UNODC
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Partnership against Transnational Crime through Regional Organized Law Enforcement (PATROL)

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Baseline survey and training needs assessment in Myanmar

FREELAND
Foundation for Human Rights and Wildlife

UNEP
United Nations Environment Programme

TRAFFIC
the wildlife trade monitoring network

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Summary:

This report presents the main findings of the baseline survey and training needs assessment ("**TNA**") conducted in northeast Myanmar between 17-21 October 2011. Forty-six law enforcement and border officials associated with the Border Liaison Office ("**BLO**") mechanism participated. The findings from this report will help support the implementation and evaluation of the inter-organizational "Partnership against Transnational Crime through Regional Organized Law Enforcement" ("**PATROL**") project, led by UNODC. A summary of the findings is as follows:

- Myanmar is overwhelmingly an origin country for migrant smuggling and human trafficking. It is also considered a country of transit.
- Almost all migrant smuggling is done with the aid of smugglers and through unofficial crossings.
- The most common form of human trafficking is seen as men for labour at the border with Thailand and women for sexual exploitation at the border with China.
- The most commonly smuggled drugs are synthetic drugs, followed by heroin and opium. Smuggling is done using human mules or couriers and vehicles.
- Orchids, snakes and pangolins are viewed as the most commonly smuggled wildlife. Timber, which is ban from export by land, is still smuggled on a periodic basis.
- Movements of hazardous waste and Ozone Depleting Substances ("**ODS**") are not commonly encountered. Participants have very limited knowledge about these goods.
- Almost all participants have been in their current position for less than three years, most of them less than a year.
- The most urgent training needs are identified as 'Transnational Crime Awareness' and 'Checkpoint Anti-Smuggling'.

1. *Introduction*

1.1. Background and Context - The PATROL Project

The Partnership against Transnational Crime through Regional Organized Law Enforcement ("**PATROL**") project aims to assist countries in the Greater Mekong Sub-region fight against transnational organised crime ("**TOC**") by helping them strengthen borders and expand cross-border cooperation.[1] To achieve this aim, the project relies on the Border Liaison Office ("**BLO**") mechanism, which was established by the Memorandum of Understanding on Drug Control in 1993.[2] Although originally focused on illicit drugs and drug precursors, the mandate of BLOs has been broadened under the PATROL project to include migrant smuggling, human trafficking and the illicit cross-border movements of wildlife, timber, hazardous waste and Ozone Depleting Substances ("**ODS**").

Picture 1. View of Lashio, Shan State

The PATROL project has made significant progress in the training of law enforcement and border officials associated with BLOs. Myanmar marks the fourth baseline survey and training needs assessment ("**TNA**") that has been conducted since the project began in January 2010, with the others being done in Cambodia, Viet Nam and, most recently, Thailand. Customized training programmes have already been devised by the PATROL team and delivered to law enforcement and border officials in these latter countries. Pending official endorsement of the PATROL project by national authorities, a customized training programme can be delivered in Myanmar.

Implementation of the PATROL project is led by UNODC and carried out in cooperation with Freeland Foundation, TRAFFIC and UNEP.

1.2. Objective of the Baseline Survey and TNA

The objective of the baseline survey and TNA is twofold:

- **Gather Baseline Information:** Assessing the understanding of law enforcement and border officials and their capacities forms a baseline against which it will be possible to measure improvement.

- **Assess Training Needs:** Identifying the awareness, knowledge gaps and training needs of law enforcement and border officials in four thematic areas helps to craft a customized training programme and package of technical assistance.

This report presents results from the baseline survey and TNA that was conducted in northeast Myanmar from the 17-21 October 2011. Members of the PATROL team administered it with assistance from the Central Committee for Drug Abuse Control ("**CCDAC**").

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[1] The countries of the Greater Mekong Sub-region are Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam and the Yunnan Province of China.
[2] UNODC and all countries in the Greater Mekong Sub-region endorsed the 1993 Memorandum of Understanding on Drug Control.

