

GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS



**Compilation of
iPIC Consultations & Seizures**

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iPIC BELARUS - CHINA

iPIC consultation initiated	iPIC consultation responded	iPIC consultation results	Quantity and type of trade prevented
3 May 2016	4 May 2016	Rejected	30,000 kg R22
Total			
1	1	1	30,000 kg

iPIC description

iPIC consultation of 3 May 2016 between Belarus and China resulted in the rejection of a licensing request for the shipment of 30,000 kg of HCFC-22 from China to Belarus. The Chinese exporter was not registered in the Chinese ODS import / export licensing system. Accordingly, Belarus did not issue the export license.

At a later stage, Belarus imported HCFC-22 from another company which was registered in the Chinese ODS import / export licensing system.

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iPIC CHINA BANGLADESH

iPIC consultation initiated	iPIC consultation responded	iPIC consultation results	Quantity and type of trade prevented
7 September 2018	10 September 2018	Rejected because no valid import license	7,752 kg HCFC-22
			7,752 R406 (blend of HCFC and HC)
			7,752 kg HCFC-22
29 October 2018	4 November 2018	Rejected because of wrong license number	7,752 R406 (blend of HCFC and HC)
			7,752 kg HCFC-22
30 October 2018	4 November 2018	Rejected because of fake license	13,600 kg HCFC-22
		Rejected because of fake license	13,600 kg HCFC-22
Total			
3	3	3	65,960 kg

iPIC description

China's ODS Import/ Export Licensing Office initiated several iPIC consultations on 7 September, 29 October and 30 October 2018, and Bangladesh's Ministry of Environment, Forest and Climate Change responded, rejecting 7 imports in 2018. This prevented unwanted / illegal trade from China to Bangladesh of 65,960 kg in 2018. One application was rejected because of a wrong licence number, and two applications because of fake import licences, and four applications because the importers in Bangladesh did not have valid import licenses.

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iPIC CHINA COLOMBIA

iPIC consultation initiated	iPIC consultation responded	iPIC consultation results	Quantity and type of trade prevented
27 May 2017	3 June 2017	Rejected	4,704 kg HCFC-22
Total			
1	1	1	4,704 kg

iPIC description

China's ODS Import/ Export Licensing Office initiated the iPIC consultation on 27 May 2017, and Colombia's Technical Ozone Unit responded on 3 June 2017, rejecting the import of 4,704 kg of HCFC-22 from China to Columbia. The Chinese exporter did not correspond to the exporter indicated in the import license issued.

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iPIC CHINA IRAN

iPIC consultation initiated	iPIC consultation responded	iPIC consultation results	Quantity and type of trade prevented
30 October 2018	1 November 2018	Rejected because importer not registered	31,280 kg HCFC-22
Total			
1	1	1	31,280 kg

iPIC description

China's ODS Import/ Export Licensing Office initiated the iPIC consultation on 30 October 2018, and Iran's Ozone Layer Protection Unit responded on 1 November 2018, rejecting the import of 31,280 kg HCFC-22 from China to Iran. The importer in Iran did not have any valid import license.

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iPIC CHINA RUSSIA

iPIC consultation initiated	iPIC consultation responded	iPIC consultation results	Quantity and type of trade prevented
27 June 2016	1 July 2016	Rejected	15,504 kg HCFC-22
Total			
1	1	1	15,504 kg

iPIC description

iPIC consultation of 27 June 2016 between China and Russia resulted in the rejection of a licensing request for the shipment of 15,504 kg of HCFC-22 from China to Russia. The import of HCFC-22 to Russia is banned, and the Russian importer is not an authorized importer. Accordingly, China did not issue the export license.

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iPIC CHINA UNITED ARAB EMIRATES

iPIC consultation initiated	iPIC consultation responded	iPIC consultation results	Quantity and type of trade prevented
30 Aug 2018	1 September 2018	1) Rejected	26,887.2 kg HCFC-141b
30 May 2018	31 May 2018	2) Not approved	60,000 kg HCFC-141b
2 May 2018	6 May 2018	3) Not approved	62,016 kg HCFC-141b
2 May 2018	6 May 2018	4) Not approved	110,000 kg HCFC-22
4 May 2018	6 May 2018	5) Not approved	155,040 kg HCFC-22
4 May 2018	6 May 2018	6) Not approved	15,504 kg HCFC-141b
11 Apr. 2018	12 April 2018	7) Not approved	15,640 kg of HCFC-22
30 Mar 2018	1 April 2018	8) Not approved	20,000 kg HCFC-141b
7 Feb 2018	11 February 2018	9) Not approved	60,000 kg HCFC-141b
7 Feb 2018	11 February 2018	10) Not approved	34,300 kg HCFC-22
7 Feb 2018	11 February 2018	11) Not approved	62,560 kg HCFC-22
7 Feb 2018	11 February 2018	12) Not approved	100,000 kg HCFC-141b
26 Jan 2018	29 January 2018	13) Rejected	27,050 kg HCFC-141b
29 Jan 2018	30 January 2018	14) Rejected	3,808 kg HCFC-22
25 Jan 2018	25 January 2018	15) Rejected	122,490 kg HCFC-22
15 Jan 2018	22 January 2018	16) Not approved	104,200 kg HCFC-22
19 Jan 2018	22 January 2018	17) Not approved	20,000 kg HCFC-141b
5 Jan 2018	8 January 2018	18) Not approved	62,560 kg HCFC-22
3 Jan 2018	8 January 2018	19) Rejected	22,000 kg HCFC-22
27 Dec 2017	8 January 2018	20) Rejected	167,320 kg of HCFC-22
29 Sep 2017	9 October 2017	21) Not approved	1,713.6 kg HCFC-22
27 Sep 2017	2 October 2017	22) Rejected	31,280 kg HCFC-22
27 May 2017	30 May 2017	23) Not approved	15,504 kg HCFC-22

8 May 2017	17 May 2017	24) Not approved	15,640 kg HCFC-22
12 May 2017	17 May 2017	25) Not approved	120,000 kg HCFC-141b
21 Apr 2017	27 April 2017	26) Not confirmed	20,000 kg HCFC-141b
21 Mar 2017	23 March 2017	27) Not confirmed	15,368 kg HCFC-141b
9 Mar 2017	9 March 2017	28) Not confirmed	62,016 kg HCFC-141b
24 Feb 2017	27 February 2017	29) Not confirmed	62,560 kg HCFC-22
24 Feb 2017	27 February 2017	30) Not confirmed	40,000 kg HCFC-22
20 Feb 2017	23 February 2017	31) Not confirmed	185,536 kg HCFC-22

Total

31	31	31	1,820,992.20 kg
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iPIC description

China’s ODS Import/ Export Licensing Office initiated numerous iPIC consultation in 2017 and 2018, and United Arab Emirates’ Chemical Department of the Ministry of Climate Change responded, rejecting 11 imports in 2017 and 20 imports in 2018. This prevented unwanted / illegal trade from China to United Arab Emirates of 569,614 kg in 2017 and of 1,251,375.2 kg in 2018. In general, the applications were approved or rejected without an indication of the reason.

United Arab Emirates is a major trade hub for industry and business in the region and therefore receives many license applications. Most of them related to exports from China to United Arab Emirates due to their competitive prices for ozone-depleting substances and alternatives and due to China’s capacity to supply. The impressive number of rejected license applications results from the stringent enforcement of the licensing and quota system and the lack of awareness of some importers of this licensing and quota system.

In this regard, the United Arab Emirates are applying the National System on Ozone-Depleting Substances according to the Cabinet Decree No. (26) of 2014 on the National System on Ozone-Depleting Substances and the Decree No 33 of January 30, 2012 regulating for handling and use of HCFCs.

All importers, exporter and re-exporters of any substances, equipment and products containing ozone depleting substances must register with the Ministry and obtain prior permission to import, export or re-export any of the goods covered by the law.

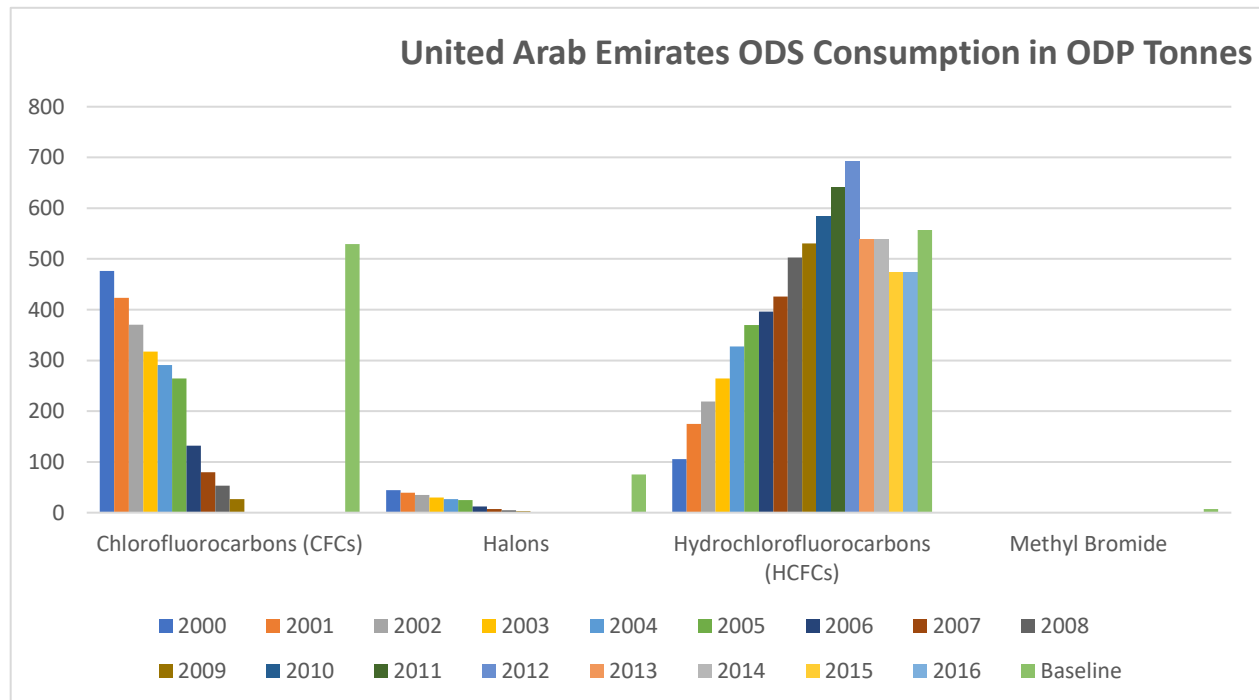
The Resolution encloses an appendix listing the substances, equipment and products subject to control. Additionally, the second appendix constitutes a table for substances subject to proper disposal. The products covered by the resolution include vehicles air-conditioning, refrigerators, air conditioners, freezers, dehumidifier, water coolers, ice makers and aerosol products.

National Efforts to controlling ODS in United Arab Emirates

The Government of United Arab Emirates supports the mechanism of the Montreal Protocol since its entry into force some 30 years back, and is in compliance with the Protocol’s provisions and control measures. The year 2015 witnessed extraordinary support from United Arab Emirates to the Montreal Protocol by hosting the 27th Meeting of Parties and facilitating the conclusion of the “Dubai Pathway” which formed the backbone of all subsequent negotiations, and which led to the successful adoption of the Kigali Amendment. With this Amendment, the Montreal Protocol and Vienna Convention succeeded to put the ozone layer on its road to recovery while addressing

also climate change. The Kigali Amendment is contributing to the sustainability goals, consistent with the 2030 agenda for sustainable Development

United Arab Emirates, despite being classified as Party operating under paragraph 1 of Article 5 of the Protocol, managed to achieve complete phase-out of CFC, Halon, CTC, TCA and MB as well as meeting the HCFC freeze in 2013 freeze and 10% reduction in 2015 without financial assistance from the Multilateral Fund. United Arab Emirates assumed responsibility on a voluntary basis and encouraged local private sector to convert to non ODS technologies, over years, without receiving financial assistance like their counterparts in other Article 5 countries and especially neighboring industry. The United Arab Emirates is one of the parties affected by the specific challenges in relation to availability and feasibility of alternatives suitable for high ambient temperature countries.



The National Strategy for Integrated Chemicals Management has been issued on April of 2019, and the outcome of this strategy will be: Amended legislation to ensure the safe application of the sound management of chemicals in accordance with best global practices, adopting a national laboratory for chemical analysis, establishment of a national information center for integrated chemicals management, creation of environmentally safe chemicals, and development of projects for proper disposal of chemical waste.

The National Climate Change Plan of the United Arab Emirates 2017–2050 serves as a roadmap to bolster nationwide actions for climate mitigation. In order to control the effects of climate change, the United Arab Emirates are controlling emissions, reducing flaring of natural gas and increasing energy efficiency.

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iPIC EUROPEAN COMMISSION, BELIZE, ESTONIA, LITHUANIA

iPIC consultation initiated	iPIC consultation responded	iPIC consultation results	Quantity and type of trade prevented
27 April 2016	Inspection 16 May 2016	Not pursued	15,000 kg R22
4 May 2016	5 May 2016	Rejected	3,292 kg R22 (recovered)
1 June 2016	3 June 2016	Rejected	2,850 kg R22 (virgin)
Total			
3	3	3	21,142 kg

iPIC description

These iPIC consultations were linked to the installation of a new refrigeration system on a vessel under Belize flag in a European Union harbor (Estonia). The vessel under Belize flag was considered territory of Belize.

On 20 April 2016, a Dutch company contacted the European Commission whether it would be possible to supply 15 MT of R22 to a vessel, situated in Tallinn and carrying a Belize flag, for a full refill of their cooling system.

On 27 April 2016, the European Commission requested the Estonian Ministry of the Environment to investigate whether the planned export of 15 MT of R22 to Belize (the vessel) would be justified since the amount appeared to be too high for charging a refrigeration system. Subsequently, the European Commission received applications for export licenses for 3.292 MT of recovered R22 and 2.850 MT of virgin R22 from the European Union to Belize (the vessel).

On 16 May 2016, the Ministry of the Environment, the Environmental Research Centre, Customs Services and Environmental Inspectorate inspected the vessel. The manager showed the plan of the refrigeration system and explained that it could be filled with up-to 10 MT of refrigerant. This quantity was considered reasonable by an expert of the Maritime College. Another expert of the Refrigeration Association confirmed, based on the plan of the refrigeration system, that the system might require 6 MT but not 15 MT as initially requested. Thus, the initial request for a license to export 15 MT was not anymore pursued.

After inspecting the vessel, the Estonian Environmental Inspectorate contacted the Lithuanian company, who answered that they had designed the refrigeration system for R22 and supplied main components. The Estonian Environmental Inspectorate also interviewed the local ship repair company.

The investigations showed that the contract with the Lithuanian supplier of the new refrigeration system was signed on 29 September 2014 and the components exported to Belize (the vessel) beginning of 2015. The “goods transfer note” was signed only on 17 June 2016.

The involved Lithuanian company confirmed in its letter to the Estonian Environmental Inspectorate that they had designed the refrigeration system and supplied the main components (letter attached). They also said that the recommended refrigerant R22 charging volume for working system functionality is 6 MT. Design documents of the system were also provided and are attached.

If it were a new refrigeration system containing or relying on HCFC-22, being it either a case of export or of placing on the market, under the relevant rules on export stipulated in Article 17 of Regulation (EC) No 1005/2009, or the rules on the placing on the market of products and equipment containing or relying on controlled substances stipulated in Article 6 of Regulation (EC) No 1005/2009, this activity would not have been legal.

The Estonian authorities concluded that the cooling system was designed and built to operate with HCFCs which is illegal in the EU and the intention was to charge the system with R22. This case concerned the export of a system relying on R22 to Belize (the vessel).

In parallel, the European Commission consulted Belize on 4 May and 1 June 2016, whether they considered the export of 3.292 MT respectively 2.85 MT of R22 from the European Union to Belize (the vessel) legitimate and whether they were going to issue corresponding import licenses. Belize objected both imports on 5 May respectively 3 June 2016. Accordingly, the European Commission did not issue the export licenses for R22.

On 13 June 2016, the European Commission requested Lithuania to investigate the Lithuanian company which had designed and produced the new refrigeration system. and the suspected illegal placing on the market/export. Estonia shared all available information to the Lithuanian authorities. The investigation took long time. The documents provided by the Lithuanian company indicated that the system could have used HFCs.

However, further investigations were hampered because the vessel left the European Union (Tallinn) without functioning cooling system.

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iPIC EU CHINA

iPIC consultation initiated 12 August 2016	iPIC consultation responded 22 August 2016	iPIC consultation results Rejected	Quantity and type of trade prevented 4,910 kg HCFC-142
Total			
1	1	1	4,910 kg

iPIC description

iPIC consultation of 12 August 2016 between the European Commission and China resulted in the rejection of a licensing request for the shipment of 4,910 kg of HCFC-142 for feedstock use from the European Union (France) to China. The Chinese importer was not aware of such trade. Accordingly, the European Commission did not issue the export license.

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iPIC EUROPEAN UNION - NORTH MACEDONIA

iPIC consultation initiated	iPIC consultation responded	iPIC consultation results	Quantity and type of trade prevented
4 July 2017	4 July 2017	Rejected	5 kg CTC
Total			
1	1	1	5 kg

iPIC description

iPIC consultation of 4 July 2017 between the European Commission and North Macedonia resulted in the rejection of a licensing request for the shipment of 5 kg of carbon tetrachloride from the European Union (Germany) to North Macedonia. The import of CTC into North Macedonia is banned, and the legislation does not allow exceptions for laboratory or analytical uses (Official Gazette No. 92/10).

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iPIC SERBIA - CHINA

iPIC consultation initiated 23 March 2018	iPIC consultation responded 26 March 2018	iPIC consultation results Rejected	Quantity and type of trade prevented 2,230.4 kg R22
Total			
1	1	1	2,230.4 kg

iPIC description

iPIC consultation of 23 March 2018 between Serbia and China resulted in the rejection of a licensing request for the shipment of 2,230,4 kg of HCFC-22 from China to Serbia. The Chinese exporter was not registered in the Chinese import / export licensing system. Accordingly, Serbia did not issue the import license.

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iPIC SERBIA - EUROPEAN UNION (ITALY)

iPIC consultation initiated 15 November 2017	iPIC consultation responded 20 November 2017	iPIC consultation results Rejected	Quantity and type of trade prevented 900 kg HCFC-123
Total			
1	1	1	900 kg

iPIC description

iPIC consultation of 15 November 2017 between Serbia and the European Commission resulted in the rejection of license request for the import of 900 kg of HCFC-123 from the European Union (from Italy through Croatia) to Serbia. The HCFC-123 would have been a component of 1,000 kg of NAF P IV which contains 90% HCFC-123. NAF P IV is used as a replacement for halon 1211 in fire extinguishers. The European Commission informed that it did not receive a request for an export license. Accordingly, Serbia did not issue the import license.

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iPIC SINGAPORE EUROPEAN UNION (UNITED KINGDOM)

iPIC consultation initiated	iPIC consultation responded	iPIC consultation results	Quantity and type of trade prevented
28 October 2016	28 October 2016	Rejected	3,000 kg halon-1301 (recycled)
18 July 2016	23 July 2016	Rejected	1 kg HCFC-22 (laboratory and analytical use)
Total			
2	2	2	3,001 kg

iPIC description

iPIC consultation of 28 October 2016 between Singapore and the European Commission resulted in the rejection of a license request for the import of 3,000 kg of recycled halon-1301 from the European Union (United Kingdom) to Singapore for use in the aviation sector. The license to export recycled halon-1301 from the European Union (United Kingdom) referred to 1,500 kg only. The European Commission confirmed that they had issued an export license for 1,500 kg but not for 3,000 kg. Accordingly, Singapore did not issue the import license.

iPIC consultation of 18 July between the European Commission and Singapore resulted in the rejection of a license request for the import of 1 kg of HCFC-22 from the European Union (Germany) to Singapore for laboratory and analytical use. Singapore informed that the importer was not a registered company and did not have authorization to import ozone-depleting substances. In addition, the importer indicated that it did not have the intention to import HCFC-22. Accordingly, the European Commission did not issue the export license.

