



# GREEN CUSTOMS INITIATIVE WORKSHOP IN THE CARIBBEAN

**6-9 SEPTEMBER 2005 – PORT-OF-SPAIN,  
TRINIDAD AND TOBAGO**

ORGANIZED BY

**UNITED NATIONS ENVIRONMENT PROGRAMME,  
Division of Technology, Industry and Economics (DTIE)  
Division of Environmental Conventions (DEC)**

**in coordination with the Partners to the Green Customs Initiative**

IN COOPERATION WITH

**The Ministry of Public Utilities and the Environment of Trinidad and Tobago**

WITH SUPPORT FROM

**The Government of Norway  
The Organisation for the Prohibition of Chemical Weapons (OPCW)**



## **1. Introduction**

On 6-9 September 2005, delegates from 15 Caribbean English-speaking Caribbean countries met in Port-of-Spain, Trinidad and Tobago, for a workshop on the Green Customs Initiative as well as a National Ozone Officers' Follow-up Meeting. The meeting was organised by UNEP, under the Green Customs Initiative's partnership, in cooperation with the Government of Trinidad and Tobago. The 74 participants were from customs authorities; environmental ministries and units; UNEP divisions (Regional Office for Latin America and the Caribbean, Division of Technology, Industry and Economics and Division of Environmental Conventions) and UNIDO; Multilateral Environmental Agreements secretariats; the Organisation for the Prohibition of Chemical Weapons and regional organisations such as the Caribbean Common Market (CARICOM), the Organisation of Eastern Caribbean States as well as the North American Commission for Environmental Cooperation; other Ministries of Trinidad and Tobago and Interpol's national bureau. The Workshop was held at the Ambassador Hotel, from 6th to 9th September 2005. See Participants List for details in Annex.

## **2. Background to the Green Customs Initiative**

Environmental crime is a big and increasingly lucrative business – a multi-billion dollar global enterprise. Local and international crime syndicates worldwide earn an estimated US\$ 22-31 billion dollars annually from hazardous waste dumping, smuggling proscribed hazardous materials, and exploiting and trafficking protected natural resources. Illegal international trade in “environmentally-sensitive” commodities such as ozone depleting substances (ODSs), toxic chemicals, hazardous wastes and endangered species is an international problem with serious consequences: it directly threatens human health and the environment, contributes to species loss, and results in revenue loss for governments. Moreover, illegal trade in such commodities strengthens criminal organizations that also traffic in drugs, weapons and prostitution. In the current post-September 11 context, where there is a clear nexus between customs, border control and national security, trade in certain chemical commodities may also fall into the area of environmental security.

Another serious effect of illegal trade in environmentally sensitive commodities is that it also seriously undermines the effectiveness of multilateral environmental agreements (MEAs) by circumventing rules and procedures agreed in international treaties.

National and international regimes for integrated chemical management rely on customs to monitor and control flows of regulated chemicals at borders. International agreements related to chemical management often restrict the national supply and demand of specific chemicals, and some set incentives for phase-out of the most harmful substances. If illegal trade in these chemicals occurs, the incentives set by the MEAs for control and phase out of chemicals are considerably weakened. In those countries, which have the appropriate laws or policies already in place, the national customs authorities must have the capacity to monitor and control the flow of chemicals and goods covered by MEAs.

However, customs agencies operating in isolation are not sufficient. At the national level, customs is but one element of a “compliance and enforcement chain” that includes:

- Monitoring detection, and seizure of illegal shipments by customs agencies,
- Prosecution of criminal cases involving such shipments by prosecuting attorneys
- Appropriate sentencing by the judiciary.

All three individual links in this chain must be strong for the whole to succeed. Without effective detection and seizure by customs, the criminal act cannot be identified. Without consistent prosecution by attorneys, the criminals identified by customs will not be brought to justice. Without appropriate fines and sentences levied by judges, criminals who have been successfully prosecuted will resume their illegal activity and others will not be deterred from undertaking similar activity.

UNEP’s Governing Council has made the link between the need to promote cooperation between different conventions and the importance of addressing illegal trade in environmentally-sensitive commodities. Cooperation on illegal trade is an excellent opportunity for international organizations and MEA Secretariats to work together across different issue areas, as many of the problems and solutions regarding illegal trade of ODSs, toxic chemicals, hazardous waste and endangered species are similar.

The Green Customs Initiative aims at strengthening compliance and enforcement of multilateral environmental agreements through integrated capacity building for customs officers within the MEA enforcement chain. The aim is to provide customs officers with training that covers several MEAs at the same time, also stressing common issues in implementation of these agreements.

### **3. Objectives of the Green Customs Initiative workshop**

- Create awareness among customs officers on their role in enforcing MEAs
- Creating awareness among customs officers of each of the specific MEAs covered
- Present the trade aspects of each of these MEAs and the impact on customs officers;
- Present the existing international setting for MEA enforcement (including MEA secretariats)
- Test the Green Customs Training Guide being developed by the partners so that it can be adapted to the training needs of the national customs administration
- Highlight inter-linkages and possible synergies in enforcement of the various MEAs
- Encourage creation of links at the national level between key MEA enforcement stakeholders: customs officers, customs training institutes, MEA national focal points, judges, prosecutors.
- Encourage bilateral as well as regional dialogues on trade-related issues related to MEAs.
- Present available resources for customs administration on MEA enforcement issues, particularly from international organisations involved in these issues.

- Discuss possibilities and relevance of expanding the training to focus also on judges and prosecutors in the next phase of work
- Prepare a second phase in which the generic training manual will be adapted to national training needs.

#### **4. Participants**

The primary target group is constituted by representatives from national customs administration (land and airport), especially from the national training institute in each country. The goal was to have participants used to handle chemicals and participants having experience in dealing with CITES issues.

#### **5. Expected Outcome**

- Training of customs officers completed leading to a greater awareness of MEA issues, available resources and contact at national and international levels.
- Synergies created between international, regional and national stakeholders (especially customs) on the implementation of trade regulations of MEAs
- Bilateral, sub regional and regional dialogues created on combating illegal trade in environmentally-sensitive commodities
- Feedback received on Green Customs Training Guide and integrated for a final result which could be adapted to national needs.