2. *Methodology*

The baseline survey and TNA in Myanmar consisted of two phases. In the first phase, a survey was administered in the form of a structured questionnaire to forty-six law enforcement and border officials, representing seven Myanmar BLOs. This was followed by a Q&A session with select survey participants.

 a) *The Survey*

The survey addressed five main components:

 1) Migrant Smuggling and Human Trafficking
 2) Illicit Drugs and Drug Precursors
 3) Wildlife and Timber Trafficking
 4) Trafficking of Hazardous Waste and ODS
 5) Operations, Training and Integrity

The survey, translated into Burmese, was designed in a self-completion format, using questions that were both closed-ended, such as multiple-choice and rank ordering, and open-ended. Each participant was asked to complete all components of the survey, regardless of their specific background and expertise. This was done in order to assess their basic understanding or perception of all components being surveyed.
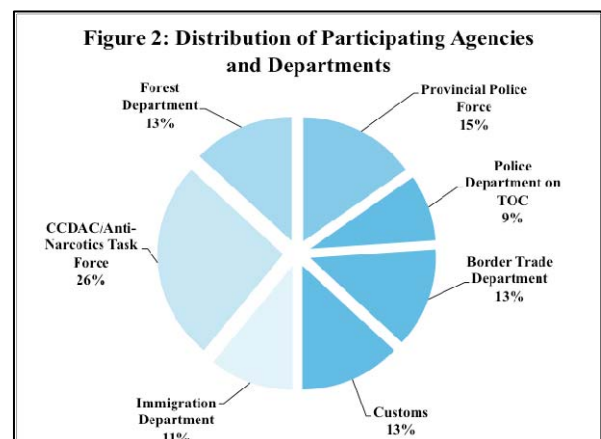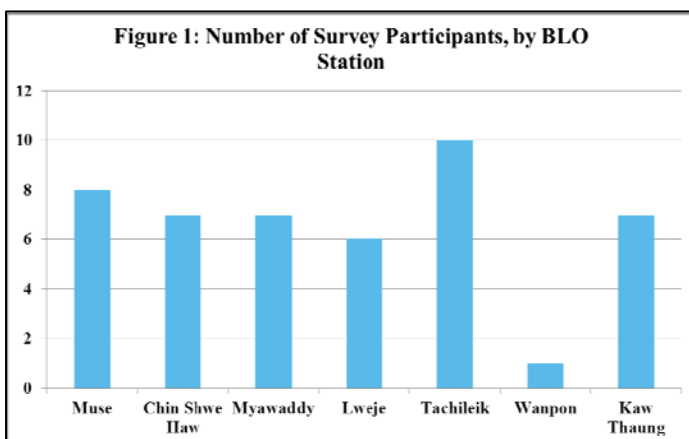
The complete list of questions from the survey is available in Annex I.

 b) *The Q&A Session*

The Q&A session attempted to learn more about the general perceptions towards BLOs and their importance for border security. Participants were asked questions about the different agencies operating at the border, the expansion of the BLO mandate under the PATROL project and the main constraints in their functioning. This was done to provide additional insight into the situation at borders in Myanmar and bring to the fore some of the outstanding challenges and substantive issues.

2.1. Basic Statistics of the Sample

All forty-six participants completed and returned questionnaires (Figure 1). There was an even split between those representing BLOs bordering Lao PDR and China (22) and those representing BLOs bordering Thailand (24). Participants were selected by the CCDAC, based on a list of relevant agencies provided by UNODC. In total, seven different agencies were represented.

Figure 1: Number of Survey Participants, by BLO Station

Figure 2: Distribution of Participating Agencies and Departments

The baseline survey and TNA was conducted through two separate workshops, both in Burmese:

- **Lashio** (**18 October 2011**): This workshop was attended by 22 participants from four BLOs bordering China and Lao PDR.[3]

- **Tachileik** (**21 October 2011**): This workshop was attended by 24 participants from three BLOs bordering Thailand.[4]

2.2. Limitations of the Methodology

Though the sample size was deemed to be adequate, the uneven representation from each BLO was not ideal. One glaring shortcoming was the fact that only one participant from the BLOs bordering Lao PDR participated. This means that a majority of the findings can only be generalized to the BLO stations along the border with Thailand and China.

