

**Overview of the Challenges and Needs of Parties and Various Stakeholders in Preventing
and Combating Illegal Traffic in Line with the Requirements of the Basel Convention**

(Gap Analysis)

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List of acronyms

Acronym	Description
Asian Network	Asian Network for Prevention of Illegal Transboundary Movements of Hazardous Waste
BAN	Basel Action Network
BC	Basel Convention
BCCC	Basel Convention Coordinating Centre for Training and Technology Transfer
BCRC	Basel Convention Regional and Coordinating Centre for Capacity Building and Technology Transfer
CA	Competent Authority
CEC	Commission for Environmental Cooperation
CIS countries	Commonwealth of Independent States (ex-USSR)
DEL C	Division of Environmental Law and Conventions
DRC	Democratic Republic of Congo
ENFORCE	Environmental Network for Optimizing Regulatory Compliance on Illegal Traffic
GCI	Green Customs Initiative
ILO	International Labour Organization
IMPEL	European Union Network for the Implementation and Enforcement of Environmental Law
INECE	International Network for Environmental Compliance and Enforcement
MEA	Multilateral Environmental Agreement
NESREA	National Environmental Standards and Regulations Enforcement Agency
NGO	Non-Governmental Organization
ODS	Ozone Depleting Substances
PIC	Prior Informed Consent
REN	Regional Enforcement Network
SESN	Seaport Environmental Security Network
StEP	Solving the E-waste Problem
UNEP	United Nations Environment Programme
UNODC	United Nations Office on Drugs and Crime
US EPA	United States Environmental Protection Agency
WANECE	West African Environmental Compliance and Enforcement Network
WCO	World Customs Organization
WSCEP	Waste Shipments Compliance and Enforcement Platform

TABLE OF CONTENTS

1. Introduction	4
2. Summary of Responses	5
2.1. Introduction	5
2.2. General information	5
2.3. Identified needs and perceived gaps	5
2.4. Capacity building activities	8
2.4.1. Target audiences	8
2.4.2. Topics for Capacity building	9
2.4.3. Gaps in identifying the needs for capacity building and training	9
2.4.4. Capacity building activities	10
2.5. Monitoring and reporting on progress achieved and effectiveness of training activities and modules	12
2.6. ENFORCE	13
2.6.1. Contributions	13
2.6.2. Other relevant organizations	14
2.6.3. Activities by the members of the ENFORCE	14
2.6.4. Any other comments and suggestions	15
3. Analysis of the information received	16
4. Conclusion	17
Annex 1: Results of the questionnaire on capacity building activities to prevent and combat illegal traffic of hazardous wastes addressed to the members of the ENFORCE.	19

1. INTRODUCTION

By Decision on BC-11/8, the terms of reference for the cooperative arrangements on preventing and combating illegal traffic, also referred to as the Environmental Network for Optimizing Regulatory Compliance on Illegal Traffic (ENFORCE) was adopted. The mission of the ENFORCE is through a network of relevant experts, to promote parties' compliance with the provisions of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal pertaining to preventing and combating illegal traffic in hazardous wastes and other wastes through the better implementation and enforcement of national law. This will be achieved by bringing together existing resources and enhancing and improving cooperation and coordination between relevant entities with a specific mandate to deliver capacity-building activities and tools on preventing and combating illegal traffic.

The first meeting of the ENFORCE was held on the 18-19 November 2013 in Bangkok, Thailand. One of the items identified as a priority activity during this meeting, was the development of a Roadmap of activities for the ENFORCE. In order to improve understanding of the challenges and needs of parties and the various stakeholders in preventing and combating illegal traffic in line with the requirements of the Basel Convention, it was agreed that the Basel Convention Secretariat, which is the secretariat of ENFORCE Secretariat (hereinafter referred to as 'the Secretariat', would prepare a survey of the members of the ENFORCE as a means to collect input. The results of the survey leading to gap analysis would be an initial step towards completing the Roadmap of activities.

The secretariat, under the guidance of the ENFORCE members, developed two questionnaires with a view to undertaking the survey requested by the members of ENFORCE:

- i. Questionnaire on capacity building activities to prevent and combat illegal traffic of hazardous wastes (addressed to Parties of the Basel Convention that are members of the ENFORCE);
- ii. Questionnaire on capacity building activities to prevent and combat illegal traffic of hazardous wastes (addressed to international organizations, Basel Convention Regional Centres (hereinafter referred to as BCRCs) and other entities that are members of ENFORCE).

The questionnaires were sent to the members of ENFORCE on the 29th of December 2013 with an invitation to send their response by the 28th of February 2014. In total eleven responses were received, three from Parties to the Basel Convention and eight from other stakeholders and international organizations.

This document summarizes and analyzes the received responses, and provides insight in the identified needs and gaps in capacity building activities as perceived by the respondents.

2. SUMMARY OF RESPONSES

2.1. INTRODUCTION

Two questionnaires were developed for the members of the ENFORCE; one addressed to the Parties to the Basel Convention and one addressed to international organisations, BCRSs and other entities. The questions were grouped around five elements which were present in both versions of the questionnaires. An overview of the responses will be discussed in this chapter, divided by these five elements.

2.2. GENERAL INFORMATION

The two versions of the questionnaire were sent to the fifteen members of the ENFORCE and eleven completed questionnaires were submitted to the Secretariat:

1. Democratic Republic of Congo;
2. Sri Lanka;
3. Poland, which included responses from three other countries of the Central Eastern European Region (CEE Region), namely Lithuania, Slovenia and Slovakia;
4. Basel Convention Regional Centre in Slovakia (BCRC Slovakia);
5. Basel Convention Regional Centre in China (BCRC China);
6. Basel Convention Coordinating Centre for the African Region (BCCC Africa);
7. UNEP, Division of Environmental Law and Conventions (DEL/C), and the Regional Enforcement Network for Chemicals and Waste (REN);
8. International Network for Environmental Compliance and Enforcement (INECE) Seaport Environmental Security Network (SESN);
9. Asian Network for Prevention of Illegal Transboundary Movements of Hazardous Waste;
10. European Union Network for the Implementation and Enforcement of Environmental Law (IMPEL);
11. Basel Action Network (BAN).

2.3. IDENTIFIED NEEDS AND PERCEIVED GAPS

The respondents were asked to list any needs and perceived gaps in relation to preventing and combating illegal traffic under the Basel Convention. Based on the received input to this question, the following issues were identified:

Needs and Gaps	Listed by	Member comments
i. Lack of national legal and institutional frameworks or strengths thereof.	<ul style="list-style-type: none">- BAN- BCCC Africa- BCRC China- BCRC Slovakia- Asian Network- INECE- Sri Lanka- Congo	Not all parties have implemented yet the Basel Convention into national law and/or have set up an adequate inspection and enforcement institutes. These gaps make enforcement (including prosecution of illegal traffic) of the provisions impossible.