The workshop was held in parallel with the National Ozone Officers' Network Meeting for the sub-region.

#### **6. Summary of the workshop**

In partnership with the Government of Trinidad and Tobago, the various partners of the Green Customs Initiative, and the Organization for the Prevention of Chemical Weapons, and with the support of the Government of Norway, UNEP organized this regional training workshop for customs officers and environment officers on implementation of MEAs.

The workshop was opened by the Honourable Minister of Public Utilities and the Environment (see Opening Address in Annex 3). UNEP/ROLAC was represented by Mr. Ricardo Sanchez Sosa. All Speakers reinforced the need to have synergistic approaches on the management and implementation of Multilateral Environment Agreements as a route for sustainability. On the opening of the workshop 83 persons (including regional, international and national representatives) attended.

All of the participants met in plenary on the first day, which focused on general and cross-cutting aspects of compliance with and enforcement with MEAs. On the second day, the groups met in parallel, one on Green Customs, the other for the NOO regional meeting. On this day, the Green Customs participants learned about the Basel,

Stockholm, Rotterdam, and CITES Conventions. On the third day, the groups met in plenary to discuss the environmentally-safe destruction and disposal of chemicals and implementation of the Montreal Protocol.

In the afternoon, they met in breakout groups to discuss one of three themes:

- (1) Development of Implementing Legislation, Regulations, and Standards, and Enforcement thereof;
- (2) Data Collection, Analysis, Reporting, Detection, Establishment of Line/Chain Control;
- (3) Regional Aspects: Managing Controlled Commodities Entering and Leaving Free Trade Zones, Transshipment, Emerging Challenges in Enforcement and Compliance under the Caribbean Single Market and Economy (CSME).

The third day ended with a discussion of lessons learned and feedback on the Green Customs workshop.

The final day was devoted to the Chemical Weapons Convention.

All presentations and related documents addressed during the meeting were distributed to the participants in a CD format to be kept by participants.

All participants were requested to fill in an evaluation questionnaire on the proceedings of the workshop and the usefulness of the Green Customs Training Manual (see analysis of the results herein below).

Local media, including television and newspapers, covered the meeting.

## **7. Main Points of Discussions and Lessons Learnt**

### **1. Enforcement and Compliance**

- a. The objective of the training has to be based on compliance with international obligations
- b. A multi-stakeholders approach is necessary for sustainable compliance. This should include, for example, the police forces (as represented by Interpol National Bureau during this workshop).
- c. To ensure that legal processes are effective regarding seized commodities, institutional infrastructure in the entire enforcement chain is required. This includes reinforcement of laboratory infrastructures as well as training.
- d. Transshipment and transit: One of the great issues of interest to the region is transit and transshipment. The customs officers raised this issue repeatedly and expressed interest in having the draft Green Customs Guide address this in more detail. Reinforced control of MEA-traded commodities in transit or transshipment is needed.
- e. Special attention is required in commodities traded through free zones. Customs officers are in need of additional information on this particular topic (across MEAs). This information has to be available regionally (in particular at the CARICOM level)

- f. Joint inspections of environmental police officers and customs officers is an effective enforcement mechanism and conducive to cross-fertilization
- g. Routine secondary inspections (such as post-import audits) of MEA-traded goods was recommended.
- h. Exporting countries should provide as complete and detailed information as possible to their trading partners. The export document should be in line with the shipping and import documents. There is a need for institutionalized collaboration, in particular to cross-check import and export data.
- i. Reporting of cases of seizures related to MEAs to appropriate customs enforcement networks should be encouraged, including in particular the Customs Enforcement Network (CEN, WCO) and the Eco-Messages of Interpol (large data base of cases). At the regional level, this is the Joint Intelligence Office coordinated by the CCLEC. This would help develop intelligence analysis and operations.
- j. Post import audits is a necessary tool of enforcement
- k. Continuous review and upgrade of the legislative procedures involving customs and other key stakeholders is needed – in keeping with the decision of the meeting of Parties to the various MEAs as well as ratification of these agreements by countries.

## **2. Additional Support required for Customs and other enforcement officers**

- a. Customs should receive more information on specific codes within the Harmonized system on environmentally-sensitive commodities.
- b. Trade Data / shipment of MEA-traded commodities should be in line and with ready access. To be effective the Customs Officers will need in time notice.
- c. Officers should be given a checklist on the targeted commodities (red flags). Customs officers need to be made aware of the trade names of these products. This will facilitate integration in risk analysis and early detection strategies.
- d. Partners should, in cooperation, work on developing appropriate tools for customs officers and disseminate them throughout the region.
- e. Customs Officers also require the necessary investigative tools and training
- f. A system for information sharing between developed and developing countries (particularly for the countries in the Caribbean region) should be developed to be able to identify avenues for smuggling and combat illegal trade.

## **3. Training and Capacity Building**

- a. Customs officers may not have environment among their top priorities.

- b. One of the challenges of capacity building is the frequent turnover of staff. Strategies should be developed to make sure that capacity built within institutions is sustained in spite of these frequent changes of staff.
- c. Training of all stakeholders within the MEA enforcement chain should be conducted, especially judges and prosecutors.
- d. Capacity building tools developed under the Green Customs and MEA-specific materials should be regularly updated. It should also be adapted to the needs of the region.
- e. Harmonization of control in MEA-related commodities across the free zones in the region was recommended by participants.
- f. Regional Training versus national training: The Green Customs Initiative to be fully effected will require a combination of both national training and regional training. At the National level, the Train the Trainer approach is preferred as it lends for wider sectoral ownership, institutionalization and sustainability
- g. The capacity building effort needs to be a continuous and sustained process
- h. Harmonisation of Definition of MEA-traded Commodities: The Secretariats of the MEAs and the World Customs may wish to harmonize as much as possible the technical definitions of the MEA-traded commodities.

#### **4. Public and Sectoral Awareness and Education**

- a. Outreach, public awareness and targeted audiences sensitization (judges, enforcement agencies) should be conducted.
- b. Specific awareness raising activities should be developed for at the Customs' Comptrollers' level.
- c. Publicizing success stories in combating illegal trade raises awareness of the problem. NGOs can play a role in assisting with this.
- d. Information-sharing mechanisms, such as an e-forum, should be developed at the regional level, for interested enforcement officers.
- e. Data collected, as well as best practices, and experiences should be shared across the region in the shortest time.
- f. Across the border bilateral and multilateral information exchanges are also key components of successful implementation of MEAs.

