

9. Recommendations

After so many things that have been conducted in the IMPEL-TFS Verification 2 project, individual countries should face the challenge to maintain and improve European enforcement in the future!

- All European countries should accept the challenge on the export of waste; existing rules must be enforced vigilantly;
- Verification activities should be integrated in daily practises: adequate recourses should be allocated in (multi-) year programmes, and checking waste destinations should be integrated in existing enforcement programmes and -activities;
- Involved enforcement authorities are asked to provide IMPEL-TFS with information on companies involved in illegal shipments of waste, in order to develop and maintain a “black list”. This information should be exchanged within the network of competent enforcement authorities;
- European countries and involved organisations should raise awareness for an adequate enforcement of waste shipment regulations, by gaining political attention, by improving national cooperation and promoting compliance.

Above recommendations are part of the final project report of the IMPEL-TFS Verification 2 project, which has the subtitle “*Is what you see what you get?*”.

For more information please contact Ms Niekol Dols via niekol.dols@minvrom.nl.

10. Thanking word to project participants

The project management and the secretariat would like to thank all countries, organisations and especially the persons involved in the IMPEL-TFS Verification 2 project! Thanks to your willingness and never ending energy to cooperate with other countries, and to sometimes act with challenges that don't seem to improve the enforcement of waste regulation, this project has

shown its success. Let's go on with enforcement activities after this project, because we know: “*what we see, is not always what we get, and we don't always get what we want*”!

11. Other things worth knowing

- Viadesk will be online after the project for some time. That means that your access still exists to documents like the Verification project report, and all project documents, like the inspection results.
- The conference for End of Life Vehicles (ELV's) in Dublin, will probably take place at 18 and 19 September 2006.
- European Waste Enforcement Actions: At the final Seaport project conference in Liverpool and de Verification project meeting in Zagreb, it was concluded that follow up of the enforcement projects was desirable. This is one of the reasons to start a new project: European Waste Enforcement Weeks. One of the goals of this project is to combine the best of the two projects and to demonstrate that Member States are able to continue the European enforcement of transfrontier waste shipments. The starting conference will be held in November 2006.

If you are interested for more information please contact Ms Jolanda Roelofs via Jolanda.Roelofs@minvrom.nl

Colophon

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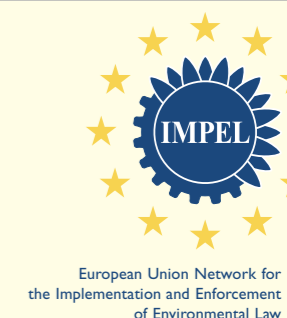
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VROM

Fourth and last edition

Newsletter IMPEL-TFS Verification - 2 Project

June 2006



1. Introduction

During autumn 2004 the second IMPEL-TFS project on the verification of waste, abbreviated to “IMPEL-TFS Verification 2 project”, started. By means of this newsletter the project management informs all their contacts about the progress and findings of the project so far. Within Verification – 2, four newsletters will be published; this is the last one!

This last newsletter focuses on the main outcomes, and on the overall conclusions and recommendations of the project. Also the outcomes of the presentation of the (draft) project report, given at the IMPEL-TFS meeting in Bonn (Germany), will be highlighted briefly. Furthermore, attention will be paid to some highlights of the IMPEL-TFS multi annual programme 2006-2008, focussing on future activities. And finally, what would a newsletter be without some enforcement cases; practical examples of Denmark, Czech Republic and Finland are illustrated in this newsletter as well.

Thus: lots of news!

2. Highlights of the project

At the start of the IMPEL-TFS Verification 2 project the following aims were defined:

- Acquire insight and improve compliance with EU Regulation 259/93 and the Basel Convention, with an eye on verifying the end destination and processing of waste materials;
- Set up chain enforcement “from cradle to grave” at international level;
- Enhance European cooperation between the involved competent authorities at operational level;
- Exchange practical experiences and knowledge;
- Increase the risk of being caught for illegal shipments and –processing, for transporters and other actors in the total waste chain.

Fourteen countries participated in this project: Austria, Belgium, Croatia, Czech Republic, Denmark, Finland, Germany (the Federal States of North- Rhine Westphalia and Baden-Wurttemberg), Greece, Ireland, Malta, Slovakia and The Netherlands. Poland, Portugal and Switzerland decided upon

their participation during the project.

