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# Environment and Climate Regional Accession Network (ECRAN)

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Workshop and Study  
Visit Report  
Capacity Building on  
Compliance with  
Legislation on Trans  
Frontier Shipment of  
Waste

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08 – 10 March 2016, Antwerp,  
Rotterdam

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**ENVIRONMENT AND CLIMATE REGIONAL NETWORK FOR ACCESSION - ECRAN**

**WORKSHOP AND STUDY VISIT REPORT**

**Activity 1.2.5**

**CAPACITY BUILDING ON COMPLIANCE WITH LEGISLATION ON  
TRANS FRONTIER SHIPMENT OF WASTE**

**8 -10 March 2016**

**Antwerp, Belgium**

**Rotterdam, the Netherlands**



This Project is funded by the  
European Union



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Human Dynamics Consortium

LIST OF ABBREVIATIONS	
AAPA	American Association of Port Authorities
CLP	Classification, Labelling and Packaging
EC	European Commission
EFTA	European Free Trade Association
EU	European Union
IMPEL	The European Union Network for the Implementation and Enforcement of Environmental Law
IRAM	Integrated Risk Assessment Method
MOU	Memorandum of Understanding
OECD	Organisation for Cooperation and Development
PCB	Polychlorinated Biphenyls
REACH	Registration, Evaluation, Authorisation and Restrictions of Chemicals
SEE	South East Europe
TEU	Twenty foot container Equivalent Unit.
TFS	Transfrontier Shipment of Waste
WEEE	Waste Electrical and Electronic Equipment
WSR	Waste Shipment Regulation



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## I. Background/Rationale

Within the RENA programme, the objective of the ECENA Working Group on Environmental Compliance and Enforcement was to improve the ability of RENA member countries to implement and enforce the EU environmental and climate acquis by increasing the effectiveness of inspecting bodies and promoting compliance with environmental requirements.

The activities for the period 2010-2013 were based on a Multi Annual Work Plan, covering the following areas:

- Training and exchange;
- Institutional and methodological development,;
- Cross border enforcement.

The activities planned under ECRAN in this area will build on the results achieved under RENA. Since the work of inspectors and permit writers has to be more coordinated and connected to other activities within the environmental protection area, it has been decided that ECENA under ECRAN should be of cross cutting nature. This is particularly important as the work of ECENA is dealing with both implementation and enforcement of the EU acquis. Cooperation with policy makers and law drafters has to be strengthened in order to enable developing better implementable legislation.

The work plan covers the full period of ECRAN (i.e. October 2013 – October 2016). Under this ECENA work plan, the following specific activities have been decided to be implemented:

1.2.1 Capacity building on compliance with environmental legislation

1.2.2 External country assessments

1.2.3 Methodological development - application of IRAM/easy Tools

1.2.4 Compliance with REACH/CLP Regulations;

1.2.5 Trans frontier Shipment of Waste (TFS);

1.2.6 Inspection and enforcement in other policy areas;

1.2.7 Inspector's participation in networking activities.

The beneficiaries are the Ministries of Environment of the beneficiary countries (Albania, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Kosovo<sup>1</sup>, Montenegro, Serbia and Turkey). In addition the other ministries and other bodies and institutions will need to be actively engaged in so far as their work is relevant for the scope of ECRAN.

The overall objective of ECRAN is to strengthen regional cooperation between the EU candidate countries and potential candidates in the fields of environment and climate action and to assist them on their way towards the transposition and implementation of the EU environmental and climate policies, political targets and instruments which is a key precondition for EU accession.

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<sup>1</sup> This designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence

### Activity 1.2.5 Capacity building on compliance with legislation on Trans Frontier Shipment of Waste TFS

In the last decades a worldwide increase of waste transports has taken place across borders, whether on the road, by railway or ship. These waste movements or "shipments" involve as well hazardous wastes and can create risks for human health and the environment. In other cases wastes are traded within the EU to replace natural resources in industrial facilities while applying high environmental standards.