<p>ii. Lack of contacts, communication procedures and information exchange.</p>	<ul style="list-style-type: none"> - IMPEL - BCRC China - Poland - Lithuania 	<p>In order to be able to track and trace wastes throughout its waste chain (from its point of generation to its final disposal) good communication is essential between the involved competent authorities (CA), and possibly other relevant law enforcement agencies. These contacts are necessary for example to verify if the wastes have been disposed of in an environmentally sound manner by a licensed facility, to alert authorities about possible illegal traffic, to ask the State of import on their opinion on the classification of material/waste, or to deal with the take back of illegally shipped waste.</p>
<p>iii. The need for (improved) inter-agency collaboration.</p>	<ul style="list-style-type: none"> - IMPEL - BCRC China - INECE - Lithuania - Congo 	<p>Monitoring transboundary movements of wastes requires the involvement not only of environmental authorities /inspectorates, but also of other law enforcement agencies such as customs and police. This type of inter-agency or multi-agency collaboration is in many instances not set up, or at least not formally. This can lead to uncoordinated actions, gaps in information, different inspection and enforcement strategies, and difference in interpretation of the provisions.</p>
<p>iv. Lack of awareness and practical guidance.</p>	<ul style="list-style-type: none"> - BAN - BCRC China - BCRC Slovakia - INECE - DELC/REN - Congo 	<p>Not all entities involved in the monitoring and enforcement chain are aware of the provisions of the Basel Convention. Examples given were customs officers who are not aware of the criteria for waste versus non-waste, identifying and analysing (hazardous) wastes, hazardous characteristics of wastes, or how to deal with illegal traffic.</p>
<p>v. Lack of information.</p>	<ul style="list-style-type: none"> - IMPEL - Congo 	<p>Information on important routes and destination countries is incomplete as well as information on specific waste streams and trends in illegal waste management.</p>
<p>vi. Need to share good practices.</p>	<ul style="list-style-type: none"> - Lithuania - Sri Lanka - Asian Network 	<p>Examples included good practices and case studies on take backs of illegally shipped waste, evaluation tools, cooperation agreements and examples of effective institutional structures.</p>
<p>vii. Lack of knowledge and skills</p>	<ul style="list-style-type: none"> - IMPEL - INECE - BAN - BCRC China - Lithuania - Sri Lanka - Congo - DELC/REN 	<p>Reference to the practical skills required for effective and efficient enforcement actions, such as inspection methods, profiling, risk based approaches, intelligence led information gathering and enforcement, targeting, modus operandi, and technical knowledge on hazardous waste management.</p>

iii.	Lack of involvement of legal advisors, prosecutors, judges in the overall process.	- IMPEL - BCRC Slovakia	Lack of involvement of the judiciary in the regulatory chain was considered a major gap in the preventing and combating illegal traffic. Lack of awareness among this group, leads to fails in prosecution and sanctioning.
ix.	Lack of resources.	- INECE - Lithuania - Slovenia - BCCC Africa	Human, technical and financial.
x.	Non-functional Prior Informed Consent (PIC) procedures at the national level.	- BAN - BCCC Africa	This point covers both more training on the PIC procedure as well as considering the development of a digitized notification system (including a database and alert functions).
xi.	Need for more support by the Basel Convention Secretariat.	- IMPEL	Practical/day-to-day level need for support on matters as take backs and in facilitating communications between States of export, transit and import.

The needs and gaps were identified by members based on personal experiences, discussions during various meetings and training sessions, bilateral conversations, investigations, findings of inspections projects, surveys and informal discussions.

In August 2013 a workshop for Central and South America on the prosecution of illegal traffic of hazardous wastes under the Basel Convention was held in Buenos Aires, Argentina¹. The workshop provided training for prosecutors, law enforcement experts and lawyers, based on the Basel Convention's instruction manual on the prosecution of illegal traffic in hazardous wastes².

Among the challenges identified were:

- *Weaknesses in the national legal and institutional frameworks, such as incomplete implementing legislation;*
- *Lack of a clear definition of the crime, of adequate penalties and of clear procedures;*
- *Need for improved cooperation at national level and coordination at international level.*

Participants felt that the various legal responses to illegal traffic administrative, civil, criminal, alternative dispute resolution, each have their own merit, however opinions diverged with respect to their respective effectiveness. Participants underscored that cases of illegal traffic are complex and require substantial capacity: an improper investigation can mean that a case cannot ultimately be brought forward. Therefore, besides training, participants called for access to adequate resources, for instance laboratories to identify wastes, and access to technical knowledge.

Finally, cooperation at the national level was identified as a challenge and the establishment of interagency teams involving all relevant agencies was suggested.

¹ <http://www.basel.int/Default.aspx?tabid=3350>

² <http://www.basel.int/Portals/4/download.aspx?d=UNEP-CHW-GUID-PUB-ProsecutorsManual.English.pdf>

2.4. CAPACITY BUILDING ACTIVITIES

In the survey a set of questions was included about capacity building activities. The members were invited to give their comments on which audiences the capacity building activities should focus on, in which areas training should be developed and provided for, and to indicate which difficulties they encountered in assessing the needs. The members were also asked to report if they organized and/or will organize activities related to preventing or combating illegal traffic; and if they participate in activities organized by others.

2.4.1. TARGET AUDIENCES

The charts below summarize the responses related to the target audiences the activities should aim at.

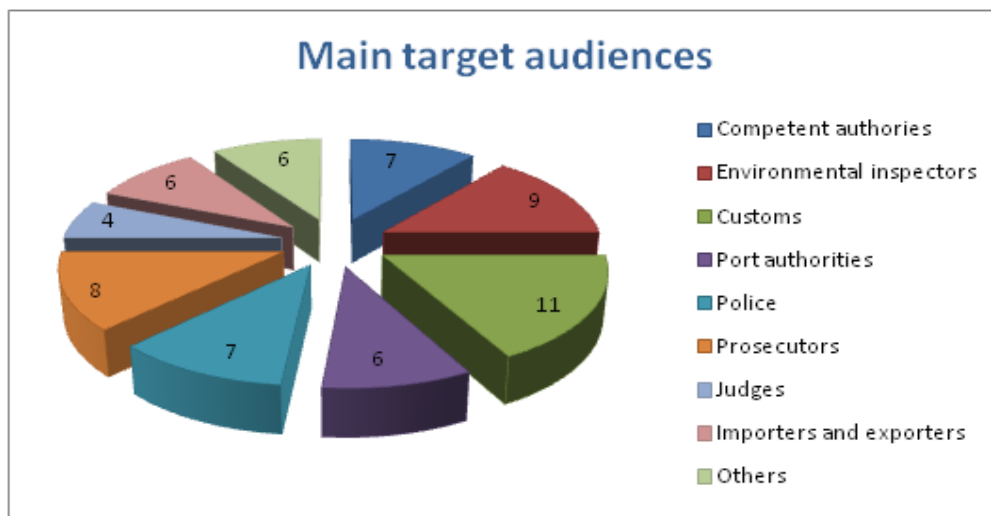


FIGURE 1 MAIN TARGET AUDIENCES FOR CAPACITY BUILDING ACTIVITIES

Sri Lanka suggested media and civil society and Congo added educational systems, Airport Authority, Border Control Services and Ministry of Transport. The BCCC Africa included that NGOs should also be a target audience for capacity building activities and Slovenia listed carriers of waste and shipping agents. INECE proposed to focus also on other government officials responsible for designing legal requirements for controlling hazardous and electronic wastes. And BAN indicated parliamentarians and environmental committees to ensure legislation to implement the Basel Convention is accomplished.

2.4.2. TOPICS FOR CAPACITY BUILDING

Respondents were also asked on potential topics which capacity building activities and/or tools should be organized and developed.