**Global Montreal Protocol award - iPIC statistics
(47 iPIC consultations - 12 countries)**

iPIC consultation	Date	HCFC-22	HCFC-142	HCFC-141b	HCFC-123	Halon-1301	R-406	CTC
Belarus-China	3-May-16	30,000						
China-Bangladesh	7-Sep-18	15,504					15,504	
China-Bangladesh	29-Oct-18	7,752						
China-Bangladesh	30-Oct-18	27,200						
China-Colombia	27-May-17	4,704						
China-Iran	30-Oct-18	31,280						
China-Russia	27-Jun-16	15,504						
China-United Arab Emirates	20-Feb-17	185,536						
China-United Arab Emirates	24-Feb-17	62,560						
China-United Arab Emirates	24-Feb-17	40,000						
China-United Arab Emirates	9-Mar-17			62,016				
China-United Arab Emirates	21-Mar-17			15,368				
China-United Arab Emirates	21-Apr-17			20,000				
China-United Arab Emirates	8-May-17	15,640						
China-United Arab Emirates	12-May-17			120,000				
China-United Arab Emirates	27-May-17	15,504						
China-United Arab Emirates	27-Sep-17	31,280						
China-United Arab Emirates	29-Sep-17	1,713						
China-United Arab Emirates	27-Dec-17	167,320						
China-United Arab Emirates	3-Jan-18	22,000						
China-United Arab Emirates	5-Jan-18	62,560						
China-United Arab Emirates	15-Jan-18	104,200						
China-United Arab Emirates	19-Jan-18			20,000				
China-United Arab Emirates	25-Jan-18	122,490						
China-United Arab Emirates	26-Jan-18			27,050				
China-United Arab Emirates	29-Jan-18	3,808						
China-United Arab Emirates	7-Feb-18			60,000				
China-United Arab Emirates	7-Feb-18	34,300						
China-United Arab Emirates	7-Feb-18	62,560						
China-United Arab Emirates	7-Feb-18			100,000				
China-United Arab Emirates	30-Mar-18			20,000				
China-United Arab Emirates	2-May-18			62,016				
China-United Arab Emirates	2-May-18	110,000						
China-United Arab Emirates	4-May-18	155,040						
China-United Arab Emirates	4-May-18			15,504				
China-United Arab Emirates	30-May-18			60,000				
China-United Arab Emirates	30-Aug-18			26,887				

China-United Arab Emirates	11 Apr. 2018	15,640						
European Union-Belize	27-Apr-16	15,000						
European Union-Belize	4-May-16	3,292						
European Union-Belize	1-Jun-16	2,850						
European Union-China	12-Aug-16		4,910					
European Union-North Macedonia	4-Jul-17							5
Serbia-China	23-Mar-18	2,230						
Serbia-European Union	15-Nov-17				900			
Singapore-European Union	18-Jul-16	1						
Singapore-European Union	28-Oct-16					3,000		
Substance		HCFC-22	HCFC-142	HCFC-141b	HCFC-123	Halon-1301	R-406	CTC
Total		1,367,468	4,910	608,841	900	3,000	15,504	5

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ARGENTINA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
17 April 2009	1,150 cylinders of 13.64 kg each	None	15,640 kg HCFC-22
Total			
1	1,150	None	15,640 kg

Shipment route

Country of origin: China

Shipment: By sea from Shanghai, China to Buenos Aires, Argentina

Seizure: In Buenos Aires, with the prosecution started in Posadas (Misiones) in Argentina

Case description

On 17 April 2009, an Argentinian company imported 1,150 cylinders containing 13.64 kg of refrigerant each from China. The shipment papers indicated HFC-134a refrigerant. The refrigerant cylinders were mis-labeled HFC-134a and did not have serial numbers. According to the national legislation at the time, the import of HFC-134a did not require an import license. Argentinian Customs Service inspected the shipment and took samples to verify the contents of the cylinders in a governmental laboratory. In fact, they did not contain HFC-134a as declared, but instead contained 99% HCFC-22, a substance controlled by the Montreal Protocol and requiring an import license. In order to enforce the national law number 24.040¹, the Ministerial Resolution No. 296 of 9 December 2003 establishes the controls to ozone depleting substances listed in the annex B, C and E of the Montreal Protocol. Furthermore, Decree 1609/2004 establishes licensing and quota system for Argentina. In respect of this decree, Argentinian Customs Service seized the goods and a complaint was submitted to the Judicial Power. A prosecution was conducted by the Federal Justice Service and the National Ozone Office actively supported the judiciary process. The company had to pay a fine equivalent to USD 38,114 and had to either destroy or re-export the seized chemicals. The company is still looking the destruction options.

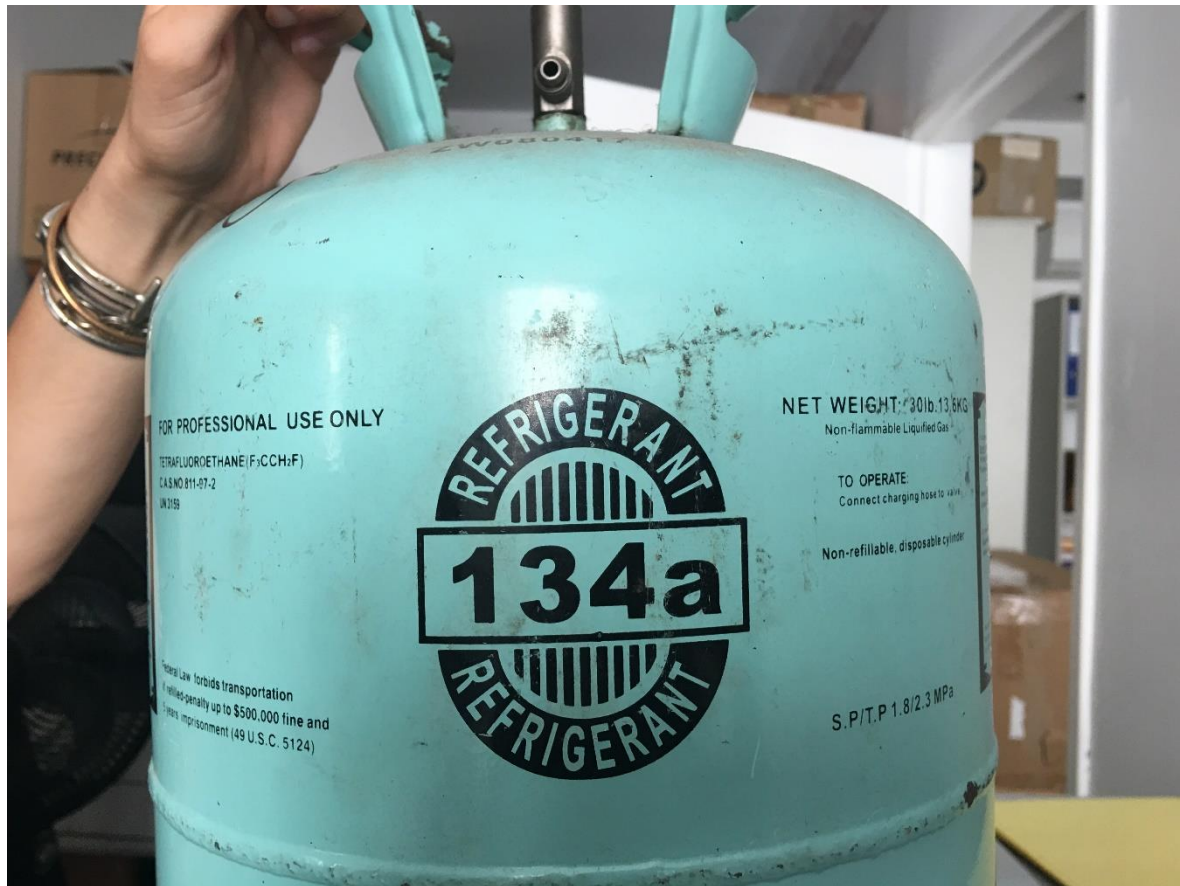
The Argentinian National Ozone Office had previously been alerted by service technicians that they had found refrigerants not suitable for use in the Misiones Province. Subsequently, the National Ozone Office reviewed past HFC-134a imports and identified one importer whose imports showed lower than normal prices. They informed the Argentinian Customs Service and agreed with them that the next shipment of the identified importer should be inspected. That inspection lead to the seizure.

Note: The seizure was reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. China as the country of origin was not informed about the seizure.

¹ Through the national law No. 24,040, of which the Ministry of Environment and Sustainable Development is the implementing authority, Argentina internally regulated the control of production, use, trade, import and export of substances that deplete the ozone layer.

Supporting documents

Supporting documents are available court ruling, refrigerant analysis report, testimonies and photos.



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ARMENIA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
15 May 2017	400 cans of 0.5 l each	None	<p style="text-align: center;">318 kg CTC</p> <p style="text-align: center;">Density of CTC is 1,59 g/cm³ - 200 l correspond to 318 kg.</p>
Total			
1	400	None	318 kg

Shipment route

Shipment: By sea from Tianjin in China to Poti Sea Port in Georgia, then by road from Poti Sea Port to Yerevan in Armenia

Detection and rejection of illegal goods: Yerevan in Armenia and obligation to ship back to country of origin

Case description

On 15 May 2017, an Armenian company imported a container originating from China with various goods including 400 cans containing 500 ml of carbon tetrachloride (CTC) each. On 18 May 2017, Armenian Customs Service in Yerevan checked the shipment papers and detected CTC among the declared goods. The import of carbon tetrachloride is banned as per Government Resolution n 90-N. The importer was not aware of the import ban and applied to the Ministry of Nature Protection for an import license. The request was rejected. Armenian Customs Service seized the 400 cans of CTC and released the other goods in the container. Since there is no destruction facility for CTC in Armenia, the importer was requested to ship the CTC back to the country of origin. But CTC is yet stored at the Customs warehouse. However, as of May 2019, the seized goods have not yet been shipped back and are stored at the customs warehouse. Since there was no concealment and the CTC was officially declared in the shipment papers, there was no legal action and no fines were applied. It was not necessary to analyse the contents of the cans.

Note: The seizure was reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. China as the country of origin was not informed about the seizure.

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BELARUS

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
1 March 2016	60 drums of 250 kg each	None	15,000 kg HCFC-141b
	20 drums of 250 kg each		5,000 kg CFC-113
Total			
1	80	None	20,000 kg

Shipment route

Shipment: By road from Lithuania to the intended destination in Minsk, Belarus through the customs checkpoint 19404 “Stone Log” of Oshmayany Customs
 Seizure location: Customs checkpoint 06649 “Beltamozhservis-TLC” of Minsk Regional Customs (Minsk district, Minsk-Dzerzhinsk highway km 17)

Case description

On 1 March 2016, a truck with 80 drums (250 kg each) was inspected at the customs checkpoint 06649 “Beltamozhservis-TLC” by staff of the Anti-Smuggling Department of Minsk Regional Customs (Minsk district, Minsk-Dzerzhinsk highway km 17). It had entered Belarussian territory (and that of the Eurasian Economic Community) from Lithuania (European Union) through the customs checkpoint 19404 “Stone Log” of Oshmayany Customs on 29 February 2016. As per the shipment papers and the paper labels on the drums, the chemicals were declared as “tris (2-chloropropyl) phosphate (TCPP)” which is not an ozone-depleting substance. Samples were taken and analyzed by the Customs Laboratory of the State Institute for Advanced Studies and Retraining of the Staff. On 12 April 2016, the results of the analysis revealed that, in fact, 60 drums contained 15,000 kg of HCFC-141b and 20 drums contained 5,000 kg of CFC-113 – both ozone-depleting substances controlled by the Montreal Protocol. The import of ozone-depleting substances into Belarus / Eurasian Economic Community is banned since 1 January 2013. The drums were placed in temporary customs storage of RUE Beltamojservice in Minsk Region to prevent unauthorized access.

On 20 June 2018, Minsk Regional Customs opened criminal case No. 16091960043 against an unidentified person according to Article 228 of the Criminal Code of Belarus. The seized goods were considered evidence related to the criminal case. The case was transferred to the territorial division of the Investigative Committee of Belarus. The investigation involved the Belorussian, Lithuanian and Irish authorities as well as the European Commission. Lithuania was awaiting additional information from Belarus on dates of export / import, substance, quantities, HS codes used, packaging, chemical analysis, role of the involved companies etc. (see attached letter of 6 March 2017).

As per the shipment papers, the importer was registered in Belarus and the consignor of the goods was a company registered in Ireland. The shipment company and the importer denied their involvement in the illegal trade. The Ministry of Natural Resources and Environmental Protection of Belarus consulted with the European Commission

on the Irish consignor and Lithuanian transport companies and enquired about the possibility to ship the seized goods back to Lithuania. The European Commission informed that the companies were not registered in the ODS import / export licensing system and thus did not have an export license. The Irish competent authority confirmed that the Irish consignor Capitalway Ltd was registered in Ireland on 19 October 2010, that it requested a voluntary strike-off from the Irish register of companies (www.cro.ie) on 9 February 2017 and was dissolved on 31 May 2017. The company officers and the secretary had their addresses on the Irish company register listed as outside Ireland. On 28 February 2019, the criminal case was suspended due to the failure to identify the person to be charged. No decision concerning the detained goods has yet been taken.

The investigation committee of the Minsk district department handed over part of the documents related to the criminal case to the Ministry of Natural Resources and Environmental Protection of Belarus, which has permission to share them with the relevant services of the other countries involved. Official press release of Customs Service of Belarus, correspondence, photos and more than 100 pages of documents related to the criminal case are available. Possibly the involvement of WCO's Regional Intelligence Liaison Offices, Europol or Interpol could have accelerated the exchange of intelligence.

Note: The seizure was reported to UN Environment but not yet to the Ozone Secretariat, nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform.

Supporting documents

Official press release of Customs Service of Belarus

МИНСКАЯ РЕГИОНАЛЬНАЯ ТАМОЖНЯ
**Уверенность в действиях
законность в решениях**

01/07/2016 10:00


Защитим озоновый слой

Должностными лицами Минской региональной таможни в пункте таможенного оформления «Белтаможсервис-ТЛЦ» пресечена попытка незаконного перемещения через таможенную границу Евразийского экономического союза (ЕАЭС) озоноразрушающих веществ.

В пункте таможенного оформления «Белтаможсервис-ТЛЦ» (17-й км трассы Минск-Дзержинск) сотрудникам Минской региональной таможни была представлена таможенная декларация на 30 металлических бочек химического вещества. В сопроводительных документах было указано, что товар не содержит озоноразрушающих веществ. Партию, отправленную из Китая, везли с территории Литовской республики. Предназначался данный товар для использования в холодильном оборудовании на промышленных объектах.

Сотрудники таможни провели отбор проб и направили их на таможенную экспертизу. Результаты экспертизы показали, что в составе содержатся вещества, запрещенные и ограниченные к перемещению через таможенную границу ЕАЭС: гидрохлорфторуглеводороды (ГХФУ-141b) и хлорфторуглеводороды (ХФУ-113), включенные в список озоноразрушающих веществ. По предварительной оценке, стоимость нелегального груза составила свыше 8 млрд. бел. рублей.

Груз, массой около 20 т, был признан вещественным доказательством.



По данному факту Минской региональной таможней возбуждено уголовное дело по признакам состава преступления, предусмотренного ч. 1 ст. 228 Уголовного кодекса Республики Беларусь (перемещение в крупном размере через таможенную границу товаров, запрещенных или ограниченных к такому перемещению).

ХФУ-113 – прозрачная бесцветная жидкость со слабым специфическим запахом. Применяется в качестве хладагента в промышленных кондиционерах, в качестве растворителя в технологических процессах обезжиривания и очистки. Является озоноразрушающим веществом, запрещенным к ввозу на таможенную территорию ЕАЭС.

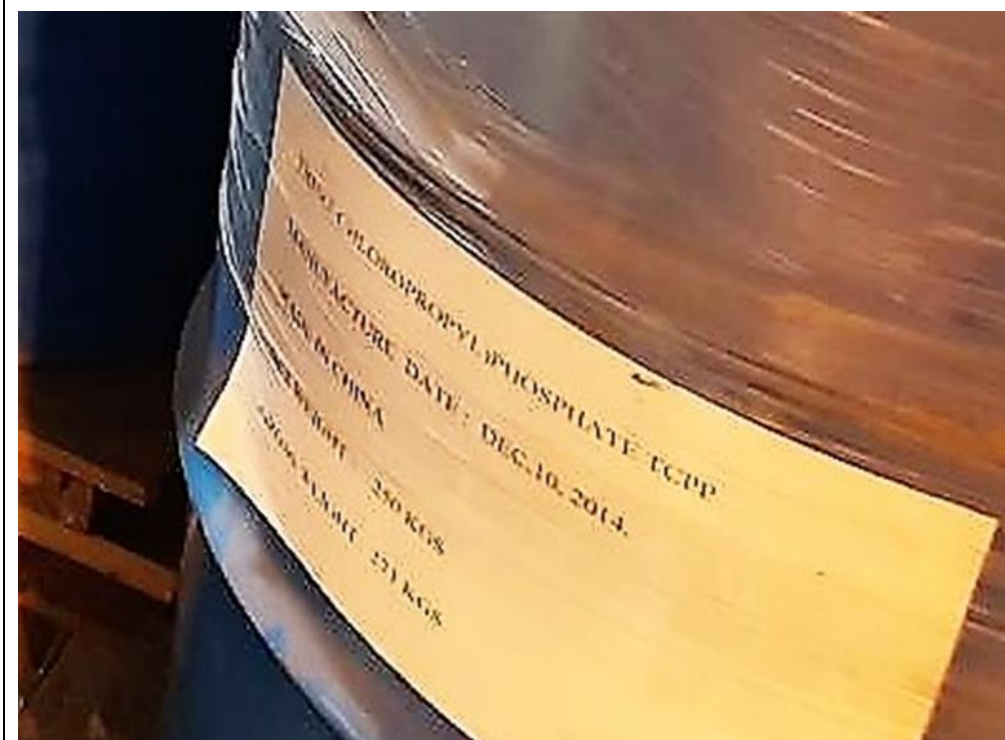
ГХФУ-141 b – легкокипящая прозрачная бесцветная жидкость. Широко применяется в холодильной промышленности, при производстве пены, растворителей, аэрозолей и средств пожаротушения, как переходные вещества-заместители ХФУ. Является озоноразрушающим веществом, ограниченным к перемещению через таможенную границу ЕАЭС.

Напомним, Решением Евразийской экономической комиссии запрещен ввоз на таможенную территорию ЕАЭС с 1 января 2013 года озоноразрушающих веществ. Производство и потребление озоноразрушающих веществ регулируется в рамках Монреальского протокола, который подписан Республикой Беларусь.

Таким образом, сотрудники Минской региональной таможни стоят не только на страже экономических интересов страны, но и вносят существенный вклад в решение проблем изменения климата и охраны озонового слоя.

