



ASSEMBLY — 37TH SESSION

PLENARY

Agenda Item 2: Statements by delegations of Contracting States and of Observers

STATEMENT PRESENTED BY CAMBODIA

1. Mr. President of ICAO Council, Mr. Secretary General, Your Excellencies the Ministers, Officers of the Assembly, Distinguished Delegates of ICAO Contracting States and Regional and International Organizations, Ladies and Gentlemen, I would like to bring warmest greeting from the Royal Government of the Kingdom of Cambodia, today.
2. On behalf of the Royal Government of the Kingdom of Cambodia, and Cambodian delegation, I would like to convey our best wishes to Mr. President of ICAO Council, Secretary General, distinguished delegates, ladies and gentlemen for participating in the 37th Session of ICAO Assembly which is held from 28 September to 8 October 2010 at ICAO Headquarters in Montreal, Canada, and wish a very progressive and fruitful high-level civil aviation forum, summarizing the achievements in the global civil aviation sector over the last three years, as well as setting up the next future plans. May I also take this opportunity on behalf of my delegation to extend also our high gratitude and appreciation to the Government of Canada and Ministry of Transport of Canada for their warm welcome and excellent hospitality in hosting this Assembly in their beautiful country.
3. I would like to present briefly the recent updates of the civil aviation of the Kingdom of Cambodia since the last three years and particularly after the ICAO Audits in both safety and security.
4. The Civil Aviation Code is of our fundamental importance for civil aviation of Cambodia to ensure the safety and security of flight and airport operations and implementation in accordance with the international instruments, ICAO SARPS and all Annexes of the ICAO Chicago Convention 1944. This law was adopted and promulgated on 19 January 2008 containing major changes in civil aviation operation with clearly separating between the regulatory, safety/security oversight and service provider functions.
5. From the past till now Cambodia is always considering that safety oversight is our most important responsibility and it is paid much attention by civil aviation authorities. ICAO Universal Safety Oversight Audit Programme (USOAP) audit was conducted in Cambodia from 27 November to 6 December 2007. The result of the Audit indicated that there were some significant safety concerns which immediately required action. Shortly, with kind assistance from ICAO COSCAP-SEA, there are many regulations such as Air Operation Certificate, Procedures, Check list and Handbooks, etc. have been developed and approved to ensure the safety of aviation implementation and airlines' operations meeting ICAO standards. Besides, we have close bilateral cooperation with Civil Aviation Administrations of Viet

Nam and the Republic of Korea in reviewing and making the airworthiness, PEL and ANS regulations improvement.

6. Air Navigation System in Cambodia has been also expanded and modernized to meet the requirements of regional air navigation and ICAO plan. Particularly, by recognizing the PBN specifications and GNSS technology facilitate more efficient use of airspace and more flexibility for procedure design and they cooperatively result in improving safety, access, capacity, predictability, operational efficiency, fuel economy, and environmental protection. The State Secretariat of Civil Aviation of Cambodia has set up a Working Team to study and prepare for PBN implementation. This team is also responsible to cooperate and assist the Japanese aviation experts (under JICA Programme) to develop New CNS/ATM Master Plan and it will be adopted in October this year.

7. The aviation security is also our priority to be undertaken. There has been no unlawful interference during the last many years. Cambodia always actively supports implementing the global security enhancing measures adopted by the Ministerial meeting on Aviation Security in February 2002 and ICAO resolutions. Especially, it has ratified five international aviation security instruments: Tokyo Convention of 1963, The Hague Convention of 1970, Montreal Convention of 1971, VIA Protocol of 1988 and Montreal Convention of 1991. Now we are in the process of reviewing the amendment of The Hague Convention of 1970 and Montreal Convention of 1971 proposed by ICAO and comments will be soon submitted to the Legal Committee of ICAO via Diplomatic Channel after getting approval from our government. On Counter-Terrorism Law, Cambodia recalled a recent UN audit which assessed Cambodian anti-terrorism law as amongst the most advanced in the region and it had been adopted. The EC took note of this and encouraged more trans-national cooperation in order to fight against international crime, including terrorism at ASEAN level as well as in relation to EU.

8. The Second Cycle of Universal Security Audit Programme (USAP) audit was conducted by ICAO on 24 April to 1 May 2008, and in its reports showed that the Civil Aviation Authority of Cambodia has well prepared and completed USAP Corrective Action Plan and Recommendations; and has actively participated in the Cooperative Aviation Security Programme for Asia-Pacific (CASP-AP) to take action in improving the national legislation and quality control systems to meet ICAO requirements as follows:

- has amended the Sub-Decree No.6 (referred to as the National Aviation Security Committee-NASC) with participation from various organizations involved to ensure the compliance with the provisions of ICAO Annex 17, and provide powers of the State Secretariat of Civil Aviation of Cambodia to issue directions and instructions to private sectors;
- National Civil Aviation Security Programme (NCASP), NQC, NCASTP and NATFP are now developed and will be adopted soon.

9. The above mentioned developments and efforts in both infrastructure and legal system of the civil aviation industry of Cambodia have led to the growth in passengers flown gradually to/from Cambodia for last three years up to 7.5 million pax and cargo up to 78,000 tons. The conclusion of bilateral air services agreements has also led to increase of traffic of aviation market between Cambodia and the rest of the world. The twenty-one bilateral air services agreements are in force at this time including multilateral air service agreement with CLMV countries and ASEAN. Presently, Cambodia is continuing to negotiate with Australia, Germany, Russia and Turkey and looks forward to other countries in the purpose of aviation market expansion.

10. However, all these above-mentioned efforts and results are not yet adequate to meet our needs due to limitation of human resources and other resources, so ICAO, EU and beloved developed

countries are kindly requested to strongly support developing countries in both safety/security and environmental protection.

11. Finally, on behalf of the Cambodian delegation, I wish this Session success in its work, and would like to thank ICAO, Canada and Assembly Secretariat for their assistance and support of this important event. To you all, my greetings and respect. Thank you very much for your kind attention.

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