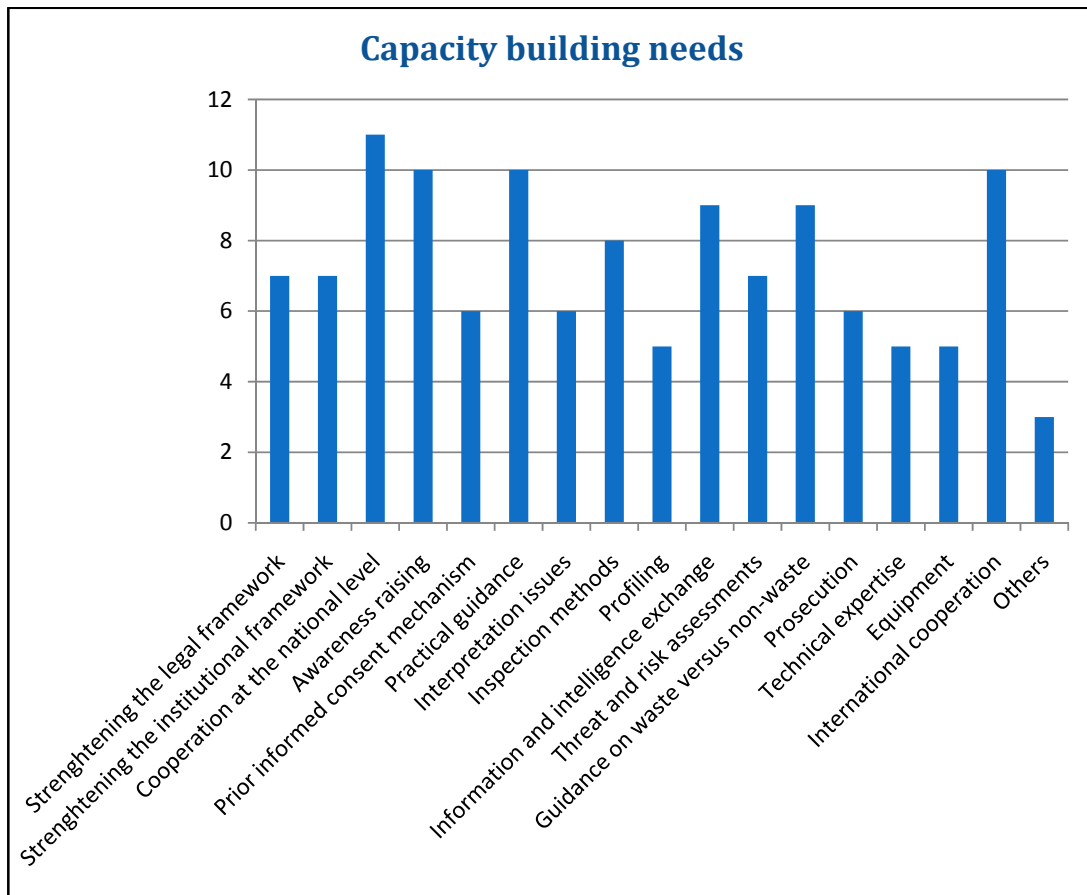


FIGURE 2 CAPACITY BUILDING NEEDS

In addition to the topics listed above, respondents pointed out that other topics related to capacity building needs should be considered. IMPEL suggested to include training on sanctioning; INECE indicated take backs of illegal traffic and how to deal with illegal waste once arrived at the port as other capacity building needs. Slovenia flagged IT-based systems as a need.

2.4.3. GAPS IN IDENTIFYING THE NEEDS FOR CAPACITY BUILDING AND TRAINING

With regards to gaps perceived in identifying the needs in training and capacity building activities, it was noted by INECE that the difference in specific capacity needs among and between countries may be difficult to account for in detail. Also missing or incomplete legal frameworks contribute to this. INECE further observed that capacity building activities might be perceived as low as the matter of monitoring and enforcement of potentially environmentally sensitive goods is not a priority for a State or authority.

IMPEL mentioned that the absence of key countries and organisations in the needs assessment may lead to an incomplete overview of the needs for capacity building and training. Lack of financial support and cooperation (or lack thereof) with relevant institutions were reasons mentioned by the BCRC Slovakia in indentifying the needs. The BCRC China responded that uneven national circumstances, different policies and institutions make it difficult to reach consensus in indentifying the needs in training and capacity building activities. The Asian Network responded that the impact of their work on combating illegal traffic is not measured, which was also identified as a gap in the identification of the needs. A lack of basic knowledge on chemicals and waste at customs officers was viewed as gap in identifying the needs in training and capacity building, listed DELC/REN.

2.4.4. CAPACITY BUILDING ACTIVITIES

Seven members (INECE, DELC/REN, Asian Network, BCRC Slovakia, Poland/Lithuania/Slovenia, IMPEL, BCRC China) indicated that capacity building activities were organized in the period 2012-2013. Four members (Sri Lanka, Congo, BCCC Africa, BAN) indicated that no activities were organized during within the last biennium.

The activities organized mainly involved the organization of workshops, seminars, expert and project team meetings, and (joint) meetings of international networks.

IMPEL, BCRC China and INECE were involved in developing and providing training. The training activities can be divided in three elements:

- 1) Development of training materials, such as training curricula, learning modules and exercises and actually giving training.
- 2) On-the-job training, which involved the organization of joint inspections and exchange programmes for inspectors from different countries and law enforcement bodies. These joint inspection actions were organized as part of coordinated waste shipment inspections executed by IMPEL and INECE. Another activity in on-the-job training is the organization of fieldtrips; for example to ports or treatment facilities.
- 3) Distance learning was applied by using the tool of webinars and providing online training programmes.

Other capacity building activities indicated were the development of tools, such as inspection manuals and guidance on the take back of illegal traffic. Some organisations share their capacity building tools and guidance on their website and through online libraries, such as INECE, BCRC China, IMPEL and the Asian Network. Websites are also used to provide a platform to exchange information online mainly through protected areas, restricted to members. In a few cases existing materials were translated into other languages – for example by Poland and Slovenia.

IMPEL, BCRC China and INECE also noted that promotional materials, such as power point presentations, newsletters and conference posters were developed by them.

IMPEL noted that under the umbrella of one of their projects, a database with rulings in criminal cases is being developed through a newly established network for prosecutors.

In summary, it can be noted that the abovementioned activities aim to improve the understanding of the Basel Convention provisions, to support a better and more uniform implementation and enforcement of the rules, to increase the institutional capacity, to equip the law enforcement officers with skills and know how, to exchange best practices on preventing and combating illegal traffic, to share knowledge on waste management, to involve all relevant authorities and strengthen cooperation among them and to increase awareness.

The geographical scope of the capacity building activities covers individual countries and regions, including the Asian Region (divided in Asia and the Pacific, South East Asia, the Greater Mekong Sub-region and Central Asia), the European Union, EFTA countries³, Central and Eastern Europe, West Africa, Latin America. It is important to underline that few initiatives targets a global or worldwide audience. .

Target audiences for the capacity building activities include inspectors from environmental authorities/environmental protection departments and traffic inspectorates, border guards, police officers, customs officers, prosecutors, Competent Authorities under the Basel Convention, Basel Convention Focal Points and to a lesser extent judges, representatives of international organisations and members of the various networks.

For the biennium 2014-2015 eight members (INECE, DELC/REN, Asian Network, Congo, Poland/Lithuania/Slovenia, IMPEL, BCRC China and the BCCC Africa) intend to organize activities related to preventing or combating illegal traffic; three members (Sri Lanka, BAN and the BCRC Slovakia) indicated that no activities of this type are planned for the biennium.

The foreseen activities are mainly a continuation of ongoing work, such as the organisation of workshops, meetings, conferences and seminars. Training will also continue in the form of capacity building meetings, inspector exchange programmes, (joint) inspection actions and webinars. IMPEL indicated it will update existing guidance on the matter of take backs of illegally shipped waste. A new activity is the offer for technical assistance for the development of national legislation and other measures to prevent and punish illegal traffic. Outreach and the exchange of information will also remain a key activity in the coming two years.

In comparison to the previous two years, more activities will be targeted at research institutions, business representatives, importers and exporters and port authorities.

Six (Poland/Slovenia/Lithuania, the Asian Network, BCCC Africa, BCRC China, IMPEL, INECE) of the eleven respondents confirmed they participated in activities at national, regional and/or international level organized by others. Congo indicated this was not applicable and the remaining four respondents (DELC/REN, BAN, Sri Lanka, and BCRC Slovakia) informed that they did not take part in any initiative in the last biennium.

