

## **Mekong Lancang Cooperation**

**Project Title : Accident Prevention through Cooperation**

**Enhancement in Mekong Lancang Countries**

### **Work Plan**

**Project implementation period**

**June 2019– 30 December 2020**



Accident Prevention through Cooperation Enhancement in Mekong Lancang Countries  
Mekong Lancang Cooperation Framework

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## 1. Executive Summary

### A. Introduction

There was a prediction that the world's thirst for connectivity will continue to grow, and Asia-Pacific region is center-stage for that growth. By 2036, 7.8 billion people will have been expected to travel worldwide. Nearly 3.5 billion trips will be to, from or within the Asia-Pacific region. Meanwhile, 1.5 billion trips will get involved with China. As early as 2022, China will be the largest single aviation market (Remarks of Alexandre de Juniac at Singapore Airshow Aviation Leadership Summit - February 5<sup>th</sup>, 2018).

To catch up the momentum of air passenger's rapid growth, it is very essential and vital to enhance accident prevention systems among Lancang Mekong countries: Cambodia, China, Laos, Myanmar, Thailand and Vietnam. The accident prevention systems and enhancing cooperation in the Lancang Mekong Countries are able to improve public confidence in the safety of air travel, save more lives and money and fulfill the International Civil Aviation Organization's best practices and standards.

### B. Implementing Organization

<b>Project Title</b>	<b>Accident Prevention through Cooperation Enhancement in Mekong Lancang Countries</b>
<b>Partner</b>	Civil Aviation Authorities in Mekong Lancang Countries (Cambodia, China, Laos PDR, Myanmar, Viet Nam and Thailand)
<b>Implemented by</b>	Strategic Planning and Policy Department State Secretariat of Civil Aviation of Cambodia (SSCA)
<b>Duration</b>	18 Months (01 June 2019 to 30 November 2020)
<b>Budget</b>	494,450.00 US\$ (Special Fund of Government of China under MLC Framework)



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<b>Objectives</b>	<p>The overall objective is</p> <ol style="list-style-type: none"><li>1. To prevent the occurrence of accident/serious incident in the airspace of LMC Countries</li><li>2. To identify the hazard by risk assessment</li><li>3. To promote accident prevention systems by analyzing accident and incident data and by a prompt exchange of information</li><li>4. To give safer airlines operation in the MLC countries airspace</li><li>5. To improve public confidence in the safety of air travel in MLC countries</li></ol>
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#### C. Expectation of the project

- To identify findings supporting the accident prevention
- To establish mechanism for sharing hazards by risk assessment among MLC countries
- To establish an accident and incident database to facilitate the effective analysis of information obtained
- To have quick shared safety information from each country of LMC region
- To establish independent investigations ( ICAO Annex 13, paragraph 3.2) among LM countries



- To formulate action plans for future cooperation

#### D. Activities of the project

No	Activities of the project	Duration	Location	Indicative Date
2009				
I	Communication and meeting with the Lancang Mekong countries for Project working Group (Inception)	1 day	China	3 <sup>rd</sup> Quarter
		1 day	Laos	
		1 day	Myanmar	
		1 day	Thailand	
		1 day	Vietnam	
II	MLC-AIG-1 : Meeting on Sharing of experience on accident/incident investigation in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)	2 days	Cambodia Siem Reap	4 <sup>th</sup> Quarter
III	MLC-AIG-2 : Meeting on Improve accident/incident investigation and responsibility in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)	2 days	Cambodia, Phnom Penh	4 <sup>th</sup> Quarter
2020				
IV	MLC-AIG-3 : Workshop on Sharing of expertise challenges and experience in	2 days	Cambodia	1 <sup>st</sup> Quarter