- Актуальная информация
- О таможне
- Участникам ВЭД
- Физическим лицам
- Платежи
- Тарифное регулирование
- Нетарифное регулирование
- Правоохранительная деятельность таможни
- Обращения граждан и юридических лиц
- Электронная таможня
- Полезные интернет-ссылки
- Электронные обращения
- Государственная символика Республики Беларусь
- Вопрос – ответ
- Международные почтовые отправления





Приложение к протоколу осмотра места происшествия от 11.03.2016г.



**GLOBAL MONTREAL PROTOCOL AWARD
FOR CUSTOMS AND ENFORCEMENT OFFICERS**

BOSNIA AND HERZEGOVINA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
10 June 2016 (investigation report)	None	180 AC units (illegally imported and re-exported)	124,2 kg HCFC-22 (charge of AC units re-exported)

Total

1	None	180	124.2 kg
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Illegal trade detected	<p>As per investigation report of 10 June 2016, 50 air-conditioning units containing 34,5 kg HCFC-22 illegally imported and sold in the country</p> <p>As per investigation report of 4 August 2016, 558 air-conditioning units containing 592 kg HCFC-22 illegally imported and sold in the country</p> <p>As per investigation report of 21 February 2017, 2,801 air-conditioning units containing 2,161 kg HCFC-22 illegally imported and sold in the country</p>		
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Shipment route

Investigation 1

Shipment: Serbia to Bosnia and Herzegovina
Re-export: Partially to Serbia

Investigation 2

Shipment: Serbia to Bosnia and Herzegovina
Re-export: None

Investigation 3

Shipment: From Croatia to Bosnia and Herzegovina
Re-export: None

Case description

On 16 May 2016, the National Montreal Protocol Customs Focal Point ordered the investigation of three importers of air-conditioning (AC) units in Bosnia and Herzegovina. The import of AC units with HCFC-22 is banned.

Investigation 1

The responsible customs officer reported on 10 June 2016, that out of 950 AC units imported from Serbia, 230 contained R22 (Type VSA2-12BR). The total charge of these 230 air-conditioners was 158.7 kg of R22. The importer was not aware of that import ban. At the time of investigation, 50 AC units with R22 were already sold in the country. The other 180 AC units with R22 were re-exported on 6 July 2016. The charge of the 50 AC units sold in country is 34.5 kg R22 and the charge of the 180 AC units re-exported to Serbia is 124.2 kg R22. Disciplinary procedure was applied to the responsible custom officers for not implementing the ban on import of equipment containing HCFCs. Investigation report and photos are available.

The following measures were implemented after the investigation:

1. Instructions were sent to the border checkpoint Gradiška to implement national Montreal Protocol legislation as per Official Gazette 67/15 and to enforce the ban on importing equipment containing HCFCs or HCFC blends.
2. The customs office Bijeljina instructed the importer to re-export the 180 AC units with R22 to Serbia as a matter of urgency.
3. Selling the 50 AC units with R22 in Bosnia and Herzegovina constitutes a breach of customs law as per Official Gazette 88/05.
4. The Indirect Taxation Authority should improve the instructions for customs officers and the customs procedures at border checkpoints.
5. Investigation report was submitted to Environmental and Market Inspections which exists in both entities of Bosnia and Herzegovina to take actions under their respective jurisdictions with the obligation to report back.
6. Investigation report was submitted to the National Montreal Protocol Focal Point in the Ministry of Foreign Trade and Economic Relations and to the National Montreal Protocol Customs Focal Point in the Indirect Taxation Authority to initiate follow-up action as per national legislation.

Investigation 2

The responsible customs officer reported on 4 August 2016, that out of 1,246 AC units imported from Serbia, 858 contained R22 (Types: VSA2-9BR, VSA2-12BR, VSA2-18BR and VSA9-12BR). The total charge of these 858 AC units was 592 kg of R22. The importer was not aware of that import ban. At the time of investigation, all AC units with R22 were already sold in the country. Court case was initiated and a conditional fine in the order of 1000 Euros prescribed, which needs to be paid in case of a similar breach within a year's time. Investigation report and photos are available.

The following measures were implemented after the investigation:

1. Instructions were sent to the border checkpoint Raca, Vardiste and Brod to implement national Montreal Protocol legislation as per Official Gazette 67/15 and to enforce the ban on importing equipment containing HCFCs or HCFC blends.
2. Selling the 585 AC units with R22 in Bosnia and Herzegovina constitutes a breach of customs law as per Official Gazette 88/05.
3. The Indirect Taxation Authority should improve the instructions for customs officers and the customs procedures at border checkpoints.
4. Investigation report was submitted to Environmental and Market Inspections which exists in both entities of Bosnia and Herzegovina to take actions under their respective jurisdictions with the obligation to report back.
5. Investigation report was submitted to the National Montreal Protocol Focal Point in the Ministry of Foreign Trade and Economic Relations and to the National Montreal Protocol Customs Focal Point in the Indirect Taxation Authority to initiate follow-up action as per national legislation.

Investigation 3

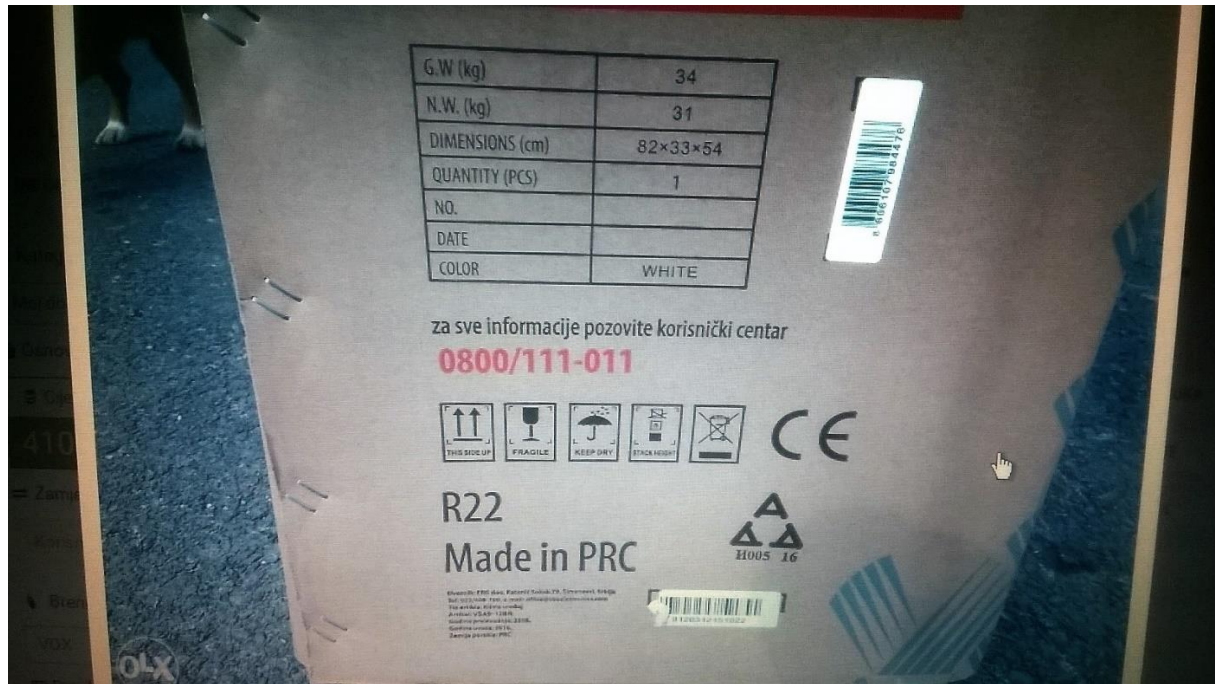
The responsible customs officer reported on 21 February 2017, that out of 6,052 AC units imported from Croatia, 2,801 contained R22 (Types: EOL VIVAX COOL). The total charge of these 2,801 AC units was 2,161 kg of R22. The importer was not aware of that import ban. At the time of investigation, all AC units with R22 were already sold in the country. The export of AC units with R22 from the European Union (Croatia) also violated the ban on export of equipment containing or relying on ozone-depleting substances (Regulation 1005/2009) and should further be investigated. Court case was initiated and a conditional fine in the order of 1,000 Euros prescribed, which needs to be paid in case of a similar breach within a year's time. Investigation report and photos are available.

The following measures were implemented after the investigation:

1. Instructions were sent to the border checkpoint Brod and Hukića Brdo to implement national Montreal Protocol legislation as per Official Gazette 67/15 and to enforce the ban on importing equipment containing HCFCs or HCFC blends.
2. Selling the 2,801 AC units with R22 in Bosnia and Herzegovina constitutes a breach of customs law as per Official Gazette 88/05.
3. The Indirect Taxation Authority should improve the instructions for customs officers and the customs procedures at border checkpoints.
4. Investigation report was submitted to Environmental and Market Inspections which exists in both entities of Bosnia and Herzegovina to take actions under their respective jurisdictions with the obligation to report back.
5. Investigation report was submitted to the National Montreal Protocol Focal Point in the Ministry of Foreign Trade and Economic Relations and to the National Montreal Protocol Customs Focal Point in the Indirect Taxation Authority to initiate follow-up action as per national legislation.
6. Court in charge in Travnik issued fines in its decision of 17 November 2017.

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. The trade partners Croatia and Serbia were not informed about the seizures.

Supporting documents



GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

BULGARIA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
10 April 2018	1	None	13.6 kg HFC-134a
18 May 2018	1	None	10.9 kg HFC-404A
18 May 2018	1	None	13.6 kg HFC-134a
17 May 2018	2	None	27.2 kg HFC-134a
24 May 2018	50	None	680 kg HFC-134a
5 June 2018	3	None	32.7 kg HFC-404A
5 July 2018	2	None	27.2 kg HFC-134a
9 July 2018	40	None	436 kg HFC-R404A
2 August 2018	2	None	27.2 kg HFC-134a
6 August 2018	2	None	27.2 kg HFC-134a
4 December 2018	1	None	13.6 kg HFC-134a
8 December 2018	1	None	10.9 kg HFC-404A
13 June 2018	40	None	544 kg HFC-134a
13 July 2018	28	None	305.2 kg HFC-404A
64 other seizures in 2018	323	None	Not known
Total			
78	497	None	2,114.9 kg

Shipment route

Shipment: By road from Turkey through Bulgaria with destination to different EU countries.
 Detection: Concealed within the cargo of a semi-trailer and in private cars at customs checkpoint BG001015 Kapitan Andreevo BCP.

Case description

In 2018, Bulgarian Customs Agency detected and seized illegal refrigerants at 78 different occasions at customs checkpoint BG001015 – Kapitan Andreevo – in total 497 non-refillable cylinders, which vary by type and volume. The main types of seized refrigerant are R134a and R404a. The goods were transported in trucks or private cars without or with incorrect shipment papers as non-declared goods – ergo no data about the consignor or consignee is available. The goods are presumed to be loaded in Turkey and destined to the EU and often do not have labelling compliant with the EU legislation. In the different cases, the shipments were detected through routine controls, risk profiling and intelligence, review of shipment papers and/or physical inspection. The contents of the refrigerant cylinders were not analysed. The seized refrigerants will be destroyed and are currently stored in a warehouse under customs supervision. The fines are in the range of 220-250 Euros per cylinder. The seizures mentioned above are the biggest with regard to the quantity discovered per customs officer. No supporting documents or photos are available.

Generally, the destruction costs should be covered by the state budget, but as the quantities seized are substantial and there are no proper destruction facilities in Bulgaria, the destruction will be very costly. If there is a shortage of funding, producers of alternative refrigerants might be requested to co-finance the destruction. The seized refrigerants will be destroyed in facilities approved at the 30th Meeting of the Parties to the Montreal Protocol

with Decision XXX/6: Destruction technologies for controlled substances. The cylinders were seized in accordance with the requirements of the national legislation - Customs Act, Art. 233, (3) and (6).

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. The information about all seizures in 2018 will only be available by mid of 2019. EU member states are not obliged to report HFC seizures to the European Commission.

Supporting documents

No supporting documents or photos available.

GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

CAMBODIA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
2 December 2015	546 disposable cylinders of 13.6 kg each	None	7,425 kg of HFC-134a
Total			
1	546	None	7,425 kg

Shipment route

The shipment was originated from Viet Nam. The shipment route was Ho Chi Minh City (Viet Nam) – Moc Bai Check Point (Viet Nam Border) – Bavet Check Point (Cambodia Border) – Phnom Penh (Cambodia).

Seizure location: On the way from Bavet customs check point to Svay Rieng Province

Case description

In Cambodia, the licensing system for ozone depleting substances (ODSs) import and export control has been administered through the Sub-decree on ODS Management 2005 which prohibits import of any types of ODSs and HCFCs other than HCFC-22 and HCFC-123.

The Sub-Decree on ODS Management 2005 does not control HFC, hydrocarbons and other refrigerants that are not ODSs. Due to widespread of mislabelled refrigerant in the region, the Government of Cambodia has agreed with importers on voluntary basis to control import and export of HFCs, for which importers need to apply import or export license from the National Ozone Unit of the Ministry of Environment. Although HFCs are not compulsorily controlled by law at the moment, the General Department of Customs and Excise had included ODSs and HFCs under the Sub-decree 209 on the List Restricted and Prohibited Goods. The Sub-decree has empowered the General Department of Customs and Excise to strengthen the enforcement of import export control of commodities in the list. Therefore, the importer is supposed to declare the import or export of any type of HFCs and blends to the General Department of Customs and Excise for taxation and record purposes.

Cambodia shares a 1,137 kilometres long border with Vietnam in the east and southeast of the country. As the Capital City of Phnom Penh is only 160 kilometres from the border with Viet Nam, there has been enormous land border trade volume between two countries through 10 international customs check-points. Among these customs check points, Bavet customs check point is the biggest gateway for land border trading as a large quantity of commodities are traded at this border. Bavet border also facilitates overland border crossing through international passenger buses. There are approximately 66 international passenger buses passing through the Bavet border, Svay Rieng Province daily.

Case Detected

On 2 December 2015, there was undeclared import of HFC-134a transported in an international passenger bus from Viet Nam to Cambodia at Bavet border, Svay Rieng Province. The mobile customs and enforcement officer team conducted regular inspection and noted one international passenger bus was with a small number of passengers, which is not likely the case for international passenger buses. The mobile customs and enforcement officer team comprising Royal Gendarmerie of Cambodia (Military Police) and Anti-Smuggling Economic Police

stopped the bus and undertook detailed physical inspection of the bus, and identified the large number of cylinders, labelled as HFC-134a. In consultation with NOU of Cambodia, the General Department of Customs and Excise later requested bus staff to show invoice, bill of lading and receipt of these HFC-134a. However, none of the requested document was shown to the officer on duty. The mobile customs and enforcement officer team confiscated the shipment as there was no declaration to the customs and, moreover, for further investigation, whether it is ODS or HFC due to the fact that there is no refrigerant identifier on site. The bus staff provided name of importer of this shipment, who is a company in Phnom Penh, to the inspection team. The importer was subsequently contacted by the General Department of Customs and Excise for a charge in violating the Customs Laws.

Management of Confiscated Shipment

After the importer has declared that the goods belong to them and accepted to pay the fine, the customs requested importer to contact the National Ozone Unit. At the same time the customs also coordinated with the National Ozone Unit to advise that that these confiscated refrigerant cylinders can be kept in Cambodia. If not, the customs would request the importer to ship back to the original country.

Due to limited number of refrigerant identifiers in the country, they have been distributed to main ports where ODSs and HFCs are imported. The Bavet customs check point did not have refrigerant identifier for inspection for refrigerant as the existing unit received during the CFC phase-out has been malfunction. As the General Department of Customs and Excise would use the Customs Law to prosecute the importers due to failure to declare the shipment to the customs for taxation and records (regardless of type of refrigerant), the inspection team deferred inspection of refrigerant to be undertaken by the National Ozone Unit of Cambodia to confirm it is not mislabeled product. The National Ozone Unit later inspected type of refrigerant to confirm they were HFC-134a and not mislabeled product. Hence, the shipment can be imported into the country and there was no need to send back to original country. The General Department of Customs and Excise, following paying the fine, released the shipment to importer to the domestic market.

The General Department of Customs and Excise put a charge in violating the Customs Laws due to failure to declare the shipment to the customs for taxation and records (regardless of type of refrigerant). As the importer accepted the charge and willing to pay the fine, the General Department of Customs and Excise fined the importer in the amount of 61 million Riel (local currency) or equivalent to 15,000 US dollars. Following the fine, the importer also paid 7% customs duty and 10% value added taxes to the customs before the release of the refrigerant cylinders.

Supporting documents

Result of analysis from refrigerant identifier conducted by the National Ozone Unit

Neutronics Inc
Refrigerant
Analyzer

R134A = 100.0 %

13-12-2015
[Date]

Chris
[Technician]

CHBA NARA

51-C3-C-R213-2
(Rev. 450-2.14)

GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

COSTA RICA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
5 February 2014	412 cylinders of 13.6 kg each	None	5,603.2 kg HCFC-22
Total			
1	412	None	5,603.2 kg

Shipment route

Shipment: By sea from Shanghai in China to Puerto Limón, Costa Rica
Seizure: Puerto Limón, Costa Rica

Case description

On 28 February 2012, a company illegally imported 600 cylinders containing each 13.6 kg of HCFC-22 refrigerant each from Shanghai, China to Puerto Limón, Costa Rica. The cylinders entered the country following the procedures of the General Directorate of Customs, however, the tariff codes used was incorrect, and therefore the illegal HCFC-22 shipment was not detected by the responsible customs officer. Please refer to Technical Note 38 of the Ozone Office of Costa Rica. According to national decree No 35676 of 2009, the import and export of HCFCs is prohibited.

In 2014 the company tried to re-export 12 of the HCFC-22 cylinders but the attempted illegal export was detected. The Costa Rican Customs analysed the shipment on 5 February 2014 and noticed that the HCFC-22 shipment was again classified under an incorrect tariff code. The company had managed to sell 188 HCFC-22 cylinders to the local market and the remaining 412 cylinders were confiscated. Customs ordered disciplinary measure to the customs officer who had used the incorrect tariff codes for the shipment in 2012.

The National Ozone Office had earlier trained the Customs to detect illegal traffic of ozone-depleting substances. The initial illegal import of the 600 HCFC-22 cylinders was detected applying post-control measures. The Ozone Office contacted the Chinese embassy in Costa Rica to verify if the 600 cylinders were exported from China, and if the exporter could assume the costs of re-export. The seized refrigerant cylinders are currently in customs storage.

Note: The seizure was reported to UN Environment but not to the Ozone Secretariat, World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform.

Supporting documents

Supporting documents are available including photos, newspaper article, bill of landing and technical note.



GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

CROATIA 1

Seizure cases / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
25 April 2018	2 cylinders of 13.6 kg each	None	27,2 kg HFC-134a
2 May 2018	20 cylinders of 13.6 kg each	None	272 kg HFC-134a
8 July 2018	2 cylinders of 13.6 kg each	None	27.2 kg HFC-134a
21 September 2018	12 cylinders R410A 78 cylinders HFC-134a 2 cylinders HCFC-22 7 cylinders HFC-404A 5 cylinders 407C of 13.6 kg each	None	163.2 kg HFC-410A 1,060.8 kg HFC-134a 27.2 kg HCFC-22 92.2 kg HFC-404A 68 kg HFC-407C
Total			
4	128	None	1,710.6 kg

Shipment route

Shipments from: Bosnia and Herzegovina
Seizure location: Different places in Croatia

Case description

In 2018, Croatian Customs Service detected three attempts of illegal imports of refrigerant cylinders from Bosnia and Herzegovina to Croatia by road transport and a storage of illegally imported refrigerant cylinders in a private house:

On 25 April 2018, at the border crossing Slavonski Šamac between Bosnia and Herzegovina and Croatia, the inspection of a private car resulted into the seizure of two refrigerant cylinders containing 13.6 kg of R134a each. They were purchased in Bosnia and Herzegovina and imported by a Hungarian citizen without shipment papers and without import license. The cylinders were found in the luggage compartment of the car with paper labels indicating "Balloon time - helium balloon kits". Removing the paper labels made appear the labels printed on the cylinders indicating R134a. Such mis-labeling might have caused health hazards since helium is often inhaled to change the voice. However, if R134a is inhaled, it might lead to lethargy and liver damage. The seized goods were placed in customs storage and the driver fined 3,000 kn (approx. 400 Euros). Photos of the seized cylinders are attached.