Representation across relevant agencies and departments was fairly equal (Figure 2). That said, it was noted that Customs was under-represented considering its role in the detection and interdiction of cross-border crimes. Participants working in the area of hazardous waste and ODS was limited, and might be explained by the fact that no one from the Ministry of Environment was present.

Picture 2. Participants and facilitators in Lashio

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[3] The four BLOs are Muse, Chin Shwe Haw and Lweje, which are along the border with China, and Wanpon, which is along the border with Lao PDR. No representative from the Wankyin BLO was present.

[4] The three BLOs are Tachileik, Kaw Thaung and Myawaddy.

3. *Major Findings*

The section starts by providing a short overview of the major findings from the survey. This is followed by a summary of discussions that occurred during the Q&A session. The complete results from the survey are available in Annex I and select geographical analysis is available in Annex II.

3.1. Survey Findings

Smuggling of Migrants and Trafficking in Human Beings

Understanding the difference between migrant smuggling and human trafficking is crucial in order to detect these crimes and offer adequate assistance to victims. Most participants (85%) said they are aware of this difference and demonstrated so by recognizing these crimes in various hypothetical scenarios. What is not clear to about half of the participants though is that a victim of trafficking can cross borders legally. Overall, this result is somewhat surprising given that only some have ever encountered a case of either migrant smuggling (37%) or human trafficking (28%).

There is a consensus among participants on the flows and nature of migrant smuggling in Myanmar, though it is not well understood from a legal standpoint. The country is overwhelmingly considered a country of origin and transit. Most of the irregular migration that occurs is believed to take place with the help of smugglers (85%) and executed through unofficial crossings (65%). One common misconception appeared out of the findings. Despite the establishment of a Law Review Committee to fill the gap, Myanmar currently does not have legislation that specifically addresses migrant smuggling. Nonetheless, nine out ten participants believe that Myanmar has a legal framework in place that criminalizes it.

Participants have a shared view of human trafficking flows, but the perceived forms of human trafficking vary between participants depending on the region of Myanmar. Similar to migrant smuggling, cases of human trafficking are believed to originate in (66%) and transit through (26%) Myanmar. The most common form of human trafficking is perceived to be the trafficking

Picture 3. Checkpoint in Tachileik, at the border with Thailand

of men for labour (3.9/5), followed closely by the trafficking of women for sexual exploitation (3.7/5). This is in contrast to the trafficking of children for begging, which is not as common (2.0/5). There are some regional differences. Participants working at the border with Thailand believe that that the most common form of trafficking is men for labour. This was not the case for those at border with either China, where the sexual exploitation of women is the most common form.

Previous training on migrant smuggling and human trafficking is quite common compared to the other four thematic areas. That said, there are still twenty-nine participants (63%) that have never received training in the area. The training priorities that participants identified are

i) how to detect, handle and interview a trafficked person, ii) the differences between migrant smuggling and human trafficking and iii) national legislation concerning human trafficking.

Illicit Drugs and Drug Precursors

The picture that emerges from participants concerning the flow and nature of drug smuggling in Myanmar is complex. One-third of participants (33%) have dealt with at least one case of drug trafficking ever, though it appears most deal with one case a month. Drugs are generally seen as originating and transiting through Myanmar. However, deeper analysis shows that participants at the border with either China or Lao PDR believe it to be a country of origin, while those at the border with Thailand see it predominantly as a country of transit. Synthetic drugs (4.3/5) are perceived to be by far the most commonly smuggled drugs, followed by heroin (2.6/5) and opium (1.8/5). Drugs appear to be mostly smuggled by either human mules or couriers and in vehicles, often crossing through unofficial crossings. Again, regional differences are apparent. Smuggling by boat was one of the most common forms of transportation according to those participants representing the BLOs bordering Thailand. This is primarily because the Kaw Thaung BLO is stationed along an inlet of the Andaman Sea.