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	MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)		Phnom Penh or Siem Reap	
V	MLC-AIG-4 : Meeting on Independent Accident Investigation Authority : Mechanism and Challenge in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)	2 days	Cambodia Phnom Penh	1 <sup>st</sup> Quarter
VI	MLC-AIG-5 : Training on AIG specialized and OJT for capacity building in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)	2 days	Cambodia, Phnom Penh	2 <sup>nd</sup> Quarter
VII	MLC-AIG-6: Workshop on strategy for AIG Regional cooperation enhancement in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)	2 days	TBC	2 <sup>nd</sup> Quarter
VII I	MLC-AIG-7 : Workshop on Global and Regional Developments related to AIG in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)	2 days	Cambodia, TBC	3 <sup>rd</sup> Quarter
IX	MLC-AIG-8 : Meeting on the way forward- An approach to facilitate and strengthen AIG cooperation enhancement and hazard/risk sharing in MLC countries	2 days	Cambodia Siem Reap	3 <sup>rd</sup> Quarter



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	(Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)			
X	MLC-AIG-9 : Seminar and dissemination of the AIG project implementation's final report and Final Draft of the Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MLC countries	2 days	Cambodia	4 <sup>th</sup> Quarter

**2. Project Title:**

Accident Prevention through Cooperation Enhancement in Mekong Lancang Countries

**3. Project Background:**

There was a prediction that the world's thirst for connectivity will continue to grow, and Asia-Pacific region is center-stage for that growth. By 2036, 7.8 billion people will have been expected to travel worldwide. Nearly 3.5 billion trips will be to, from or within the Asia-Pacific region. Meanwhile, 1.5 billion trips will get involved with China. As early as 2022, China will be the largest single aviation market (Remarks of Alexandre de Juniac at Singapore Airshow Aviation Leadership Summit - February 5<sup>th</sup>, 2018).

To catch up the momentum of air passenger's rapid growth, it is very essential and vital to enhance accident prevention systems among Lancang Mekong countries: Cambodia, China, Laos, Myanmar, Thailand and Vietnam. The accident prevention systems and enhancing cooperation in the Lancang Mekong Countries are able to improve public confidence in the safety of air travel, save more lives and money and fulfill the International Civil Aviation Organization's best practices and standards.



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Furthermore it is to be noted that the high level of safety achieved in scheduled airline operations lately should not obscure the fact that most of the accidents that occurred could have been prevented. This suggests that in many instances, the safety measures having been applied may have been inadequate, circumvented or ignored. The tremendous growth of civil aviation has necessitated the increased governmental involvement, and cooperation enhancement should be more proactive. Regulatory bodies have found a necessary tool to intensify the control processes of airlines operation for safety reasons and sustainable development.

The success of any mode of transport is largely determined by the degree of speed, convenience, economy and safety it provides. The rapid growth of air transport indicates that it generally fulfils the public's expectations in the Lancang Mekong countries and the rest of the world. The challenge for the future lies in developing improved accident prevention methods and programs since hazards which are most apparent or easiest to avoid have largely been overcome at least in airline operations. Further advances in aviation technology will be introduced to cope with new or different hazards.

Accident prevention activities must, therefore, keep abreast of these developments if success is to be achieved in reducing the accident rate even further in the Lancang Mekong Countries region.

To respond to the momentum of air passenger's rapid growth and to maintain the level of the safety by preventing the accident, it is very necessary and vital to enhance accident prevention systems among Lancang Mekong Cooperation Countries by tightening the cooperation and sharing cooperation with each other. To gain the benefit of the accident prevention systems in the LMC Countries, it is compulsory to promote and develop the capacity building and implementation support necessary to address emergent accident issues and to fulfill the ICAO's best practices and standards (ICAO SARPS related to ICAO all ICAO annexes, such as in ICAO annex 13).



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By establishing a regional open skies arrangement in the region or in the ASEAN framework, ASEAN Member States have been actively pursuing enhancement of accident prevention through the implementation of the ASEAN Single Aviation Market that includes the ASEAN open skies agreements as well as the progress in engaging ASEAN Dialogue Partners, namely China and others countries in air services negotiations and completion of specific goals, actions and milestone of the 2016-2025 Kuala Lumpur Transport Strategic Plan. It is also aligned with the context of the air connectivity expansion with China and under the ASEAN Single Aviation Market which need to strengthen aviation cooperation to fulfill the specific goals and actions for 2016-2025 air transport sector of AT-2: Advanced Safe Skies in ASEAN (ASEAN Transport Strategic Plan.2016-2025) (Refer to Figure 1)