On 2 May 2018, at the highway A3 near Sredanci in Croatia, the routine control of a private car resulted into the seizure of 20 refrigerant cylinders containing 13.6 kg of R134a each. They were imported by a Croatian citizen from Bosnia and Herzegovina at night without shipment papers and without import license. The cylinders were not hidden and found in the luggage compartment and the backseat of the car and packaged in cardboard boxes

labeled R134a. The seized goods were placed in customs storage and the driver fined 24,000 kn (approx. 3,200 Euros). Photos of the seized cylinders are attached.

On 8 July 2018, at the border crossing Slavonski Brod between Bosnia and Herzegovina and Croatia, the inspection of a public bus resulted into the seizure of two refrigerant cylinders containing 13.6 kg HFC-134a each, which were imported from Bosnia and Herzegovina shipment papers and without import license. The cylinders were hidden under the backseats of the bus. The seized goods were placed in customs storage. The driver was also the owner of the cylinders and was fined 3,000 kn (approx. 400 Euros). There are no supporting documents or photos for this seizure.

On 21 September 2018, in Village Cage in Croatia, the inspection of a private family house resulted into the seizure of 104 refrigerant cylinders containing different types of refrigerants. The place is located near to the border to Bosnia and Herzegovina and the cylinders were found in the backyard. The seized goods were placed in customs storage and the responsible person fined 15,000 kn (approx 2.000 Euros). Official list and photos of the seized cylinders are available.

The seizures took place in accordance with Regulation (EU) No 517/2014 of the European Parliament and of the Council of 16 April 2014 on Fluorinated Greenhouse Gases and repealing Regulation (EC) No 842/2006, as well as the Croatian Air Protection Act (OG 130/11, 47/14, 61/17, 118/18).

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. The trade partner Bosnia and Herzegovina was not informed about the seizures. EU member states are not obliged to report HFC seizures to the European Commission.

Supporting documents

Seizure on 25 April 2018





Seizure on 2 May 2018



Seizure on 21 September 2018





GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

CROATIA 2

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
2 seizures in 2018	16	None	Not known
3 seizures in 2018	14	None	Not known
3 May 2018	10	None	136 kg HFC-134a
15 May 2018	1	None	13.6 kg HFC-134a
18 June 2018	2	None	27.2 kg HFC-134a
3 July 2018	4	None	54.4 kg HFC-134a
8 seizures in 2018	39	None	Not known
4 seizures in 2018	51	None	Not known
Total			
21	137	None	231.2 kg
Shipment route			
<p>Shipment: By road from Bosnia and Herzegovina and from Serbia to Croatia and via Croatia to Germany (as per shipment papers)</p> <p>Seizure location: Different places in Croatia</p>			
Case description			
<p>In 2018, Croatian Customs Service detected two attempts of illegal imports of refrigerant cylinders at the border crossing Županja-Most between Bosnia and Herzegovina to Croatia by road transport:</p> <p>The inspection of private vehicles resulted into the seizure of 16 refrigerant cylinders which were imported without shipment papers. The seized goods were placed in customs storage and subsequently auctioned and re-exported. One of the drivers was fined 6,000 kn (approx. 800 Euros).</p>			
<p>In 2018, Croatian Customs Service detected three attempts of illegal imports of refrigerant cylinders at the border crossing Bajakovo between Serbia and Croatia by road transport:</p> <p>The inspection of private vehicles resulted into the seizure of 14 refrigerant cylinders which were imported without shipment papers. The seized goods were placed in customs storage and subsequently auctioned and re-exported. One of the drivers was fined 12,000 kn (approx. 1,600 Euros).</p>			
<p>In 2018, Croatian Customs Service detected four attempts of illegal imports of refrigerant cylinders at the border crossing Stara Gradiska between Bosnia and Herzegovina and Croatia by road transport:</p> <p>On 3 May 2018, the routine control of a private vehicle resulted into the seizure of 10 refrigerant cylinders containing 13.6 kg of HFC-134a each. The cylinders were imported without shipment papers. They were hidden</p>			

in a car trunk among other cardboard boxes. The driver, an Argentinian citizen, was fined 18,000 kn (approx. 2,400 Euros).

On 15 May 2018, the routine control of a truck with Bosnian register plates, resulted into the seizure of 1 refrigerant cylinder containing 13.6 kg of HFC-134a. The cylinder was imported without shipment papers. It was packaged in a cardboard box and hidden in the driver's cabin. The driver, a Bosnian citizen, was fined 5,800 kn (approx. 800 Euros).

On 18 June 2018, the inspection of a bus with Slovenian register plates resulted into the seizure of 2 refrigerant cylinders containing 13.6 kg of HFC-134a each. The cylinders which were imported without shipment papers. They were packaged in cardboard boxes and hidden in the drawer for driver's needs. The driver was a Slovenian citizen and fined 25,500 kn (approx. 3,000 Euros).

On 3 July 2018, the routine control of a private vehicle with Croatian register plates resulted into the seizure of 4 refrigerant cylinders containing 13.6 kg of HFC-134a each. The cylinders were imported without shipment papers. They were hidden in a car trunk among other cardboard boxes. The driver, a Croatian citizen, was fined 10,700 kn (approx. 1,500 Euros).

In 2018, Croatian Customs Service detected eight attempts of illegal imports of refrigerant cylinders at the border crossing Bajakovo between Serbia and Croatia by road transport:

The inspection of private vehicles resulted into the seizure of 39 refrigerant cylinders which were imported without shipment papers. The seized goods were placed in customs storage and subsequently auctioned and re-exported. One of the drivers was fined 33,000 kn (approx. 4,500 Euros).

In 2018, Croatian Customs Service detected four attempts of illegal imports of refrigerant cylinders at the border crossing Slavonski Brod i Luka between Bosnia and Herzegovina and Croatia by road transport:

The inspection of a private vehicle resulted into the seizure of 51 refrigerant cylinders which were imported without shipment papers. The seized goods were placed in customs storage and subsequently auctioned and re-exported. One of the drivers was fined 25,000 kn (approx. 3,500 Euros).

The seizures took place in accordance with Regulation (EU) No 517/2014 of the European Parliament and of the Council of 16 April 2014 on Fluorinated Greenhouse Gases and repealing Regulation (EC) No 842/2006, as well as the Croatian Air Protection Act (OG 130/11, 47/14, 61/17, 118/18).

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Officers (RILOs), Customs Enforcement Network (CEN) or the Environet platform. The trade partners Bosnia and Herzegovina and Serbia were not informed about the seizures. EU member states are not obliged to report HFC seizures to the European Commission.

Supporting documents

X Supporting documents are available including shipment documents and photos.

Seizure on 29 October 2018



Photo of 11 October 2018



GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

DOMINICAN REPUBLIC

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
2 October 2017	6,700	None	2,010 kg of CFC-12
Total			
1	6,700	None	2,010 kg

Shipment route

Shipment: By sea from Hong Kong China to Puerto Multimodal Caucedo, Dominican Republic
Seizure: Puerto Multimodal Caucedo, Dominican Republic

Case description

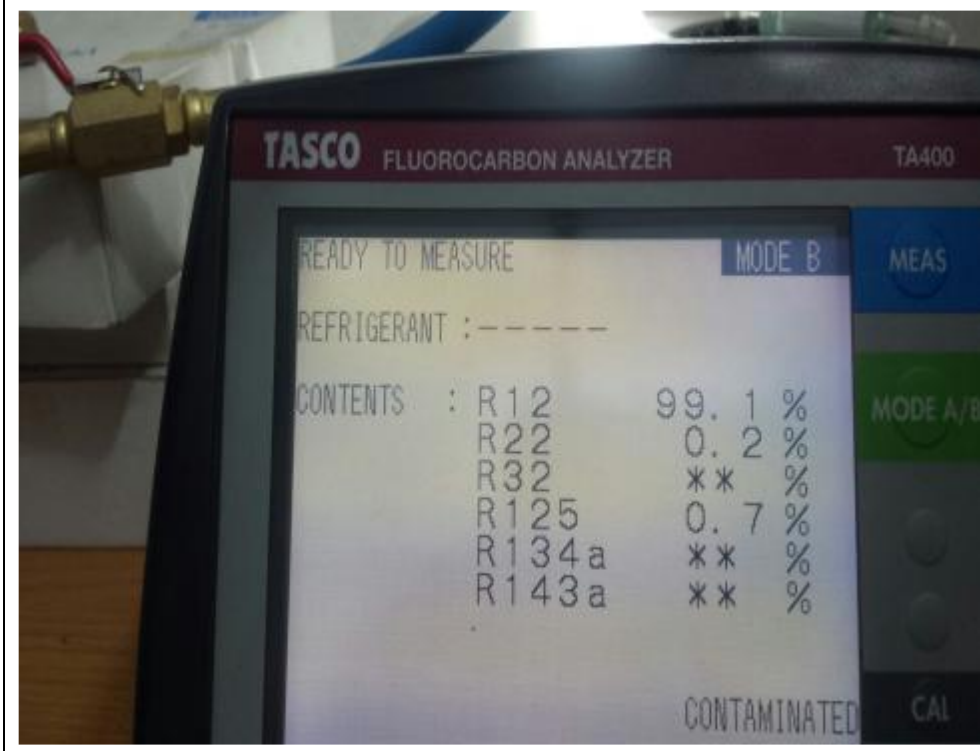
On 2 October 2017, an illegal traffic of 2,010 kg of CFC-12 (6,700 cylinders) was detected labelled as R-134A in the Multimodal Caucedo Port, Dominican Republic, from China. The case was detected by technicians of the National Ozone Office. The detection method was through the chemical-physical test with the refrigerant gas analyzer Neutronic ULTIMA ID PRO model RI-700H. The technicians of the National Ozone Office verified that the gas contained was refrigerant gas CFC-12 which is controlled by the Montreal Protocol that prohibits this type of substance in the Dominican Republic. And it is also a violation of Law 64-00 and Decree 356-99 and 565-11 that regulates the management of the Ozone Depleting Substances in the Dominican Republic. It is a common practice in the Dominican Republic that Customs and National Ozone Office do joint inspections of all shipments of substances controlled by the Montreal Protocol, as well as pre-blended polyols and refrigeration and air-conditioning (RAC) equipment due to the technicalities related to the illegal trade of ozone-depleting substances and equipment containing or relying on them.

The National Ozone Office recommended the Directorate General of Customs to request the company to return them to the country of origin the amount of 2,010 kg of refrigerant gas. The company had to pay the administrative sanction fee for the committed environmental crime of USD 3,684.60.

Note: The seizure was reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. China as the country of origin was not informed about the seizure.

Supporting documents

Supporting documents available including Ministry correspondence, calculation of administrative fine, reports and photos.



**GLOBAL MONTREAL PROTOCOL AWARD
FOR CUSTOMS AND ENFORCEMENT OFFICERS**

GEORGIA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
15 February 2018	1 cylinder of 13.6 kg	None	13.6 kg HCFC-22
12 April 2018	5 cylinders of 13.6 kg	None	68 kg HCFC-22
18 July 2018	1 glass jar of 1.6 kg	None	1.6 kg CTC
19 July 2018	1 cylinder of 13.6 kg	None	13.6 kg HCFC-22
4 August 2018	1 cylinder of 13.6 kg	None	13.6 kg HCFC-22
11 August 2018	2 cylinders of 13.6 kg	None	27.2 kg HCFC-22
1 September 2018	2 cylinders of 13.6 kg	None	27.2 kg HCFC-22
12 October 2018	1 cylinder of 10 kg	None	10 kg halon-2402
Total			
8	14	None	174.8 kg

Shipment route

Shipment: By road from Azerbaijan to Georgia
 Shipment: By road from Turkey to Georgia
 Shipment: By air from Russia to Georgia
 Seizure location: Different customs clearance zones in Georgia

Case description

On 15 February 2018, Georgia Customs Service detected an attempt of illegal import of one non-refillable refrigerant cylinder in the Customs Clearance Zone “Tsiteli Khidi” at the border between Azerbaijan and Georgia. The inspection of a passenger car took place as part of the Customs Risk Management Framework and resulted into the seizure of one cylinder containing 13,6 kg of HCFC-22 refrigerant. The driver did not have any shipment papers or import license. Analysis of the contents of the refrigerant cylinder with a refrigerant identifier (model RI-2002PA) confirmed that it contained HCFC-22. The cylinder was placed in the storage of a service agency of the Ministry of Finance. An administrative procedure and a court case were initiated. The driver had to pay a fine of about 270 GEL (approx. USD 90).

On 12 April 2018, Georgia Customs Service detected an attempt of illegal import of five non-refillable refrigerant cylinders in the Customs Clearance Zone “Batumi” at the border between Turkey and Georgia. The inspection of a truck took place as part of the Customs Risk Management Framework and resulted into the seizure of five cylinders containing 13.6 kg of HCFC-22 refrigerant. The driver did not have any shipment papers or import license. Analysis of the contents of the refrigerant cylinders with a refrigerant identifier (model RI-2002PA) confirmed that it contained HCFC-22. The cylinders were placed in the storage of a service agency of the Ministry of Finance. An administrative procedure and a court case were initiated. The driver had to pay a fine of about 1360 GEL (approx. 450 Euros).

On 18 July 2018, Georgia Customs Service detected an attempt of illegal import of one glass jar of 1.6 kg of carbon tetrachloride (CTC) in the Customs Clearance Zone “Tbilisi Airport”. The shipment arrived from Russia and the shipment papers were inspected as part of the Customs Risk Management Framework. The shipment papers indicated carbon tetrachloride and the jar was labeled accordingly. However, the import of carbon tetrachloride into Georgia is banned and thus there was no import license. The seized jar was stored at the Customs Department. An administrative procedure and court case were initiated. The owner had to pay a fine of 48 GEL (approx. 16 Euros). Supporting photos available.

On 19 July 2018, Georgia Customs Service detected an attempt of illegal import of one non-refillable refrigerant cylinder in the Customs Clearance Zone “Tsiteli Khidi” at the border between Azerbaijan and Georgia. The inspection of a passenger car took place as part of the Customs Risk Management Framework and resulted into the seizure of one cylinder containing 13,6 kg of HCFC-22 refrigerant. The driver did not have any shipment papers or import license. Analysis of the contents of the refrigerant cylinder with a refrigerant identifier (model RI-2002PA) confirmed that it contained HCFC-22. The cylinder was placed in the storage of a service agency of the Ministry of Finance. An administrative procedure and court case were initiated. The driver had to pay a fine of about 270 GEL (approx. USD 90). Supporting photo available.

On 4 August 2018, Georgia Customs Service detected an attempt of illegal import of one non-refillable refrigerant cylinder in the Customs Clearance Zone “Tsiteli Khidi” at the border between Azerbaijan and Georgia. The inspection of a passenger car took place as part of the Customs Risk Management Framework and resulted into the seizure of the cylinder containing 13,6 kg of HCFC-22 refrigerant. The driver did not have any shipment papers or import license. Analysis of the contents of the refrigerant cylinder with a refrigerant identifier (model RI-2002PA) confirmed that it contained HCFC-22. The driver and the cylinder were sent back. No administrative procedure was initiated. Supporting photo available.

On 11 August 2018, Georgia Customs Service detected an attempt of illegal import of two non-refillable refrigerant cylinders in the Customs Clearance Zone “Poti” at the border between Turkey and Georgia. The shipment papers of the cargo were inspected as part of the Customs Risk Management Framework. They indicated two refrigerant cylinders containing 13.6 kg of HFC-417a each, which is a retrofit for HCFC-22. The physical inspection of the cargo detected two refrigerant cylinders labelled R22 (serial number R1014AZ1132). Analysis of the contents of the refrigerant cylinder with a refrigerant identifier (model RI-2002PA) confirmed that it contained HCFC-22. The driver did not have an import license for HCFC-22 and both cylinders were seized and stored in the Customs Department. An administrative procedure and court case were initiated. The owner had to pay a fine of 680 GEL (approx. 220 Euros). Supporting photo available.

On 1 September 2018, Georgia Customs Service detected an attempt of illegal import of two non-refillable refrigerant cylinders in the Customs Clearance Zone “Batumi” at the border between Turkey and Georgia. The

shipment papers of the truck were inspected as part of the Customs Risk Management Framework. They indicated two refrigerant cylinders containing 13.6 kg of HFC-404a each, which is a retrofit for HCFC-22. The physical inspection of the truck detected two refrigerant cylinders labelled R22. Only the cardboard packaging indicated HFC-404a. Analysis of the contents of the refrigerant cylinder with a refrigerant identifier (model RI-2002PA) confirmed that it contained HCFC-22. The driver did not have an import license for HCFC-22 and both cylinders were seized and stored at the Customs Clearance Zone “Batumi”. An administrative procedure and court case were initiated. A fine of 450 GEL (approx. 150 Euros) was applied. Supporting photos available.

On 12 October 2018, Georgia Customs Service detected an attempt of illegal import of one plastic cylinder labelled as refrigerant 114B2 in the Customs Clearance Zone “Tbilisi”. The truck arrived from Russia and the shipment papers were inspected as part of the Customs Risk Management Framework. They indicated 10 kg of halon-2402 and not refrigerant 114B2. Imports of halon into Georgia is banned and thus the driver did not have an import license for halon-2402. The cylinder was seized and stored at the Customs Department. An analysis of the cylinder contents was not done. An administrative procedure and court case were initiated. Supporting photo available.

The seizures took place in accordance with the Law on Ambient Air Protection which bans the import of certain ozone-depleting substances (ODS) including carbon tetrachloride (CTC) and requires a permit for the import of the other ozone-depleting substances including HFCs. The list of banned ODS and ODS requiring import licenses is provided in the technical regulation on Permitting Import, Export, Re-export and Transit and Allocation of Annual Quotas for Import of ODSs adopted by the Government Decree N266 of 17 June 2016.

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization’s Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. The trade partners Azerbaijan, Russia and Turkey were not informed about the seizure.

Supporting documents

Photos related to seizure of 18 July 2018: Glass jar with carbon tetrachloride – import into Georgia is banned.



Photo related to seizure of 19 July 2018: One HCFC-22 cylinder imported without shipment papers nor import license.



Photo related to seizure of 4 August 2018: One HCFC-22 cylinder imported without shipment papers nor import license.



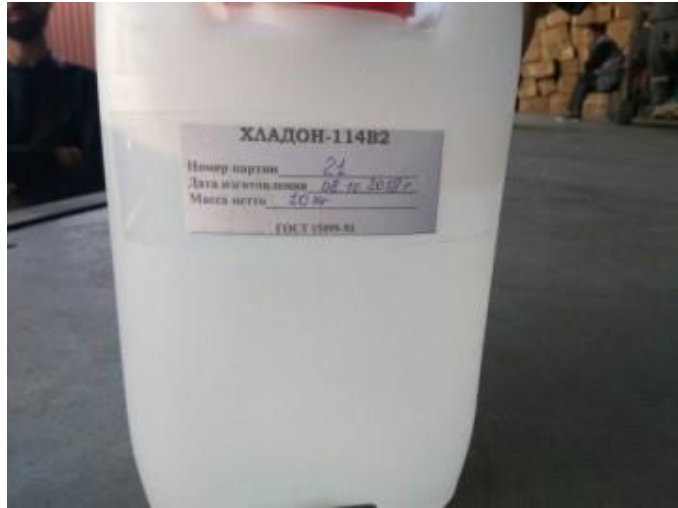
Photo related to seizure of 11 August 2018: Two HCFC-22 cylinders mis-declared as HFC-417a



Photos related to seizure of 1 September 2018: Two HCFC-22 cylinders mis-declared as HFC-404a and packaged in cardboard carton labelled HFC-404a.