Looking at the results of the project, it can be said that the main aims of the project have been achieved. This mainly by the effort all participants gained!

3. Project conclusions

The IMPEL-TFS Verification 2 project has been ended recently. What are the main outcomes of the project?

In general we can proudly conclude that joint European enforcement has been established on operational level. Besides, information on problematic waste streams has been exchanged and uniform methods for the verification of waste destinations have been developed and applied.

Secondly it can be said, that enforcement of transfrontier shipments of waste lead to better compliance, is important, - but - is not yet the norm. Enforcement of legislation is needed to protect the environment from potential hazards of waste. Another important outcome is that transport inspections, as performed during the project, are not always the most effective inspection method, but sometimes the only possible way for inspections.

Despite the energy all participating countries mobilised into this project and the success which has been realised, a European level playing field on enforcement matters has still a way to go. For example, there are no uniform waste interpretations and large varieties in tasks, competencies and enforcement instruments. More information can be found in the project report, which is enclosed in this mailing or is available at the project management via niekol.dols@minvrom.nl

4. Outcomes IMPEL-TFS meeting in Bonn

The outcomes of the project were presented at the IMPEL-TFS meeting in Bonn (Germany), held on 10 – 12 May 2006. There were lots of positive reactions on the key findings, conclusions and recommendations of the Verification and Seaport reports. Both projects demonstrated IMPEL-TFS's ability to collaborate and running successful projects, which will be continued. This collaboration is evident from active involvement of police, customs and other key players in the enforcement.

Furthermore:

- The multi annual program (MAP) was adopted;
- Continued and improved enforcement activity within the mechanisms are already established and in accordance with the MAP. Such as End of life vehicles (ELV)-enforcement, European Waste Enforcement Actions, better collaboration with non OECD-countries and setting up a waste database to tackle interpretation differences;
- Large number of potential participants for new projects in the upcoming years;
- Increased awareness of waste shipments to non-OECD countries highlighted by the Basel Action Network and Asian network presentations;
- Resulted in improved and strengthened contacts with Asian Network;
- First formal meeting of the National Contact Points of the IMPEL-TFS cluster;
- Initial preparation for the transition to the new WSR.

More information on the outcomes of the meeting can be obtained via the IMPEL website.

5. ELV's from Denmark to Germany and final destination Nigeria



Joint inspection of ELV's at the company of destination

During the third joint inspection month (which started in week 13 of 2006), a transport inspection was carried out at the Danish-German border.

During this inspection a lorry with old cars was stopped and the police and the environmental authorities tried to check the lorry and the old cars (ELV's). The lorry driver, which was also the owner of the lorry, and of the waste, refused to cooperate with the inspection.

The lorry driver stipulated that the inspection was "a waste of time" and a lot of money could be saved if the inspection should not proceed. The lorry driver argued that Denmark is an EU Member State and he was allowed to go everywhere in the EU with his old cars without any kind of "waste documents".

While he was talking, the Competent Authorities tried to inform him about the Waste Shipment Regulation 259/93. Also they tried to find out if the ELV's were contaminated with liquids (like oil) and what was the final destination. Again, the lorry

driver refused to give any information on these questions. Finally, and after some discussions, the lorry driver gave the name of the company of destination. In the meantime, the Competent Authorities of dispatch and destination were contacted. With both CA's agreement was reached on the execution of an inspection at the sites of dispatch, and at the final destination. The shipment could continue; nevertheless a fine had to be paid because of missing article 11 information. The authority of dispatch is investigating if the liquids are being disposed off adequately.

For more information please contact Mr Bent Petersen via bent_petersen@sja.dk

6. Municipal waste from Germany to Czech Republic



Illegal waste from Germany to Czech Republic dumped and set into fire

From September 2005 to January 2006 a vast quantity of partially sorted municipal waste was transported from Germany to the Czech Republic. The estimated total quantity is at least 30.000 tons, illegally stocked in approximately 15 places such as Sosnova, Arnoltice, Libceves and even periphery of Prague.