**Kuala Lumpur Transport Strategic Plan 2016-2025**

**For Air Transport, specific goals, actions, and milestones, Chapter III, page 17**

**38. In order to achieve air transport goal, it is significant for ASEAN Member States to work towards advancing safer and more secure skies in ASEAN, enhancing air traffic management efficiency and capacity through a seamless ASEAN sky, and fostering greater connectivity, including the conclusion of aviation agreements with Dialogue Partners.**

**39. In the above context and taking into account the current status of air transport measures, ASEAN Member States need to undertake continued discussion on the way forward and identify concrete steps to establish ASAM. Efforts in some areas such as full ratification and implementation of the RIATS agreements and MAFLPAS under ASAM Roadmap need to be redoubled. Air connectivity expansion with EU, Japan, India and ROK shall be pursued and enhanced. Other initiatives under ASAM Roadmap, such as air traffic management and aviation**



**safety and security co-operation need to be strengthened. In this regard, the specific goals and actions for air transport sector for the period 2016-2025 are:**

- **AT-1 Work towards a more efficient and competitive air transport market and strengthen engagement with Dialogue Partners, thereby contributing to the economic growth, competitiveness and shared prosperity of ASEAN, while maintaining ASEAN Centrality**
  - **AT-1.1 Review the MAAS, MAFLAFS, MAFLPAS, and their respective protocols and implementation as well as discuss further liberalisation of key economic elements, where necessary, under the ASEAN Single Aviation Market (ASAM) Implementation Framework**
  - **AT-1.1.1 Complete the review**
  - **AT-1.1.2 Establish the mechanism, where necessary, to implement the agreed recommendations of the review**
  - **AT-1.1.3 Implement the approved recommendations**
  - **AT-1.2 Pursue further liberalisation of air transport ancillary services**
  - **AT-1.2.1 Conclude the packages of commitments covering all 13 subsectors to be phased-in**
  - **AT-1.3 Continue to engage Dialogue Partners and other partners to conclude more liberal and mutually beneficial air transport agreements, including 3rd, 4th and 5th freedom traffic rights**
  - **AT-1.3.1 Conclude and expand exchange of 5th freedom traffic rights with China through conclusion of protocols**
  - **AT-1.3.2 Conclude a Comprehensive Air Transport Agreement with the EU**
  - **AT-1.3.3 Conclude Air Transport Agreement with India**
  - **AT-1.3.4 Conclude Air Transport Agreement with Japan**
  - **AT-1.3.5 Conclude Air Transport Agreement with ROK**



- AT-1.3.6 Consider concluding Air Transport Agreements with other partners
- **AT-2 Advance safe skies in ASEAN**
  - **AT-2.1 Continue with initiatives to improve regulatory capability and safety standards**
  - **AT-2.1.1 Continue with implementation of ASEAN Aviation Regulatory Monitoring System**
  - **AT-2.1.2 Establish a framework to share (foreign operators) ramp inspection information among ASEAN Member States (i.e., ASEAN Foreign Operator Safety Assessment)**
  - **AT-2.1.3 Implement ASEAN Foreign Operator Safety Assessment initiative**
  - **AT-2.2 Establish a mechanism to facilitate mutual recognition of approvals, certificates and licenses**
  - **AT-2.2.1 Conclude a framework agreement to support future mutual recognition of approvals, certificates and licenses**
  - **AT-2.2.2 Establish procedures to achieve mutual recognition for air operator certification, aircraft airworthiness (approved maintenance organisation certification), and flight crew / engineer licensing**
  - **AT-2.2.3 Identify other areas such as approved trainings organisation and establish procedures to achieve mutual recognition**
- **AT-3 Enhance Aviation Security in ASEAN in accordance to ICAO Standards and recommended Practices (SARPs)**
  - **AT-3.1 Promote capacity building and align aviation security measures with ICAO Standards and Recommended Practices**
  - **AT-3.1.1 Conduct the Points of Contact (POC) network exercise on yearly basis**
  - **AT-3.1.2 Leverage existing capacity building mechanisms such as those offered by the ICAO Asia and Pacific Regional Office, as well as other**