³ EFTA countries are Iceland, Norway, Principality of Liechtenstein and Switzerland

The list of organizers includes IMPEL, the Asian Network for the Prevention of Illegal Transboundary Movements of Hazardous Wastes, Project REN, the European Commission, the Secretariat of the Basel, Rotterdam and Stockholm Conventions, Eurojust, the Waste Compliance and Enforcement Platform (WSCEP), United Nations Office on Drugs and Crime (UNODC), the World Customs Organization (WCO), the Green Customs Initiative (GCI), the World Recycling Forum , the Solving the E-waste Problem (StEP) initiative and the West African Environmental Compliance and Enforcement Network (WANECE).

2.5. MONITORING AND REPORTING ON PROGRESS ACHIEVED AND EFFECTIVENESS OF TRAINING ACTIVITIES AND MODULES

When asked if members monitor and report on progress achieved and the effectiveness of training activities and modules, six members (IMPEL, BCRC China, Poland/Slovenia, BCRC Slovakia, DELC/REN and INECE) responded positively and four members (BCCC Africa, BAN, Asian Network and Sri Lanka) provided a negative answer. Congo indicated that that this was not applicable.

Measures used to monitor and report, include:

- Annual reporting to the Basel Convention Secretariat;
- Reports from concluded workshops and meetings;
- Project reports;
- Evaluations after capacity building activities and projects;
- The reporting obligations on detected and penalized illegal shipments of waste to the European Commission;
- By publishing papers and publications;
- By holding on-line surveys among the target groups to assess their training needs and need for additional support.

DELC/REN, Poland and Slovenia elaborated on the achievements of their capacity building activities. Trainings clearly improved the knowledge and experience of the inspectors that were trained and increased their awareness. Having trainings on a regular basis also increased the impact of these trainings.

Based on the monitoring and reporting on the impact of training activities, members where asked on eventual gaps identified from this type of activity. The answers to this question varied widely and showed some overlap to the answers provided to the question B.1⁴. Gaps listed by the respondents relate for example to the lack of domestications of the relevant MEAs into national legislation and weak regulatory frameworks, leading to weak compliance monitoring and enforcement of the provisions (BCCC Africa). Measuring the impact and effectiveness, and ensuring sustainability of the training activities was considered problematic (IMPEL, Asian Network and INECE). Little involvement of (key) countries and limited geographical scope was also viewed a weak point in the capacity building work (IMPEL and Asian Network).

⁴ Questions B.1. reads as follows: *'Please list the needs identified in relation to capacity building for preventing and combating illegal traffic under the Basel Convention?'*

Limited funding and a decrease in donors' interest affect the scope, frequency and quality of capacity building activities, was flagged by BCRC China and IMPEL. Related to this, IMPEL mentioned that the reduction in funding and staff also led to fewer meetings with less participants and further decreased the possibilities for inspectors and officers to participate in or lead activities.

Information exchange at national and international level continues to be a weak link in the monitoring and enforcement chain, affecting the outcomes of assessments and enforcement actions (BCCC Africa and IMPEL).

A clear need for additional practical knowledge, case-studies and advanced training was noted by DELC/REN. This is partly tackled by INECE's newly developed training modules. With regards to training it was pointed out that the duration of the trainings should be longer than "the regular" two-day sessions and the frequency should be improved (DELC/REN).

2.6.ENFORCE

The final part of the questionnaire dealt with possible member contributions to the ENFORCE, other possible stakeholders and activities deemed most relevant to the work of the ENFORCE.

2.6.1. CONTRIBUTIONS

In terms of contributions to the network, the response was positive and many suggestions came up. Some organisations offered to organize workshops and trainings, for example at ports (BCRC Slovakia, BCRC China, BCCC Africa, DELC/REN). Three organizations were in the position to provide training and learning modules (INECE, BCRC China, DELC/REN). BAN offered to do speaking engagements on data and report, photos and films from their investigations. The development of new enforcement tools and sharing of existing tools, resources and material was also proposed (IMPEL, INECE, DELC/REN, BAN, Asian Network, BCCC Africa) which could include information on national legal frameworks, contact lists, good practises of border control activities, technical support and know-how and knowledge about relevant Multilateral Environmental Agreements, such as the Basel, Rotterdam and Stockholm Conventions, and regional agreements (for example the Bamako Convention)

Exchange of data was also offered by Congo, Poland/Slovenia/Slovakia, BCRC China and BAN. It is important to note that it was not always specified which type of data was available for exchange. Some respondents offered to play a role in facilitating information sharing. INECE offered to host a library of capacity building resources on the member's website. IMPEL offered to open up their (password protected) online collaboration area for law enforcement officers not active inside their work area (in this case outside the European Union). BCCC Africa suggested facilitating information exchange, but this would depend on funding.

Overall the organization of capacity building events and other types of contribution were mostly dependant on financial support; one member suggested joint fundraising.

2.6.2. OTHER RELEVANT ORGANIZATIONS

IMPEL considered the following organisations considered relevant to the work of ENFORCE that are not yet members:

- UNODC, because of their Container Control Programme and the establishment of Joint Port Control Units;
- Green Customs Initiative as they aim to train customs officers on monitoring Multilateral Environmental Agreements;
- International Labour Organization (ILO) due to their involvement in ship breaking issues;
- The Commission for Environmental Cooperation (CEC) as they also are working on the development of enforcement tools and perform research to imports and exports and management of hazardous waste streams;

BAN and BCRC China proposed to consider Customs organizations. BCRC China further suggested academies/academics involved in waste identification research and INTERPOL was mentioned by BAN.

Some national organisations were also listed, namely China Customs, the United Nations Environmental Protection Agency (US EPA), Environment Canada's Enforcement Branch (BAN) and the National Environmental Standards and Regulations Enforcement Agency (NESREA) in Nigeria (BCCC Nigeria).

2.6.3. ACTIVITIES BY THE MEMBERS OF THE ENFORCE

Paragraphs 4 and 5 of the Terms of Reference for the ENFORCE, list possible activities members of the network could engage in. In the questionnaire members were asked to list three activities they deemed most relevant to the work of the ENFORCE. Below an overview of the listing exercise:

Activity	Times listed	Priority
1. Sharing and developing training tools and materials (including review of and improvement of existing training tools materials)	8	High
2. Hosting and organizing workshops or electronic training and information sessions, in particular for developing countries	5	Medium
3. Facilitating information exchange on success stories, techniques and expertise, and dissemination of good practices	6	High
4. Periodic monitoring of and reporting on the progress and effectiveness of the training activities and modules, for example by developing performance indicators, identifying gaps and problematic areas and proposing modifications	0	Low
5. Developing means to ensure sustainability in the efforts under ENFORCE.	1	Low
6. Improving understanding of the challenges and needs of parties and the various stakeholders in preventing and combating illegal traffic in line with the requirements of the Basel Convention;	3	Medium

7. Developing common approaches and strategies for preventing and combating illegal traffic in line with the requirements of the Basel Convention;	4	Medium
8. Promoting dialogue between members and developing a shared vision for preventing and combating illegal traffic that is in line with the objectives and requirements of the Basel Convention;	5	Medium
9. Promoting cooperation between members and a coordinated approach to capacity-building and operational activities, for instance through joint activities, to broaden the geographical distribution of such activities and to reduce competition over resources;	6	High
10. Increasing the visibility of and support for efforts aimed at preventing and combating illegal traffic.	0	Low

Members commented that ENFORCE’s mission is to promote parties’ compliance with the Basel Convention, in particular with the provisions pertaining to prevent and combat illegal traffic, through a network of relevant experts and organizations (BCRC China). This can be achieved by bringing together existing resources and enhancing and improving cooperation and coordination between relevant entities (BCRC China). Sharing and developing training tools will assist the members and other relevant entities in taking appropriate actions and measures to combat illegal traffic (Asian Network, BCCC Africa). Those members and other relevant entities with less experience on the issue will moreover benefit from materials and knowledge from the more experienced ones (Congo, BCRC China). At the moment there is not a common understanding among members and other relevant entities when it comes to understanding the requirements of the provisions of the Basel Convention – promoting dialogue and developing more uniform approaches and strategies will increase the quality and effectiveness of enforcement actions.