#### **5. Health and Safety**

- a. There are high concerns about health and safety of customs officers who have to control MEA-traded commodities. Advice should be given on those issues.
- b. There were questions on what evidence could be used / presented in courts – related, for example to the potentially-harmful impacts of toxic chemicals or waste on human health. This is particularly relevant in cases where customs officers have been harmed by handling items which were controlled under MEAs.

## 6. Infrastructure Mechanism for Disposal of Seized Commodities:

- a. Information on what to do with seized illegal shipments of MEA-traded commodities, including disposal, should be given.
- b. Approved disposal mechanisms/procedures are required: this is especially important in the case of seized chemical and equipment containing the controlled chemicals

## 7. National legislation and Regional Involvement / integration

- a. Approval of national legislation is key to MEA implementation. Two approaches can be used: development of a new legislation ; or use and amendment of existing legislations, such as negative list of imports. In annex, an example of such negative list is reproduced (from Trinidad and Tobago's legislation). Pesticides Laws can also be used as basic laws for inclusion of MEA requirements. Wording needs to be very precise for effective enforcement by customs – thus consultation of customs authorities is very important in this process.
- b. Customs should be involved in the development of national policy strategies of implementation of MEAs. For example, they should be consulted during development of National Implementation Plans (NIPS) for POPs.
- c. Laws should have strong enough penalties for deterring environmental crime.
- d. At the Sub-regional level of the Caribbean: Customs officers need to be advised on the control requirements on MEA-traded commodities in the context of the Caribbean Single-Market and Economy (CSME) including country-specific requirements.
- e. The CSME should consider adopting common trade procedure on MEA-traded commodities.
- f. Support for “Common” Environment Legislation amongst Member states of the OECS and the CARICOM was expressed.
- g. The involvement of the Regional Stakeholders was instrumental in integrating and expanding the participation towards enforcement officers and integration into the other regional developmental issues particularly in the area of trade and towards the establishment of a single market and economy of the Caribbean region.
- h. The objectives of the workshop were in keeping with the Initiatives for Latin America and the Caribbean (ILAC) for MEA management and Capacity building and technology transfer.
- i. ROLAC's Role on the organisation and management of workshop of the LAC region: The success both in terms of the level of participation and achievements of the objectives supports the policies of regionalization. Follow-up activities on the results and conclusions should be administrated via the ROLAC office. This will further support the processes of regionalization.



## 8. Other Issues:

- a. The MEA that Customs Officers are most familiar with is that of the Montreal Protocol. The Customs Training Approaches used by the Montreal Protocol could be considered for other MEAs. Synergies between the chemical MEAs were also underlined.
- b. Differing stages of development and implementation of MEAs at the Country level: One of the drawback of regional training is that it is difficult to benchmark the skills and status of participating countries in any one MEA. Having the more senior of Customs Officers at this regional training was strategic as will lend to wider discussions on policies and national needs of Customs department for effective enforcement
- c. Recommendation on further partnership with the OPCW on Green customs workshops -- continuation of partnership with the OPCW should be encouraged and supported
- d. Consideration should be given to creating specific courts to facilitate prosecution of cases of illegal trade related to environmentally-sensitive items.

## 8. Discussions during MEA-specific sessions

Specific issues were raised in discussion on the MEAs. Some centered on technical issues, but generally three main themes emerged for the region:

- o the need to clarify what MEA rules apply in cases of transit and transshipment – this is all the more important that these cases can represent opportunities for smuggling
- o the need to develop / build sources of information / infrastructures at the regional levels to assist directly officials from the Caribbean.
- o The need to have concise information on what to do with items which are seized (process for seizures, what to do with the items, responsibilities for handling the seizures).

## 9. Comments on the Green Customs Training Guide

### a. General Comments during the presentation of the Guide

- o Consideration should be given to addition of new agreements. The example of the International Plant Protection Convention (IPPC) was given.<sup>1</sup>
- o Information should be succinct, accessible in layman's terms. If need be, documents should be adapted to national needs.
- o GCI partners should consider developing computer-based training. The model developed by the UN Office on Drugs and Crime (UNODC) was mentioned for training on drug interdiction. The officer can train on one's own time and get certified, and has eventually to demonstrate that he/she can apply the training in practical cases.

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<sup>1</sup> The IPPC is an international treaty to secure action to prevent the spread and introduction of pests of plants and plant products, and to promote appropriate measures for their control. The IPPC Secretariat coordinates the activities of the Convention and is hosted by FAO. See [www.ippc.int](http://www.ippc.int) for more information.

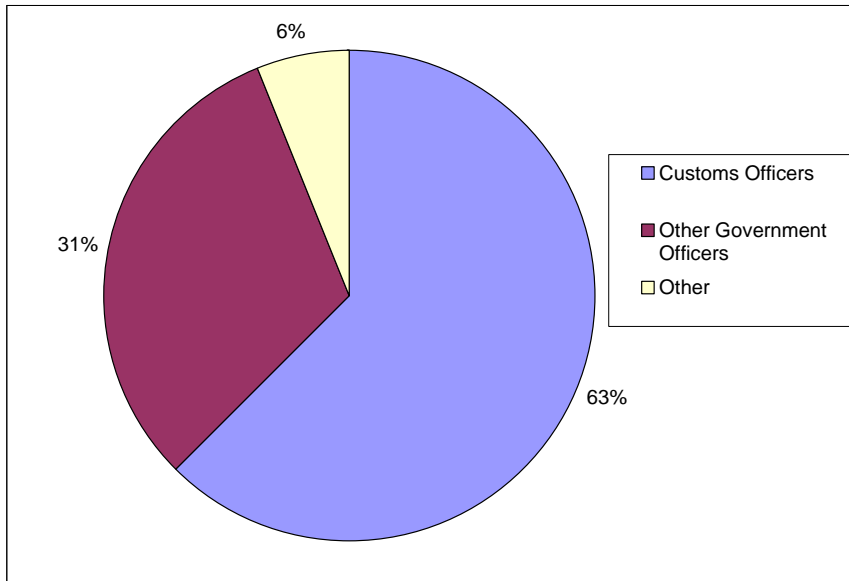
CEC mentioned that they were developing computer-based training for enforcement officers. Such medium allows dividing training into levels of complexity (basic, intermediate, and advanced)

- While the customs officers generally found that the level of information that was presented was appropriate, they were also interested in additional information and support. Customs Officers needs to receive specialized knowledge on environmental compliance issues. This could be, for example, through a specialization on 'Green' (fauna and flora) matters or 'Grey' (chemicals-related) issues.