- mechanisms to promote capacity building with a view towards increasing compliance with ICAO SARPs**
- **AT-3.1.3 Develop practical, harmonised and cost effective measures in key areas of aviation security such as in screening technologies and processes for liquids, aerosols and gels, passenger pre-board screening and air cargo and supply chain security**
  - **AT-3.1.4 Share information on latest trends on aviation security**
  - **AT-3.1.5 Conduct ASEAN Joint Assessment on Aviation Security to work towards compliance with ICAO SARPs**
  - **AT-4 Enhance air traffic management efficiency and capacity through a seamless ASEAN sky**
    - **AT-4.1 Continue to support ICAO's efforts and implementation plan for air traffic management in the Asia Pacific Region**
    - **AT-4.1.1 Support ICAO's efforts and implementation plan for air traffic management in the Asia Pacific Region**
    - **AT-4.2 Develop and implement the ASEAN Air Traffic Management (ATM) Master Plan in accordance with ICAO's Asia Pacific Seamless ATM Plan and the Global Air Navigation Plan's ASBU Framework**
    - **AT-4.2.1 Adopt the ASEAN Air Traffic Management Master Plan**
    - **AT-4.2.2 Implement the ASEAN Air Traffic Management Master Plan**
    - **AT-4.2.3 Develop and implement performance measurement framework**
    - **AT-4.3 Exchange information on ASEAN air navigation infrastructure and services**
    - **AT-4.3.1 Establish database and information sharing system of ASEAN air navigation infrastructure and services**
    - **AT-4.4 Strengthen the region's modelling and simulation capability to analyse air traffic flows in support of the ASEAN ATM Masterplan**



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- **AT-4.4.1 Establish capability to provide annual ASEAN air traffic baseline to support air traffic flow analysis**
- **AT-5 Strengthen ASEAN Search and Rescue (SAR) cooperation to ensure effective and coordinated aeronautical and maritime SAR operations in the region.**
- **AT-5.1 Improve capacity and capability on SAR**
- **AT-5.1.1 Develop the ASEAN SAR Standard Operating Procedures**
- **AT-5.1.2 Familiarise ASEAN Member States with ASEAN SAR Standard Operating Procedures**
- **AT-5.1.3 Improve skill and knowledge of SAR Personnel**

Figure 1. An extract of the 2016-2025 Kuala Lumpur Transport Strategic Plan

For the development of civil aviation sector, the State Secretariat of Civil Aviation of Cambodia is entitled to develop civil aviation sector which is critical for the development of tourism, a crucial sector generating significant multiplier effects in the economy. The mission of civil aviation authority constitutes vital aspects of the 2019-2023's National Strategic Development Plan (NSDP). The NSDP is prepared as a single, overarching document containing Royal Government of Cambodia's (RGC's) priority goals and strategies to reduce poverty rapidly and to achieve other CMDGs and socio-economic development goals for the benefit of all Cambodians.

#### 4. Project Location:

The location of the accident prevention project through cooperation enhancement in the Mekong Lancang Cooperation Countries is in the premise of the State Secretariat of Civil Aviation of Cambodia which is located at No 44, Phnom Penh International Airport, Russia Federation Blvd Sangkat Kakap, Khan Por Sen Chhey, Phnom Penh 12406.



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#### 5. Project Duration (Tentative)

The accident prevention through cooperation enhancement project in Mekong Lancang Cooperation countries is 1.5 year project which is oriented and considered to be short-term running project starting from the beginning of 2019 to the middle of 2020 and it is also based on an arrangement framework on the Lancang Mekong cooperation scheme which has been approved by finalizes by China government (as in attachment number 3).

#### 6. Project Budget (Tentative):

The department of strategic planning and policy of the State Secretariat of Civil Aviation (SSCA) is an implementing organization.

#### 7. Project Implementing Organization:

The State Secretariat of Civil Aviation (SSCA) of the Kingdom of Cambodia

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Please see the SSCA organization chart, attachment Number 2

#### 8. Project Beneficiary:



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The project of the accident prevention through cooperation enhancement in Mekong Lancang Cooperation Countries will provide direct benefits to the MLC civil aviation sector included but are not limited to the six countries citizens. Others can also reach high standard of safety and benefit from the discovered safety deficiencies. The more direct benefits will, furthermore, go to the MLC aviation industry, Airlines commuters, Tourists, Community, Services, Air transportation, public personnel and world aviation industry.