Photo related to seizure of 12 October 2018: One plastic containing halon-2402 but mis-declared as refrigerant 114B2.



GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

GREECE

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
Kakavia Customs			
27 April 2018	6	None	40.8 kg HFC-407C
13 May 2018	6	None	65.4 kg HFC-404A
26 May 2018	3	None	33.9 kg HFC-410A
11 July 2018	9	None	122.4 kg HFC-134A
4 December 2018	15	None	169.5 kg HFC-410A
Piraeus Customs			
5 October 2016	598	None	6,864.5 kg HCFC-22
Total			
6	637	None	7,296.5 kg

Shipment route

Shipment: By road from Albania to Greece
Seizure location: At the border checkpoint Kakavia between Albania and Greece

Shipment: By sea from China to Athens in Greece
Seizure location: At the Piraeus port free zone in Greece

Case description

In 2018, the Greek Customs Office in Kakavia detected five attempts of illegal imports of non-refillable refrigerant cylinders without shipment papers and customs declaration from Albania to Greece during routine controls. The import of non-refillable refrigerant cylinders into the European Union is banned. In all cases, the vehicles were registered in Albania and the drivers were Albanian nationals. Administrative fines were applied but no court cases initiated. The seized refrigerant cylinders will be destroyed once the legal procedure has been completed and in accordance with the court's judgment. The amount of the fines is calculated as per the Greek Customs Code for smuggling, based on the Common Customs Tariff's value and the commercial value of the seized goods.

On 27 April 2018, six non-refillable refrigerant cylinders containing 6.8 kg of HFC-407C each were detected and seized. They were diligently hidden in the luggage compartment and in other compartments of a bus which operated a route of an international regular bus line. The seized cylinders have been placed in customs storage. An administrative fine of 1,393 Euros was applied.

On 13 May 2018, six non-refillable refrigerant cylinders containing 10.9 kg of HFC-404A each were detected and seized. They were diligently hidden in the luggage compartment of a passenger car. The seized cylinders have been placed in customs storage. An administrative fine of 2,461 Euros was applied.

On 26 May 2018, three non-refillable refrigerant cylinders containing 11.3 kg of HFC-410A each were detected and seized. They were diligently hidden in the luggage compartment of a passenger car. The seized cylinders have been placed in customs storage. An administrative fine of 768 Euros was applied.

On 11 July 2018, nine non-refillable refrigerant cylinders containing 13.6 kg of HFC-134A each were detected and seized. They were diligently hidden in the luggage compartment and in other compartments of a bus which operated a route of an international regular bus line. The seized cylinders have been placed in customs storage. An administrative fine of 1,363 Euros was applied.

On 4 December 2018, fifteen non-refillable refrigerant cylinders containing 11.3 kg of HFC-410A each were detected and seized. They were diligently hidden in the luggage compartment of a passenger car. The seized cylinders are under temporary detention until competent authorities decide whether there are grounds for the permanent seizure of the cylinders. The administrative fine has not yet been decided.

On 5 October 2016, the 3rd Customs Office of Piraeus, in close collaboration with the Central Port Authority of the Hellenic Coast Guard in Piraeus, detected and seized a huge number of non-refillable refrigerant cylinders at Piraeus port free zone in Greece. They contained HCFC-22 and were coming by sea transport from China to Athens in Greece. The import of HCFC-22 in non-refillable refrigerant cylinders into the European Union is banned.

The Hellenic Coast Guard informed about a suspicious 40 feet freight container potentially containing explosive. Subsequently, the container was inspected with the X-ray system of the Coast Guard on 5 October 2016. The X-ray inspection detected cylindric shapes in the back of the freight container behind cartons with garments. Physical inspection detected 598 non-refillable refrigerant cylinders containing HCFC-22 hidden behind 186 cartons of garment. They were counterfeit labeled “Dupont”. There were 470 cylinders containing 10.9 kg and 128 cylinders containing 13.6 kg of HCFC-22 each. In total, 6,864.5 kg of HCFC-22 was seized which is the largest amount of refrigerant ever seized by Greek customs. The shipment documents indicated only garments and the invoice that was submitted together with the customs clearance described the refrigerant cylinders as “shop equipment”. The contents of the refrigerant cylinders were analyzed by the General Chemical State Laboratory using gas chromatography. The results confirmed that they contained HCFC-22. The freight container was shipped by sea from China and the intended destination was a company in Athens, Greece. The refrigerant was shipped to a registered and qualified waste treatment centre in Eyselshoven in Netherlands and destroyed by absorption in accordance with relevant EC regulations. An administrative fine of 6,000 Euros was applied for the violation of use of the “Dupont” brand which violated intellectual property rights (IPR). The Chinese consignee paid the fine. A court case and criminal prosecution has been initiated and might result into further fines.

The seizures took place in accordance with the Regulation (EC) No 1005/2009 of the European Parliament and the Council of 16 September 2009 on Substances that Deplete the Ozone Layer. Moreover, there is a violation of the Regulation (EU) No 517/2014 of the European Parliament and the Council of 16 April 2014 on Fluorinated Greenhouse Gases and repealing Regulation (EC) No 842/2006. According to Article No 155 of the National Customs Code 2960/2001, the transport of the above refrigerants is considered smuggling (lack of shipment papers, lack of import license for HCFCs, quota for HCFCs and HFCs, ban of non-refillable cylinders etc.). Article No 164 of the National Customs Code 2960/2001 relates to the seizure of smuggled objects.

Note: The seizures were reported to the European Community Customs Risk Management System and UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization’s Regional Intelligence Liaison Officers (RILOs), Customs Enforcement Network (CEN) or the Environet platform. The trade partner Albania was not informed about the seizures. EU member states are not obliged to report HFC seizures to the European Commission.

Supporting documents

Seizures of six non-refillable refrigerant cylinders containing HFC-407C by Kakavia Customs on 27 April 2018



Seizures of six non-refillable refrigerant cylinders containing HFC-404A by Kakavia Customs on 13 May 2018



Seizure of non-refillable refrigerant cylinders containing HFC-410A by Kakavia Customs



Seizure of nine non-refillable refrigerant cylinders containing HFC-410A by Kakavia Customs on 11 July 2018



Seizures of 598 refrigerant cylinders containing HCFC-22 by Piraeus Customs on 5 October 2018





**GLOBAL MONTREAL PROTOCOL AWARD
FOR CUSTOMS AND ENFORCEMENT OFFICERS**

HONDURAS

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
29 January 2015	None	10 used milk tank units	HCFC-22
10 February 2015	None	1 used mobile truck Thermo King unit	HCFC-22
8 August 2016	None	9 used milk tank units	HCFC-22
22 February 2016	None	2 used mobile truck Thermo King unit	HCFC-22
19 June 2017	None	3 used AC units	HCFC-22
25 July 2017	None	2 used AC units	HCFC-22
5 June 2017	None	1 used AC unit for airplane	HCFC-22
17 September 2018	None	2 used condensers and 1 used evaporator	HCFC-22
19 December 2018	None	1 used condenser and 2 used evaporators	HCFC-22
Total			
9	0	34	0

Shipment route

Shipment route: By sea
 Seizure location: San Pedro Sula, Puerto Cortes, Las Manos de Danli el Paraíso,
 Re-export: None

Case description

According to the Executive Agreement 006-2012 on the general regulation of the use of ODS which entered into force in Honduras in 2013 prohibiting the import of used equipment containing HCFCs.

In 2015-2018, several shipments of used milk tanks and different types of air-conditioners arrived in Honduras. The illegal goods were confiscated. Some of the seized systems were retrofitted to alternative refrigerants such as hydrocarbons and donated to training institutes or other public institutions. Accordingly, the re-export was not ordered. The National Ozone Office coordinated closely with the Customs to verify the illegal shipments.

Case 1: On 29 January 2015, The Customs in San Pedro Sula detected illegal trade of 10 used milk tanks containing HCFC-22, these were seized.

Case 2: On 10 February 2015, The Customs in Puerto Cortes detected illegal trade of 1 used mobile air-conditioning system for truck operating with HCFC-22, these were seized.

Case 3: On 8 August 2016, The Customs in Puerto Cortes detected illegal trade of 9 used milk tanks containing HCFC-22, these were seized.

Case 4: On 22 February 2016, The Customs in Puerto Cortes detected illegal trade of 2 used mobile air-conditioning system for truck operating with HCFC-22, these were seized and analysed with identificatory Ultima which confirmed that those contained 100% HCFC-22.

Case 5: On 19 June 2017, the Customs in Las Manos de Danli y Paraiso detected a shipment of 3 used mini-sprit air-conditioners. These were inspected by the Customs and National Ozone Unit and it was confirmed that they contained was HCFC-22.

Case 6: On 25 July 2017, the Customs in Las Manos de Danli y Paraiso detected a shipment of 2 used mini-sprit air-conditioners. These were inspected by the Customs and National Ozone Unit and it was confirmed that they contained was HCFC-22.

Case 7: On 5 June 2017, the Customs in Puerto Cortes detected a shipment of one used air-conditioner for airplane. This was inspected by the Customs and National Ozone Unit and it was analysed with identificatory Ultima which confirmed that it contained 100% HCFC-22.

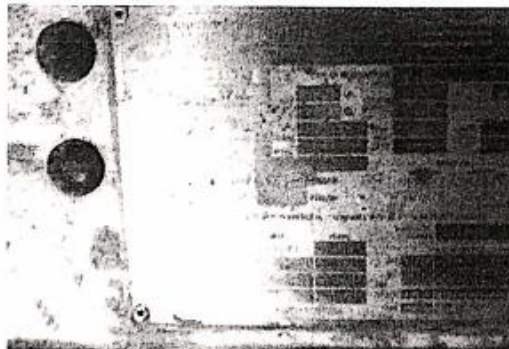
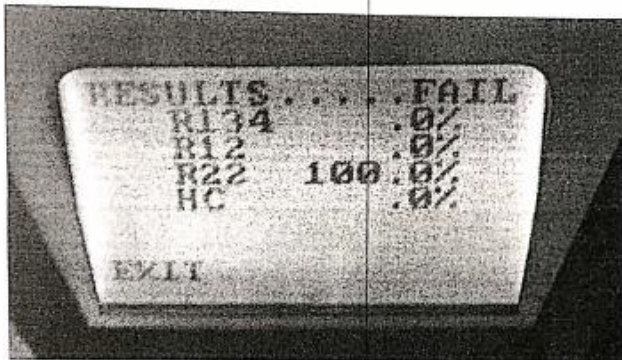
Case 8: On 17 September 2018, The Customs in Puerto Cortes detected illegal trade of 2 used condensers and 1 used evaporator for milk tanks by Agencia JS Logistics containing HCFC-22, these were seized.

Case 9: On 19 December 2018, The Customs in Puerto Cortes detected illegal trade of 1 used condenser and 2 used evaporators for milk tanks containing HCFC-22, these were seized.

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform.

Supporting documents

Technical notes (acta de retiro, acta de entrega, actos de inspección, carta de porte, factura, pago de aduanas, boletín de pago, acta de retención de mercaderías)
Photos of all 11 cases



GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

IRAN

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
20 October 2017	806 cylinder (13.6 kg each)	none	10,961.6 kg of CFC-12
Total			
1	806	none	10,961.6 kg

Shipment route

Name of Seller from country of origin: N/A
 Shipment from: Shenzhen seaport, China, to
 Shipment Seller: N/A

Case description

On 20 October 2017 in Shahid Rajaei customs station, customs officers discovered 806 non-refillable refrigerant cylinders containing 13.6 kg of CFC-12 each – in total 10,961.6 kg. The CFC-12 cylinders were hidden behind 144 cylinders containing HFC-134a in a freight container. Representative samples of the CFC-12 and the HFC-134a cylinders were analysed using a refrigerant identifier. The results of the analysis showed pure CFC-12 respectively pure HFC-134a refrigerant. The print-out of the results was sent to the NOU. In the shipment papers, only HFC-134a refrigerant was declared while the freight container was loaded with 172 cartons containing two HFC-134a cylinders each, and 403 cartons containing two CFC-12 cylinders each. The import of non-refillable cylinders is allowed in Iran, All the CFC & HFC cylinders were seized.

A court case against the importer was initiated. The name of the import company is put in the list of high-risk companies and all shipments by this company are now routed through the red channel and require physical inspection. Based on risk profiling and management scheme of IRICA, all the refrigerant gases are subject to red channel which require a physical inspection and will be analysed by refrigerant identifiers granted to the Custom Administration by the NOU. The court decided to impose an administrative fine including customs duty in addition to the seizure of the goods, but no prison sentence was pronounced. The goods are still in Shahid Rajaei seaport under the surveillance of customs. So far, no measures have taken to dispose or destruct the goods. The goods cannot be returned because re-export is not possible under the current customs regulation. The information about the seizure was shared with NOU Iran. NOU also shared the information about this case with the Chinese Customs delegation during the border dialogue organized by UNEP in October 2018 in Bangkok. NOU China also provided the list of all registered exports to Iran as per the request of NOU Iran. NOU China has been actively using the iPIC system since recent time.

The seizure took place in accordance with the Montreal Protocol Export and Import Regulations, which ban the import of CFC to Iran from 2010 and CFC based equipment from 2008.

Note: The illegal import was reported to China Customs and UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's RILOs or Environet platform.

Supporting Photos





GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

JORDAN

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
29 March 2017	None	40 AC units	HCFC-22
18 March 2017	None	8 AC units	HFC-410a
23 June 2017	None	5 AC units	HFC-410a
24 June 2017	None	5 AC units	HFC-410a
17 September 2018	None	68 AC units	HCFC-22
Total			
5	None	126	None

Shipment route

Shipment route: By road from Kuwait to Amman, Jordan
 Seizure location: Amman Customs House
 Re-export: To Kuwait as the country of origin

Shipment route: By sea from China to Irbid, Jordan
 Seizure location: Prince Al-Hassan Industrial Estate
 Re-export: Order to re-export was cancelled because the analysis of the refrigerant charge showed that the air-conditioners were charged with HFC-410a and not with HCFC-22.

Shipment route: By sea from China to Amman, Jordan
 Seizure location: King Abdullah Industrial Estate.
 Re-export: Order to re-export has not yet been issued.

Case description

In 2017 and 2018, several shipments of air-conditioners arrived in Jordan, which according to the shipment papers were charged with HCFC-22. There was no concealment. The import of air-conditioners containing HCFC-22 into Jordan is not authorized by the Ministry of Environment.

On 29 March 2017, during a routine check, Amman Customs detected 40 air-conditioners on a truck which had entered Jordan coming from Kuwait. According to the shipment papers, the air-conditioners were charged with HCFC-22. The re-export of the systems to Kuwait was ordered and tracked. No court case was initiated, and no fines were applied according to legislation of the Ministry of Environment.

On 18 March 2017, 23 and 24 June 2017, during routine checks, Amman Customs detected three shipments of 18 air-conditioners in total in the Prince Al-Hassan Industrial Estate. They had arrived by sea transport from China. According to the shipment papers, they were charged with HCFC-22. The re-export of the systems to the China was ordered. However, the analysis of the refrigerant charge showed that they were charged with HFC-410a,

which can legally be imported. Accordingly, the re-export and the seizure were cancelled. No court case was initiated, and no fines were applied according to legislation of the Ministry of Environment.

On 17 September 2018, during a routine check, Amman Customs detected a shipment of 68 air-conditioners in the King Abdullah Industrial Estate. They had arrived by sea transport from China. According to the shipment papers, they were charged with HCFC-22. They were seized but not yet re-exported. No court case was initiated, and no fines were applied according to legislation of the Ministry of Environment.

The seizures took place in accordance with the instructions for regulating the use, import and re-export of substances controlled by the Montreal Protocol and equipment issued under the provisions of Article 4 paragraph d of the Environmental Protection law No. 52 of 2006.

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. The countries of origin China and Kuwait were not informed about the seizures.

Note: The export of refrigeration and air-conditioning equipment is not controlled under China's ozone-related legislation.

Supporting documents

Supporting documents including correspondence, invoices, certificates of origin, customs declaration, order of the Ministry of Environment to re-export the AC units are available.

GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

MONGOLIA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
13 August 2015	3 cylinders (237 kg each)	none	711 kg HCFC-141b kg
Total			
1	3	none	711 Kg
Illegal trade detected	A registered trader/importer from Mongolia illegally imported 10 cylinders of HCFC-141b through false declaration. The Mongolian Customs General detected it during its law enforcement drive. The importer sold the HCFC-141b to various buyers, and the Customs were able to confiscate the remaining 3 cylinders from a buyer's warehouse.		

Shipment route

Shipment route: From South Korea to Mongolia
Re-export: To South Korea

Case description

Mongolian company imported HCFC-141b from South Korea on 17 September 2014 through a false declaration. The ban on the use of HCFC-141b has been in place since 2012 and on the import of HCFC based foam equipment since 2014. In total, 10 cylinders of HCFC-141b weighting in total 2,370 kg was illegally imported of which 10 cylinders were sold to other domestic companies that use HCFC-141b for industrial purposes.

On 13 August 2015, the State Customs Inspector of the Customs Offence Prevention and Preliminary Investigation Department, Mongolian Custom General Administration was conducting an enforcement drive and was able to detect HCFC-141b and confiscate 3 cylinders from one of the buyer-company's warehouse. The detection was done by recording the cylinder details which mentioned that the substance in the cylinder was HCFC-141b (1,1-Dichloro-1-fluoroethane) and the same was confirmed by supporting documents for the firm. The State Customs Inspector undertook the appropriate preliminary investigation which revealed that the importer imported the HCFC-141b through a false declaration. The Mongolian Customs General Administration moved the case to a prosecutor to lodge a criminal offence case against the importer for false declaration and illegal import of ODS but the case was rejected by the prosecutor. Subsequently, it was decided that through the Mongolian Customs administrative rule the importer would be directed to re-export the 3 confiscated cylinders back to South Korea. The State Customs Inspector undertook relevant administrative measures and successfully organized the re-export of the confiscated 3 cylinders to South Korea at the expense of the importer. In addition, the importer was fined 100,000 tugrik, and the firm's license was invalidated. The Mongolian Customs General Administration recognizes the excellent stewardship of the State Customs Inspector for the successful settlement of this case.

The following measures were implemented after the investigation: importing and user companies both had been registered in the risk assessment system in a 'red' line based on the request of NOA. Risk assessment used by Customs in complex activity consisting of risk identification and technical operation to express the risk in terms of quantitative specification.