**b. Results from the Questionnaire:**

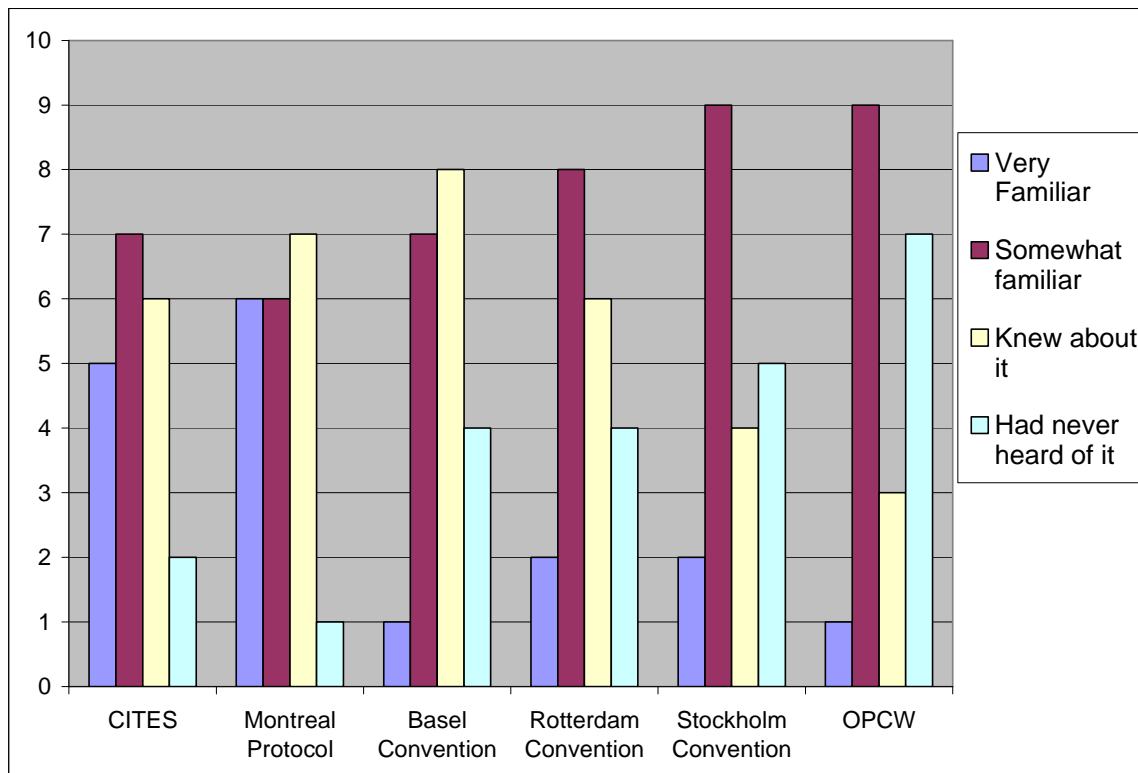
**Fig 1: Function of participants**

The total number of participants who completed the evaluation questionnaire is 35 persons, including 20 customs officers (of whom 12 are trainers in their customs institute), 10 other Government Officers (mostly environmental officers) ; 2 Other (police officer ; General legal advice/drafter). Note that resource persons did not fill in this questionnaire.



**Fig 2: Customs’ Officers experience with Multilateral Agreements**

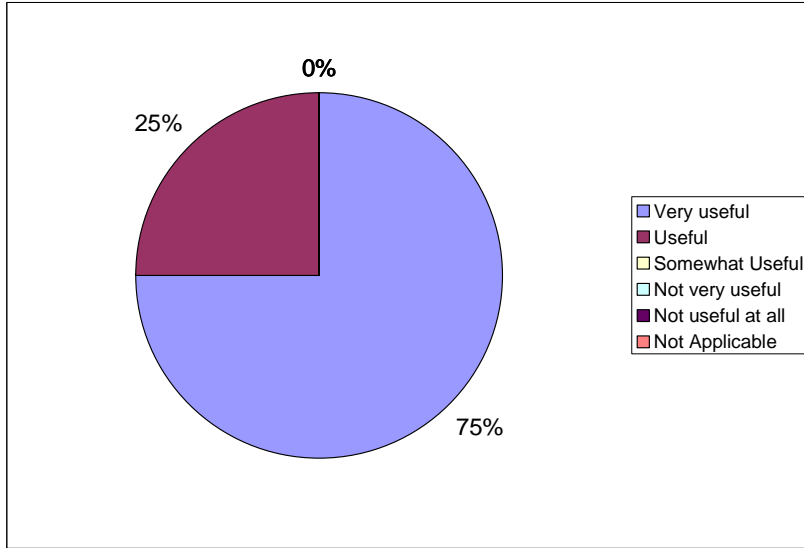
Note that only the 20 customs officers’ responses are analyzed here. Prior to the workshop, most of participants knew about the Multilateral Environmental Agreements covered in the Green Customs Initiative. There were more specialists of Montreal Protocol and CITES than of Stockholm, Rotterdam and Basel Conventions and OPCW – however, when the ‘very familiar’ and ‘somewhat familiar’ numbers are added, the differences between MEAs are not so major. The least familiar convention (7 had never heard of it) was the Chemical Weapons Convention.



**Fig 3 : (question no 5 : Overall, how do you think this training guide fulfils the function ?**

(a) As background document for this workshop.