Drug precursor chemicals and the national drug legislation are only partially understood. Participants struggled to identify drug precursors from drugs, since over half (52%) believed methamphetamine to be a drug precursor, while actual drug precursors, like toluene and morphine, were rarely identified. A similar situation arises concerning national legislation. Despite nearly all participants recognizing such legislation exists, only those who had received previous training on it (53%) knew the article that identifies how much of a certain drug is needed in order to commit a drug trafficking offense. Yet, in the follow-up questions virtually all participants considered the possession of certain quantities of opium and marijuana resin as a drug trafficking case, even if those quantities were in reality below the legal threshold set by domestic law.

Picture 4. Scenes of poppy eradication in Shan State (Courtesy of CCDAC)

Over half of the participants have received drug and precursor chemical training previously, making it the most common type of training when compared to the other thematic areas. According to participants, training is needed in the areas of i) identifying drug precursors, ii) drug identification and iii) national legislation relating to drugs.

Wildlife and Timber Trafficking

The wildlife and timber trafficking situation in Myanmar is particularly important to understand given the high levels of biodiversity and conservation efforts in the Greater Mekong Sub-region. Over half of the respondents have come across cases of wildlife or timber smuggling, although such activities are believed to be rare by most participants. Wildlife trafficking is viewed largely as the trafficking of animals and their parts (66%). Only one-third (33%) of all participants understand that, in addition to this, wildlife trafficking can

include plants. The most commonly smuggled wildlife species are orchids (2.3/5), snakes (1.8/5) and pangolins (1.8/5). Although this does not change much when examining BLOs bordering Thailand, those along the border with China and Lao PDR reported the smuggling of snakes (2.6/5) to be just as common as orchids (2.6/5). Like all other illegal goods, wildlife and timber are primarily smuggled by being hidden in vehicles and through unofficial crossings.

There is some familiarity with the legal framework regulating the trade of wildlife and timber, but access to these documents in the workplace is limited, in particular *Convention on International Trade in Endangered Species of Wild Fauna and Flora* ("**CITES**") appendices. Around 40% of participants have heard of the CITES, most of who were able to correctly identify its purpose. Around the same proportion of participants selected the relevant national legislation that regulates the wildlife and timber trade. The low awareness of CITES and relevant national legislation likely explains why almost half of all participants (48%) do not know if permits or certificates are needed for species listed on CITES or to trade timber. Interestingly, while over half of all participants (56%) have access to relevant national legislation at work, only 37% have access to CITES appendices.

Participants clearly realize that identifying and handling potentially dangerous animals and poisonous plants requires the assistance of experts. This is why an overwhelmingly majority said they would contact the relevant authorities when in doubt about the legality of a wildlife shipment or when faced with a dangerous animal in an illegal shipment that has been detained. All participants identified more than one relevant authority in which they would contact. For both wildlife and timber, one-third would contact the *Ministry of Environmental Conservation Authority* and around one-quarter would contact the *Forest Department*, which is part of the Ministry of Forestry.

Wildlife and timber trafficking is the third most common training previously received of the four thematic areas, though only thirteen of the forty-six participants (29%) have ever received it. The three most urgent training needs in the area are identified as i) CITES implementation, ii) the detection of smuggling and smuggling techniques and iii) applying CITES in practice.

Trafficking of Hazardous Waste and ODS

Participants have only a basic understanding of hazardous waste and ODS. Almost all participants (91%) claim they know about or are at least generally familiar with hazardous waste and the ozone layer. Yet, few correctly identified all possible hazardous wastes and 58% said they could not positively identify ODS. Those that said they could identify ODS were often wrong – all believed carbon dioxide is an ODS and almost none correctly selected from the remaining ODS options. Moreover, only some know the international instruments that regulate these goods – the *Montreal Protocol* (36%) and *Basel Convention* (28%). These results suggest that most participants are unfamiliar with or misinformed about hazardous waste and ODS, and how they are regulated.