2.6.4. ANY OTHER COMMENTS AND SUGGESTIONS

The last question of the questionnaire gave the opportunity for the members to add any other suggestions or comments to the work of the ENFORCE.

Congo expressed the idea to establish a network at the national level, which could be led by the representative in the ENFORCE, in order to get national stakeholders more involved in the work of the ENFORCE.

DELC/REN furthermore suggested that the ENFORCE should play a coordinating role between the members, pool the current resources and make in-kind contributions to the activities by the ENFORCE.

The final suggestion, by BAN, was that the ENFORCE should have its own dedicated section on the Basel website and be maintained with both a private and public section.

3. ANALYSIS OF THE INFORMATION RECEIVED

This section analyzes the information that was received via the questionnaires. The Secretariat developed two questionnaires; one addressed to the Parties to the Basel Convention and one addressed to international organisations, BCRSs and other entities. The questionnaires varied slightly due to the fact that the questionnaire developed for the Parties contained questions targeted at Party, thus national, level; whilst the questionnaire developed for other members looked for mostly the same input, but on organisation level; which was either regional or global.

The questions were grouped around five elements, namely:

1. General information;
2. Identified needs and gaps;
3. Capacity building activities;
4. Monitoring capacity building activities;
5. ENFORCE.

The Parties to the Basel Convention have other responsibilities when it comes to implementing the provisions from the Convention than the other ENFORCE members. The latter have a more facilitating, coordinating and supporting role. However, looking to the information received from both types of questionnaires, the responses in many cases showed overlap. In general terms both groups identified similar needs and gaps.

The response rate the questionnaire was 73.3%. The range of members that completed the questionnaire covered six individual Parties, two Basel Convention Regional Centres, one Basel Convention Coordinating Centre, four international organisations/networks and one NGO. In terms of geographical coverage input from the Latin America and the Caribbean region as well as from Russian Federation (including CIS countries) was not included in the received information. Information and input from other relevant law enforcement agencies/organizations, such as customs and police was also missing.

Upon the analysis of the information received, the need of the ENFORCE network appeared to be justified based on the needs and gaps identified in this report and the experience accumulated by the members of the network.

4. CONCLUSION

The gaps analysis provided in-depth and detailed information about the capacity building needs and gaps related to preventing and combating illegal traffic, on ongoing and scheduled activities of the members, their contributions and opinion on the future work of the ENFORCE.

The following can be concluded:

General

1. There is an ongoing need for capacity building activities and the development of practical guidance and enforcement tools in order to prevent and combat illegal traffic under the Basel Convention.

Areas for capacity building

2. When solely assessing the needs for capacity building activities, the following areas were listed as most important:
 - Cooperation at national and international level
 - Practical guidance
 - Guidance on waste versus non-waste
 - Awareness raising
 - Information and intelligence exchange
3. However, when assessing the capacity building needs in combination with the identified needs and perceived gaps, areas as strengthening legal and institutional frameworks, (for example by promoting model legislation), inspection methods and threat and risk assessments, were also identified as important.

Modalities of capacity building

4. There is high need for continued training. Mainly on practical matters such as but not limited to inspection methods, waste identification and classification, risk based approaches and prosecution.
5. Facilitating information and best practice sharing and data exchange.

Target audiences

6. The top three target audiences include custom officers, environmental inspectors and prosecutors.

Work of ENFORCE

7. According to this gaps analysis the work of the ENFORCE should primarily focus on:
 - Sharing and developing training tools and materials (including review of and improvement of existing training tools materials).
 - Facilitating information exchange on success stories, techniques and expertise, and dissemination of good practices.

- Promoting cooperation between members and a coordinated approach to capacity-building and operational activities, for instance through joint activities, to broaden the geographical distribution of such activities and to reduce competition over resources.
8. Members can contribute in various ways to the work of ENFORCE, depending on their position, responsibility and resources.
 9. Conditions for work of the ENFORCE:
 - Involve wide(r) range of actors and organisations.
 - Consider joint fundraising.
 - Investigate means to improve the sustainability of the activities.

ANNEX 1: RESULTS OF THE QUESTIONNAIRE ON CAPACITY
BUILDING ACTIVITIES TO PREVENT AND COMBAT ILLEGAL
TRAFFIC OF HAZARDOUS WASTES ADDRESSED TO THE
MEMBERS OF THE ENFORCE.

This annex provides the individual responses to key questions in the questionnaire.

Identified needs and perceived gaps in preventing and combating illegal traffic under the Basel Convention

Member	Identified needs and perceived gaps	How they were identified	Gaps perceived in identifying the needs
Democratic Republic of Congo	<ol style="list-style-type: none"> 1. Lack of national legislation to prevent and combat illegal traffic in hazardous wastes (Gap) 2. Incorporate the relevant provisions of the Basel Convention in preventing and combating illegal traffic of hazardous wastes in enforcement of the national law on the protection of the environment (Gap) 3. Popularize and conduct awareness activities of such legislation with adequate resources and supports (Need) 4. Training , information and awareness of all stakeholders on issues related on the preventing and combating illegal traffic of hazardous waste (Need) 5. Conduct an inventory of hazardous wastes and identify potential generators of such wastes and any users (where such waste serve as raw materials for these (Gap) 6. Establish focal points for monitoring at national stakeholder level (Need) 7. Ensure capacity building at national level for: (Gap & Need) <ul style="list-style-type: none"> • Services most interested and directly involved (Direction General de Migration ; • Congolese Control Office ; • Customs , Police, Agents of transport control at border posts ; • Private business users of chemicals (potential producers of hazardous waste); • Employers and employees, trade unionists, judges, etc. 8. Advocate in the enforcement of the national law on the protection of the environment, very dissuasive sanctions against offenders and especially in the context of illegal traffic of hazardous waste (Gap) 	<ul style="list-style-type: none"> • Identified Needs during routine monitoring in facilities of stakeholders • The use of technical reports of line officers at the borders (eg transport service,) shows that they do not have adequate knowledge on the issue related to the preventing and combating illegal traffic of hazardous wastes • Behaviour on the part of some stakeholders highlighting the lack of information on the issue of preventing and combating illegal traffic of hazardous wastes • Unavailability of enforcement text of the national law (measures d’application) integrating relevant provisions of the Basel Convention in the prevention and the combat of illegal traffic of hazardous wastes for the use of stakeholders • The easy entry into the national territory of illicit products (case of certain products banned, DDT) despite the presence of control services 	<ol style="list-style-type: none"> 1. The development of training materials should reflect the level of target form (using practical tools , easy to understand by the target audience); 2. Leveraging the use of small videos and other short-term support; 3. Make efforts to ensure regular training frequency taking into account the needs of target audiences for durability; 4. Facilitate access to documentation and tools available.
Sri Lanka	<ol style="list-style-type: none"> 1. Capacity building in terms of technical knowledge on Hazardous waste management and combating illegal traffic for the enforcement officers 2. Sharing international experience on transboundary movement of hazardous waste and preventing and combating illegal traffic. 3. Conceptual Framework 4. Legal Framework 5. Procedural Framework 	<ul style="list-style-type: none"> • Enforcement officers who are engaged in Hazardous waste management in the country do not gain adequate technical trainings due to unavailability of local experts. These training needs were identified considering the practical difficulties arise in implementing obligations made under the Basel Convention due to 	-