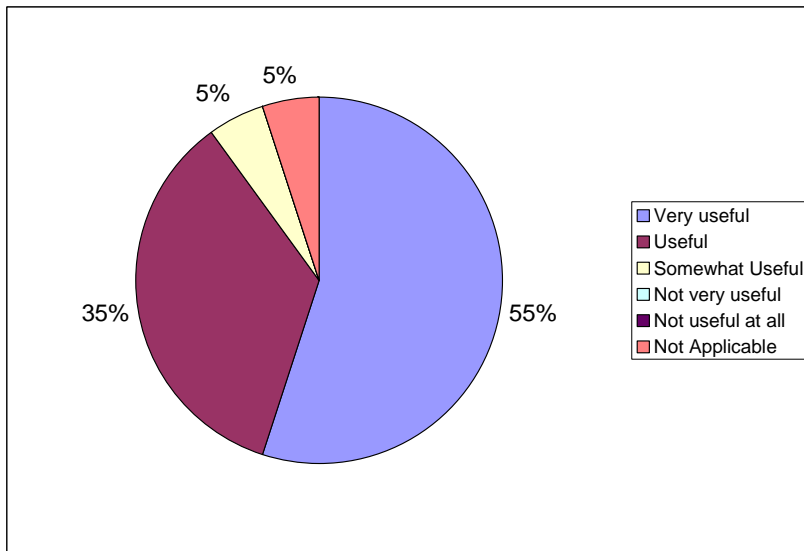
- Participants overall found Guide comprehensive; mentioned that it could be used as background for national training ; that it presented the history of the



MEAs ; that it was easier than reading the official documents of MEAs as it presented a perspective from customs

- Mentioned that there is a need in customs to learn about this information, through training.
- Suggestions:
  1. Use of posters, reminders, audio-visual presentations
  2. Provide the MEA articles as quick reference
  3. HS codes and more quick tools

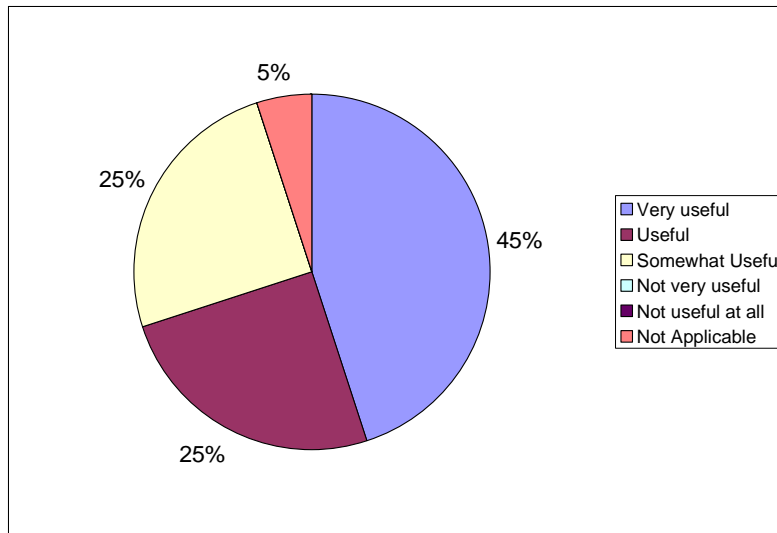
**(b) As general introduction of the MEAs**



- Respondents found that basic ‘need-to-know’ info was a ‘real time-saver’ ; that a detailed outline and that basic reasoning of MEAs was presented ; that it provided ‘new direction and focus’
- It incites participants to teach fellow officers

**(c) As a tool to assist in day –to-day work.**

- Participants praised practical tools such as ODS Quick Tool ; lists of references (web sites, etc) where more information can be found ; effectiveness of



- the Guide
- Problems:
    1. Too bulky/detailed for day-to-day work
    2. Part of many tools for day-to-day work
  - Suggestions:
    1. More color-coded quick tools

**Responses to questions in the questionnaire are summarized as below:**

**Question 1.** Would you consider that there is too much information or not enough in formation in this training guide?

**Answer:** 95% found that the information is sufficient / adequate and 5% needed more information.

**Question 2.** Please indicate three things that you will remember from the training guide.

**Answer:** Major things the participants will remember from the training guide are:

About the Guide itself:

- Practical information (Addresses, etc.). Brevity and simplicity of text, graphics, layout, encourage reading and is educational.
- Combination with practical exercises / visits is good.

Main lessons:

- There is a worldwide shift from developing MEAs to implementation of MEAs
- Implementing MEAs is a complex task
- The stakes are high as environment is at risk and needs to be protected
- It is lucrative to circumvent requirements of MEAs
- Governments need to put resources in implementing MEAs
- Need to make sure that procedures on hazardous and toxic substances are enforced

What was learnt:

- Learnt about the methods for 1. identifying but also 2. smuggling of ODS
- Knowing more about Rotterdam and Stockholm Conventions, understand better CITES (for example the Specimen certificates)
- Follow-up steps are to be taken (spread the information, share it with colleagues and even family circles)
- Collaborative spirit are to be developed - The training stressed commonalities between participants – Networking is important – Sharing of information is important

- Provision of detailed information and MEAs and inspiration to know more about MEAs
- Reporting (on MEA implementation) is important, as well as processing the data
- Need to be alert when dealing with hazardous waste

**Question 3.** What section was the most useful to you?

**Answer:** Many of the sessions were mentioned so the response is quite spread out. No specific sessions received more than 3 votes. Participants also mentioned the actual sessions of the training, not only the sections in the Guide.

**Question 4.** What section (if any) would you expand and which (if any) would you reduce?

**Answer:** The most common response was to request extension of working group discussions as well as development of visual tools, particularly videos. There was interest in learning more about CITES.

**Question 5.** Overall, how do you think this training guide fulfils the function?

**Answer:** Fig. 3

**Question 6.** Do you have any cases or examples relating to implementation of any of these MEAs from your experience, which could usefully be included in the training Guide? Would you like to provide it for inclusion of the guide?

**Answer:** There was basically no response to this question. One customs officer provided a document on the Harmonized System Code for ODS (see Annex 4).

