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Cambodia Airport Investment Co., Ltd.

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Executive Summary

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ESIA Addendum

Executive Summary

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ACRONYMS AND ABBREVIATIONS

Acronym	Description
EIA	Environmental Impact Assessment
ESIA	Environmental and Social Impact Assessment
ESMP	Environmental and Social Management Plan
GSE	Ground Support Equipment
IFC	The International Finance Corporation
KVA	Kilovolt-Ampere
MW	Megawatt

Acronym	Description
PS	Performance Standard
SSCA	The State Secretariat of Civil Aviation
WBG	World Bank Group

1. EXECUTIVE SUMMARY

1.1 PROJECT DESCRIPTION

1.1.1 PROJECT BACKGORUND AND OBJECTIVE

The Cambodia Airport Investment Co., Ltd (CAIC) ("the Client") is a 90/10 joint venture between the Overseas Cambodia Investment Corporation (OCIC) ("the Sponsor") and the Royal Government of Cambodia represented by the State Secretariat of Civil Aviation (SSCA) which was formed to co-develop the new international airport in Phnom Penh, Cambodia.

The Techo International Airport ("the Project") is 68.6% completed as of March 2024 with an expected delivery of Q1 2025. ERM Siam Company Limited (ERM) ("the Consultant") was approached by the Client to conduct an Environmental and Social Impact Assessment (ESIA) Addendum to supplement the existing EIA that was prepared by a local consultant (E&A Consultant) in order to comply with International Finance Corporation (IFC) standards.

Apart from ESIA Addendum, a Biodiversity Action Plan (BAP) is required for projects located in critical habitat to ensure the Project will reduce, avoid, and mitigate the potential Project impacts.

1.1.2 PROJECT LOCATION

The Project is located in Kandal Stung, Sa'ang District, Kandal Province and Bati District. Cambodia, approximately 20 km South of Phnom Penh City. The Project site is a lowland area, ranging from 1.3 meters to 8 meters above sea level. The Project site has the following borders:

- Boeng Rean lake to the north-east;
- Boeng Chernglong lake to the south-east;
- Agricultural land of Kandal Steng district to the north-west; and
- Agricultural land of Pot Sor commune, Bati District, Takeo province, to the south-west.

The Project's boundary (26.01 km^2) is presented in ***Figure 1.1***.