Supporting Photos



**GLOBAL MONTREAL PROTOCOL AWARD
FOR CUSTOMS AND ENFORCEMENT OFFICERS**

NAMIBIA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
19 July 2015	None	3 rotary compressors	HCFC-22
21 August 2015	150 cylinders	None	2,040 kg of HCFC-22
7 October 2015	40 cylinders	None	544 kg of HCFC-22
30 November 2015	7 cylinders	None	113.4 kg of HCFC-22
29 January 2016	None	293 AC units	HCFC-22
25 February 2016	3 cylinders	None	900 kg of HCFC-22
June 2016	150 cylinders	None	1,939.5 kg of refrigerant including HCFC-22, HCFC-409, HCFC- 406, HCFC-408
6 December 2016	8 cylinders	None	108 kg of HCFC-22
Total			
8	358	296	5,644.9 kg

Shipment route

Shipment route: By sea from Japan to South Africa and then by road to Namibia
 Seizure location: Windhoek regional office
 Re-export: To Japan as the country of origin

Shipment route: By road from South Africa to Namibia
 Seizure location: Noordoewer border
 Re-export: No re-export – seizure only

Shipment route: By sea and road from China to Namibia
 Seizure location: Walvis Bay
 Re-export: No re-export - seizure only

Shipment route: By sea and by road from China to Namibia
 Seizure location: Oshikango
 Re-export: To Angola as the country of destination

Case description

In 2015 and 2016, several shipments of air-conditioners, rotary compressors and refrigerant gas cylinders containing HCFC-22 and other HCFCs arrived in Namibia. The import of air-conditioners and cylinders containing HCFC-22 into Namibia is not authorized. The re-export of the air-conditioners and cylinders to the respective countries of origin was not ordered. No court case was initiated, and no fines applied.

Case 1

On 19 July 2015, two Customs officers were requested to do physical examination in a company manufacturing and air conditioning through Windhoek Regional Office. They detected three rotary compressors containing HCFC-22. It was further investigated by the National Ozone Unit. They had arrived by sea from Japan to South Africa and then by road to Namibia.

Case 2

On 21 August 2015, Namibia Customs Noordoewer border post detected a shipment of 150 cylinders of HCFC-22. Under Namibian Customs and Excise Act of 1998, it was prohibited good. They had arrived by road transport from South Africa. The shipment was seized and transferred to the regional office in Keetmanshoop. No fines were issued but a stern warning was given to declarant and the importer did not know that they needed import permit.

Case 3

On 7 October 2015, Namibian Customs Noordoewer border post detected a shipment of 40 refrigerant cylinders which had entered Namibia by road transport from South Africa using false declaration. The re-export of the cylinders to the regional office in Keetmanshoop, Namibia. Penalty and fine was issued.

Case 4

On 30 November 2015, Namibian Customs in Walvis Bay detected a shipment of seven refrigerant cylinders of HCFC-22 which had entered Namibia by boat from China without import permit. Label stated that it was HCFC-22. The case is not yet finalised.

Case 5

On 29 January 2016, Namibian Customs in Walvis Bay detected a shipment of 293 air-conditioners which had entered Namibia by sea and road transport from China. The decision was made between Customs, national Ozone Unit and owner to export the goods to Angola as it was under a bond on transit. The case is not finalised.

Case 6

On 25 February 2016, Namibian Customs in Walvis Bay detected a shipment of 3 cylinders of total 900 kg which had entered Namibia by truck from South Africa without import permit. The goods are in Customs storage and investigation on-going.

Case 7

In June 2016, Namibia Customs Cimbabacia detected a shipment of 150 cylinders of HCFC-22, HCFC-409A HCFC-406 and HCFC-408. They had arrived by road transport from South Africa without permit. The case is still not finalised.

Case 8

On 6 December 2016 Namibian Customs Noordoewer border post detected a shipment of 8 refrigerant cylinders which had entered Namibia by road transport from South Africa using false declaration. The re-export of the cylinders to the regional office in Keetmanshoop, Namibia. No fine was issued but firm warning was issued to the declarant.

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform.

Supporting documents

Case 1: Photos



Case 2: Photos, chain of custody receipt, notice of detention, invoice, customs declaration, incident report, report of intercepted goods



Case 3: Photo, chain of custody receipt, customs declaration, invoice, incident report, report of intercepted goods



Case 4: Photos



Case 5: Photos, customs declaration, notice of detention, incident report

Case 6: Photos, customs declaration, invoices, delivery note, notice of detention



Case 7: Photos



Case 8: Notice of detention, customs declaration, invoices, sworn declaration

GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

NIGERIA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
2013	89 cylinders of 16.8 kg each	None	1,495.2 kg of CFC-12
Total			
1	89	None	1,495.2 kg

Shipment route

Shipment: By sea from China to Lagos, Nigeria
Seizure: Lagos, Nigeria (2013 seizure was made at importer's warehouse)

Case description

In 2013, a company illegally imported 89 cylinders containing 16.8 kg of CFC-12 refrigerant each from China to Lagos, Nigeria. The Nigeria Customs Service (NCS) and National Agency for Food and Drug Administration & Control (NAFDAC) are designated national authorities responsible for control of import/export and issuance of license/permits to chemical importers in Nigeria, in accordance with the NAFDAC Act Cap N1 Laws of Nigeria of 2004 on the control of chemicals. NCS and NAFDAC in collaboration confiscated this illegal import. The shipment papers did not state that it was CFC-12. It was identified using gas identifiers. The seized goods were received by the NOU and safely stored at ODS RR & R facility. Under Nigeria's Pilot ODS Waste Disposal Project implemented by UNIDO, the CFC-12 was destructed using rotary kiln incineration technology. Company was fined the fine was paid. Company was issued letter of warning. Company is still doing business but under very strict supervision.

Note: The seizure was reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environment platform.

Supporting documents

Supporting photos are available. Other documents on the 2013 shipment were destroyed in a fire incident in 2016 at NAFDAC Warehouse in Oshodi Lagos.





GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

PAKISTAN

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
11 October 2018	ISO tank	none	18,000 kg of HCFC-22
Total			
1	1	none	18,000 kg

Shipment route

Shipment from: Transit shipment by sea through Dubai, United Arab Emirates to Karachi, Pakistan
Re-export: None

Case description

The Customs Authorities at Karachi International Container Terminal (KICT) got a tip that an ISO tank containing 18,000 kg of HCFC-22 would be attempted to be imported from China via Dubai to Pakistan. On 11 October 2018, the customs authorities got the ISO tank examined by their appraisal officers twice. The ISO tank was marked as flammable with a sticker of UN 3252 mentioning that it contains HFC-32. The appraisal department first cleared the ISO tank unable to confirm the flammable contents. A customs officer, who received Montreal Protocol Training for Customs on ODS Trade Control, ADC of Customs was not satisfied with the field officers report and called a local consultant to check if it can be confirmed that the ISO tank contains HFC-32. After consultant's visit, the container was first scanned to check if it contains liquid refrigerant. Scanner clearly showed that ISO tank contains 2/3rd of liquid. The seal of the ISO tank was removed by the officers and initial findings showed that the container didn't contain HFC-32. There were two main reasons for this initial finding:

1. ISO tank was not classified/approved for HFC-32. The plate fixed on the ISO Tank had other names of refrigerant but not HFC-32.
2. The temperature and pressure readings on the gauges did not match with the pressure temperature chart of HFC-32

Further investigation revealed that the temperature and pressure gauges of the ISO tank correspond to HCFC-22. However, ADC requested to confirm the initial findings through a refrigerant identifier. A sample from the ISO tank was drawn in front of Customs Authorities in a pre-vacuumed disposable cylinder, sealed and sent for testing by the Identifier to the laboratory. Sample was tested in front of ADC and DC. The identifier confirmed that the sample is 100% R-22 (HCFC-22). Print of the result was taken by ADC Customs.

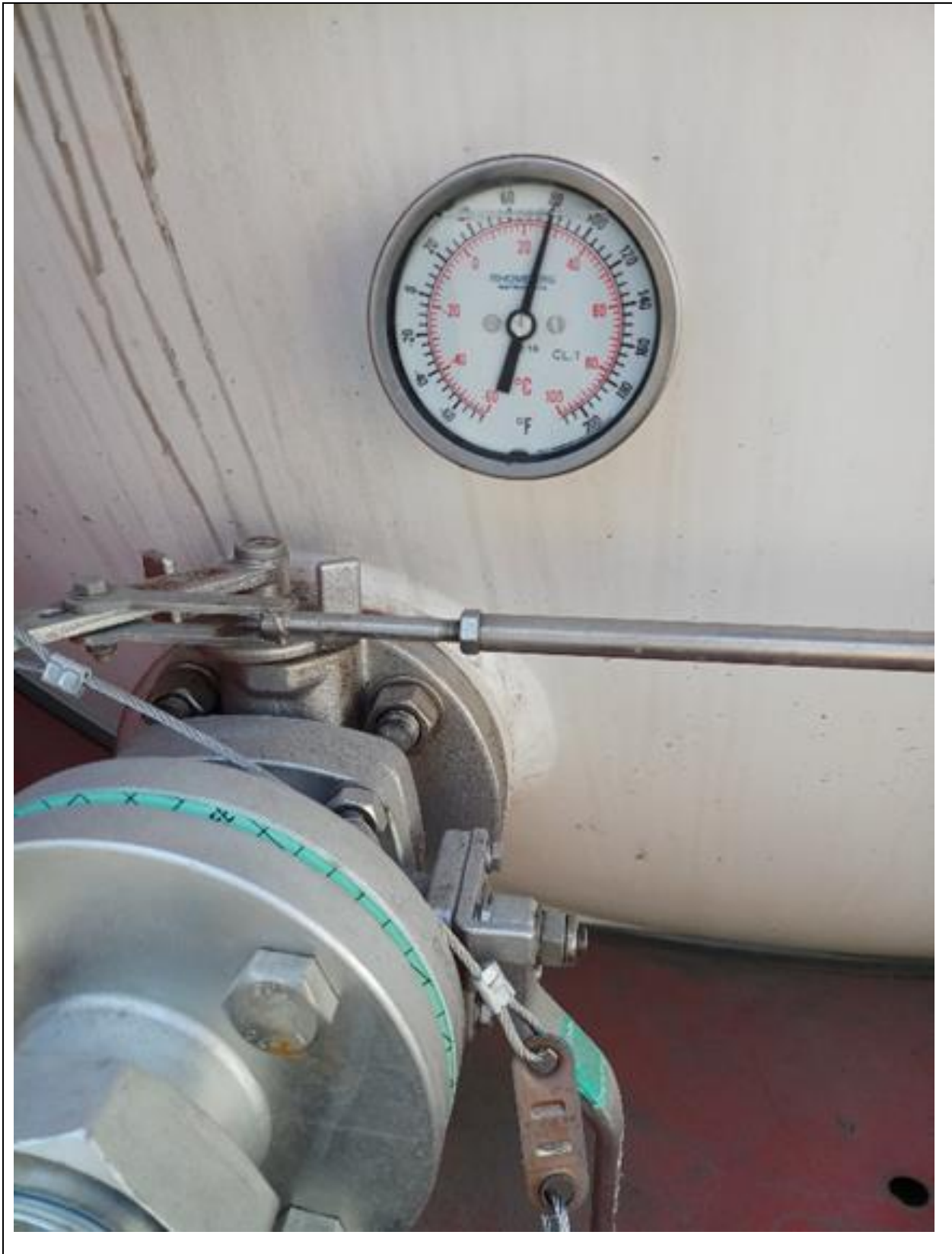
With the final confirmation, Customs Authorities confiscated ISO tank and a report was sent to Ozone Cell/Joint Secretary for further necessary actions. The following measures were implemented after the seizure:

Court has released an order to re-export the consignment. Customs in response have filed a petition at the tribunal that as the exporter/manufacturer name is not mentioned it cannot be re-exported. They also mentioned that it is

very likely that the same consignment may reach Pakistan again. Customs have planned to go to the level of Supreme Court to fight this case. A penalty of twice the value of the goods is also imposed by Customs.

Supporting Photos





CEN - Mailbox

Message details

To - read	6 recipients
To - unread	98 recipients
From	Tiffany Lormeau - (CU-ABCDEF-WCO)
Sent	07/11/2018 17:58
Subject	Pakistan customs seize massive smuggled shipment of ozone-depleting gas
Topic	D - Ozone Depleting Substances (ODS)

For your information:

Pakistan customs seize massive smuggled shipment of ozone-depleting gas

November 7, 2018

Pakistani customs officers trained by UN Environment are responsible for a massive seizure of R-22 (also known as Freon) in the largest seizure of its kind for Pakistan, customs authorities confiscated 18,000 kilogrammes of the gas. Vistro is one of a number of customs officers around the world who help prevent the illegal import of ozone-depleting substances. Countries around the world are phasing out hydrochlorofluorocarbons like R-22 under the Montreal Protocol, which has led to decreases in the atmospheric abundance of controlled ozone-depleting substances (ODSs) and the ongoing recovery of the ozone layer. Still widely used in air conditioners and refrigerators, R-22's massive destructive impacts on the ozone layer are estimated to be burning over 132,000,000 kilogrammes of coal.

The business responsible for the shipment, M/s Cool Corporation, had originally imported it from China via Dubai and was classified for R-32. The tank was pasted with large stickers declaring its contents as R-32 and flammable, which was illegal. "Custom's vigilance was critical to this important seizure," said Shaofeng Hu, Regional Coordinator for the Montreal Protocol in Pakistan. After Awan raised the alarm, agents scanned the container and found the temperature and pressure readings or other signs of tampering. Illegal trade in ozone depleting substances is worth almost US\$70 million according to 2012 estimates. Despite being a signatory to the Montreal Protocol, Pakistan as in all other countries signatories to the Montreal Protocol, there are quotas for R-22, while alternative substances are not. "The ozone layer has been healing thanks to the Montreal Protocol, strict regulations against ozone-depleting substances and the National Ozone Unit in the Ministry of Climate Change, for taking action to prevent this destruction," said Hu. Pakistani customs have now confiscated the tank and authorities are preparing to take further necessary actions.

Source : <https://www.unenvironment.org/news-and-stories/story/pakistan-customs-seize-massive-smuggled-shipment>

Tiffany Lormeau

Pakistan customs seize massive smuggled shipment of ozone-depleting gas

Pakistani customs officers trained by UN Environment are responsible for a massive seizure of R-22 (also known as HCFC-22) refrigerant, a powerful ozone-depleting substance and greenhouse gas.

In the largest seizure of its kind for Pakistan, customs authorities confiscated 18,000 kilogrammes of the smuggled refrigerant at Karachi Port in mid-October. The bust came when a customs appraisal officer, Rahmatullah Vistro, received information that an attempt would be made to illegally import huge quantities of the gas. Vistro is one of a number of customs officers around the world who have received UN Environment training to identify ozone-depleting substances smuggled by misdeclaration and mislabeling, among other methods.

Countries around the world are phasing out hydrochlorofluorocarbons like R-22 under the Montreal Protocol, the treaty that protects the ozone layer. According to the latest [Scientific Assessment of Ozone Depletion](#), actions taken under the Montreal Protocol are resulting in steady, long-term decreases in the atmospheric abundance of controlled ozone-depleting substances (ODSs) and the ongoing recovery of stratospheric ozone at a rate of 1 to 3 per cent per decade since 2000.

Still widely used in air conditioners and refrigerators, R-22's massive destructive impacts on the ozone layer are compounded by its huge global warming potential – over 1,800 times that of carbon dioxide. The greenhouse gas emissions from this one shipment would have been equivalent to burning over 132,000,000 kilogrammes of coal.

The business responsible for the shipment, M/s Cool Corporation, had originally imported it from China via Dubai. While the company claimed to be importing R-32 gas (also known as HFC-32), a comparatively benign refrigerant, customs agent Asim Awan noticed that the container was not classified for R-32. The tank was pasted with large stickers declaring its contents as R-32 and flammable, which R-22 is not.

“Custom’s vigilance was critical to this important seizure,” said Shaofeng Hu, Regional Coordinator for the Montreal Protocol in Asia and the Pacific. “The original shipment had been identified as flammable and initial appraisers were unable to check the material because of that fact.”

After Awan raised the alarm, agents scanned the container and found the temperature and pressure readings on the tank also didn’t correspond to R-32 refrigerant. Authorities then tested a sample, which confirmed the presence of R-22.



MCC Appraisalment West foiled bid to import ODS

BY MASHHUD (CUSTOMNEWS.PK) | OCTOBER 16, 2018 | TOP STORIES

KARACHI: MCC Appraisalment West has foiled a bid to import and clear huge quantity of ozone depleting substance (ODS), which was being cleared through mis-declaration.

Information was passed through Collector Ashad Jawad to Additional Collector Rehmatullah Vistro that attempt would be made to clear refrigerant gas through mis-declaration. Customs staff tightened the vigilance and a consignment imported by M/s Cool Corporation was detected.

An official said Pakistan Customs had achieved another milestone by detecting a case of huge quantity (18MT) of Ozone Depleting Substance (ODS) at MCC Appraisalment West, Karachi.

As per IPO, R-22 refrigerant Gas- importable by Ministry of Climate Change quota holders only, however, a non-quota holder attempted to get it cleared in ISO Tank by mis-declaring its description as R-32, a freely importable gas.

The credit goes to Deputy Collector Asim Awan who not only question the authenticity of labels pasted on Tank, while assessing the goods but also dared take sample with the help of UNEP expert, from high pressured ISO Tank to get it tested and confirm its description through Digital Gas Analyzers.

UNEP consultant at Karachi acknowledged this detection, as first of its kind in Pakistan. This is manifestation of Pakistan Customs capacity in enforcing laws and commitment to international obligations.

TAGGED Digital Gas Analyzers, foiled bid, import ODS, IPO, ISO Tank, M/s Cool Corporation, MCC Appraisalment West, mis-declaration, R-22 refrigerant Gas-importable, UNEP consultant.

« Minister for Maritime Affairs visits PIBT Coal Terminal

FBR imposes regulatory duty on 570 tariff lines »

GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

PARAGUAY

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
22 December 2010	1,150 (13.6 kg each)	None	14,076 kg of HCFC-22 (90% of total) 1,564 kg of HFC-404a or HCFC-409a (10% of total)
19 March 2015 (6 freight containers)	None	27,000 (Split AC systems)	HCFC-22
25 March 2015 (93 freight containers)			
Total			
3	None	27,000	15,640 kg

Shipment route

Shipment: By sea from China and by road through Brazil to Puerto Paksa, Paraguay
Seizure location: Puerto Paksa, Paraguay

Shipment: By sea and river from Gaolan, China to Puerto Fenix, Mariano Roque Alonso, Paraguay
Seizure: Puerto Fenix, Mariano Roque Alonso, Paraguay

Case description

Case 1

On 22 December 2010, a company imported of 1,150 cylinders of R-134 of 13.6 kg. But, in the procedure of physical inspection and verification of the content of the cylinders, it was found that a mixture of refrigerant gases of around 90% of the content was HCFC-22 gas. This fact was verified with all the samples analyzed.

This is considered as a breach of the Customs regulations and of the Secretary of the Environment (Ministry of the Environment and Sustainable Development at the present time), because the declared by the importer does not coincide with that found in the cylinders. The cylinders were sent back to the country of transit Brazil. The officer accompanied the shipment until Brazilian border and Brazilian National Ozone Office was informed.

Cases 2 and 3

The Ministry of the Environment, today the Ministry of Environment and Sustainable Development, in compliance with Law No. 5.211/14 Law on Air Quality, established by Resolution No. 1242/14 the gradual

prohibition of importation of air conditioning equipment up to a cooling capacity of 24,000 BTU/h or its equivalent in KW as of March 1, 2015.

A company imported 93 freight containers on 25 March 2015 and another company imported 6 freight containers on 19 March 2015. The freight containers contained 27,000 GREE brand Split System air conditioners, with a cooling capacity of 9,000, 12,000, 18,000 and 24,000 BTU/h. It was declared that they worked with R-410 attaching dubious documents so that the verification was carried out in the primary zone of the Port Customs Administration (Puerto Fénix) located in the city of Mariano Roque Alonso. After verification, the equipment actually operated with the refrigerant gas HCFC-22. Such equipment, with such characteristics, are within the gradual schedule of prohibition implemented by Resolution No. 1242/14. Both companies were submitted to an administrative summary about the violation of Law No. 5211/14 and this summary proceeding came to an end through Resolution No. 700/16 dated 11 November 2016 establishing fines to be paid in November 2016. The shipment was liberated by judicial order but the Ministry appealed against it but the shipment was already released deliberately.

