlight projects that involve multiple countries working together.
- 2) **Show Scalability:** Demonstrate how successful projects can be expanded or repeated elsewhere.
- 3) **Promote Sustainability:** Focus on initiatives that ensure the long-term health of marine resources.
- 4) **Share Knowledge:** Establish ways to share successful practices and lessons learned with other countries.

c. **Regional and Bilateral Training.** So far, there are some countries that propose to give training in hydrographic and cartographic courses. For the basic hydrographic course, there are Japan, Republic of Korea and Indonesia; meanwhile for basic cartographic course there is Republic of Korea.

d. The promulgation of MSI by each country shall be regularly transmitted to the Navarea Coordinator, in this case is Japan. Since Japan has been actively helping Cambodia in JICA and ODA loans, it is plausible that they also take in charge of the MSI in Cambodia. As for hydrographic

courses, it can be done by Japan, Republic of Korea and Indonesia.

32. Follow up Opportunities.

Follow up actions can be done in the upcoming 11th Meeting of the EAHC Steering Committee (EAHC SC-11) in China by next year.

33. Preparations for Next RHC Conference.

a. Last Technical Visit Assessment

The latest Technical Visit has gathered some key findings, including the need to:

1) Advocacy for IHO Convention Adoption

Current Status: There is a lack of consensus among local authorities about the importance of signing the IHO Convention. Awareness of its benefits is limited.

Challenges: Difficulty in convincing local stakeholders of the value of international hydrographic standards.

2) MSI Dissemination

Current Status: The Geo-Navigation Office does not possess MSI on their own.

Challenges: Limited resources and communication channels hinder the effective promulgation of MSI.

3) Technical Assistance for Surveys and ENC Production

Current Status: MPWT as the one in charge with Hydrography in Kingdom of Cambodia is working with the East Asia Hydrographic Commission (EAHC) and member states to secure technical assistance.

Challenges: There is a need for more robust coordination to ensure timely support for hydrographic surveys and ENC production.

4) Stakeholder Engagement

Current Status: Engagement with local authorities and stakeholders is minimal. Workshops and educational initiatives are needed to raise awareness.

Challenges: Lack of structured outreach programs to inform stakeholders about the significance of hydrographic services and the IHO Convention.

b. Technical Visit Recommended Actions

There are several recommended actions, including but not limited to:

1) Advocate for IHO Convention Adoption

- Action: Develop a strategic communication plan to engage local authorities and stakeholders, highlighting the benefits of signing the IHO Convention.

- Responsibility: Geo-Navigation Office, supported by MPWT and EAHC.

2) Enhance MSI Promulgation

- Action: Create a robust framework for issuing Maritime Safety Information (MSI), ensuring timely and effective communication to all maritime users.

- Responsibility: Geo-Navigation Office, in collaboration with maritime authorities and communication experts.

3) Strengthen Technical Assistance for Surveys and ENC Production

- Action: Coordinate with EAHC and member states to secure technical support for hydrographic surveys and the production of Electronic Navigational Charts (ENCs).

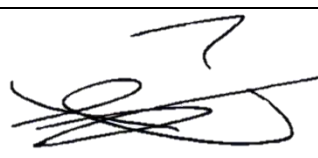
- Responsibility: MPWT in collaboration with EAHC.

4) Increase Engagement with Stakeholders

- Action: Organize workshops and seminars to educate local authorities and stakeholders on the importance of hydrographic services and the IHO Convention.
- Responsibility: Geo-Navigation Office, with assistance from EAHC and local maritime organizations.

5) Monitor and Evaluate Progress

- Action: Establish a monitoring system to evaluate the effectiveness of actions taken regarding the IHO Convention, MSI, and technical assistance.
- Responsibility: National Hydrographic Committee, with periodic reports to MPWT.