The role of Myanmar in the smuggling of hazardous waste and ODS is perceived differently among participants. Around one-third (34%) do not know if it is an origin, transit or destination country, while others (18%) do not think Myanmar is involved in smuggling at all. This result is likely explained by the fact that only one participant of the forty-six (2.2%) has ever encountered a case of hazardous waste and ODS smuggling. On the other hand, participants that believe Myanmar does play a role in the smuggling of hazardous waste and ODS see it mostly as a transit and destination country.

Knowledge about how to handle hazardous waste and ODS exists, but the resources that would help to identify, handle and store them do not. All participants correctly said they would detain and contact the relevant authorities if they encountered a potential shipment of hazardous waste or ODS. Still many participants also said that in some circumstances they would do nothing. Over half (58%) did not have access to proper legislation or operational guides that would help them positively identify these goods and, in the event they would have to handle and store hazardous waste or ODS, 55% either did not have access to or did not know if they had access to the proper facilities.

Hazardous waste and ODS training is the least common of the four thematic areas. Only eight of the forty-six (17%) participants have ever received training. The training needs identified by participants are consistent with most of the survey findings in the area. The training priorities identified are i) relevant national legislation, ii) relevant international treaties and laws and iii) identifying hazardous waste and ODS.

Table 1: Perceived Role of Myanmar in TOC

	Origin	Transit	Destination	Nothing	Don't Know
Human Trafficking	**65.6%**	26.2%	3.3%	1.6%	3.3%
Smuggling of Migrants	**63.5%**	27.0%	4.8%	1.6%	3.2%
Illicit Drugs	41.3%	**47.6%**	4.8%	0.0%	6.3%
Hazardous Waste	5.7%	28.3%	12.5%	18.8%	**35.4%**
ODS	2.1%	31.3%	17.0%	17.0%	**32.1%**

Operations, Training and Integrity

This section of the survey is meant to highlight the work of law enforcement and border officers that is not specifically related to any of the four thematic areas.

Most participants have been in their current position for only a short period of time, raising concerns about the development and sustainability of expertise. Just under half of all participants (48%) have been at their current position less than a year and, in total, 80% have been in their position for less than three years. This was even greater along the China and Lao PDR border, where nearly all participants (91%) have been in their position for less than three years. Such frequent rotation of staff may have an impact on the capacity of the border units to retain the benefits of specific training programmes or, more generally, to take advantage of the cumulated knowledge of the environment in terms of social networks, information-gathering techniques and criminal patterns.

In order to provide a more effective response to criminal activities at borders, especially with only limited resources available, it is important to identify common trafficking routes and what is being transited along these routes. With the exception of hazardous waste and ODS, whose smuggling activities participants do not seem to be particularly aware, most smuggling is believed to be conducted in areas between checkpoints. International and local checkpoints may also be used along with this route, according to some participants, but not in isolation. In terms of what is smuggled along these routes, participants perceive the trafficking of drugs

(4.1/5) and humans (3.9/5) as the most significant TOC threats in Myanmar. This is followed by the smuggling of timber (3.2/5), according to participants from the border with China and Lao PDR and smuggling of migrants (3.0/5) according to participants from BLOs that border Thailand.

Table 2: Additional Training Needs

Q. 5.8 - What further training do you require?	Not Relevant to Position	Already Have the Training	Require More Advanced Training	Require Training
Transnational Crime Investigation	9.5%	0.0%	23.8%	64.3%
Checkpoint Anti-Smuggling	5.3%	3.6%	18.4%	**73.7%**
Transnational Crime Intelligence Collection and Analysis	2.3%	0.0%	27.0%	67.6%
Field Border Patrolling	5.4%	0.0%	27.0%	67.6%
Transnational Crime Awareness	0.0%	0.0%	21.1%	**78.9%**
Computer Training	0.0%	11.9%	40.5%	45.2%

Outside of training related to the different thematic areas, 'Transnational Crime Awareness' (79%) and 'Checkpoint Anti-Smuggling' (74%) are the two most pressing training needs according to participants (Table 2). There is also a clear need for basic and more advanced computer training. About half of the participants indicated they require computer training (45%), while the other half said they required further training (40%). Since intelligence databases and mobile phones, among many other pieces of equipment, were identified as the most important in helping participants complete their duties, it is becoming clear that technology is increasingly relevant.