**Question 7.** What other tools do you think would complement this training guide, and why?

**Answer:** some suggestions were made as follows

- Develop Visual Materials (including videos), Posters, CDs
- Develop quick reference tools
- Include ASHRAE color codes for ODS
- Include hand-on training / demonstrations
- Develop a Newsletter on MEA training
- Provide protective clothing used in inspection

**Question 8.** Is the CD-Rom a useful complement?

**Answer:** All participants found that CD-Rom useful. Participants equally required more specific information on CITES, Basel Convention, Rotterdam Convention, Stockholm Convention and CWC, but none about the Montreal Protocol.

## **Annexes**

- 1. List of Participants (see attached document)**
- 2. Agenda (see attached document)**
- 3. Opening Speech by the Honourable Penelope Beckles, Minister of Public Utilities and the Environment, Government of Trinidad and Tobago**
- 4. Legal Notice Nr. 69, Trinidad and Tobago: Negative List of Importation (products requiring license)**

**Annex 3:**

**Opening Remarks**

**By**

**The Honourable Penelope Beckles**

**Minister of Public Utilities and the Environment**

**At**

**The Opening of**

**The Green Customs Initiative**

**And**

**Ozone Officers Meeting**

**September 6-9, 2005**

**Ambassador Hotel**

**Port of Spain**

**Salutations:**

**Representatives of the United Nations Environmental Programme, Regional Office for Latin America and the Caribbean (UNEP-ROLAC)**

**Representatives of the World Customs Organisation (WCO)**

**Representatives of Interpol**

**Representatives of the Organization for the Prohibition of Chemical Weapons (OPCW)**

**Representatives of the Secretariats of the Multilateral Environment Agreements**

**Government Officials**

**Participants**

**Invited guests**

**Members of the Media**



Good Morning.

It is indeed my pleasure to bring greetings to you this morning on behalf of the Ministry of Public Utilities and the Environment and the Government of Trinidad and Tobago, at this, the opening ceremony of the Green Customs Initiative and Ozone Officers Meeting, two very timely and important regional meetings.

Allow me a few moments to specially welcome our regional and international participants. I hope that your stay in Trinidad will be an enjoyable one and that you will have some time to enjoy the unique sights and sounds of beautiful T'n'T.

However, this morning we have come together because we share a concern about the illegal trade of environmental commodities, in particular as it relates to the Caribbean region. Indeed, this kind of environmental crime has developed and continues to evolve into a highly profitable enterprise. If left unchecked, this activity threatens to severely compromise the tremendous positive efforts made toward the national, regional and global environment through the many Multilateral Environmental Agreements (MEAs). The importance of these MEAs has been evident over the years in arresting and addressing various environmental issues, which have the potential to seriously threaten human health and the environment if left unattended. One such MEA is the Montreal Protocol which can boast of being one of the most successful MEAs. This protocol has systematically reduced the consumption of Chlorofluoro Carbons (CFCs) and Halon to a point where scientists predict that the ozone hole will begin to repair itself within the next fifty years once all countries adhere to the requirements of the Montreal protocol.

Trinidad and Tobago, being ever mindful of these threats, has been vigorously pursuing the implementation of the many Multilateral Environmental Agreements to which this country is signatory.

With respect to the Montreal Protocol on Substances that Deplete the Ozone Layer, this country continues to meet and exceed its national obligations, and is presently aggressively implementing the Terminal Phase Out Management Plan for the complete phase out of Chlorofluoro Carbons or CFCs by December 31<sup>st</sup> 2007. Under this Convention we have also been successful in:

- Implementing a freeze and a quota system on the importation of Ozone Depleting Substances effective since July 1, 1999
- Imposing restrictions on the importation of equipment requiring the use of Ozone Depleting Substances
- Encouraging, where possible, the retrofitting of existing CFC based equipment
- The conversion of a local CFC Aerosol Filling Facility to a non-CFC facility, and
- The phasing out the use of Halons as a fire-fighting substance

Implementation of the Basel Convention on the Transboundary Movements of Hazardous Wastes and their Disposal is also being keenly pursued, with the drafting of the Hazardous Waste Rules and the compilation of a National Hazardous Waste Inventory to aid in the enforcement and execution of this Convention. Legislation is also presently being drafted to give force to the Convention on International Trade in Endangered Species of Wild Flora and Fauna.

It is also noteworthy to mention, with respect to implementation of the Stockholm Convention on Persistent Organic Pollutants, all twelve (12) chemicals addressed by this Convention have been banned and are included on this country's Import Negative List.

Ladies and Gentlemen, these are but a few highlights of the initiatives we have taken to assist in tackling global environmental problems at a national level.

Moreover, we are committed to working with other nations and to fulfilling what we see as our obligation with regard to addressing global environmental issues, in particular, the illegal trade of environmental commodities.

The fact is ladies and gentlemen, that this type of crime must be viewed as a cross cutting issue in respect of the region's development, which requires a holistic and multidisciplinary approach. At the national level their needs to be coordination and communication among all agencies involved in compliance and enforcement, along with capacity building, institutional strengthening and information sharing to ensure that all stakeholders are properly apprised of, and able to deal with those concerns which are peculiar to the illegal trade of environmental commodities.

Indeed, this holistic and multidisciplinary approach is also needed at the regional and international level. For this reason, it is encouraging to see the variety of local, regional and international agencies here today. I therefore wish to commend all those involved in the organization of this Meeting for taking this visionary and necessary step to facilitate collaboration and networking among the key stakeholders represented at this Meeting.

I also wish to recognize the Ozone Officers Meeting, which will be occurring concurrently with the Green Customs Initiative Meeting. As was stated by Mr. Ogeer, this is the second time that Trinidad and Tobago has had the pleasure of hosting this Meeting and I am confident that it will be an extremely productive and informative session.

In preparing for this seminar, the Permanent Secretary provided me with some information that I will like to share with you. (Here the Honourable Minister quoted from a document "Ozone Layer has Stopped Shrinking, US Study Finds". This article is dated August 31, 2005)

In closing Ladies and Gentlemen, I extend my best wishes for a successful meeting. I hope that the camaraderie and networking will enable us to fortify our efforts as a unified Caribbean body, for the protection and wise use of our environment.

Thank you.