Other indirectly affected beneficiaries shall be socio-economic development organizations, economic growth, environment, safety commissions & authorities, public service providers and international aviation organizations.

## 9. Project Description

### A. Project Objective

- To prevent the occurrence of accident/serious incident in the airspace of LMC Countries
- To identify the hazard by risk assessment
- To promote accident prevention by analyzing accident and incident data and by a prompt exchange of information.
- To give more safety to airlines operation in the MLC countries airspace
- To improve public confidence in the safety of air travel in LMC countries

### B. Project Activities

- To prioritize the hazards for accident/incident prevention among LMC countries
- Invitations to the key officers to present and discuss the topics related to the accident prevention
- To conduct LMC countries meetings and seminars/workshop with a number of competent civil aviation authorities of LMC countries and influential stakeholders



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- To conduct or provide specialized and OJT trainings for capacity building among LM countries
- Final Report of the project

## 10. Rationale of the Project

The implementation of the accident prevention through cooperation enhancement related to aviation safety in LMC countries is aimed at giving more safety to airlines operation in the LMC countries airspace, supporting and fulfilling the measures undertaken by Phnom Penh Declaration of the Second Mekong Lancang (LMC) Leaders' meeting held on the 10<sup>th</sup> of January, 2018 in Phnom Penh, Kingdom of Cambodia. It was declared in the political and security cooperation that we had to enhance cooperation in the field of disaster prevention and mitigation, humanitarian assistance, addressing climate change's impact, ensuring food, water and energy security, including data information exchange (1.4 page 3).

Additionally, it is to remark that the accident prevention has been considered as an important issue for the safety improvement and fulfill the safety level recommended by ICAO recommendations and best practice standards which must be implemented by each member states of the Chicago Convention on the International Civil Aviation Organization (ICAO). In the strategies of the ASEAN Master Plan on connectivity for 2025 (page 41), safety improvement is noted as a part of the aviation development in the area of sustainable infrastructure to facilitate the people mobility.

The project will also comply with one of the key policy documents, namely: Implementation Framework of the ASEAN Single Aviation Market (ASAM) adopted by the 17th ASEAN Transport Ministers (ATM) Meeting held in December, 2011 in Phnom Penh, Cambodia. The implementation framework including its roadmap provides guidance for ASEAN key work in areas, such as air services liberalization, the enhancement of aviation safety and security standards and practices, and the harmonization of air traffic management (ASEAN Transport Strategic Plan



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2016-2025, page 7). It is also aligned with the context of the air connectivity expansion with China and ASEAN Single Aviation Market whose main purpose is to strengthen aviation cooperation to fulfill the specific goals and actions for air transport sector for 2016-2025 for AT-2: Advanced Safe Skies in ASEAN (2016-2025 ASEAN Transport Strategic Plan).

The project is very important for the accident prevention mechanism enhancement among LMC countries which can fulfill the gap among the LMC countries with high and strong safety system. The acquired knowledge of the project will be very crucial to improve their aviation industry, thereby enhancing related key industry sectors such as tourism and transportation in alignment with each country of LMC development strategies.

The project will be also a meaningful opportunity for China to share experience and knowledge among the LMC countries in aviation development focusing on the accident prevention while fostering the strong partnership and cooperation in the context of Lancang- Mekong River Cooperation. It, moreover, helps boost the capabilities of LMC countries to fulfill the aviation safety improvement, Air Transport ASEAN goal and China's need: strengthening the ASEAN Single Aviation Market for a more competitive and resilient ASEAN in general and particularly in China, a country to gain benefit from ASEAN-China framework.