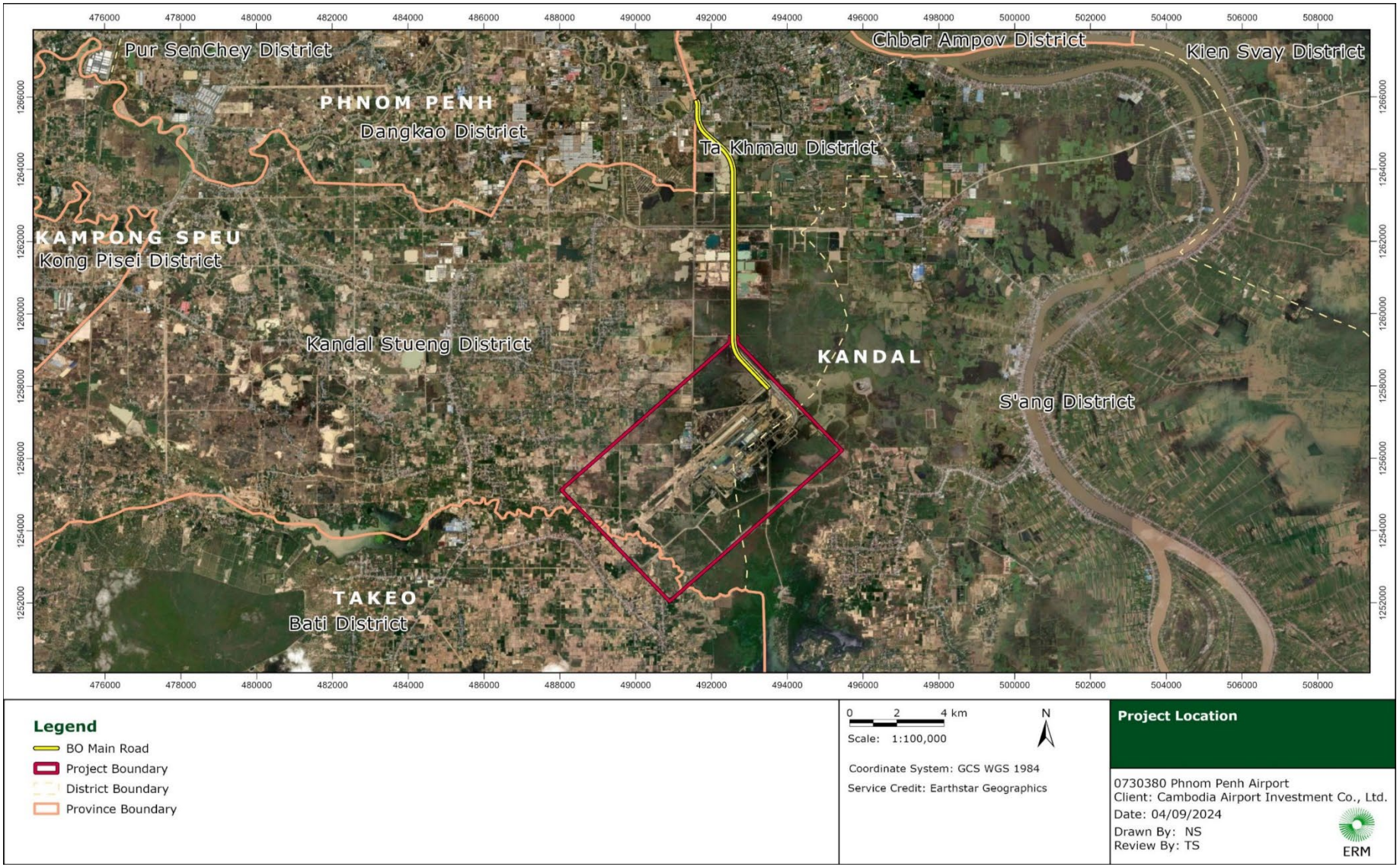

FIGURE 1.1 PROJECT LOCATION

1.1.3 PROJECT FACILITIES

The airport facilities comprise an airfield configuration, main airport facilities, main airport support facilities, and other land uses such as pond, green area, road system, and other non-infrastructure area, as well as a reserve area. A summary of airport facilities and their plot size requirements is presented in ***Table 1.1***.

TABLE 1.1 SUMARY OF AIRPORT FACILITIES AND PLOT SIZE REQUIREMENTS

Airport Infrastructure	**2030 (ha)**	**2050 (ha)**
1. Airfield Configuration		
Runway	28.05	56.10
Taxiway	18.65	37.30
Aircraft Parking Apron	8.66	20.69
Airport Terminal Area	11.80	32.00
Warehouse Area	4.59	9.47
Subtotal (1)	**67.16**	**146.09**
2. Airport Main Facilities		
Cargo Terminals	4.30	12.78
Airmail Facilities	720	0.21
Forwarder Facilities 2nd line	3.44	10.22
MRO Facilities	4.60	5.60
Fixed Base Operator Facilities	0.42	0.96
Sub-total (2)	**12.83**	**29.77**
3. Main Airport Support Facilities		
In-flight Catering Facilities	1.92	3.21
Central GSE Staging Area	1.60	2.30
GSE Maintenance Facilities	1.88	2.48
Airport Maintenance Facilities	4.00	7.72

Airport Infrastructure	2030 (ha)	2050 (ha)
Rescue & Firefighting Stations	1.92	3.20
Rescue & Firefighting Training Ground	2.71	2.71
Police, Security & Customs Facilities	1.14	1.14
Air Traffic Control Facilities	0.90	0.90
Meteorological Station	0.58	0.58
Consolidation Centre	0.30	0.58
Sub-total (3)	**16.94**	**24.82**
Grand Total (1+2+3)	**96.93**	**200.68**
4. Other land uses such as pond, green area, road system, and other non-infrastructure area	1,541.07	1,437.32
5. Reserve area	962	962
Sub-total other land uses and reserve area	2,503.07	2,399.32
Grand Total Area of Project Site	**2,600**	**2,600**