**Annex 4:**

**LEGAL NOTICE No. 69**

**REPUBLIC OF TRINIDAD AND TOBAGO**

**The Trade Ordinance (No. 19 of 1958)**

**NEGATIVE LIST**

**NOTICE TO IMPORTERS No. 1 OF 1999**

**Open General Licence**

IN EXERCISE of the powers conferred on the Minister for the purpose of the Imports and Exports Control Regulations, 1941, as continued in force by section 10 of the Trade Ordinance, No. 19 of 1958 and pursuant to regulation 3(1) of the said Regulations, the Minister hereby grants Open General Licence for the importation into Trinidad and Tobago of all goods except as provided in this Licence:

**Exceptions**

- (1) Subject to paragraph (2), goods listed in the Negative List set out hereinafter may be imported only under specific import licence.
- (2) The Negative List shall not apply to goods originating in CARICOM Member States, other than those goods specified under category No. 12 of the said List. :
- (3) Open General Licence published as Notice to Importers No.1 OF 1997 as amended, is hereby cancelled.

<i>Category No.</i>	<i>Ministry Code No.</i>	<i>Description of Goods</i>
		<b>Livestock</b>
00	00000	Live poultry, rearing or breeding
	00001	Live poultry, other than rearing or breeding
		<b>Fish, Crustaceans, Molluscs</b>

*Negative List*

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02	02000	Fish, fresh (live or dead) chilled or frozen
	02001	(a) Shrimp (prawn), fresh (live or dead), chilled or frozen
		(b) Lobster, fresh (live or dead), chilled or frozen
		(c) Crabmeat, fresh, chilled or frozen

<i>Category No.</i>	<i>Ministry Code No.</i>	<i>Description of Goods</i>
		<b>Oils and Fats</b>
12	12000	Coconut in all forms including coconut seedlings, copra, desiccated coconut, coconut milk and coconut cream, but excluding coconut oil
	12001	Oil seed cake, meal and other vegetable oil residues
	12002	Copra
	12003	Oilseeds, beans, nuts, etc.
	12004	Animal oils, fats and greases, unrefined
	12006	Fatty acids and solid residues from the treatment of oils and fats
	12007	Vegetable fats
		<b>Motor Vehicles</b>
22	22000	Road motor vehicles of the following descriptions:
		(a) left hand drive vehicles imported under section 45(4) of the Customs Act, Chap. 78.01 as amended;
		(b) used right hand drive vehicles;
		(c) used right hand drive Garbage Compactors exceeding 15 tonnes (15,000 kg MGW)
		<b>Paper and Paper Products</b>
26	26006	Paper for wrapping tobacco or cigarettes
		<b>Miscellaneous Manufactured Products</b>
35	35015	Ships and boats (under 250 tonnes)
		<i>Pesticides</i>
36	36000	Parathion ethyl

*Negative List*

	36001	2,4,5 – Trichlorophenyl (2,4,5-T)
	36002	Dichlorodiphenyl Trichloroethane (DDT)
	36003	Chlordimeform
	36004	Dibromochloropropane (DBCP)

<i>Category No.</i>	<i>Ministry Code No.</i>	<i>Description of Goods</i>	
		<b>Pesticides</b>	
36	36005	Ethylene Dibromide (EDB)	
	36006	Pentachlorophenol (PCP)	
	36007	Lead Arsenate	
	36008	Thallium and its salts	
	36009	Aldrin, Dieldrin, Endrin	
37	37001	(a) Ozone Depleting Substances (ODS)	
		(b) Ozone Depleting Substances (ODS) and Mixtures containing Ozone Depleting Substances (excluding asthma inhalers):	
		<i>2903.191</i>	
		2903.20	
		2903.22	
		2903.29	
		<b>2903.30</b>	Fluorinated, Brominated or Iodinated derivatives of Acyclic Hydrocarbons
		<b>2903.30.10</b>	Methyl Bromide
		<b>2903.30.20</b>	Tetrafluoroethane (R 134a)
		<b>2903.30.90</b>	Other
		2903.40	
		2903.42	
		<i>2903.44</i>	
		2903.451	
		2903.453	
		<i>2903.455</i>	

*Negative List*

		2903.457	
		2903.4592	
		2903.46	
		<b>2903.46.10</b>	Bromochlorodifluoromethane
		<b>2903.46.20</b>	Bromotrifluoroethane
		<b>2903.46.30</b>	Dibromotetrafluoroethane
		2903.49	
		<b>2903.49.10</b>	Derivatives of Methane, Ethane or propane halogenated with Fluorine or chlorine
		<b>2903.49.11.10</b>	Dichlorofluoromethane (HCHC 21)
		<b>2903.49.11.20</b>	Chlorodifluoromethane (HCFC 22)
<b>Category No.</b>	<b>Ministry Code No.</b>	<b>Description of Goods</b>	
		<b>2903.49.11.30</b>	Chlorofluoromethane (HCFC 31)
		<b>2903.49.12</b>	Derivatives of Methane
		<b>2903.49.12.10</b>	Tetrachlorofluoroethane (HCFC 121)
		<b>2903.49.12.20</b>	Trichlorodifluoroethane (HCFC 122)
		<b>2903.49.12.30</b>	Dichlorotrifluoroethane (HCFC 123)
		<b>2903.49.12.40</b>	Chlorotetrafluoroethane (HCFC 124)
		<b>2903.49.12.50</b>	Trichlorofluoroethane (HCFC 131)
		<b>2903.49.12.60</b>	Dichlorodifluoroethane (HCFC 132)
		<b>2903.49.12.70</b>	Chlorotrifluoroethane (HCFC 133)
		<b>2903.49.12.80</b>	Dichlorofluoroethane (HCFC 141)
		<b>2903.49.12.90</b>	Other
		<b>2903.49.12.91</b>	Chlorodifluoroethane (HCFC 142)
		<b>2903.49.12.92</b>	Chlorofluoroethane (HCFC 151)
		<b>2903.49.13</b>	Derivatives of Propane
		<b>2903.49.13.10</b>	Hexachlorofluoropropane (HCFC 221)
		<b>2903.49.13.20</b>	Pentachlorodifluoropropane (HCFC 222)
		<b>2903.49.13.30</b>	Tetrachlorotrifluoropropane (HCFC 223)