Note: The seizure was reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform.

Supporting documents





GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

POLAND

Number of seizure cases	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
Smuggling of non-refillable cylinders without customs declaration			
326 50 14 10 2 1 Sub-total: 403	496 103 20 14 3 1 Sub-total: 637	None	8,136 kg HFC-134a 1,238 kg HFC-404a 224 kg HFC-507a 163 kg HFC-410A 32 kg HFC-407C 10 kg HFC-125 Sub-total: 9,803 kg
Smuggling of other type of cylinders without customs declaration			
9 2 Sub-total: 11	9 3 Sub-total: 12	None	755 kg HFC-134a 118 kg HFC-404a Sub-total: 873 kg
Total			
414	649	None	10,676 kg

Imports without compliant labelling but with customs declaration (not included above)			
5 1 Sub-total: 6	2,400 1,400 Sub-total: 3,800	None	28,800 kg HFC-134a 16,800 kg HFC-410a Sub-total: 45,600 kg
Imports outside the quota system but with customs declaration (not included above)			
5 Sub-total: 5	Not known	None	22,620 kg HFC-407C 23,760 kg HFC-404A 3,600 kg HFC-410A 1,200 kg HFC-134a Sub-total: 51,180 kg
Total			
11	Not known	None	96,780 kg

Shipment route

Shipments from: Mainly from Ukraine but also from Belarus and Russia to Poland (and other European Union countries)

Seizure location: Different places in Poland

Case description

Polish National Revenue Administration

In the second quarter of 2018, the Polish National Revenue Administration and Customs Authorities have been urged by the F-gas competent authorities in Poland to take enforcement measures on HFCs covered by the European Union F-gas regulation No 517 (2014). The reason was the reported massive inflow of illegal HFCs into Poland and the increasing evidence of illegal refrigerants being offered on Internet sites in Poland. Accordingly, the National Revenue Administration took relevant enforcement actions which as of 17 December 2018 resulted in the detection of 425 cases of non-compliance with the European Union F-gas regulation including smuggling of HFCs, non-compliant labelling and importation outside the quota system. In summary, this concerned 107,456 kg of HFCs:

- HFC-134a (338 cases - 38,891 kg)
- HFC-404a (55 cases - 25,116 kg)
- HFC-507a (14 cases - 224 kg)
- HFC-410A (14 cases - 20,563 kg)
- HFC-407C (3 cases - 22,652 kg)
- HFC-125 (1 case - 10 kg).

There is no information on quantities of illegal refrigerants placed on the market as customs do not have competences for control of internal market.

Smuggling of refrigerants

Since the beginning of 2018, the Polish Revenue Administration faced a flow of refrigerants being smuggled both in large and small containers, by trucks, vans and passenger cars transporting a few containers with the claim that they are for the owner's own use, but also in liquid pressurized gas (LPG) tanks installed in private cars imitating LPG installations. In majority of cases the smuggled goods included refrigerants in illegal non-refillable containers (Annex II of Regulation (EU) No 517/2014). Out of the 425 cases detected, 414 cases (10,676 kg refrigerant) involved smuggling attempts. Smuggling means a non-declaration of the goods to the customs authorities at the time of import. According to national legislation, HFCs that have been detected at the border, must be re-exported at the cost of the offenders. If they do not cooperate or refuse to re-export, a court case would be initiated. In one case an amount of 27 kg was destroyed. So far, only administrative fines have been applied to the smuggling cases.

Smuggling of non-refillable cylinders

Out of the 414 smuggling attempts, 403 cases (9,803 kg refrigerant) concerned the illegal import of non-refillable cylinders with HFC refrigerants:

- HFC-134a (326 cases - 8,136 kg)
- HFC-404A (50 cases - 1,238 kg)
- HFC-507A (14 cases - 224 kg)
- HFC-410A (10 cases - 163 kg)
- HFC-407C (2 cases - 32 kg)
- HFC-125 (1 case - 10 kg).

Most refrigerant cylinders were imported from Ukraine, but also from Belarus and Russia. The origin of the HFC refrigerants was not always confirmed, though China was the country of origin in the majority of cases. The destination was either Poland or other EU countries. Once goods are released for free circulation in one European Union country, they can freely move to other European Union countries (single market).

In addition to breaching the European Union F-gas regulation and the ban on placing on the market of disposable refrigerant cylinders containing F-gases, there were also concerns about the purity of the imported refrigerants, e.g. possible contamination with flammable and/or toxic gases and the associated risk of combustion or explosion. However, testing of the cylinder contents with refrigerant identifiers did not detect contamination.

Inappropriate labeling

Another type of non-compliance with the European Union F-gas regulations concerned the inappropriate labeling of imported refillable cylinders containing F-gases. In total there were 6 cases of refillable containers with non-compliant labelling:

- HFC-134a (5 cases – 2,400 cylinders - 28,800 kg)
- HFC-410a (1 case – 1,400 cylinders 16,800 kg).

Refillable cylinders which were imported within the quota system and with customs declaration but with non-compliant labelling had to be labelled correctly.

Internet offers of illegal non-refillable cylinders

At the request of the European Commission and the F-gas competent authorities in Poland, the National Revenue Administration made an analysis of Internet offers of illegal refrigerants, and refrigerants offered in disposal cylinders. Although the measures taken in this regard have not proven to be effective, they confirmed the availability of non-refillable containers, which means there is a significant amount of HFCs that have been illegally placed on the market.

Import of bulk gases outside the quota system

The National Revenue Administration carried out controls in 2018 to ensure that only importers that had obtained import quotas for importation into the European Union for 2018 released F-gases for free circulation. Five importers were not registered in the F-gas portal of the European Commission and had not obtained quotas for the import of F-gases into the European Union in 2018. They had imported 51,180 kg of HFC refrigerants:

- HFC-407C – 22,620 kg
- HFC-404A – 23,760 kg
- HFC-410A – 3,600 kg
- HFC-134a – 1,200 kg.

It still needs to be decided how to regulate the status of the HFCs imported outside the quota system since the administrative proceedings are still ongoing. There might be court cases related to the HFC imports outside the quota system.

Import of pre-charged equipment

Under European Union F-gas regulation, also equipment pre-charged with F-gases has to meet certain requirements. In 2018, controls of pre-charged equipment (mainly air-conditioning units) concerning labelling and the declaration on conformity did not provide any indication of non-compliance. However, it has been concluded that risk profiles for product categories with higher risk of non-compliance should be created in the customs clearance system in 2019.

Co-operation with other EU countries

The Polish National Revenue Administration proposed to other EU countries taking joint action on F-gases in 2019, in particular to determine risks, identify and apply best working practices and co-ordinate uniform measures in the participating countries. The reason for that is that illegal imports of F-gases appears to be a weakness of the European Union regime on F-gases. In this regard, customs authorities play an important role. The measures taken by customs authorities need to be uniform and effective.

Co-operation with Polish F-gas competent authorities

At the initiative of the National Revenue Administration, several meetings with all F-gas competent bodies in Poland were organized in 2018. They increased the knowledge of enforcement officers, contributed to more

uniform enforcement of legislation and helped establishing working contacts at regional level.

Co-operation with non-governmental organizations

Several training workshops for customs and enforcement officers were organized in co-operation with the non-government organization Prozon.

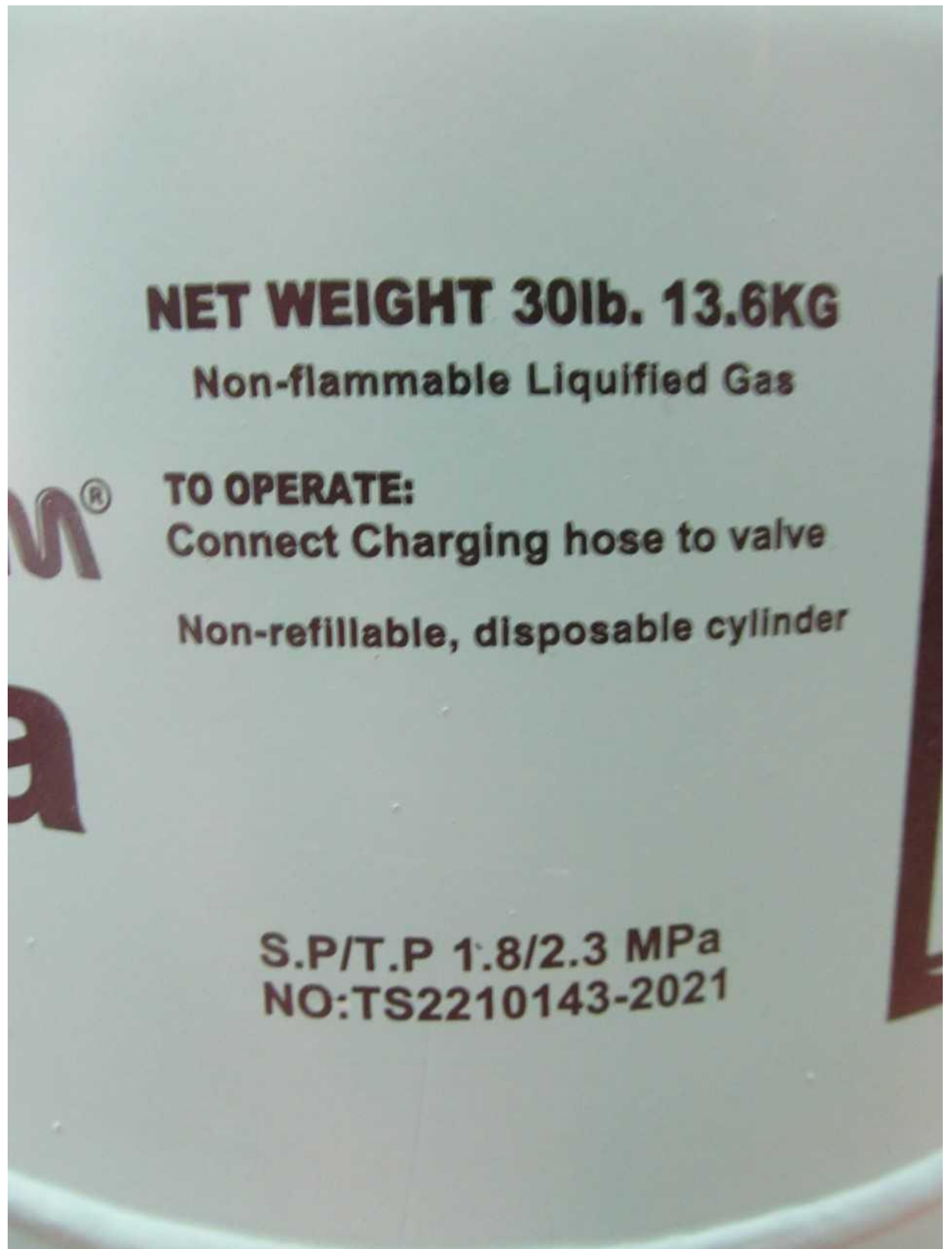
National Revenue Administration internal procedures

A series of five training workshops for customs officers involved in border controls were organized in 2018. The workshops covered legal aspects as well as the use of refrigerant identifiers allowing the quick identification of imported substances by customs officers. Two training workshops were organized for customs officers that are responsible for co-ordination of enforcement measures between the 16 regional offices including the 5 regional offices which are responsible for border controls at the external borders. The workshops covered legal aspects and the co-operation with other F-gas competent authorities in Poland.

Enforcement measures

Improved enforcement measures related to risk analysis and subsequent setting of risk profiles in the system of customs clearance to better target possible non-compliant shipments of F-gases and the **development of an internal instruction for customs officers available via an intranet system for individual employees of the National Revenue Administration and customs officers.**

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. The trade partners Belarus, Russia and Ukraine were not informed about the seizures, nor China as the potential country of origin in most cases. EU member states are not obliged to report HFC seizures to the European Commission.







GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

RWANDA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
17 August 2016	None	51 AC units	HCFC-22
16 June 2017	None	10 AC units	HCFC-22
4 May 2017	15 cylinders (13.6 kg each)	None	204 kg HCFC-22
12 February 2018	None	14 AC units	HCFC-22
25 October 2017	None	30 AC units	HCFC-22
Total			
5	15	105	204

Shipment route

Shipment route: By sea and by road from United Arab Emirates to Rwanda
 Seizure location: Gikondo Dry Port
 Re-export: To UAE as the country of origin

Shipment route: By sea and by road from China to Rwanda
 Seizure location: Gikondo Dry Port
 Re-export: To China as the country of origin

Case description

In 2016, 2017 and 2018, several shipments of air-conditioners and refrigerant gas cylinders containing HCFC-22 arrived in Rwanda. The import of air-conditioners and cylinders containing HCFC-22 into Rwanda is not authorized by the Rwanda Environmental Management Authority under Ministerial Order No. 006/2008 regulating products and equipment containing ozone-depleting substances.. Accordingly, the re-export of the air-conditioners and cylinders to the respective countries of origin was ordered. No court case was initiated, and no fines applied.

Case 1

On 17 August 2016, Rwanda Standards Board detected a shipment of 51 air-conditioners which had entered Rwanda by sea and road transport from United Arab Emirates. The shipment was detected using intelligence. The re-export of the systems to UAE was ordered.

Case 2

On 14 June 2017, Rwanda Standards Board detected a shipment of 10 air-conditioners in Gikondo Dry Port. They had arrived by sea and road transport from China and the re-export of the systems to the China was ordered.

Case 3

On 4 May 2017, Rwanda Standards Board detected a shipment of 15 cylinders in Gikondo Dry Port. Each of them contained 13.6 kg of HCFC-22. They had arrived by sea and road transport from UAE and the re-export of the systems to the UAE was ordered.

Case 4

On 12 February 2018, Rwanda Standards Board detected a shipment of 14 air-conditioners which had entered Rwanda by sea and road transport from China. The re-export of the systems to China was ordered.

Case 5

On 25 October 2017, Rwanda Standards Board detected a shipment of 30 air-conditioners which had entered Rwanda by sea and road transport from United Arab Emirates. The re-export of the systems to UAE was ordered.

Note: The seizures were reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform.

GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

SPAIN

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
September 2016	None	203 refrigerators	None
15 February 2017	3 cylinders of 66 kg each	None	198 kg HCFC-409A
Total	1	203	6 kg unknown refrigerant
2	4	203	204 kg
Illegal trade detected	5,130 kg of refrigerant waste containing HCFC-22 illegally exported from Spain to Panama during the period 2014-2017		

Shipment route

Operation Malvarma against illegal export of recovered refrigerants

By sea from Sagunto (Valencia) in Spain to the industrial estate El Sitio de Juan Diaz in Panama.
By road from Sagunto (Valencia) to Valles (Tarragona) in Spain and then exported to France.

Operation Cheiro against use of prohibited refrigerants in livestock farms

Seizure location: Zamora region in Spain

Operation Kigali against greenhouse gas emissions

Investigation: Spain

Operation against illegal handling of electronic and toxic waste

Investigation: Soria region in Spain

Case description

The Environmental Protection Service (SEPRONA) of the Spanish Guardia Civil in coordination with the Public Prosecutor on the Environment from the Prosecutor General's Office have conducted the following operations against illegal trade of ozone-depleting substances:

Operation Malvarma against illegal export of recovered refrigerants

In 2016, an organized criminal group (OCG) shipped 5130 kg of used HCFC-22 from Spain to Panama. The shipment took place by sea transport and was arranged by a Spanish waste management company based in Sagunto (Valencia), Spain. The import company was in the industrial estate El Sitio de Juan Diaz in Panama. The investigation resulted in the dismantling of the organized criminal group and the arrest of nine persons in Spain who were presented for illegal trafficking of HCFC-22. The export disobeyed European Union Regulation (EC) 1005/2009 on Substances that Deplete the Ozone Layer, which imposes an export license for used ozone-

depleting substances by European Commission. A court case was initiated and is still ongoing. A copy of the accusation document in Spanish is available.

The investigation also revealed offences within the Spanish waste management company concerning the disposal of 9,753 kg of refrigerant waste containing HCFC-22. The official procedure in compliance with the law would have been the shipment of the waste by the Spanish waste management company in Sagunto (Valencia) to another company in Valles (Tarragona) and subsequent export for destruction to a waste treatment plant in France. The inspection detected a deviation from this official procedure and that the waste was illegally exported from Valencia to Panama. No HCFC waste was seized in Panama.

Note: The illegal exports were reported to the European Commission, the Montreal Protocol focal point in Spain and UN Environment, but not yet to Montreal Protocol focal point in Panama nor the Ozone Secretariat, World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform.

Operation Cheiro against use of prohibited refrigerants in livestock farms

More than 180 inspections of refrigeration systems, milk tanks and compressors in livestock farms in the Zamora region showed that many of the old systems used prohibited ozone-depleting refrigerants, had false labels and were not registered in the Industry Registry. A Spanish contractor (service company) charged the farmers as if they had replaced the refrigerants, without having done it. The contractor certified that the installations were retrofitted to alternative refrigerants while they continued using prohibited refrigerants. The inspections identified several milk tanks and compressors containing CFC-12 or HCFC-22 refrigerants while the labelling showed HFC-424A. Some of the refrigerated tanks with HCFC-22 were for sale. On 15 February 2017, three refrigerant cylinders containing 66 kg of HCFC-409A (blend) each, and an unlabelled cylinder containing 6 kg of an unknown refrigerant were seized in the warehouse of one of the inspected companies. The unlabelled cylinder was sealed by the Guardia Civil – SEPRONA. The contents of the refrigerant cylinders were not analysed. The seized refrigerants were disposed of by an authorized company which provided a certificate of destruction. The costs had to be covered by the inspected company. There is a report of the investigation.

Two of the seized refrigerant cylinders had the serial numbers 488584 and 360878. Three staff members of the investigated company were arrested. A court case was initiated and is conducted by the Court of Instruction No. 3 of Zamora and the Prosecutor's Office of Zamora, among others for a crime of Article 348.1 of the Penal Code. Photos of the seized refrigerant cylinders are available. The three persons investigated were sentenced for fraud and condemned for these acts, although they were not prosecuted for the alleged crime of marketing prohibited refrigerant gases. The case has been reopened in 2019 investigating the same three persons for crimes against collective security, in relation to the commercialization of gases that deplete the ozone layer.

Note: The seizure was reported to the European Commission and UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform.

Operation Kigali against greenhouse gas emissions in recycling plants for end-of-life vehicles

In December 2018, inspections of recycling plants for end-of-life vehicles showed that 14 companies illegally vented refrigerant and two of them did not recover the HFC-134a refrigerant contained in the air-conditioning systems of the vehicles. The intentional release of fluorinated gases in the atmosphere when it is not necessary is banned as per European Union's F-gas Regulation (EU) No 517/2014 on Fluorinated Greenhouse Gases. The investigation detected irregularities in the recycling operations and illegal emissions of 1,620 kg of HFC-134a. There is no court case yet, but the investigation is still ongoing.

Note: The illegal venting was reported to the European Commission and UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Environet platform.