The Czech Environmental Inspectorate gathered transport documents of transfrontier shipments of waste of ± 7.000 tons, the waste was declared as GH 010 and/of GJ 120 and "second-hand textile". Only 10 trucks were sent back to Germany – before unloading. Waste was stored in open area and under other inappropriate conditions. Some common characters of the known cases are that sender or producer of the waste comes from former East Germany federal states, frequently it concerns the collecting yards or sorting plants. The shipment of waste is realised on the bases of a sales contract. The way how the initial contact between the sender and the consignee is established is not yet known to the Czech Environmental Inspectorate. What however is absolutely clear is the fact that none of the Czech consignees was authorised to receive waste, and that none of the installations had the necessary environmental permits. It is impossible to track the exact quantity of transported waste since the illegal consignees keeps very little or no evidence of the received waste. Shipments of waste was several times realised in the following manner: 6 or 8 trucks were accompanied by a car with representatives of the sender and the consignee.

After the discharge of the first consignment list was validated and all representatives left. The load of the next trucks differed from the initial one. A very sophisticated net of waste receivers in the Czech Republic was created. Through this net a huge volume of waste of German origin was landfilled in the Czech Republic. Shipment of waste for disposal to the Czech Republic is prohibited by the national Act on Waste.

Three or four times a fire broke out. According to the results of police investigation fires were set on purpose. Burning of hazardous waste (including PVC) releases dangerous combustion products in the air.

Mentioned transfrontier shipment of waste from Germany to the Czech Republic show all aspects of organised crime. In connection with mentioned shipment the Czech Police charged 6 persons (5 Czech and 1 German) with criminal act of violation law about circulation of goods attached to abroad and with illegal treatment of hazardous waste.

For more information please contact Ms Jitka Jensovska via jensovska@cizp.cz

7. Inspections in Finland

As a competent authority in Finland, *Suomen ympäristökeskus (SYKE)* had a great opportunity to gain more profound experience in enforcing the EU regulation on shipment of waste by taking part in the IMPEL-TFS Verification 2 project. Within the framework of this project, SYKE arranged the transport inspection in the Länsisatama harbour, one of the main harbours of the Helsinki area. The inspection capacity was further reinforced with the arrival of two visiting inspectors from The Netherlands.

SYKE and the Finnish Customs cooperated with the arrangements of the inspection day. So as a result, the group of inspectors entered the Länsisatama harbour in late March. One of the most important goals of the inspection day was to gain more experience and knowledge of the waste streams moving across the Finnish border.

With the much appreciated assistance of the visiting inspectors, the inspection team checked more than 60 trucks and containers of which 10% was found to be waste shipments. The documents of earlier but still fresh shipments were also checked. As a result SYKE found 8 cases, involving 4 different companies



Inspections in Finland

for further investigation. One verification request was delivered. Illegal shipments were not discovered.

In conclusion, the experiences from the inspection day are very positive. The cooperation with the customs should be further deepened bearing in mind the lessons learned during the inspection day. A number of different issues can be addressed much more effectively. But this was only a one step ahead. The journey towards a better enforcement continues.

For more information please contact Mr Jonne Sayla via Jonne.Sayla@ymparisto.fi

8. Developments on the multi annual programme IMPEL-TFS 2006-2008

The multi annual programme for the IMPEL TFS cluster was adopted at the annual TFS-conference in Bonn. By this European enforcement of the WSR will hopefully be safeguarded. In 2006 the Seaport and the Verification projects of the IMPEL-TFS cluster will be continued in European Waste Enforcement Actions (see under item 9). Export of End of Live Vehicles will be special subject of enforcement in 2006 and 2007 as well. Preparations are taken for an enforcement action focussed on the export of WEEE. The information sheet on WEEE, currently drafted by the Shipments correspondents' group will form the basis for this project.

Other relevant items of the MAP are better collaboration with enforcement bodies on national and international level, realising an legal anchor for TFS by article 50.2 of the new Waste Shipment Regulation, which subscribes Member States to assign a focal point for physical inspections (a role for the national contact points of TFS). Tackling waste interpretation differences is another important obstacle, which hopefully will be solved by the establishment of a European wide waste database; at least, if Member States and European Commission are willing to support.

For more information and the MAP, please visit the IMPEL website or contact Ms Niekol Dols via niekol.dols@minvrom.nl



Europe