Source: EIA conducted by E&A (November 2020)

1.1.4 PROJECT LAND USE

According to the airport master plan, the new Phnom Penh International Airport is a Category 4F airport capable of operating and receiving all current aircraft types. It is divided into two main phases, covering a combined area of 1,638 ha, with a reserved area of 962 ha. Both Phase 1 and Phase 2 will include the following main infrastructures:

- Two parallel runways. The runways will measure 4,000 m in length and 60 m in width;
- A parking apron: 86,564 m^2 in 2030 and 206,867 m^2 by 2050;
- Taxiway, parallel with runways, with 186,500 m^2 in 2030 and 373,000 m^2 by 2050; and
- Passenger Terminal: 118,000 m^2 in 2030 and expanded to 320,000 m^2 by 2050.

1.1.5 PROJECT ACTIVITIES AND LIFE CYCLE OVERVIEW

Key activities to be conducted over the life of the Project are outlined in ***Table 1.2***.

TABLE 1.2 KEY ACTIVITIES THROUGHOUT PROJECT LIFE

Phase	Details
Construction Phase	The construction phase (2020-2024) will consist of the following main activities: ▪ Mobilization of machinery; ▪ Site Preparation; ▪ Soil Settlement Process; ▪ Construction of Runway Extension and Civil Works; ▪ Human resources and accommodation; and ▪ Construction plan.
Operational Phase	At the end of 2022, after the completion of the 1st runway and supporting infrastructures, the airport will be operational and capable of handling up to 13 million passengers per year. The final Phase 2, to cater for 30 million passengers will commence at some point before 2050. ▪ Airport capacity: The airport is designed to readily accommodate and facilitate a number of types of aircrafts such as B777-300ER B78-8 B787-9 A330-243 B747-8 and A380-841. ▪ International destinations would include China (Beijing, Shanghai, Guanzhou, and Shenzhen), South Korea (Seoul), Viet Nam (Ho Chi Minh City), Thailand (Bangkok), Singapore, Hong Kong, Taiwan, etc. ▪ The airport's forecast passenger numbers are 13 million per year by 2030, and 30 million per year by 2050.

Source: EIA conducted by E&A (November 2020)

1.1.6 PROJECT MANAGEMENT

Table 1.3 provides a summary of project management related to power supply, water consumption, waste management, wastewater treatment, drainage and flood protection, and health and safety management plans.

TABLE 1.3 A SUMMARY OF PROJECT MANAGEMENT

Topic	Details
Power Supply	**Construction Phase** Main power sources include a transmission line (115kV) from Electricity of Cambodia and two backup 500 kVA generators. **Operational Phase** Main power sources include a transmission line (115 kV and 22 kV) and solar panel power supply. The Project's estimated power consumption is 10.2 MW in 2030 and 19.1 MW in 2050.

Topic	Details
Water Consumption	**Construction Phase** The maximum daily water demand during construction is estimated to be 365 m^3/day. However, according to EIA (2020), the water source for the Project has not been provided. **Operational Phase** Potable water needs 1,800 m^3/day in 2030 and 3,500 m^3/day in 2050. Non-potable water for cleaning and other jobs is estimated to be 1,488 m^3/day in 2030 and 3,178 m^3/day by 2050. The water supply for firefighting will be 4,755 m^3 in 2030 and 4,317 m^3 in 2050. However, according to EIA (2020), the water source for the Project has not been provided.
Solid Waste Management	**Construction Phase** The amount of solid waste generated by the daily activities of employees and workers is expected to be around 0.5 kg/person/day. This amounts to approximately 1,000 kg/day. This waste may include iron, demolished infrastructure, stone, and wood. Waste will be collected, sorted, recycled, and disposed of properly. **Operational Phase** Waste generation is expected to be 14,400 kg/day in 2030, increasing to 20,830 kg/day in 2050. Waste will be collected, sorted, recycled, and disposed of properly.
Wastewater Management	**Construction Phase** Approximately 240 m^3 of wastewater per day will be generated from staff and worker accommodations. Wastewater will be managed using septic tanks installed in each building of the staff and workers accommodation. **Operational Phase** Wastewater will be generated from airport terminal building and aircraft. The estimated wastewater volume is 2,550 m^3/day. The used water from chiller plants and cleaning activities will be naturally evaporated, while used water from aircraft will be transported to a wastewater treatment plant. Some recycled wastewater will be used for aircraft cleaning, watering gardens, road cleaning, and other purposes.
Wastewater Treatment Plant	It is expected to use a biological wastewater treatment method to enable water reuse, ensuring sustainable water resource management at the Project site. Wastewater from airport buildings and aircraft will be collected by a separate sewerage system (separately from stormwater) and treated. Treated wastewater will be stored in a pond and pumped into a reservoir for reuse in other areas such as lawns, gardens, and toilets.

