

# ICC Implementation & compliance with Article 9 – STATE OF PALESTINE

Submitted on

6/27/2018 12:47:57 PM

Language

System language

## 1. Submitting Party (country name):

PS

## 2. Contact information

First Name:

Yaser

Last Name:

Abu Shanab

Position of person in charge:

Acting General Directorate

Institution Name:

Environment Quality Authority

Phone Number:

00970568864230

Email:

yaser\_shanab@hotmail.com

## 3. 1.1 In your country, is information about potential or confirmed cases of illegal traffic collected?

**\* Yes \***

No

## 4. If yes, please specify how:

Through an established system where responsibilities of entities are clearly established

**\* On an ad hoc basis \***

**\* Other (please specify) \***

State of Palestine is an occupied State by Israeli Military Forces, in which the Borders between the two countries and Gates are controlled by Israel. so that its forbidden for the Palestinian Authorities (ministries and police, customs,...etc) to control and monitor the procedures and traffic cross the border.

## 5. If no, please specify why:

Lack of adequate legal framework to prevent and punish illegal traffic

Lack of assignment of responsibility to an entity to collect such information

Other (please specify)

Not answered

## 6. 1.2 In your country, how is information about potential or confirmed cases of illegal traffic usually

**brought to the attention of the designated Basel Convention Competent Authorities or Focal Point?**

Through communication with Competent Authorities in other Parties

**\* Through communication with enforcement entities within your country (eg. Customs, police, environmental inspectors, port authorities) \***

Through the press

Other (please specify)

Not answered

**7. 1.3 In your country, do you see challenges for Competent Authorities or the Focal Point to have access to information on potential or confirmed cases of illegal traffic?**

Yes

**\* No \***

**8. If yes , please indicate why:**

Lack of cooperation at the international level

Lack of communication and coordination between entities at the national level

Lack of adequate legal framework to enforce the provisions of the Basel Convention

Lack of awareness of enforcement entities about the provisions of the Basel Convention

Lack of technical capacity to detect cases of illegal traffic

Other (please specify)

Not answered

**9. 1.4 In the last 5 years, to your knowledge have there been cases of transboundary movement of hazardous wastes and/or other wastes involving your country which were deemed to be illegal**

**\* Yes \***

No

**10. If yes , please indicate the number of cases of illegal traffic:**

between 1 and 5

between 6 and 10

between 11 and 20

**\* more than 20 \***

**11. 1.5 Has information about these cases been transmitted to the Secretariat using the form for confirmed cases of illegal traffic or the national reporting format?**

**\* Yes \***

No

**12. If no , please specify why:**

Competent Authority and/or Focal Point does/do not have access to the information

Transmission of information would not necessarily achieve the objectives of the Convention

Other (please specify)

Not answered

**13. 1.6 Is information about cases of illegal traffic transmitted to other entities at the international**

level?

Yes

\* No \*

**14. If yes , please specify which ones:**

BCRC

Regional organization (please specify)

Not answered

United Nations body (please specify)

Not answered

**15. 2.1 Can your country share best practices with respect to the implementation of Article 9 of the Basel Convention?**

\* Yes \*

No

**16. If yes , please elaborate:**

\* Adequate domestic legal and institutional framework implementing Article 9 of the Basel Convention and complementing it as necessary to enable its enforcement (eg. penalties in case of illegal traffic) \*

\* Awareness of stakeholders involved in transboundary movements (eg. generator, exporter, transporter, importer and disposer) of the relevant provisions of the Basel Convention pertaining to the control of such movements and illegal traffic; \*

\* Training activities for enforcement entities, for instance integration of the Basel Convention in the national training or educational curricula of Customs, police, prosecutors, the judiciary and other enforcement entities; \*

\* Establishment of environmental units within enforcement entities; \*

\* Clear assignment of responsibilities between all the entities involved in the enforcement of Article 9 of the Basel Convention, and adequate communication or coordination mechanisms among them; \*

\* Other best practices \*

Please elaborate on the nature of the "other best practice" and on any box you have ticked

the role of the local communities is very important ,specially in areas near the borders, to investigate the cases of illegal traffic and to inform the concerned authorities as well as the police and custom police....)

**17. 2.2. Has your country faced any difficulties in implementing the provision in Article 9 of the Basel Convention ?**

\* Yes \*

No

**18. (i) Domestic difficulties :**

Lack of or inappropriate domestic legal or institutional framework to implement Article 9 of the Basel Convention;

Lack of clarity about what is deemed to be illegal traffic at the national level;

Lack of clarity with respect to the applicable rules;

\* Lack of understanding of the distinction between waste and non-waste at the national level; \*

\* Challenges in identifying that a transboundary movement of hazardous wastes or other wastes may be a case of illegal traffic as defined by paragraph 1 of Article 9 (constitutive elements); \*

\* Lack of access to adequate information about possible cases of transboundary movements of hazardous wastes or other wastes deemed to be illegal traffic \*

Lack of awareness among relevant entities within the country involved in preventing and combating illegal traffic about the requirements of Article 9 (e.g customs, port authorities, etc.);

Lack of coordination/cooperation at the national level among relevant entities involved in transboundary movements of hazardous

and other wastes;

**\* Other difficulties \***

Please elaborate on the nature of the “other difficulties” and on any box you have ticked

Not answered

**19. (ii) International cooperation difficulties :**

Lack of information on other Parties’ definition or understanding of what is deemed to be illegal traffic;

Lack of harmonized definition or understanding of the meaning of ‘waste’, ‘hazardous waste’ and ‘other waste’;

**\* Lack of shared understanding among Parties of how to implement Article 9 of the Convention; \***

**\* Difficulties in communicating/cooperating with the relevant entities from the States concerned (State of transit, State of export); \***

**\* Difficulties in identifying or communicating with exporter or generator; \***

**\* Lack of shared understanding of how to operationalize paragraphs 2, 3 and 4 of Article 9; \***

Other difficulties

Please elaborate on the nature of the “other difficulties” and on any box you have ticked

Not answered

**20. 2.3. Is your country aware of any difficulties faced by stakeholders (e.g. generators, exporters, transporters, importers, disposers, etc.) involved in transboundary movements of waste with the implementation of Article 9 of the Basel Convention?**

**\* Yes \***

No

**21. If yes , provide the nature of the difficulties encountered**

the implementation procedures for exporting hazardous wastes as well as using the transport forms of Basel convention.