DATE	October 2024
RHC Technical Visit Team Leader	VICE ADMIRAL BUDI PURWANTO
SIGNATURE	 _____

Annex List:

- A. Terms of Reference of the RHC Technical Visit Team.
- B. Summary of Events
- C. List of Contacts

DISTRIBUTION: Chair EAHC

INFORMATION: IHO Secretariat / Kingdom of Cambodia

TERMS OF REFERENCE OF THE RHC TECHNICAL VISIT TEAM

1. The Technical Visit Team, comprising members of the staffs of the Hydrographers of Indonesia, China and representative from JICA, led by Vice Admiral Budi Purwanto are to carry out a visit to Cambodia which has indicated a willingness to discuss issues of mutual interest in the fields of hydrography survey, ENC production, MSI promulgation, and to make Cambodia government is convinced to join both the IHO and EAHC.

Preparation

2. The members of the Team, under the guidance of the leader and with the assistance of the staffs of the Hydrographers of Indonesia and China, are to plan the Team visit having obtained access to material available from each Hydrographic Office, the IHO Secretariat, and the information supplied by Cambodia which is to be visited.

Work Objectives

3. The Team is to:
 - a. obtain access to decision making levels of government in Cambodia and liaise with senior officials, emphasizing the importance of hydrography to coastal States and, hence, the need to include hydrographic and associated charting activities within National Plans;
 - b. assess the National capacities to plan and execute the collection and rendering of hydrographic data to enable the production of charts and publications both locally and through the supply of data to Hydrographic Offices with international chart folios;
 - c. consider and advise on measures which can be taken to improve the capacity of nations to carry out the above;
 - d. emphasize the basic importance of a national system for the collection of data, such as engineering drawings and local Notices to Mariners, which have an effect on the interests of mariners;
 - e. advise on the assistance to be gained from close liaison with the IHO Secretariat, IMO and funding agencies to enable viable and sustainable capability to be maintained.

SUMMARY OF EVENTS FOR THE VISIT TO KINGDOM OF CAMBODIA

<u>Date</u>	<u>Event</u>
[24/09/2024]	EAHC Technical Visit Team convened for planning meeting at Phnom Penh.
[25/09/2024]	Team arrived at MPWT.
[25/09/2024]	Calls on H.E. Ros Sophorna (Deputy Director General of the Ministry of Public Works and Transport), H.E. Eang Vengsun (Secretary of State/MPWT), H.E. MAK Sideth (GD/PWT) and WIPC Department.
[25/09/2024]	Meeting at MPWT with agencies concerned with Hydrographic Survey, ENC Production in Cambodia and Hydrographic Capacity Building. Discussion with:
[25/09/2024]	Mayor General Tep Chamroeun Samedi, Director of the Department of Geography of the Ministry of National Defence.
[25/09/2024]	Presentation on Task, Duty and Responsibility of Navigational Office/DWIPC (Hydrographic Data Acquisition and Data Processing; ENC and Chart Compilation) by Mr. Heng Sal Pisey, Chief of Navigation Office.
[25/09/2024]	General visit and examination on existing facilities for Hydrographic survey and ENC & Chart Compilation (Tools & Equipments).
[26/09/2024]	Visit Sihanouk Ville Port.
[27/09/2024]	Team departed from Phnom Penh, Cambodia.

LIST OF CONTACTS

Mr Ros Sophorna, Deputy Director General of the Ministry of Public Works and Transport

- Address: Street 598 (H.E. Chea Sophara Street), Sangkat Chrang Chamres 2 Khan Russey Keo, Phnom Penh, Cambodia
- Phone: (+855) 12 62 83 56
- E-mail: wdmpt@gmail.com

Mr Heng Salpisey, Chief of Geo-Navigation office

- Address: Street 598 (H.E. Chea Sophara Street), Sangkat Chrang Chamres 2 Khan Russey Keo, Phnom Penh, Cambodia
- Phone: (+855) 12 68 72 18
- E-mail: hengsalpisey2000@yahoo.com