Integrity not only shapes the credibility and reliability of law enforcement towards their society, but it also goes a long way in ensuring that cooperation with neighbouring countries can be meaningful. Most of the participants (80%) report having rules at the border station on receiving presents, though just over one in four (28%) have ever received training in this regard. To gain further clarity as to the role of integrity in Myanmar, participants were given a hypothetical scenario and asked to react it.

Hypothetical Scenario on Integrity (Q. 5.9.)

- Imagine that Mr. Y is an old friend of your colleague Officer JK, working at the border. Mr. Y is a respectable family man who runs a small business that entails frequent border crossings. One day he arrives at the border to cross it with his minivan, and for the first time he does not have all of the necessary travel documentation. He apologizes and invites Officer JK for lunch. What do you think Officer JK will do?

In ambiguous situations, the discretion of officials may often prevail over the rules and regulations derived from the law. Just under half of all participants (48%) think that Officer

JK would stop Mr. Y by applying the law strictly. On the other hand, most of the remaining participants think that Officer JK would apply some degree of diligence, in this case by inspecting the vehicle, and decide unilaterally whether or not let him pass (46%). If Mr. Y was allowed to pass, many of the participants (44%) said they would not support the decision of Officer JK, while others (21%) claimed that they would report Officer JK to the supervisor. The remaining participants (35%) said that Officer JK did the right thing.

3.2. Q&A Session Findings

Following the survey, the PATROL team interviewed a subset of participants. These participants were mostly heads of BLOs and senior officials. At least one representative from each of the agencies and departments participating in the survey was included.

Internal and Cross-Border Cooperation

Cooperation between agencies and departments responsible for the Myanmar border exists at least with regard to the trade of goods. Participants discussed the One-Stop Service ("**OSS**") mechanism at length. This mechanism ensures the fast and comprehensive control of goods traded across borders through coordinating the activities of six agencies and departments. Since it began in 1996, several OSS checkpoints have been established and, among others, the Police Force, Customs and Immigration Departments are involved. It is unknown what type of inter-agency or inter-departmental cooperation exists for regulating migration at borders.

The BLO mechanism, which is designed to facilitate cross-border cooperation, has been largely underutilized. While it has produced positive results in terms of strengthening cooperation among local police forces at the borders, the involvement of other agencies and departments has been negligible. This fact made it difficult to explore the weaknesses and strengths of the BLO mechanism with participants, something that had been done previously in Cambodia, Viet Nam and Thailand. Instead, this provided an opportunity to learn more about the role of different agencies and departments at the border and the extent of their experience with BLOs.

> **Border Trade Department:** Located within the Ministry of Commerce, the Border Trade Department is responsible for the promotion of trade between Myanmar and neighbouring countries. Its primary objective is to ensure the legality of the trade in licit goods. It is not responsible for interdicting or preventing the trade in illicit goods. As the leading agency for the OSS mechanism, it meets on monthly basis with counterparts from neighbouring countries, such as the Ministry of Commerce in Thailand. According to representatives, the only country it does not meet with is Lao PDR, where cooperation is nearly non-existent.

> **Customs:** Customs is involved in the regulation of trade at the border. This is carried out through their regional branches and the OSS mechanism. Due to their use of the OSS mechanism, ties between the Border Trade Department and Customs are very strong. Interaction is very limited between Customs and BLOs, according to representatives.

> **Forest Department:** The Forest Department is one of the operational arms of the Ministry of Forestry. It is not involved in the OSS or BLO mechanisms, nor does it have direct interaction with corresponding national authorities in neighbouring countries.