The uncontrolled movement of toxic wastes from the Seveso incident to France in 1982, but also several cases where such wastes from Europe were exported and dumped in developing countries, showed the need for more supervision and control. Council Directive 84/631/EEC for the first time harmonized the control procedures for the shipment of hazardous waste in the Community. On the international level, the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal, of 1989 established worldwide notification requirements for the movement of hazardous waste and obliged the Parties to minimize the generation of such waste and to ensure its environmentally sound management. The European Community transposed the Convention by Council Regulation (EEC) No 259/93 (the Waste Shipment Regulation) and as from 1998 prohibited the export of hazardous wastes to non-OECD countries altogether (<http://ec.europa.eu/environment/waste/shipments/index.htm>).

Since March 1992, transboundary movements of wastes destined for recovery operations between member countries of the Organisation for Economic Co-operation and Development (OECD) have been supervised and controlled according to Council Decision C (92)39/FINAL on the Control of Transfrontier Movements of Wastes Destined for Recovery Operations. The OECD Decision C (92)39 /FINAL provided a framework for the OECD member countries to control transboundary movements of recoverable wastes within the OECD area in an environmentally sound and economically efficient manner. Compared to the Basel Convention, it gave a simplified and more explicit means of controlling such movements of wastes. It also facilitated transboundary movements of recoverable wastes between OECD member countries in the case where an OECD member country is not a Party to the Basel Convention. The developments under the Basel Convention, in particular the adoption of two detailed lists of wastes as new Annexes VIII and IX to the Convention in November 1998, gave impetus to revise the OECD Decision C(92)39/FINAL in order to harmonise procedures and requirements and to avoid duplicate activities with the Basel Convention. This revision resulted in the adoption of Council Decision C (2001)107/FINAL in May 2002.

At EU level different regimes apply to shipments of wastes for disposal and for recovery, as well as to hazardous and "green-listed" non-hazardous wastes, and to some special categories in-between. The shipment of hazardous wastes and of wastes destined for disposal is generally subject to notification procedures with the prior consent of all relevant authorities of dispatch, transit and destination, while green-listed wastes, as a rule, may be shipped for recovery within the OECD like normal commercial goods and only accompanied by certain information. The shipment of non-hazardous wastes to non-OECD countries depends essentially on whether the importing country accepts them and which procedures it wants to apply. Shipments of hazardous waste and shipments of waste for disposal to non-OECD countries are prohibited.

Regulation No 259/93 has been replaced in July 2007 by the new Regulation (EC) No 1013/2006 on shipments of waste, which streamlines the existing control procedures, incorporates recent changes



of international law and strengthens the provisions on enforcement and cooperation between Member States in case of illegal shipments. The enforcement of this Waste Shipment Regulation WSR (further referred to as WSR) is a competence of individual Member States. For an effective and efficient enforcement, organizations have to cooperate over their national borders as trans boundary movements of wastes exceed these borders. Despite the Regulation, illegal shipments of waste are still a significant problem (some estimates suggest that the overall non-compliance rate with the Regulation could be around 25 %). To strengthen Member States' inspection systems, the Regulation was amended in 2014 through Regulation (EU) No 660/2014 of 15 May 2014. Member States are required to apply the new changes in the years 2016/17. One of the key elements of these amendments, is the requirement for Member States to draft inspection plans.

The European Union Network for the Implementation and Enforcement of Environmental Law (IMPEL) is an association which aims to better enforce European regulations in the environmental field. One of the Expert Teams of this network (Waste & TFS) deals with implementation issues of WSR/ Trans frontier Shipment of Waste. (<http://www.impel.eu/topics/waste-and-tfs/>).

Within the RENA programme (2010 – 2013) two 2-day regional workshops have been organised on Trans frontier shipment of waste in cooperation with IMPEL (IMPEL - TFS).

The organised RENA/ECENA activities included a workshop on TFS focusing on transport via harbours on 18 and 19 April 2012 in Istanbul, Turkey with a visit to the Ambarli port, Istanbul and a second workshop involving road transport. The latter has been organised on 13 and 14 June 2012 in Skopje with a site visit/inspection at the Kumano/Tabanovce (road) border crossing at the border of Macedonia with Serbia.

It was concluded that the presentations on day 1 on the background of WSR combined with practical examples and site visit on day 2 was very helpful in understanding the issues.

An additional important element was the exchange of information in RENA countries and the EU member states based on the IMPEL experience. The value in using of tools developed by IMPEL was shown in practice.