Operation against illegal handling of electronic and toxic waste, soil contamination and illegal release of ozone-depleting and global warming refrigerants

In September 2016, two owners of a recycling company in Soria, Spain, which handled without authorization electronic and toxic waste including hundreds of end-of-life refrigerators, and which illegally released ozone-depleting and global warming refrigerants into the atmosphere, were pledged guilty and convicted to two years imprisonment, three years interdiction of working in the recycling business and a daily fine to be paid during the period of 8 months. The illegal activity has been taking place since July 2013. As a result of the investigation, 600 electronic items including 203 refrigerators were confiscated at the specialized Public Prosecutor's demand. The investigation also showed that more than 40 kg of mercury compounds were illegally dumped into the soil, and that chlorofluorocarbons (CFC) refrigerants R11 and R12 were illegally released into the atmosphere. Other toxic substances such as lead, cadmium, zinc were also found at the premises of the enterprise. In January 2015, the representative of the Public Prosecutor's Office for the Protection of the Environment in Soria discovered significant amounts of electronic waste, along with other toxic substances, at the premises of the recycling company near Soria. The Environmental Unit of the Civil Guards, also known as SEPRONA, found out that the company had been authorized to recycle non-dangerous waste, but not any electronic or toxic waste. The technical unit of the Public Prosecutor's Office provided the necessary scientific support in the investigation. This decision of the Criminal Court Number One of Soria is only one in a series of similar decisions by Spanish Courts related to the illegal release of CFCs into the atmosphere. A copy of the accusation document is available.

Note: The illegal venting was reported to the European Commission and UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Environet platform.

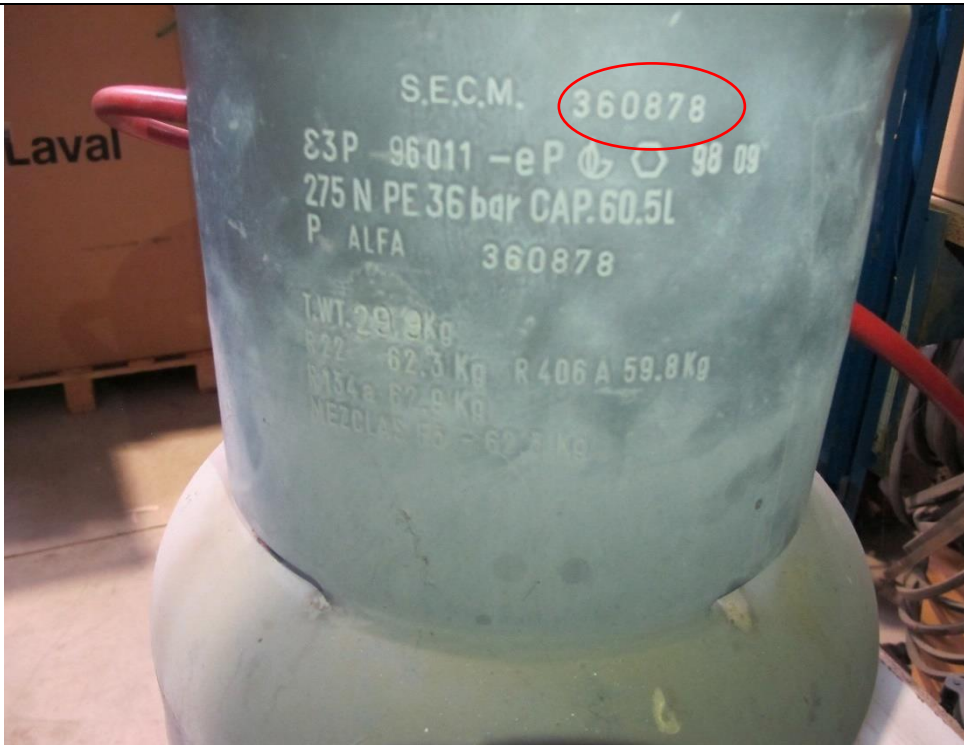
Supporting documents



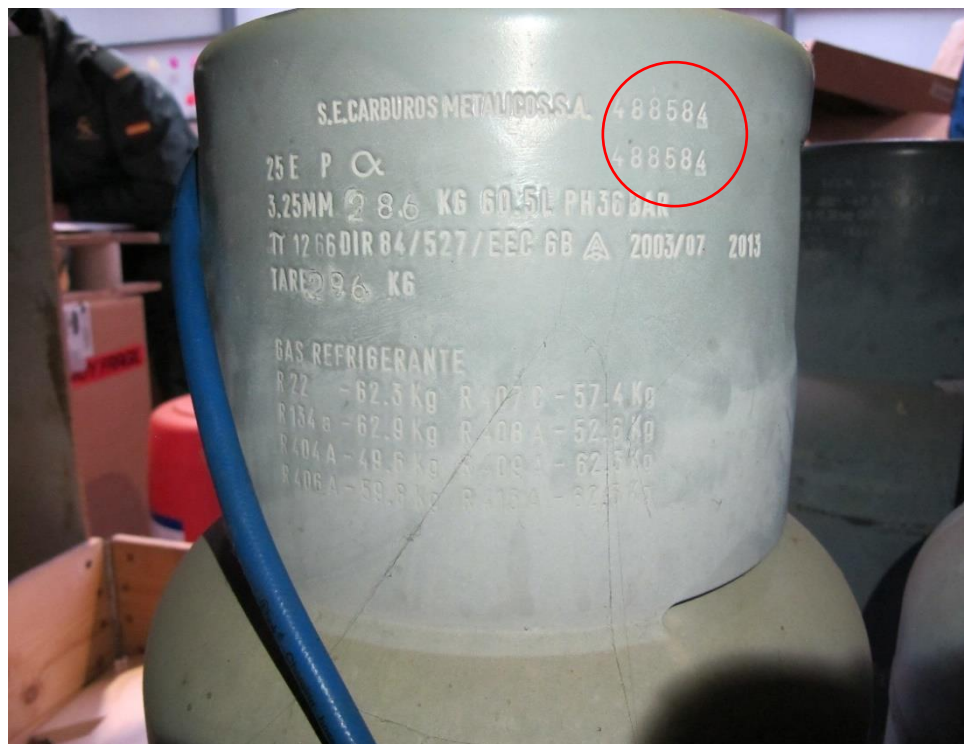
BOTTLE INTERVENED CONTAINING UNIDENTIFIED GAS. LACK OF NUMERATION.



INTERVENED BOTTLES CONTAINING GAS R-409A. FROM ONE OF THEM, IT WAS NOT POSSIBLE TO OBTAIN THE NUMERING.



DETAIL OF THE NUMBERING OF ONE OF THE BOTTLES OF R-409A INTERVENED.



DETAIL OF THE NUMBERING OF OTHER OF THE BOTTLES OF R-409A INTERVENED.



DETAIL OF INSPECTION ACTIVITIES IN THE CASE MALVARMA



Panamá, 21 de junio de 2019
Nota 422-SDGA


Anne-Maria Fenner
Programa de Acción por el Ozono
ONU Medio Ambiente
En su despacho

Sra. Anne-Maria Fenner:

A la luz de hechos presentados en la ficha para la nominación de España al Reconocimiento Global del Protocolo de Montreal a las Aduanas y oficiales de Aduanas, nos permitimos hacer los siguientes comentarios:

- El Punto Focal del Protocolo de Montreal en Panamá nunca ha sido contactado para informarle sobre las exportaciones ilegales que se describen en el caso, o para solicitarle información sobre el mismo.
- La Resolución N°1236 de 27 diciembre de 2012 establece los procedimientos y controles para el registro de las empresas importadoras de sustancias agotadoras del ozono (SAO), así como para la solicitud y adjudicación de cuotas anuales.
- La única empresa debidamente registrada, que aparece con importaciones de España en nuestros registros del 2014, 2015 y 2016, contaba con la debida adjudicación de cuota para la importación de HCFC-22.
- Hemos realizado la consulta correspondiente a la Autoridad Nacional de Aduana, donde nos han informado que no tenían conocimiento del tema.

Agradeciendo su atención,


Ing. Edgardo Villalobos
Subdirector General de Salud Ambiental



"SISTEMA DE SALUD HUMANO, CON EQUITAD Y CALIDAD, UN DERECHO DE TODOS"

APARTADO POSTAL 0816, ZONA POSTAL 08016

GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

SRI LANKA

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
13 September 2018	564 cylinders (13.6 kg each)	None	7,670.4 kg of HCFC-22
Total			
1	564	None	7,670.4 kg

Shipment route

Shipment: By sea from Dubai, United Arab Emirates to Colombo, Sri Lanka
 Seizure location: Sea Port of Colombo
 Re-export: To the port of loading in Dubai, United Arab Emirates

Case description

On 13 September 2018, Sri Lanka Customs seized 564 non-refillable refrigerant cylinders containing 13.6 kg of HCFC-22 each – in total 7,670.4 kg. The shipment arrived by sea transport from Dubai, United Arab Emirates and was seized in the seaport of Colombo, Sri Lanka. The import was not declared and the shipment papers incorrect. The refrigerant cylinders were covered with other legitimate goods. The refrigerant cylinders were labelled HCFC-22 and showed the serial number JC11100915A. The importer and the analysis with refrigerant identifiers confirmed that they contained HCFC-22. The seized cylinders were re-exported to the port of loading in Dubai at the consignee's costs. The re-export was monitored up-to the loading point (shipped on board) but not re-confirmed with the authorities in United Arab Emirates. No fines were applied, and no court case initiated, since the Sri Lankan law does not allow imposing penalties on the consignee. Supporting photos are available.

Trade control in ODS is regulated through Gazette notifications issued by the Ministry of Environment and Mahaveli Development related to Sri Lanka's Import and Export (Control) Act.

Note: The seizure was reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. Sri Lanka Customs had informed the Sri Lankan Montreal Protocol focal point in the Ministry of Mahaweli Development and Environment but not the United Arab Emirates.

Supporting documents





GLOBAL MONTREAL PROTOCOL AWARD FOR CUSTOMS AND ENFORCEMENT OFFICERS

TURKEY

Seizure case / date	Number of seized cylinders	Number of seized equipment	Amount and type of seized substance
15 December 2016	Freight container 1: 925 cylinders of 13.6 kg each	None	12,580 kg HCFC-22
	Freight container 2: 927 cylinders of 13.6 kg each		12,607.2 kg HCFC-22
Total			
1	1,852	None	25,187.2 kg

Shipment route

Shipment: By sea from China to Ambarli Customs Checkpoint in Istanbul, Turkey

Seizure location: Ambarli Customs Checkpoint in Istanbul, Turkey

Case description

On 15 December 2016, a Turkish importer attempted to import two freight containers with refrigerant cylinders through the Ambarli port in Istanbul, Turkey. The shipment arrived by sea from China. In the shipment papers, the refrigerant was declared as HFC-410a which is not an ozone-depleting substance and does not yet require an import license. However, physical inspection of the first freight container revealed that 220 cylinders labeled HFC-410a were placed on front. Behind those cylinders, 925 non-refillable cylinders labeled HCFC-22 were hidden. They were packaged in cardboard boxes indicating HFC-410a. The same concealment method was used for the second container. In front, 230 cylinders labeled HFC-410a were placed. Behind those cylinders, 927 non-refillable cylinders labeled HCFC-22 were hidden. They were also packaged in cardboard boxes labeled HFC-410a. Laboratory testing of a representative sample of cylinders confirmed that the cylinders labeled HCFC-22 actually contained HCFC-22. In total, customs officers seized 1,852 non-refillable refrigerant cylinders, each containing 13.6 kg of HCFC-22. The Turkish importer was not registered in the Turkish ODS import / export licensing system and thus did not have an import license. The Ministry of Customs and Trade initiated a legal investigation and the court decided that a fine of 1,349,000 Turkish lira (approx. 230,000 Euros) should be paid. Initially, the Turkish importer appealed against this decision, but the court rejected the appeal. **The seized refrigerant cylinders were auctioned with the obligation to re-export them, and the buyer covered the costs of re-export. As per the proof of re-export, 1,847 of the seized non-refillable cylinders were exported to North Macedonia.**

Note: At the time of the seizure, the import of non-refillable cylinders was not yet banned. However, since 7 April 2018, the import of non-refillable cylinders containing ozone-depleting substances is banned and the import of non-refillable cylinders containing F-gas will be banned from 4 January 2020.

Note: The seizure was reported to UN Environment but not yet to the Ozone Secretariat nor to World Customs Organization's Regional Intelligence Liaison Offices (RILOs), Customs Enforcement Network (CEN) or the Environet platform. China as the country of origin was not informed about the seizure.

Supporting documents

Invoice and proof of re-export

Global Montreal Protocol award - seizure statistics (587 seizures - 24 countries)

Country	Seizure date	Number of seizures	Number of seized cylinders	Number of seized equipment	Amount of seized substance	Type of seized substance
Argentina	17-Apr-09	1	1,150	0	15,640	HCFC-22
Bulgaria	10-Apr-18	1	1	0	13.6	HFC-134a
Bulgaria	18-May-18	1	1	0	10.9	HFC-404A
Bulgaria	18-May-18	1	1	0	13.6	HFC-134a
Bulgaria	17-May-18	1	2	0	27.2	HFC-134a
Bulgaria	24-May-18	1	50	0	680	HFC-134a
Bulgaria	5-Jun-18	1	3	0	32.7	HFC-404A
Bulgaria	5-Jul-18	1	2	0	27.2	HFC-134a
Bulgaria	9-Jul-18	1	40	0	436	HFC-R404A
Bulgaria	2-Aug-18	1	2	0	27,2	HFC-134a
Bulgaria	6-Aug-18	1	2	0	27,2	HFC-134a
Bulgaria	4-Dec-18	1	1	0	13.6	HFC-134a
Bulgaria	8-Dec-18	1	1	0	10.9	HFC-404A
Bulgaria	13-Jun-18	1	40	0	544	HFC-134a
Bulgaria	13-Jul-18	1	28	0	305.2	HFC-404A
Bulgaria	2018	64	323	0	Not known	Not known
Belarus	1-Mar-16	1	60	0	15,000	HCFC-141b
			20		5,000	CFC-113
Turkey	15-Dec-16	1	925	0	12,580	HCFC-22
			927		12,607.2	HCFC-22
Armenia	15-May-17	1	400	0	318	CTC
Croatia	25-Apr-18	1	2	0	27.2	HFC-134a
Croatia	2-May-18	1	20	0	272	HFC-134a
Croatia	8-Jul-18	1	2	0	27.2	HFC-134a
Croatia	21-Sep-18	1	12	0	163.2	HFC-410A
			78		1,060.8	HFC-134a
			2		27.2	HCFC-22
			7		92.2	HFC-404A
			5		68	HFC-407C
Croatia	2018	2	16	0	Not known	Not known
Croatia	2018	3	14	0	Not known	Not known
Croatia	3-May-18	1	10	0	136	HFC-134a
Croatia	15-May-18	1	1	0	13.6	HFC-134a
Croatia	18-Jun-18	1	2	0	27.2	HFC-134a
Croatia	3-Jul-18	1	4	0	54.4	HFC-134a

Croatia	2018	8	39	0	Not known	Not known
Croatia	2018	4	51	0	Not known	Not known
Bosnia H	10-Jun-16	1	0	180	124,2	HCFC-22
Georgia	15-Feb-18	1	1	0	13.6	HCFC-22
Georgia	12-Apr-18	1	5	0	68	HCFC-22
Georgia	18-Jul-18	1	1	0	1.6	CTC
Georgia	19-Jul-18	1	1	0	13.6	HCFC-22
Georgia	4-Aug-18	1	1	0	13.6	HCFC-22
Georgia	11-Aug-18	1	2	0	27.2	HCFC-22
Georgia	1-Sep-18	1	2	0	27.2	HCFC-22
Georgia	12-Oct-18	1	1	0	10.0	Halon-2402
Greece	27-Apr-18	1	6	0	40.8	HFC-407C
Greece	13-May-18	1	6	0	65.4	HFC-404A
Greece	26-May-18	1	3	0	33.9	HFC-410A
Greece	11-Jul-18	1	9	0	122.4	HFC-134A
Greece	4-Dec-18	1	15	0	169.5	HFC-410A
Greece	5-Oct-16	1	598	0	6,864.5	HCFC-22
Poland	2018	326	496	0	8,136	HFC-134a
Poland	2018	50	103	0	1,238	HFC-404a
Poland	2018	14	20	0	224	HFC-507a
Poland	2018	10	14	0	163	HFC-410A
Poland	2018	2	3	0	32	HFC-407C
Poland	2018	1	1	0	10	HFC-125
Poland	2018	9	9	0	755	HFC-134a
Poland	2018	2	3	0	118	HFC-404a
Poland	2018	5	2,400	0	28,800	HFC-134a
Poland	2018	1	1,400	0	16,800	HFC-410a
Poland	2018	5	Unknown	0	22,620	HFC-407C
					23,760	HFC-404A
					3,600	HFC-410A
					1,200	HFC-134a
Spain	15-Feb-17	1	3	0	198	HCFC-409A
			1		6	Unkown
Spain	Sep-16	1	0	203	0	Unkown
Cambodia	2-Sep-15	1	546	0	7,425	HFC-134a
Mongolia	13-Aug-15	1	3	0	711	HCFC-141b
Paraguay	22-Dec-10	1	1,150	0	14,076	HCFC-22
					1,564	HFC-404a or HCFC-409a
Paraguay	19-Mar-15	1	0	27000	Unknown	HCFC-22
	25-Mar-15	1	0			
Sri Lanka	13-Sep-18	1	564	0	7,670.4	HCFC-22
Jordan	29-Mar-17	1	0	40	Unknown	HCFC-22
Jordan	18-Mar-17	1	0	8	Unknown	HFC-410a

Jordan	23-Jun-17	1	0	5	Unknown	HFC-410a
Jordan	24-Jun-17	1	0	5	Unknown	HFC-410a
Jordan	17-Sep-18	1	0	68	Unknown	HCFC-22
Namibia	19-Jul-15	1	0	3	Unknown	HCFC-22
Namibia	21-Aug-15	1	150	0	2,040	HCFC-22
Namibia	7-Oct-15	1	40	0	544	HCFC-22
Namibia	30-Nov-15	1	7	0	113.4	HCFC-22
Namibia	29-Jan-16	1	0	293	Unknown	HCFC-22
Namibia	25-Feb-16	1	3	0	900	HCFC-22
Namibia	Jun-16	1	150	0	1,939.5	Several
Namibia	6-Dec-16	1	8	0	108	HCFC-22
Pakistan	11-Oct-18	1	1	0	18,000	HCFC-22
Dom Rep	2-Oct-17	1	6,700	0	2,010	CFC-12
Costa Rica	5-Feb-14	1	412	0	5,603.2	HCFC-22
Honduras	29-Jan-15	1	0	10	Not known	HCFC-22
Honduras	10-Feb-15	1	0	1	Not known	HCFC-22
Honduras	8-Aug-16	1	0	9	Not known	HCFC-22
Honduras	22-Feb-16	1	0	2	Not known	HCFC-22
Honduras	19-Jun-17	1	0	3	Not known	HCFC-22
Honduras	25-Jul-17	1	0	2	Not known	HCFC-22
Honduras	5-Jun-17	1	0	1	Not known	HCFC-22
Honduras	17-Sep-18	1	0	3	Not known	HCFC-22
Honduras	19-Dec-18	1	0	3	Not known	HCFC-22
Nigeria	2013	1	89	0	1,495.2	CFC-12
Rwanda	17-Aug-16	1	0	51	Not known	HCFC-22
Rwanda	16-Jun-17	1	0	10	Not known	HCFC-22
Rwanda	4-May-17	1	15	0	204	HCFC-22
Rwanda	12-Feb-18	1	0	14	Not known	HCFC-22
Rwanda	25-Oct-17	1	0	30	Not known	HCFC-22
Iran	20-Oct-17	1	806	0	10,961.6	CFC-12
Total		587	19,992	27,944	255,726	