

**Nation Religion King  
Kingdom of Cambodia**

Technical Working Group  
No.: .....

**Minutes of the Meeting**

On the 27<sup>th</sup> December 2013 at 9:00, a meeting was organized at the meeting hall of the state secretariat of civil aviation and chaired by **H.E. Say Sokhan**, under-secretary of state of the state secretariat of civil aviation and chairman of the technical working group, and attended by members of the technical working group, representatives of Thmor Korl people association, representatives of relevant local authority and representatives of Non-Government Organizations (NGOs), the list of all participants are attached herewith, to review and discuss the requests made by representatives of Thmor Korl people association as follows:

1. Determination of security zone and safety zone around Phnom Penh International Airport.
2. Preparation for public dissemination with the affected people in the security zone and safety zone around Phnom Penh International Airport.
3. Other issues.

H.E. Say Sokhan, chairman of the meeting, began with a warm welcome and profound thanks to all participants for attending the meeting that morning. To make the meeting better informed and to have sufficient ground for the discussion which aimed at seeking solutions, H.E. Say Sokhan allowed Mr. Sok Puth Thoeurn, Director of Department of Airport Standard and Safety, to deliver the presentation to the plenary about the location of the safety zone and security zone around Phnom Penh International Airport.

Mr. Sok Puth Thoeurn presented the safety zone and security zone around Phnom Penh International Airport studied by the team of experts and determined on the map. The determination was made based on the security and safety provision of the International Civil Aviation Organization whose standards include:

- Security zone is 5 meters from the current airport fence, starting from runway at point 05 (Chom Chao) till the end of runway at point 23 (corner St. 2004), the length of which extends 5410 meters, equivalent to 2.71 hectares. The area in front of the airport along Russian Confederation Boulevard has already been improved.
- The safety area ahead of the runway at point 05 (Chom Chao) will be improved with the length extending 500 meters and the width extending 319 meters, equivalent to 4.72 hectares. The area ahead of runway at point 23 (Porchentong market) has already been improved.

Mr. Sok Puth Thoeurn further added that what the team of experts has done was the obligation of ICAO member state to be fulfilled to ensure the security and safety of the operation of all types of aircrafts in Cambodia; or, ICAO would place Phnom

Penh International Airport in the black list and would not allow all types of international aircrafts to enter Cambodia.

Mr. Chea Sarin, independent agency, confirmed that he had experiences in resettlement related work in numerous projects; therefore, to make a success in resettlement, there shall be active involvement from the affected people, good collaboration from local authority at all levels, reasonable timeframe and step-by-step implementation which includes detailed measurement survey, impact assessment study, Resettlement Action Planning, implementation of the resettlement action plan, relocation and special attention on poor households, vulnerable people, elderly people, helpless widows and people with disability. All activities in the resettlement process shall consult with the affected people. Resettlement principles shall follow those of the International Finance Corporation (IFC), which is part of the World Bank. Lastly, Mr. Chea Sarin requested all affected people to take part in all activities and be patient in this resettlement process.

The representatives of Thmor Korl people association proposed that the solutions be based on legal principles, to include the representatives of the affected people and Non-Government Organization (NGO) to be the members of the committee and requested the committee to consider the location for their relocation and they also requested that the purpose of the demarcation be clarified.

NGO representative requested the committee and local authority to closely collaborate and pay attention to the affected people during the demarcation, census, and, in particular, determination of the resettlement procedures and principles. According to their experience from Borey Keyla and Boeng Kak communities, where the statistic collection and census was not properly conducted, those who were actual residents did not have their names registered in the list, but the new comers. NGO representative requested the committee to provide the assessment report on the determination of technical standard and social impact assessment report.

In response and to make all meeting participants understand more clearly about the background, purpose, rationale, procedure and principle for the resettlement, His Excellency the chairman of the meeting clarified that:

- **Background:** Phnom Penh International Airport was built and put into operation in 1956 over the land area of 387 hectares and it was reopened in 1979. With reference to the letter dated 08 July 2009 of the Phnom Penh capital hall and letter dated 08 January 2010 of the Ministry of Interior, it was pointed out that before 2005 there were approximately 74 houses equivalent to 104 households settling in the safety zone and security zone. The solution to the issue of construction around Phnom Penh International Airport started since 2005 and it remains unresolved now. In 1995, Phnom Penh International Airport was upgraded to the level of 4E, following the standard of ICAO, which has the capacity to allow landing and take-off for all types of aircrafts.
- **Purpose:** to increase the effectiveness in the management of security and safety for the operation of all types of national and international airplanes in the Kingdom of Cambodia.
- **Rationale:** Being a member of ICAO, Cambodia has the obligation to abide by the Chicago Convention 1944 on international civil aviation law, and based on the audit result of the ICAO in Cambodia in 2007 on safety issue and 2008 on security issue, many shortages were identified, which required State Secretariat of Civil Aviation to improve, especially the determination of security

zone and safety zone around Phnom Penh International Airport. In 2012, the technical working groups from countries attending the ASEAN summit in Cambodia also came to assess the security, safety and public order around Phnom Penh International Airport prior to the landing of their leader airplanes and they requested us to make urgent rectification to comply with the standard and provision on security and safety of the civil aviation.

- **Procedure and Principle:** The resettlement would follow the following steps:

**Step 1:** Meeting with the people to inform and share the purpose and rationale for the determination of security zone and safety zone around Phnom Penh International Airport (organized by the committee).

**Step 2:** Demarcation in accordance with the standard of the security zone and safety zone on the actual area around Phnom Penh International Airport (conducted by the technical team).

**Step 3:** Detailed measurement survey of the land boundary, census conducted on the affected households and land price study (conducted by independent agency).

**Step 4:** Independent agency enters data collected into the Resettlement Action Plan (RAP) and submits it to the committee for its review. The committee then submits the RAP to IFC, which is part of the World Bank, for its review and approval. Upon getting the approval from IFC, the committee officially signs the RAP.

**Step 5:** Second meeting with the affected people to inform and share the principles and the Resettlement Action Plan, and to post public announcement at the village, Sangkat (commune), Khan (district), municipal offices and complaint handling office of the committee (organized by the committee).

**Step 6:** The terms and conditions for the compensation and relocation of the affected people will be stated in details in the RAP.

With regard to the requests of Thmor Korl community representatives, His Excellency chairman of the meeting clearly pointed out that the resettlement would follow national and international principles. The demarcation to determine the security zone and safety zone around Phnom Penh International Airport does not signify the confiscation of the land, house or eviction of the people. The demarcation is only to identify security zone and safety zone and to help the independent agency in collecting statistic, conducting census, price study before resettlement. The relocation of people from this area will not happen without an agreement to accept the compensation. However, the request to include Thmor Korl community representatives and NGO representatives to be part of the committee is not acceptable as it contradicts administrative procedure. Though, the affected people may organize a group of people to represent them to play coordinating role with the committee and relevant authority at all times. The committee will consider a location requested by Thmor Korl community representatives for their relocation after the impact assessment has been completed.

Regarding the request by NGO, His Excellency chairman of the meeting stressed that the committee would closely collaborate with the technical team, relevant local authority, independent agency and all affected people, especially NGOs wishing to collaborate from the beginning till the end of the resettlement process, avoiding any problem which could potentially happen. The technical team would provide the assessment report on the determination of technical standard at their request and the social impact assessment report would be provided after the collection of statistic, census and price study have been conducted.

## Conclusion of the meeting:

1. The technical team shall prepare an assessment report on the determination of technical standard in a comprehensive manner to be disseminated to the affected people, relevant local authority and institutions.
2. The technical team shall be prepared in terms of its materials and technical equipments to implement the project after the decision of the committee.
3. The technical team requested to submit the minutes of today's meeting (27 December 2014) to the committee meeting for its review and preliminary approval.
4. Request for the committee meeting in the near future to review and discuss on the preparation of specific measure, procedure and date for the first meeting with the affected people.

Finally, His Excellency chairman of the meeting urged the affected people, relevant authority at all levels to closely collaborate with the technical team to make the demarcation possible.

The meeting ended at 12:15 pm on the same date with friendly atmosphere.

Phnom Penh, 09 January 2014

Chairman of the meeting  
Seen and agreed

(Signature)

H.E. Say Sokhan  
Under-Secretary of State  
State Secretariat of Civil Aviation  
And Chairman of the Technical Team

Reported by:

(Signature)

H.E. Bun Rotha  
Director of PPIA

Chairman of the Inter-Ministry Committee  
Seen and approved

(Signature)

H.E. Senior Minister Yim Nola

## CC:

- Inter-ministry committee
- Technical team
- Phnom Penh capital hall
- Porsenchey Khan (district) office
- Kakab Sangkat (commune) office
- Chom Chao Sangkat (commune) office
- Relevant village chiefs
- SCA/CAMS companies
- All meeting participants
- Documentation