**22. 2.4 Have the guidance documents developed under the Convention pertaining to preventing and combating illegal traffic (**

**<http://www.basel.int/Implementation/Publications/GuidanceManuals/tabid/2364/Default.aspx#> ) been disseminated, transposed in national legislation or are they being used in your country?**

**(i) Guidance on the implementation of the Basel Convention provisions dealing with illegal traffic (paragraphs 2, 3 and 4 of Article 9):**

**Has it been disseminated?**

Yes

**\* No \***

**23. Has it been transposed in legislation?**

**\* Yes \***

No

**24. Is it used?**

Yes

No

**\* I don't know \***

**25. (ii) Instruction Manual on the Prosecution of Illegal Traffic of Hazardous Wastes or Other Wastes**

**Has it been disseminated?**

Yes

**\* No \***

**26. Has it been transposed in legislation?**

**\* Yes \***

No

**27. Is it used?**

Yes

**\* No \***

I don't know

**28. (iii) Guidance Elements for Detection, Prevention and Control of Illegal Traffic in Hazardous Waste:**

**Has it been disseminated?**

Yes

**\* No \***

**29. Has it been transposed in legislation?**

**\* Yes \***

No

**30. Is it used?**

Yes

**\* No \***

I don't know

**31. (iv) If the guidance documents are used, please elaborate on how you disseminated them and how useful they have been for your country:**

Not answered

**32. (v) If not, please elaborate on why:**

we do not have the capabilities to apply them in our country due many political (Israeli occupation) and other technical and financial reasons.

**33. 2.5 Have the training tools developed by the Secretariat pertaining to preventing and combating illegal traffic been disseminated, transposed in national legislation or are they being used in your country?**

**(i) Interactive Manual for Customs on hazardous chemicals and wastes under the Basel, Rotterdam and Stockholm conventions ( <http://www.basel.int/Implementation/Publications/TrainingManuals/tabid/2363/Default.aspx> )**

**Has it been disseminated?**

Yes

**\* No \***

**34. Has it been transposed in legislation?**

Yes

**\* No \***

**35. Is it used?**

Yes

**\* No \***

I don't know

**36. (ii) Basel Convention Training Manual on Illegal Traffic for Customs and Enforcement Agencies ( <http://www.basel.int/Implementation/Publications/TrainingManuals/tabid/2363/Default.aspx> )**

**Has it been disseminated?**

Yes

**\* No \***

**37. Has it been transposed in legislation?**

Yes

**\* No \***

**38. Is it used?**

Yes

**\* No \***

I don't know

**39. (iii) E-learning module for law enforcement officers on hazardous chemicals and wastes under the Basel, Rotterdam and Stockholm Conventions ( <http://synergies.pops.int/Implementation/TechnicalAssistance/ToolsandMethodologies/Elearningmoduleforlawenforcement/tabid/3534/language/en-US/Default.aspx> )**

**Has it been disseminated?**

Yes

\* No \*

**40. Has it been transposed in legislation?**

Yes  
No

**41. Is it used?**

Yes  
\* No \*  
I don't know

**42. (iv) If the tools are used, please elaborate on how you disseminated them and how useful they have been for your country:**

Not answered

**43. (v) If no, please elaborate on why:**

Not answered

**44. What steps would you suggest could be taken to improve implementation of Article 9 of the Basel Convention, whether at the national or global level?**

Please indicate the order of priority:

	Very low	Low	Medium	High	Very high
Establishment of coordinating mechanisms between Competent Authorities and enforcement entities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Review and strengthening of legal and institutional framework implementing the Basel Convention, in particular whether it embodies the necessary provisions of the Convention pertaining to illegal traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Further	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**prioritization of preventing and combating illegal traffic as a policy priority at the national level**

Better understanding the drivers of illegal traffic and the scope of the problem

Strengthening of the Secretariat's and the BCRCs' technical assistance activities (please specify below the areas of assistance needed and the nature of the activities sought eg, country-specific, workshop, webinar)

Review of the ENFORCE terms of reference (annex to decision BC-11/8) with a view to strengthening this partnership

Development further guidance documents at the global level (please specify below the scope of such guidance)

Broader dissemination of existing guidance and technical assistance tools developed under the Convention

Greater access to information on the work of organizations with a mandate on preventing and combating illegal traffic

Strengthening of international cooperation among international organizations with a mandate in preventing and combating illegal



<b>traffic</b>					
<b>Learning from possible lessons under other multilateral environmental agreements with trade control regimes (eg. CITES; Montreal Protocol, Cartagena Protocol)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Other</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**45. If Other , please specify below:**

Not answered

**46. Please add any additional information or comments pertaining to the implementation of Article 9 of the Basel Convention that is not included in answers to the above questions.**

we need to improve protocols or legal articles within the mandate of Basel convention to deal with and controlling hazardous chemicals and wastes in conflict Areas, this issue considered as a high priorities due to the current unstable political situation in many of the countries in all over the worlds.