Immigration Department: As part of the Ministry of Immigration and Population, the Immigration Department is responsible for the issuance of identity documents as well as one-day and seven-day border passes for Myanmar migrants.

Police Force: The Police Force is comprised of three departments: local police, the Department on Transnational Organized Crime and the Anti-Narcotics Trafficking Task Force. The latter, developed by the CCDAC, has played a significant role in the development of the BLO mechanism in Myanmar. According to representatives, cooperation with BLO counterparts in Thailand, Lao PDR and China is described as satisfactory, although many challenges still exist.

Picture 5. The Mae Sai river - a tiny demarcation between Thailand (left side) and Myanmar (right side)

Challenges and Substantive Issues

Most of the current challenges that participants identified, related to border management and cross-border cooperation, were operational. Poor infrastructure and language barriers continue to prevent pro-active information sharing and communication with neighbouring countries. Diminished capacity to respond effectively to the incessant growth of trade is becoming an increasing challenge. As a result of *inter alia* the establishment of contentious Free Trade Zones with China, increases in trade have made it difficult to control the movement goods, especially natural resources like wildlife and timber.

The monitoring of migration is an important issue given the amount of out-migration that occurs to Thailand and China for work. When asked whether there is a mechanism to keep track of the actual duration of the stay for each migrant, it was suggested that such a mechanism exists, but that it is not shared with neighbouring counterparts. Migrants who overstay their border pass in neighbouring countries is very limited, according to representatives from the Immigration Department, and is in any case not punished by domestic law.

Operations countering the trade of drugs continue to have an impact, especially along the Thai border, but the trade of precursor chemicals remains largely unimpeded. The Royal Thai Police are certainly responsible for most of the successful operations to block the flow of drugs coming from Myanmar. At the same time the Myanmar Police Force has intensified the in-land operations to reduce the number of drugs reaching the border areas. Several joint operations, including controlled deliveries, have been conducted between Myanmar and

Thailand, largely as a result of a well-functioning BLO mechanism. This said, the growing trade in illegal drug precursors coming from China and India remains difficult to interdict and, as a result, ATS production keeps expanding.

The illegal trade of timber is difficult to assess and is confounded by the fact that it cannot be exported through land crossings under Myanmar law. According to the respondents, the trade of timber is allowed, but it must be adequately certified and leave through established exit points, such as ports. Some exceptions exist, for instance when rubber wood is exported to Thailand it is done so through land border checkpoints. How such exceptions are determined was not clarified. Despite trade limitations and regulations on timber exports, representatives from the Forest Department recognize that smuggling cases are still frequent.

4. *Lessons Learned and Recommendations*

Following the analysis of the survey and Q&A session, and along with visits to border checkpoints and BLOs in the field, six recommendations are made:

Lessons Learned

- The CCDAC is well equipped to lead the transition of BLOs in Myanmar to a more comprehensive mandate that includes migrant smuggling, human trafficking and the trade in illicit goods, such as timber, wildlife, hazardous waste and ODS.

- Cooperation between agencies and departments associated with the BLO mechanism in Myanmar needs to improve significantly if it is to become more effective. This means that at least the Border Trade Department, Customs, Immigration Department and Forest Department need to become active players.

- The BLO and OSS mechanisms share similar mandates and objectives. One way to integrate them may be for OSS checkpoints share information with BLOs, especially in relation to the trade in timber, wildlife, hazardous waste and ODS. In return, BLOs can work to promote the cross-border cooperation capacities of OSS checkpoints and help prevent the smuggling of illegal goods through them.

Recommendations

- The PATROL project should undertake training activities that help to increase the basic understanding of Myanmar law enforcement and border officials with respect to BLOs and all forms of TOC.

- The PATROL project should organize a session on cross-border cooperation that includes participants from Myanmar BLOs and BLOs from neighbouring countries.

- The PATROL project should explore ways to strengthen the exchange of information between the competent national authorities in Myanmar and other countries, with special reference to irregular migration and overstay.