*Negative List*

		<b>2903.49.13.40</b>	Trichlorotetrafluoropropane (HCFC 224)
		<b>2903.49.13.50</b>	Dichloropentafluoropropane (HCFC 225)
		<b>2903.49.13.60</b>	Chlorohexafluoropropane (HCFC 226)
		<b>2903.49.13.70</b>	Pentachlorofluoropropane (HCFC 231)
		<b>2903.49.13.80</b>	Tertachlorodifluoropropane (HCFC 232)
		<b>2903.49.13.90</b>	Other
		<b>2903.49.13.91</b>	Trichlorotrifluoropropane (HCFC 233)
		<b>2903.49.13.92</b>	Dichlorotetrafluoropropane (HCFC 234)
<b><i>Category No.</i></b>	<b><i>Ministry Code No.</i></b>	<b><i>Description of Goods</i></b>	
		<b>2903.49.13.93</b>	Chloropentafluoropropane (HCFC 235)
		<b>2903.49.13.94</b>	Tetrachlorofluoropropane (HCFC 241)
		<b>2903.49.13.95</b>	Trichlorodifluoropropane (HCFC 242)
		<b>2903.49.13.96</b>	Dichlorotrifluoropropane (HCFC 243)
		<b>2903.49.13.97</b>	Chlorotetrafluoropropane (HCFC 244)
		<b>2903.49.13.98</b>	Trichlorofluoropropane (HCFC 251)
		<b>2903.49.13.99</b>	Other
		<b>2903.49.13.99.1</b>	Dichlorodifluoropropane (HCFC 252)
		<b>2903.49.13.99.2</b>	Chlorotrifluoropropane (HCFC 253)
		<b>2903.49.13.99.3</b>	Dichlorofluoropropane (HCFC 261)
		<b>2903.49.13.99.4</b>	Chlorofluoropropane (HCFC 262)
		<b>2903.49.13.99.5</b>	Chlorofluoropropane (HCFC 271)
		<b>2903.49.14</b>	
		<b>2903.20</b>	
		<b>2903.49.21</b>	Derivatives of Methane, Ethane, or propane halogenated with fluorine and bromine
		<b>2903.49.21.1</b>	Derivatives of Methane
		<b>2903.49.21.2</b>	Dibromofluoromethane

*Negative List*

		2903.49.21.3	Bromodifluoromethane
		2903.49.22	Derivatives of ethane
		2903.49.22.1	Tetrabromofluoroethane
		2903.49.22.2	Tribromodifluoroethane
		2903.49.22.3	Didromotrifluoroethane
		2903.49.22.4	Bromotrifluoroethane
		2903.49.22.5	Tribromofluoroethane
		2903.49.22.6	Dibromodifluoroethane
		2903.49.22.7	Bromotrifluoroethane
		2903.49.22.8	Dibromofluoroethane
		2903.49.22.9	Other
		2903.49.22.9.1	Bromodifluoroethane
		2903.49.22.9.2	Bromofluoroethane
		2903.49.23	Derivatives of propane
		2903.49.23.1	Hexabromofluoropropane
		2903.49.23.2	Pentabromodifluoropropane
<i>Category No.</i>	<i>Ministry Code No.</i>	<i>Description of Goods</i>	
		2903.49.23.3	Tetrabromotrifluoropropane
		2903.49.23.4	Tribromotetrafluoropropane
		2903.49.23.5	Dibromopentafluoropropane
		2903.49.23.6	Bromohexafluoropropane
		2903.49.23.7	Pentabromofluoropropane
		2903.49.23.8	Tetrabromodifluoropropane
		2903.49.23.9	Other
		2903.49.23.9.1	Tribromotrifluoropropane
		2903.49.23.9.2	Dibromotetrafluoropropane
		2903.49.23.9.3	Bromopentafluoropropane
		2903.49.23.9.4	Tetrabromofluoropropane
		2903.49.23.9.5	Tribromodifluoropropane
		2903.49.23.9.6	Dibromotrifluoropropane
		2903.49.23.9.7	Bromotetrafluoropropane
		2903.492	
		2903.199	
		2903.21	
		2903.23	
		2903.30	
		2903.41	
		2903.43	
		2903.45	
		<b>3824.70</b>	Mixtures containing perhalogenated derivatives of acyclic hydrocarbons containing two or more different halogens



*Negative List*

		<b>3824.71</b>	Containing acyclic hydrocarbons perhalogenated with fluorine and chlorine
		<b>3824.79</b>	Other
		<b>3824.90</b>	Other
		<b>3824.90.10</b>	Mixtures containing halogenated derivatives of acyclic hydrocarbons containing two or more different halogens
		<b>3824.90.11</b>	Containing acyclic hydrocarbons halogenated with fluorine and chlorine
		<b>3824.90.19</b>	Other
		<b>3824.90.90</b>	Other
		2903.452	
		2903.456	
		2903.458	
		2903.4591	
<b>Category No.</b>	<b>Ministry Code No.</b>	<b>Description of Goods</b>	
		2903.4599	
		2903.47	
		2903.491	
		2903.499	
38	38001	<b>Equipment requiring the use of refrigerants</b>	
		(a) Compressors of a kind used in refrigeration and their parts	
		- <i>ex</i> Tariff Heading Nos.	
		8414.30	
		84.14.90	
		(b) Dehumidifiers	
		<i>ex</i> Tariff Heading Nos.	
		84.15	
		(c) Air Conditioning Machines and their parts for Domestic and Commercial use, as well as Auto Air-Conditioning units and their parts for new or used vehicles-whether mounted or not	
		<i>ex</i> Tariff Heading Nos.	
		84.15	84.15.10

***Negative List***

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		84.15.20	84.15.80
		84.15.81	84.15.82
		(d) Refrigerators, freezers and other refrigerating equipment or freezing equipment, heat pumps and their parts for domestic and commercial use	
		<i>ex</i> Tariff Heading Nos.	
		84.18	
		(e) Fire Extinguishers and their parts:	
		<i>ex</i> Tariff Heading Nos.	
		84.24.10	84.24.90
		<b><i>Insecticides</i></b>	
		3808.10.30	3809.30.10
		3808.10.90	3808.90.30