## 11. Project outcome

- a) Contribute to major national industries (aviation industry, tourism industry), vitalization and economic development.
- b) Civil aviation sector capacity coordination improvement
- c) Expectation of project implementation



Input	Activity	Output	Outcome
<p>3- China side</p> <ul style="list-style-type: none"> <li>• Participation</li> <li>• Supporting fund</li> <li>• Sharing experiences</li> <li>• Actively support mechanism in accident prevention</li> </ul> <p>2-The MLC Countries:</p> <ul style="list-style-type: none"> <li>• Actively Participate in project implementation.</li> <li>• Share experiences.</li> <li>• Actively support mechanism in accident prevention.</li> </ul>	<ul style="list-style-type: none"> <li>• To prioritize the hazards for accident/incident prevention among LMC countries.</li> <li>• Invitations to the key officers to present and discuss the topics related to the accident prevention.</li> <li>• To conduct LMC countries meetings and seminars/workshop with a number of competent civil aviation authorities of LMC countries and influential stakeholders.</li> <li>• To conduct or provide specialized and OJT trainings for capacity building among LM countries.</li> <li>• Final Report of the project</li> </ul>	<ul style="list-style-type: none"> <li>• Harmonization of aviation accident prevention among MLC Countries</li> <li>• Establishment of aviation accident prevention mechanism and cooperation among MLC countries</li> </ul>	<ul style="list-style-type: none"> <li>• To identify findings supporting the accident prevention.</li> <li>• To establish mechanism for sharing hazards by risk assessment among LMC countries.</li> <li>• To establish an accident and incident database to facilitate the effective analysis of information obtained.</li> <li>• To have quick shared safety information from each country of LMC region.</li> <li>• To establish independence of investigations (ICAO Annex 13, paragraph 3.2)</li> </ul>



## 12. Questionnaires

### 3. Related environmental impacts

1-1 Will the project include new construction or enlargement or repair of building?

Yes                       No

1-2 Will the project change geographical features or land use?

Yes                       No

1-3 Will the project use or develop water resources?

Yes                       No

1-4 Will the project produce waste?

Yes                       No

### Question 2: Requirement of EIA

2-1 Dose the host country have Environmental Impact Assessment (EIA) related laws or guidelines?

Yes                       No

2-2 Is EIA required for the project according to the laws or guidelines in the host country?

Yes                       No                       Unknown

2-3 If the EIA is required, please mark the corresponding item.

Implemented                       On going                       Planning

### Question 3: Project's sensitive features

3-1 Does the project come under following sectors?

Yes                       No

If yes, please mark the corresponding items.

Hydropower, dams and reservoirs    Urban development



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- |   |  |
|---|--|
| <input type="checkbox"/> Roads, railroads and bridges   | <input checked="" type="checkbox"/> Airports, ports and harbor                 |
| <input type="checkbox"/> Water supply, sewage treatment | <input type="checkbox"/> Solid waste treatment                                 |
| <input type="checkbox"/> River/Sand control             | <input type="checkbox"/> Power transmission and distribution lines             |
| <input type="checkbox"/> Mining development             | <input type="checkbox"/> Industrial development                                |
| <input type="checkbox"/> Forestry                       | <input type="checkbox"/> Fishery   |
| <input checked="" type="checkbox"/> Tourism             | <input type="checkbox"/> Agriculture (large-scale land-clearing or irrigation) |

3-2 Are any of the following areas located on or around the project site?

- Yes                       No

If yes, please mark corresponding items.

- National park
- Protected area designated by the government (cultural heritage)
- Protected area designated by the government (coastal zone, wetlands, reserved area for ethnic or indigenous people)
- Habitat of valuable species protected by domestic laws or international treaties
- Virgin forests, tropical forests
- Buffer zone of protected area
- Ecological important habitat areas (coral reef, mangrove wetland, tidal flats)
- Likely salts cumulus or soil erosion areas on a massive scale
- Remarkable decertification trend areas
- Archaeological, historical or cultural valuable areas
- Living areas of ethnic, indigenous people or nomads who have a traditional lifestyle or special socially valuable areas



### 13. Attachment Number 1



## Activity Plan

No	Project Activities	Duration	Location	Indicative Date
<b>YEAR 2019</b>				
A	Organize project kick-off meeting with project team and relevant stakeholders <b>Objective:</b> to provide overview of the project to relevant department, seek collaboration and define roles and responsibilities for project implementation	1 day (done)	Siem Reap, Cambodia	3 <sup>rd</sup> Quarter
I-	Communication and liaison meeting with the Lancang Mekong countries for Project Working Group (Inception) – the outcome of the face to face meeting is to assign AIG focal points for project implementation. <b>Objective:</b> To meet, discuss and provide project overview, seek collaboration and get focal point assigned for project engagement.	1 day(done) 1 day(done) 1 day(done) 1 day(done) 1 day(done)	China Laos Myanmar Thailand Vietnam	3 <sup>rd</sup> Quarter