Member	Identified needs and perceived gaps	How they were identified	Gaps perceived in identifying the needs
		<p>inadequate technical knowledge and international experience.</p> <ul style="list-style-type: none"> • Insufficient knowledge and understanding about the contents of the Basel Convention among Customs officers and other Enforcement Officers • The legal Framework required to implement the Basel Convention has not been established in Sri Lanka and the lists of restricted or prohibited items have not yet been published. In this context it is necessary to open doors for the Environment sector lawyers to gain international experience, knowledge and drafting national legislation in respect of the Basel Convention • Institutions, Procedures and Action Plans necessary to implement the Basel are nonexistent. 	
Poland, Lithuania, Slovenia and Slovakia	<p>Poland:</p> <ol style="list-style-type: none"> 1. To improve direct, working contacts with competent authorities from non-Annex VII countries in case of illegal transboundary shipment of waste <p>Lithuania:</p> <ol style="list-style-type: none"> 1. Improve the cooperation between national and international competent authorities 2. Increase number of inspectors involved in waste shipments control 3. Systematic trainings, workshops for waste shipments inspectors 4. More effective system of exchanging the experience and best practices between parties <p>Slovenia:</p> <ol style="list-style-type: none"> 1. Human resources 2. Technical equipment 3. Financial resources 	<p>Poland:</p> <p>Observed during administrative proceedings on illegal transboundary shipment of waste led by Polish competent authorities. When illegal shipment of waste is detected direct contact with representatives of other authorities concerned is very helpful and beneficial for effectiveness of investigation and final result of administrative proceeding.</p> <p>Lithuania:</p> <p>On practical base of implementation (including planning and executing inspections of shipments, evaluating competence of staff etc.)</p>	

Member	Identified needs and perceived gaps	How they were identified	Gaps perceived in identifying the needs
		Slovenia: <ul style="list-style-type: none"> • Comparison with other countries • Analysis of work • Burden of work on the existing human resources 	
BCRC Slovakia	<ol style="list-style-type: none"> 1. Continuous awareness rising and training due to personal changes at relevant institutions. 2. Adoption of legislation to prosecute illegal trafficking. 	The countries in our region expressed at workshops and during preparation of a Business plans that the regular training of customs and the good cooperation with the Environmental Inspectorates are vital.	Financial support and cooperation with relevant institutions dealing with the issue
BCRC China	<ol style="list-style-type: none"> 1. Improve the technical capacity of customs, such as the ability of identification and analysis of hazardous waste, the ability of investigation of illegal transboundary movement, etc.; 2. Strengthen the legal and institutional framework; 3. Strengthen national and international cooperation; 4. Establish effective information exchange in the importing countries, exporting countries and the transit countries; 5. Raise public awareness of the hazardous waste; 6. Improve waste management capacity and funding; 7. Carry out the relevant technical training regularly. 	The needs are identified through analyzing and summarizing the discussions, investigations and expert reports in multiple conferences.	Because of the unequal national circumstances, different related policies and institutions, and the untimely communication, it is difficult to reach consensus in identifying the needs in training and capacity building activities.
BCCC Africa	<ol style="list-style-type: none"> 1. Capacity to reject end of life EEE imports 2. Capacity to appropriately handle such imports/materials 3. Knowledge and understanding of stakeholders obligations under the Basel, Bamako, and National laws where they exist 4. Adequate understanding and implementation of Prior Informed Consent (PIC) 	<ul style="list-style-type: none"> • Challenges and needs identified among stakeholders from participating African countries during the SBC E-waste Africa Project 2009-2012 • Recurring Issues in different countries during the national E-waste Workshops during the SBC E-waste Africa Project 2009-2012 	-
UNEP/DELCC and REN	<ol style="list-style-type: none"> 1. Training on topics like risk management should be organized 2. Trainings should include legal persons of authorities and prosecutors 3. The customs officers were in needs for practical guides on regional /national level 	<ul style="list-style-type: none"> • Customs trainings undertaken by REN • REN annual meeting • Bilateral conversation with country delegates during the REN trainings and meetings/workshops • 	Customs officers in developing countries are in lack of basic knowledge on chemicals and waste, and are not clear about what they really want.

Member	Identified needs and perceived gaps	How they were identified	Gaps perceived in identifying the needs
INECE-SESN	<p>Capacity building needs identified during INECE SESN International Inspection Projects include:</p> <ol style="list-style-type: none"> 1. Develop and deliver capacity building on the “basics.” Countries participating in the Inspection Project recognized the need to continue to build capacity in areas including inspection methods, intelligence-led enforcement, risk profiling, common tactics used by shippers of illegal wastes, targeting techniques and waste takeback. Capacity building must be relevant to national circumstances and sustainable. Due to limited financial and human resources, capacity building should focus on moving towards a risk assessment approach, appropriate targeting methodologies, and the effective use of intelligence. 2. Incorporate capacity building into national academies. One strategy for ensuring sustainability of capacity building programs is to incorporate these topics into existing institutional structures that support ongoing capacity building, including, national customs training academies, training centres, as well as into professional development programs for environmental staff. 3. Develop an analytical framework to support national and international cooperation. Countries need better tools to evaluate the impact of national and international cooperation, including best practices for cooperation, examples of effective institutional structures, guidance on what motivates customs and inspectors to work together, the role of senior executives in facilitating cooperation, and metrics for measuring and evaluating the degree of cooperation between relevant agencies. <p>(See http://inece.org/seaport/INECESESNIPReport_final.pdf)</p> <p>Other areas for capacity building include:</p> <ul style="list-style-type: none"> • Review the enforceability of existing requirements and/or to share experience in designing and implementing compliance promotion and enforcement strategies. • Lack of understanding of takeback procedures. • Lack of understanding/capacity of how to safely secure and handle illegal hazardous or electronic waste, once detected. • National guidance on differentiating “secondhand goods” from “waste.” • Understanding on the role for laws (particularly in exporting countries) on financial liability. • National legislation to respond to shipments of electronic waste. • Build capacity for the intelligence-led inspections and risk-assessment. • Capacity building for physical container inspections and other typical port activities also is essential. • Build capacity on collecting evidence and building cases in situations where criminal prosecution is warranted. 	<p>Primarily as the findings of INECE SESN’s two international simultaneous inspection projects, through a survey circulated to key network participants, during discussions in capacity building workshops, and in informal discussions.</p>	<ul style="list-style-type: none"> • Different specific capacity needs among and between countries may be difficult to account for in adequate detail • Lack of prioritization of potentially environmentally sensitive goods by country may minimize perceived need for capacity building • Missing or incomplete legal framework

Member	Identified needs and perceived gaps	How they were identified	Gaps perceived in identifying the needs
	<ul style="list-style-type: none"> • Guidance that profiles tools and equipment to support environmental inspections, including minimum requirements. • Development and negotiation of memoranda of understanding (MOU) and provide sample inter-ministerial MOUs and other guidance. • Feasibility of collaboration with the reliable counterpart of the 'shipping industry.' • Guidance to what can/cannot be done under the Basel Convention when signatories have not ratified or not implemented the convention. <p>(See http://inece.org/seaport/exercise/INECE_SeaportInspectionProjectOutcomes_22dec.pdf) (See also http://inece.org/conference/9/proceedings/29_Kopsick.pdf)</p>		
Asian Network	<p>Information sharing on:</p> <ul style="list-style-type: none"> • legal system and legislation of a controlling transboundary movements of hazardous wastes at national level; • illegal traffic cases; • good practices to combat illegal traffic cases 	<p>At an annual network workshop, the Asian Network always discusses possible options to combat illegal traffic of hazardous wastes under the Basel Convention. Although we recognize the needs other than the items listed in B1, such as a collaborating activity to physically investigate cargos at a border, capacity-building workshop for competent authorities for the Basel Convention and the Customs, etc., we recognize that the item listed in B1 is the most important tool and action and would be easily undertaken by our group.</p>	<p>The Asian Network provides an information exchange platform for the participating countries and other relevant organizations. Although the Asian Network have had the opportunities to directly share information relevant to illegal transboundary movements of hazardous wastes, such as good practices to combat illegal cases, sharing information of national legal framework for the Basel Convention, etc., it is difficult to actually know a real impact to combat illegal transboundary movements of hazardous wastes based on the activities under the Asian Network. The Asian Network probably needs to analyze the past activities and these impacts on a real operation to combat illegal transboundary movements of hazardous wastes under the Basel Convention.</p>

