

# ICC Implementation & compliance with Article 9 – CENRAL AFRICAN REPUBLIC

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Language

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## 1. Submitting Party (country name):

CF

## 2. Contact information

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## 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)

Not answered

## 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)

Ce questionnaire nous interpelle à réfléchir sur un tel travail au niveau national

**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) \***

Un important stock de déchets hautement toxiques de déchets de permethrine a été découvert en 2014 sur le site des déplacés de la crise en RCA à l'aéroport Bangui M'Poko. L'information est parvenue aux autorités compétentes et au correspondant désigné de la Convention de Bâle à Bangui grâce à la population via l'ONG Internationale Française " Aide Médicale Première Urgence".

**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) \***

Secrétariats des Conventions BRS à Genève et Programme des Nations Unies à Nairobi. Néanmoins, il convient de préciser que l'aéroport est un lieu d'échange au delà des frontières. Ceci étant, nous ne sommes pas en mesure de confirmer si ces déchets sont importés ou produits localement.

**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

Le Code Centrafricain de l'Environnements prévoit des sanctions relatifs à la manipulation sans autorisation des déchets dangereux et autres produits chimiques sur le territoire national. Aussi, le projet de Loi ( plan de mise en oeuvre de la Convention de Bâle en RCA) sur la gestion des déchets consignés dans la Convention de Bâle en instance de validation par les autorités nationales prévoit des pénalités en cas de trafic illicite. La formation des différentes parties prenantes (douanes, police, procureurs, magistrats et autres organismes chargés de l'application de la loi) se fera après l'adoption du projet Loi mentionnée ci haut. Un projet de création de police environnementale est décidé par les autorités et est instance. Mais, dans certains Départements Ministériels est affectés les agents de salubrité en environnement pour le meilleur suivi de la gestion des déchets.

**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

Au niveau des frontières du pays, les douaniers n'ont pas encore reçu de formation appropriée leur permettant de distinguer avec précision ce qui arrive sur le territoire en ce qui concerne les déchets ou le contraire. La notion de maîtrise des étiquettes sur les produits qui entrent dans le pays en termes de distinction entre déchets et non déchets est indispensable.

**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**

Not answered

**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:**

Je n'ai pas pris contact avec ces documents et souhaite les avoir pour utilité prochainement.

**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:**

Ces manuels peuvent être utiles dans le cadre d'échange avec les parties impliquées dans la gestion des déchets et celles qui appliquent les Lois y relatives dans le pays. Un plan de formation et de sensibilisation des différents secteurs nécessite tous ces documents dans le temps.

**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
<b>Establishment of coordinating mechanisms between Competent Authorities and</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**enforcement  
entities**

<b>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</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Further prioritization of preventing and combating illegal traffic as a policy priority at the national level</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Better understanding the drivers of illegal traffic and the scope of the problem</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>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)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Review of the ENFORCE terms of reference (annex to decision BC-11/8) with a view to strengthening this partnership</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Development further guidance documents at the global level (please specify below the scope of such guidance)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Broader dissemination of existing guidance and technical assistance tools</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



developed under the Convention					
Greater access to information on the work of organizations with a mandate on preventing and combating illegal traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Strengthening of international cooperation among international organizations with a mandate in preventing and combating illegal traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Learning from possible lessons under other multilateral environmental agreements with trade control regimes (eg. CITES; Montreal Protocol, Cartagena Protocol)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

- Renforcement des activités d'assistance technique du Secrétariat et des CRCB au pays (RCA): ateliers, webinaires, sensibilisations, visites de terrains.

- Élaboration d'autres documents d'orientation au niveau mondial: document sur le dépôt d'ordures dans les canaux de ruissellement, atteignant et dégradant sans cesse les cours d'eau jusqu'aux océans à travers les territoires de certains pays très peu développés avec des propositions des mesures pratiques d'atténuation. Il convient de signaler que ces déchets traversent des territoires.

**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.**

La question qui se pose dans la lutte contre le trafic illicite des déchets dangereux est celle de la corruption. Ainsi, dans les pays en voie de développement comme la République Centrafricaine se pose un sérieux problème de financement des activités de contrôle des frontières. Ceci étant, nous tenons à remercier le Secrétariat de la Convention de Bâle et ses partenaires qui appui financièrement ces pays dans la mise en oeuvre de la Convention de Bâle. On espère que cet appui va se poursuivre en vue de permettre la sensibilisation des populations, la formation des douaniers, des magistrats, des policiers, autres parties prenantes et faire l'inventaire desdits déchets au niveau national après la crise militaropolitique qu'avait connu le pays, tel est le cas des déchets de permethrine mentionnés dans ce questionnaire. En plus, les conseils du Secrétariat sur la base de ses appuis nous seront les bienvenus.