## Activity Plan

II-	MLC-AIG-1: Meeting on sharing of experiences and update on accident/incident investigation in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam) <b>Objective:</b> To provide an opportunity for accident investigators within the LMC Countries to share their expertises and experience with one another	2 days 19-20 November 2019	Siem Reap, Cambodia	4 <sup>th</sup> Quarter
III-	MLC-AIG-2: Meeting on improving accident/incident investigation capacity and responsibility in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam) <b>Objective:</b> To discuss means to improve accidents/incidents investigation capability with LMC countries focusing on how ICAO introduced Independent Investigation System (IIS) could be applied and develop action plan to achieve it.	2 days 16-17 December 2019	Phnom Penh, Cambodia	4 <sup>th</sup> Quarter



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## Activity Plan

YEAR 2020				
IV-	<p>MLC-AIG-3: Workshop on sharing of expertise, challenges, lesson learnt and experiences in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)</p> <p><b>Objective:</b> To update the progress of ICAO initiative implemented by each LMC countries, by sharing experiences, discuss issues, challenges and lesson learnt.</p>	<p>2 days 9-10 January 2020</p>	Phnom Penh or Siem Reap, Cambodia	1 <sup>st</sup> Quarter
V-	<p>MLC-AIG-4: Meeting on Independent Accident Investigation Authority: Mechanism and Challenge in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam).</p> <p><b>Objective:</b> To discuss and develop Independent Accident Investigation Authority in LMC countries and identify challenges and mechanism to improve AI capability</p>	<p>2 days 6-7 March 2020</p>	Phnom Penh, Cambodia	1 <sup>st</sup> Quarter



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## Activity Plan

VI-	<p>MLC-AIG-5: Training on AIG specialized and OJT for capacity building in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)</p> <p><b>Objective:</b> To increase capacity of LMC AIG/Independent Accident Investigation Authority on "Investigation Analysis"</p>	<p>2 days 27-28 April 2020</p>	Phnom Penh, Cambodia	2 <sup>nd</sup> Quarter
VII-	<p>MLC-AIG-6: Consultation Workshop on Strategy Development for AIG Regional cooperation enhancement in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)</p> <p><b>Objective:</b> To discuss and <u>draft</u> the strategy to improve Accident Investigation capabilities of LMC-AIG</p>	<p>2 days 11-12 June 2020</p>	TBC, Cambodia	2 <sup>nd</sup> Quarter
VIII-	<p>MLC-AIG-7: Workshop on Global and Regional Developments related to AIG in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)</p> <p><b>Objective:</b> To discuss and <u>review</u> the draft strategy to improve Accident Investigation capabilities of LMC-AIG</p>	<p>2 days 30-31 July 2020</p>	TBC, Cambodia	3 <sup>rd</sup> Quarter



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## Activity Plan

IX-	MLC-AIG-8: Meeting on the way forward- An approach to facilitate and strengthen AIG cooperation enhancement and hazard/risk management experience sharing in MLC countries (Cambodia, China, Lao PDR, Myanmar, Thailand and Vietnam)  <b>Objective:</b> Identify strategic approaches and way forward for AIG cooperation enhancement and hazard/risk management in MLC countries and finalize improvement strategy of LMC AIG	2 days  17-18 September 2020	Siem Reap, Cambodia	3 <sup>rd</sup> Quarter
X-	MLC-AIG-9: Seminar and dissemination workshop on AIG project implementation final report and the Strategy for the Enhancement of Cooperation for the Provision of AIG Services in the MLC countries;  <b>Objective:</b> Celebrate project achievements and disseminate AIG improvement strategy and cooperation enhancement.	2 days  2-3 November 2020	TBC, Cambodia	4 <sup>th</sup> Quarter
B	Organize project closure workshop	1 day	Cambodia	4 <sup>th</sup> Quarter

Note: The project supports 3 participants of each country for Per diems, Accommodation, Air tickets during the workshops or meetings.



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## 14. Attachment Number 2

### SSCA Organization Chart