Member	Identified needs and perceived gaps	How they were identified	Gaps perceived in identifying the needs
IMPEL	<ol style="list-style-type: none"> 1. Establishing contacts with waste receiving, non-EU countries 2. Establishing good collaboration between environmental authorities, police and customs 3. Involvement of key countries (both EU and non-EU) 4. Increased involvement of the Basel Convention Secretariat in assisting good collaboration with receiving countries on a practical level 5. Prioritizing key destination countries 6. Assistance in the daily practice of enforcement and repatriation 7. Involvement of the prosecution and the judiciary 8. Exchange of practical information in related to illegal shipments of waste and their return 9. Chain approach: being able to follow the waste from start to end 10. Access to data 11. Knowledge on risk based approaches and intelligence led information gathering 	<p>During the various projects carried out by IMPEL and based on discussions at various network meetings.</p>	<p>Lack of involvement of key countries and organisations.</p>
BAN	<ol style="list-style-type: none"> 1. Customs officials in major e-waste receiving ports (e.g. Karachi, Delhi, Mumbai, Calcutta, Accra, Haiphong, Manila etc.) do not understand that non-functional electronic equipment should likely be considered waste subject to the Basel Convention. Non-functional equipment and household appliances etc. can be waste subject to Basel when it contains hazardous substances. 2. Parties, particularly in developing countries need facilitation training in ensuring that the PIC procedure is functional. Basic training workshops on Basel implementation is needed for all competent authorities. 3. Model legislation needs to be propagated in all countries that have not as yet implemented the Basel Convention into national law. This could be done first by identifying such countries and then identifying the most likely channel in each country to create such legislation. Without laws in place enforcement is impossible. 4. The PIC procedure needs to be completely digitized and implemented as an online internet system, combined with database and alarm functions to alert non-responders etc. 	<p>Own experience.</p>	

Capacity building activities in 2012-2013 and 2014-2015

Member	Activities in 2012-2013	Activities in 2014-2015
Democratic Republic of Congo	-	1. Information and Outreach for the unit of the National Network ENFORCE, 2nd trimester of 2014 (fundraising to be engaged) 2. Training : Illegal traffic under the Bale convention for the unit of the National Network ENFORCE, National Customs, Congolese Control Office (OCC) and others (fundraising to be engaged)
Sri Lanka	-	-
Poland, Lithuania, Slovenia and Slovakia	<p>Poland:</p> <ul style="list-style-type: none"> • Trainings for environmental inspectors • Trainings for Border Guards, Customs Service, Road Transport Inspections and Police • Waste watch – IMPEL brochure (translation into Polish language) <p>Lithuania:</p> <ul style="list-style-type: none"> • Workshop regarding waste shipment procedures, documentation and waste lists <p>Slovenia:</p> <ul style="list-style-type: none"> • Training of environmental inspectors • Training of environmental inspectors , police and customs officers • Training of police officers • Handbook for enforcement authorities • Translation of waste(s) watch into Slovenian language 	<p>Poland:</p> <ul style="list-style-type: none"> • Trainings for environmental inspectors • Trainings for Border Guards, Customs Service, Road Transport Inspections, Police, prosecutors Office of Railway Supervision <p>Lithuania:</p> <ul style="list-style-type: none"> • Systematic inspections of waste loading activities <p>Slovenia:</p> <ul style="list-style-type: none"> • Training of environmental inspectors , police and customs officers • Exchange of inspectors within impel projects • Change of national legislation
BCRC Slovakia	<ul style="list-style-type: none"> • Regional workshop on prosecution of illegal traffic of hazardous and other wastes 	-
BCRC China	<ul style="list-style-type: none"> • Seminar/Training Workshop on Prevention and Control of Illegal Transboundary Movement of Wastes/E-waste • Training Workshop to Improve the Implementation of Basel Convention for Developing Countries in Greater Mekong Sub region, East Asia Summit and Northeast Asia • Basel Forum in Asia-Pacific Region on Promotion of Basel Convention Implementation • Information Exchange Platform and website of BCRC Beijing • China National Solid waste online training program • Monthly newsletter 	<ul style="list-style-type: none"> • Technical assistance for the development of national legislation and other measures to prevent and punish illegal traffic • Regional training workshop on preventing and combating illegal traffic of hazardous waste and other waste, particularly including awareness raising on the Ban Amendments • Regional training to improve the capacity on hazardous waste and e-waste environmentally sound management and transboundary control

Member	Activities in 2012-2013	Activities in 2014-2015
BCCC Africa	-	<ul style="list-style-type: none"> • Workshops on Guidance on Port Inspection Tools and electronic trainings, • information exchange, dissemination of good practices
UNEP/DELIC and REN	<ul style="list-style-type: none"> • Seminar on Prevention and Control of Illegal Transboundary Movement of Wastes/E-waste, Hai Phong, Vietnam • Training Workshop on Prevention and Control of Illegal Transboundary Movement of Wastes/E-waste, Sanya, China. 	<ul style="list-style-type: none"> • Training Workshop for Senior Customs Officers on Controlling of Environmentally Sensitive Commodities in Pacific Islands Countries • Capacity Building Workshop of SEAP Customs Officers on Combating illegal Shipments of Chemicals and Waste • National trainings • REN Annual Network Workshop
INECE-SESN	<ul style="list-style-type: none"> • Second INECE SESN International Hazardous Waste Inspection Project At Seaports • Third Workshop on Combating the Illegal Trade in Hazardous Wastes Through Seaports • Presentation on findings of seaport project • Presentations to Asian Network for Prevention of Illegal Transboundary Movement of Hazardous Wastes • Presentation to Project REN Kick-off Meeting to combat hazardous waste and chemical illegal trafficking • Presentation on e-waste trafficking • Operational Guidance for the Takeback of Detected Illegal Shipments of Waste • Comprehensive capacity building learning modules and exercises on controlling illegal shipments of hazardous and electronic wastes (with a module on ODS) • SESN Website and Training Resource Library • Trilateral training workshop and field visit 	<ul style="list-style-type: none"> • Planned capacity building and Inspection Project in Asia in partnership with REN Project, Interpol EnvSecurity, and WCO • Planned capacity building and Inspection Project
Asian Network	<ul style="list-style-type: none"> • Workshop 2012 of the Asian Network for Prevention of Illegal Transboundary Movement of Hazardous Wastes • Joint Programme for the Asian Network and Project REN • Workshop 2013 of the Asian Network for Prevention of Illegal Transboundary Movement of Hazardous Wastes • The Joint Meeting of ENFORCE, Asian Network and REN 	<ul style="list-style-type: none"> • Workshop 2014 of the Asian Network for Prevention of Illegal Transboundary Movement of Hazardous Wastes
IMPEL	<ul style="list-style-type: none"> • Webinars • Establishing a prosecutors network • Various workshops, project team meetings and conferences • Development of a Waste Sites manual, holding of expert workshops, joint site inspections • Development of an E-waste Inspection and Enforcement manual 	<ul style="list-style-type: none"> • Webinars • Enforcement projects • Various workshops, project team meetings and conferences • Update repatriation manual • Implement a database with case rulings in criminal cases • Continuation of joint inspections and inspector exchanges

