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# THE CHALLENGE OF ELIMINATING HAZARDOUS FUEL IMPORTS IN A DEVELOPING COUNTRY

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AT A SIDE EVENT DURING COP OF BASEL CONVENTION



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# A BIRDS' EYE OF OIL PRODUCTION IN AFRICA

1	Nigeria	1,900,000 barrels/day
2	Angola	1,507,000
3	Algeria	1,171,000
4	Egypt	582,000
5	Libya	528,000
6	Congo, Republic of the	317,000
7	Sudan and South Sudan	255,000
8	Equatorial Guinea	227,000
9	Gabon	210,000
10	South Africa	160,000
11	Chad	115,000
12	Cameroon	81,000
13	Ghana	59,000
14	Tunisia	59,000
15	Cote d' Ivoire	37,000
16	DRC Congo	20,000
17	Niger	20,000
18	Mauritania	6,000
19	Morocco	5,100
20	Malawi	200

Reality: Africa rely on oil imports; it has very little control on formulation or production of fuel



# THE CHALLENGES

## 1. Conceptual differences

- Do imported hazardous fuel qualify as waste?

Do Basel restrictions apply?

- 3 different views amongst stakeholders:

**1st view:** the fuel is hazardous but does not qualify as 'waste'. The argument is that it is a 'new' willingly imported product that has never used before.

**2nd view:** the fuel is waste hence falls under the Basel Convention. Their argument is that according to the Bamako Convention it qualify to be categorised as waste.

**3rd view:** There is still a small but powerful group of **denialists** who claim the fuel is neither hazardous nor does it qualify to be categorized as 'waste'. Their arguments are 2: there is no scientific proof to prove their toxicity or their waste status. Economic progress is the priority over other issues. Other issues will only be achieved after achieving a certain level of economic progress.



# THE CHALLENGES

## 2. Reconciling the 3 pillars of sustainable development: social, economic & ecological.

- The transport sector that largely depends on imported hazardous fuel plays a big role in bringing overall economic development, poverty eradication, provision of social services, etc.
- It is a hard choice for many governments with more than half of their populations living below the poverty line. Therefore, the quality of fuel has not been provided the priority that it deserves.
- - The SDGs give a clear indication on what has been prioritized! Quality of fuel is not one of the priorities.
- - For example, the impact on health promotion (**SDG3**), environmental protection (**SDGs 13 – 15**) and sustainability of cities and communities (**SDG 11**) do not give priority to issues related to the quality of fuel.



# THE CHALLENGES

## **3. Trade Agreements and Bilateral arrangements**

- In these agreements and bilateral arrangements African governments have no choice due to certain conditionalities.

## **4. Policy and legislative obstacles**

- Expertise: cleaning hazardous oil imports at the port
- Enforcement: very weak penalties, few law enforcers, corruption





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