Topic	Details
Drainage System and Flood Protection	The Project site has been leveled and a polder flood protection system. This system comprises final formation grading, dike and ring drain, collector drain, retention ponds and pump stations.
Health and Safety Management Plan	**Construction Phase** To ensure worker safety, the Project will adhere to all relevant technical standards and safety guidelines. This includes providing personal protective equipment (PPE), implementing security management on the construction site, ensuring the safety of Traffic Control Tower Erection and other infrastructure, adhering to machinery operation procedures, managing dust, ensuring proper transportation, and managing noise levels. **Operational Phase** The Project will provide a First Aid System, including a first aid room, first aid station, and first aid center. The Project will develop an emergency response plan for the airport, aligning with international (ICAO) and national (SSCA) standards to ensure effective response to emergencies. The Obstacle Limitation Surface is a crucial component of airport planning, defining height restrictions for buildings near the airport to ensure safe aircraft operations.

Source: EIA conducted by E&A (November 2020)

1.2 PROJECT ALTERNATIVES

This section provides an overview of the alternatives considered for the Project including alternative locations, expansion of the existing airport and alternative flood prevention methods.

- **No project alternative:** The 'no Project alternative' considers the consequences in case a decision not to proceed with the Project is made. In this scenario, the possible positive and negative impacts of the proposed activities on the receiving environment and social receptors would not occur.
- **Expansion of the Existing Airport:** The existing airport is completely surrounded by dense development and any expansion would have resulted in significant physical and economic displacement and worsen noise impacts within the city. The size of the existing airport is 386.6 ha while the new airport is 2,400 ha, which would entail acquiring six times the amount of land in the surrounding area. As a result, there is insufficient space for expansion.
- **Alternative Locations:** The proposed airport would be located approximately 20 km south of the center of Phnom Penh. The site for the Project was determined to be the best location by the Government of Cambodia primarily based on the flat topography, proximity to the capital, and suitable land area. However, as the airport is well under construction, limiting the feasibility of a detailed alternative location assessment. While a more thorough analysis might identify a less impactful site, the current location appears to be the most suitable option considering land use and environmental factors around Phnom Penh.
- **Alternative Flood Prevention Methods:** Three potential concepts for protecting the Project site from flooding is presented below:

- Option 1: Raise the Entire Level of the Site
- Option 2: Build a Dike around the Site
- Option 3: Hybrid

Option 2 was chosen to be the optimal concept, as building a dike will incur significantly less environmental and social impacts than raising the elevation of the site.

1.3 INDIGENOUS PEOPLES AND CULTURAL HERITAGE SCREENING

There are no Indigenous Peoples (IPs) located within Kandal or Phnom Penh Provinces, with the closest Indigenous People located in Kampong Speu Province, approximately 84 km from the Project site. As a result, the Project is not expected to impact Indigenous Peoples and therefore does not trigger IFC PS 7. The only identified ethnic minority in Kandal Province is the Cham. While they are a distinct group with their own language and cultural practices, they are not considered Indigenous Peoples under IFC PS 7. However, due to their vulnerability and historical persecution, they should be treated as a vulnerable/disadvantaged group and receive additional support in the resettlement and livelihood restoration plans.

One of the 13 cultural sites, Preah Ream Potsar, a village pagoda, is predicted to be impacted by noise from the airport, as it falls within the >55 dBA noise standard for daytime impacts on institutional receptors according to WB General Environmental, Health, and Safety Guidelines. To mitigate this impact, the Project will monitor noise levels and implement measures such as noise barriers, noise insulation or, if necessary, relocation of the pagoda to an alternative site outside of the noise zone acceptable to the community supported by the pagoda.