Member	Activities in 2012-2013	Activities in 2014-2015
	<ul style="list-style-type: none"> • Development of a database with rulings in criminal cases • Enforcement projects • Newsletters and conference posters 	<ul style="list-style-type: none"> • Training
BAN		

Monitoring and reporting on progress and effectiveness & Gaps

Member	Monitor and reporting progress achieved and effectiveness of training	What gaps were identified in your capacity building activities?
Democratic Republic of Congo	-	-
Sri Lanka	-	-
Poland, Lithuania, Slovenia and Slovakia	<p>Poland: The trainings improved knowledge and experience of environmental inspectors and officers of Border guards, Customs Service, Road Transport Inspection and Police on legislation and practical aspects of controls on transboundary shipments of waste. The trainings influenced in a positive way the quality of inspections of the transboundary movement of waste and raised the effectiveness of control system.</p> <p>Slovenia: We found out that with regular trainings and workshops all representatives of enforcement authorities become more experienced and skilled. The result of this is increased number of detected illegal shipments, better recognition of the waste and enforcement based on risk analysis. We report on detected and penalized illegal shipments of waste as is required in accordance with the Basel Convention and the Regulation (EC) No. 1013/2006 on shipments of waste.</p>	<p>Lithuania: According to B1</p> <p>Slovenia: IT-based system for monitoring of illegal traffic would be essential</p>
BCRC Slovakia	Annual reports to the Secretariat of the BC and reports from conducted workshops	
BCRC China;	After meeting, questionnaires were distributed to the participants, and the progress achieved and effectiveness of training activities and modules were reported to the relevant donors.	Lack of sustainable fund support such as the financial mechanism; Lack of technology support from developed countries; Fewer interested donors.
BCCC Africa	-	<ul style="list-style-type: none"> • Low Awareness • Weak regulatory framework , compliance monitoring and enforcement • Information exchange within national institutions • Non-domestication of Waste and Chemicals MEAs
UNEP/DELIC and REN	<ul style="list-style-type: none"> • The participants has gained useful experiences and knowledge on prevention and control of illegal shipments of wastes/e-wastes • The workshop was well done and met the expectations of the participants • The training workshop is considered to be very useful by the customs officers, and similar workshops should be arranged in the future 	<ul style="list-style-type: none"> • More practical knowledge, case-studies, advanced training are needed • The schedule/ time of the training should be longer than 2 days • Enforcement tools in local languages

Member	Monitor and reporting progress achieved and effectiveness of training activities?	What gaps were identified in your capacity building activities?
INECE-SESN	Comprehensive reports on international inspection projects available online, reports on workshops available online, participation in workshops and conferences to report on results of activities, evaluations following capacity building presentations, papers/publications	<ul style="list-style-type: none"> • Sustainability as described in B1 above is a major gap • Lack guidance on takeback was a gap, now filled by INECE SESN, Basel Secretariat, IMPEL guidance on takeback • Lack of comprehensive training course on hazardous waste controls at seaports was a gap now filled by INECE SESN training modules
Asian Network	-	<ul style="list-style-type: none"> • Limitation of geographical scope • Limitation of range of activities • Impact of outcomes
IMPEL	Online surveys are used to assess the training needs of inspectors and where they need additional support.	<ul style="list-style-type: none"> • Unclear what the effectiveness is of the activities. • There is too little research on the actual waste streams. • Several Member States, especially in Southern Europe, do not participate in activities of the IMPEL-TFS cluster. This makes it very difficult also to come to an accurate overall picture of the situation. • Funding cuts in most Member States have made many competent authorities unable to participate at the required level to ensure effective and consistent enforcement. This undermines attempts to build required capacity. • Some competent authorities lack the technical capability to exchange sensitive information and are therefore unable to participate effectively in certain activities. • Authorities from certain countries can only participate in activities when there is funding for travel and hotel costs by other organizations • It's unclear if there is strategy or which strategy is being followed for cooperation with other organizations and key destination countries • There are too less countries which will take the lead in international cooperation activities (is this only due to limited capacity or budget?) • Due to budget cuts it's harder to organize meetings when there is asked to fund some activities by the host countries. More and more countries/organizations seem to have limited budgets for these activities.
BAN		

Contributions to the ENFORCE

Member	Type of contribution
Democratic Republic of Congo	<ul style="list-style-type: none"> Data when available
Sri Lanka	<ul style="list-style-type: none"> As a member of the National Coordinating Committee in assisting to drafting domestic legislation regarding the Hazardous Waste
Poland, Lithuania, Slovenia and Slovakia	<ul style="list-style-type: none"> Poland: Exchange of data Lithuania: Exchange of relevant data among competent authorities Slovenia: Exchange of data Slovakia: Data
BCRC Slovakia	<ul style="list-style-type: none"> Organization of workshops and trainings (depending on financial support)
BCRC China	<ul style="list-style-type: none"> Know-how. BCRC Beijing already has its own team of experts, which can conduct the external technology groups. Training. With support from relevant authorities and resource people, BCRC Beijing applies and conducts trainings depends on the availability of funds. Data. BCRC Beijing has already established an online training system—China solid waste training programme.
BCCC Africa	<ul style="list-style-type: none"> Knowledge of Basel, Stockholm, Rotterdam and Bamako Conventions Organisation of workshops and training at the ports (depending on funding support) Facilitation of information exchange (depending on funding support)
UNEP/DELCO and REN	<ul style="list-style-type: none"> Training - refer to the training needs identified by the participating countries under REN Problem-solving and technical support - supplying for technical support for international enforcement operation Developing enforcement tools - practical and regionalized pocket book for Customs officers in Asia.
INECE-SESN	<ul style="list-style-type: none"> INECE SESN would like to offer to host a library of capacity building resources for ENFORCE. This could include features such as differentiation between public and private resources, multiple editors/authors, log-in/controlled access levels, etc. The library would build on the existing INECE Training Library. See http://inece.org/resources/ (joint fundraising) Share resources developed by SESN Collaborate on the delivery of INECE capacity building modules (joint fundraising) Partner on the implementation of simultaneous inspection project (joint fundraising)
Asian Network	<ul style="list-style-type: none"> Information on relevant national legal framework among the participating countries, and good practices of border control activities (available on the website)
IMPEL	<ul style="list-style-type: none"> Sharing developed materials (manuals, waste watch, training dvd) (copyright IMPEL) Provide list of network of enforcement officers in the EU Open up our protected online collaboration area Basecamp for others (for law enforcement officers only)
BAN	<ul style="list-style-type: none"> Data and reports, photos and films from BAN's investigations Speaking engagements on the above Reporting to Law Enforcement

Member	Any other comments or suggestions
Democratic Republic of Congo	<ol style="list-style-type: none"> 1. Establish a national unity Network which would be led by the DRC member of ENFORCE in synergy with the three focal points of Basel , Rotterdam and Stockholm Conventions; 2. This unit will gather around her stakeholders directly involved in the prevention and combat of illegal traffic of hazardous wastes; It is around this nucleus that would be organized various information and awareness activities and training at the national level to work towards ownership of this issue by the entire population 3. At the regional level, the Basel Convention Regional Centre of Nigeria serves as a platform for the dissemination of information at the African Continent and would continue to play its regulatory role under the Basel Convention.
Sri Lanka	-
Poland, Lithuania, Slovenia and Slovakia	-
BCRC Slovakia	-
BCRC China	Carrying out theme activities or publicity related to ENFORCE to expand its influence elsewhere in the world, based on the activities of existing members of ENFORCE.
BCCC Africa	-
UNEP/DELCO and REN	It is suggested that ENFORCE should play a coordinating role between the partners, pool the current resources and make in-kind contribution to the activities of the members.
INECE-SESN	
Asian Network	
IMPEL	
BAN	ENFORCE should have its own section on the Basel Website and be maintained with both a private and public section.

- End -