No significant intangible cultural heritage was identified in the Project area. This is due to the predominantly agricultural nature of the land, its proximity to the capital, and the absence of Indigenous Peoples in the area. Stakeholder consultations during the Environmental Impact Assessment (EIA) process also did not identify any intangible cultural heritage.

1.4 UPDATED ENVIRONMENTAL BASELINE

This section summarizes the update the existing physical baseline conditions within the Project Area of Influence (3 km around the airport boundary) to align with international standards.

No additional environmental baseline surveys were conducted. The updated environmental baseline is presented in ***Table 1.4***.

TABLE 1.4 SUMMARY OF ENVIRONMENTAL BASELINE

Receptor	Description
Air Quality	Almost all parameters were within the local regulatory limits and in accordance with World Bank Group Environmental, Health and Safety (WBG EHS) Guidelines. Specifically, the O_3 parameter in the airport boundary (AN1) (230 µg/m3) exceeded national standard, while PM10 at Peam Sala village (AN3) (68 µg/m^3) and Cherng Prey village (94 µg/m^3) and PM2.5 in Peam Sala village (AN3) (28 µg/m3) and Cherng Prey village (37 µg/m^3) exceeded both national and international standards. According to EIA conducted by E&A (November 2020), demining activities (clearing vegetation by explosive disposal experts) occurred during the air quality monitoring period. As a result, these activities elevated levels of some air pollutants.

Receptor	Description
Noise	The noise level results were compared separately due to differences in the time periods defined by the national and international standards. The national standard defines daytime as 06:00 to 18.00, evening as 18:00 to 22:00, and nighttime as 22:00 to 06:00. While the international standard defines daytime as 07:00 to 22:00 and nighttime as 22:00 to 7:00. **International Standard** The results indicated that all average noise levels (L_{Aeq}) in daytime were within WBG EHS Guidelines. While some average noise levels in nighttime at Peam Sala Village (AN3) and Cherng Prey Village (AN4) exceeded standard. **National Standard** The results in the airport boundary (AN1) were compared with the maximum noise standard allowed in commercial, service, and mixed areas as stipulated in the sub-decree on air pollution control and noise disturbance (2000) and report on the implementation of the working conditions model for Project development, infrastructure, and tourism of Ministry of Environment (2018). The results showed that the average noise levels for daytime, evening, and nighttime were all within national standard. The results at Potsor village (AN2), Peam Sala Village (AN3), and Cherng Prey Village (AN4) were compared with the maximum noise standard allowed in hotels, administration areas, villas, and flats as stipulated in the sub-decree on air pollution control and noise disturbance (2000) and report on the implementation of the working conditions model for Project development, infrastructure, and tourism of Ministry of Environment (2018). Regarding the average noise levels (L_{Aeq}) that exceeded the standards, the following summary can be provided: ▪ Potsor village (AN2): average noise levels between 18:00 and 20:00 hrs ▪ Peam Sala Village (AN3): an average noise levels at 8:00 - 9:00 hrs, 18:00 - 22:00 hrs, and 01:00 – 06:00 hrs ▪ Cherng Prey Village (AN4): average noise levels between 18:00 - 02:00 hrs and 03:00 – 06:00 hrs However, there are no standards for Maximum Sound Pressure Level, L_{max}) and Minimum sound pressure level, L_{min}).
Groundwater	The results of groundwater sampling at both stations indicated that most parameters met the standards set by the National drinking water quality standard of Ministry of Industry and Handicraft (2004), Prakas on the adoption of terms of references for infrastructure and tourism sectors of MoE (2018), and World Health Organization (WHO) Drinking Water Standards. Except one parameter was not meet standards, which was arsenic in Preak Khmer Village (GW-01), Potsor Village (GW-02) exceeded both national and international standards.

Receptor	Description
	According to the EIA conducted by E&A (November 2020), Kandal province is known for having high levels of arsenic in groundwater compared to other provinces in Cambodia and groundwater is mainly used for cooking, bathing, and cleaning.

1.5 ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT

This section aims to update the environmental and social impact assessment in the airport boundary to align with good international industry practice (GIIP). The section provides the impact assessment for the construction and operation phases of the Project based on impacts scoped into the assessment.

Table 1.5 presents a summary of residual impact significance, ***Table 1.6*** presents cumulative impacts on valued environmental and social components (VECs), and ***Table 1.7*** presents a summary of risks from climate change.

TABLE 1.5 SUMMARY OF RESIDUAL IMPACT SIGNIFICANCE

Impact Type	Residual Impact Significance	
	Construction	**Operation**
Physical Environment Impact Assessment		
Impacts on Air Quality	**Moderate**	**Moderate**
Impacts on Noise	**Minor**	**Moderate**
Impact on Surface Water Quality	**Minor**	**Minor**
Impacts on Groundwater Quality	**Minor**	**Minor**
Impacts on Soil Quality	**Minor**	**Negligible**
Biological Environment Impact Assessment		
Impacts on the Legally Protected Area and Internationally Recognized Areas	Not applicable - no legally protected areas or internationally recognized areas within the EAAA.	
Impacts on Terrestrial and Aquatic Habitat Loss and Degradation	**Negligible**	Negligible
Impacts on Critical Habitat Triggered Species Disturbance	**Moderate**	Not applicable – no further impacts during the operation phase

Impact Type	Residual Impact Significance	
	Construction	**Operation**
Impacts on Terrestrial and Aquatic Species Disturbance and Displacement	**Negligible**	Negligible
Impacts on Terrestrial Species Direct Mortality Caused by Vehicle Strike, Hunting and Poaching	**Negligible**	Negligible
Impacts on Mortality of Avifauna due to Aircraft Strike	Not applicable	**Negligible**
Impacts on Terrestrial Species Direct Mortality by Vehicle Strike	Negligible	**Negligible**
Impacts on Fauna Disturbance from Noise and Light	Negligible	**Negligible**
Social Impact Assessment		
Impacts on Land Acquisition and Livelihoods	**Major**	**Major**
Impacts on Traffic and Transport	**Moderate**	**Moderate**
Impacts on Economic Opportunities	**Positive**	**Positive**
Impacts on Occupational, Health and Safety	**Moderate**	**Moderate**
Impacts on Amenity, Infrastructure and Public Services	**Negligible**	**Negligible**
Impacts on Worker Influx	**Moderate**	**Moderate**
Impacts on Community Health, Safety, and Security	**Minor**	**Minor**
Unplanned Events		
Leakage and Spill Incidents	**Minor**	**Negligible**
Fire and Explosion	**Moderate**	**Moderate**
Natural Hazard	**Minor**	**Minor**

Impact Type	Residual Impact Significance	
	Construction	Operation
Aircraft Crashes	Not applicable	**Major**

TABLE 1.6 CUMMULATIVE IMPACTS

Cumulative Impacts	Impact Significance
Impacts to Land Use Change	**Moderate**
Impacts to Agriculture-Based Livelihoods	**High**
Impacts to Fishing-Based Livelihood	**High**
Impacts to Water Resources	**Moderate**
Impacts to Development and Climate Change on Displacement	**High**

TABLE 1.7 RISK FROM CLIMATE CHANGE

Hazard Type	Hazard Level	
	2030	2050
Water Availability	**Low**	**Low**
Flood	**High**	**High**
Landslides	**Low**	**Low**
Extreme Heat	**High**	**High**
Cyclone and Hurricane	**Low**	**Low**
Wind Speed	**Low**	**Low**
Sea Level Rise	**Not Applicable**	**Not Applicable**
Lightning	**Medium**	**High**

1.6 ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

The purpose of the Environmental and Social Management Plan (ESMP) is to specify the standards and controls required to manage and monitor environmental and social impacts during construction and operation phase.

To achieve this, the ESMP identifies potential adverse impacts from the planned activities and outlines mitigation measures required to reduce the likely negative effects on the physical, natural and social environment. When there are gaps between the local regulatory requirements and international standards, CAIC will identify stakeholder engagement activities to enhance the formal regulatory process, and where appropriate, commit to supplemental actions. This emphasizes the importance of managing social and environmental performance throughout the lifecycle of the Project.

Apart from ESMP, the following management plans are recommended to be developed by CAIC:

- Air Quality Management Plan;
- Noise Management Plan;
- Soil Erosion and Sediment Control Plan;
- Waste Management Plan;
- Water Quality Protection and Management Plan for Surface Water and Groundwater;
- Hazardous Materials Management Plan;
- Full Biodiversity Action Plan;
- Emergency Preparedness and Response Plan;
- Traffic Management Plan;
- Occupational Health and Safety Management Plan;
- Stakeholder Engagement Plan;
- Grievance Redress Mechanism;
- Resettlement Action Plan;
- Livelihood Restoration Plan;
- Compensation Policy;
- Local Content and Influx Management Plan;
- Employment and Recruitment Plan;
- Contractor Management Plan;
- Community Health and Safety Management Plan; and
- Security Management Plan.

1.7 PRELIMINARY BIODIVERSITY ACTION PLAN

This preliminary Biodiversity Action Plan serves as a foundational framework that requires a comprehensive feasibility study to finalize the offset location and reach an agreement on the offset strategy. The objective of this plan is to recommend necessary measures to mitigate the environmental impacts of the Project, specifically to achieve a Net Gain in biodiversity for critical habitat associated with the Cambodian Tailorbird's. and to achieve No Net Loss of Natural Habitat.

The study will identify and engage with relevant stakeholders, including local communities, governmental bodies, Non-Governmental Organizations (NGOs), conservation experts, and other interested parties.

Land acquisition assessment will include evaluating factors such as land ownership, legal constraints, current land use and market value. The feasibility of acquiring these lands will be analyzed, considering costs, negotiations with landowners, and securing necessary approvals from relevant authorities.

The study will also assess the current and potential habitats for the Cambodian Tailorbird within the proposed offset locations. This will involve mapping the distribution of suitable habitats and identifying key areas distribution area for conservation to ensure the long-term survival of the species. Collaboration with ornithologists and wildlife ecologists will be essential to validate habitat suitability and develop effective habitat management plans.

1.8 PROPOSED ENVIRONMENTAL AND SOCIAL ACTION PLAN

The Project still has some remaining work to do to fully comply with the IFC Performance Standards. ***Table 1.8*** below lists those actions that CAIC has committed to do.

TABLE 1.8 REMAINING ACTIONS TO MEET IFC PSS

Remaining Gap	Proposed Action	Timing	Responsibility
Critical and Natural Habitat	Finalize the BAP	Within 6 months	CAIC
Land Acquisition	Cease all land acquisition related to the Project until adequate measures are developed to fill the existing gaps and comply with international lenders' requirements	Immediately	CAIC
Environmental and Social Management Plans	Develop and implement all relevant plans listed in the ESMP	Within 6 months	CAIC
Environmental and Social Management System	Develop and implement an operational phase ESMS prior to initiation of operations	Prior to operations phase	CAIC

Remaining Gap	Proposed Action	Timing	Responsibility
General	Implement all mitigation measures outlined in the ESIA addendum	Within 6 months	CAIC

1.9 CONCLUSIONS

The Techo International Airport is a critical infrastructure project for Cambodia. If the ESAP measures that CAIC has agreed to (see ***Table 1.8*** above) are implemented adequately, the Project will conform with the requirements of the IFC Performance Standards. The Project's major residual risk for planned activities is related to land acquisition and physical/economic displacement. The Project's original land acquisition and resettlement fell short of conforming with IFC Performance Standards. It is not possible to retroactively mitigate some of these impacts, but CAIC has committed to implement the following measures to bring the Project as closely into conformance with the IFC Performance Standards as possible:

- Cease all land acquisition related to the Project until adequate measures are developed to fill the existing gaps and comply with international lenders' requirements;
- Develop and Implement a Resettlement Action Plan;
- Develop and Implement a Livelihood Restoration Plan;
- Develop and Implement a Compensation Policy;
- Develop and Implement a Grievance Redress Mechanism;
- Develop and Implement a Stakeholder Engagement Plan.

The only major residual impact for unplanned events is the risk to public safety from an airplane crash. Airplane crashes are low probability but high consequence events that are an inherent risk with all airports. The Project is preparing an Operations Phase Emergency Preparedness and Response Plan, which will be shared with the affected communities for their input and awareness.

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