It was suggested by the participants that in the follow up of the RENA programme, further strengthening of cooperation between inspectors, police and customs on TFS and environmental crime should be considered.

It has been decided to continue the work under RENA/ECENA on WSR/TFS in the new ECRAN/ECENA programme (2013 – 2016).

Based on the experience gained under the same exercise implemented under RENA, the attention should be paid to elements such as:

- The notification procedures;
- Possibilities for upstream enforcement;
- The step-by-step-guidance for waste shipment inspections (IMPEL Manual);
- Managing illegal shipment of wastes (IMPEL Manual);
- Inspection plan and protocol;
- Required skills of inspectors;
- Sampling plan.



Specifically for ECRAN/ECENA activity 1.2.5 an additional web based Training Needs Assessment has been performed and further training topics have been selected.

Based on the selected training topics with selected sites, two 2-day regional training programmes were to be developed and subsequently delivered. In addition to the activities organised within the beneficiary countries, a 1-day workshop and study visit will be organised in one of the EU member states for a limited number of participants. The organisation of study visit will be closely coordinated with IMPEL Cluster 2 TFS.

The training programme in this activity within ECENA will have to be closely coordinated with the other ones designed for ECENA and ECRAN in general in order to avoid duplication and overlaps.

Planned trainings will be delivered in close coordination with TAIEX Unit that will be responsible for provision of non-key experts and organisation of logistics (training venue, accommodation and transport of registered participants, etc.). Delivered trainings will be evaluated in order to follow the level of reaching the training objectives.

Meanwhile under the ECRAN/ECENA programme two regional training courses have been carried out in respectively:

- Vukovar, Croatia, on 2-3 July 2014, with an inspection at the Bajakovo border crossing (border with Serbia) dealing with waste and road transport;
- Tirana, Albania, on 20-21 May 2015 with a site visit to the Durres Harbour.

Chapter 2 describes the background and objectives of the third activity under task 1.2.5: Workshop and Study Visit Capacity Building on Compliance with the Legislation on Trans frontier Shipment of Waste.

Chapter 3 gives an overview of the EU legislation covered by the training.

Chapter 4 presents the proceedings of the workshop and study visit and Chapter 5 presents the evaluation. Furthermore the following Annexes are attached:

\_ Annex I: the agenda;

\_ Annex II: List of participants;

\_ Annex III: Power point presentations (downloadable under separate cover):

<http://www.ecranetwork.org/ECENA>





## II. Objectives of the Training

### General objective

Increasing the effectiveness of inspection bodies and promoting compliance with environmental requirements

### Specific objectives

Increased capacity in SEE in the field of implementation of elements of the WSR, increased insight in related compliance and enforcement mechanisms and knowledge about performing inspections.

### Target group

The target institutions and beneficiaries are the environmental inspectors of the Ministries of Environment in Albania, Bosnia and Herzegovina, the Former Yugoslav Republic of Macedonia, Kosovo\*, Montenegro, Serbia and Turkey. Participation from other related relevant authorities (Customs, Border Control, Police Traffic Inspectorate, etc.) is envisaged.

### Expected results

The following results are expected for this activity scheme

- Improved knowledge base on WSR and required legal and institutional requirements with compliance, and enforcement aspects at key staff of the Environment Ministries and institutions on the subject;
- Strengthened regional network of SEE professionals and experts on TFS with its compliance and enforcement aspects.

### Training delivery

Based on earlier experience, described approach and the outcomes of the TNA, the training set-up and topics are:

- Day 1; Mainly related to introductions on international and European Legislation on transboundary shipments of waste with the various classification systems of waste, enforcement of waste shipment rules, illegal shipments and their return. Special subjects include used electronic and electrical equipment versus e-waste, by-products, end of waste presentations from the region by inspectors and customs. Group discussion and an introduction and preparation for the study visits;
- Day 2; Study visit to Harbour of Antwerp on TFS in cooperation with environmental inspectors and harbour and other authorities. Evaluation of the study visit with observations made during the visit and discussion;
- Day 3; Study visit to the Harbour of Rotterdam on TFS in cooperation with environmental inspectors and customs. Evaluation of the general programme

The agenda of the third training event with study visits is included in ANNEX 1

### Results/outputs

The following results are expected for this activity



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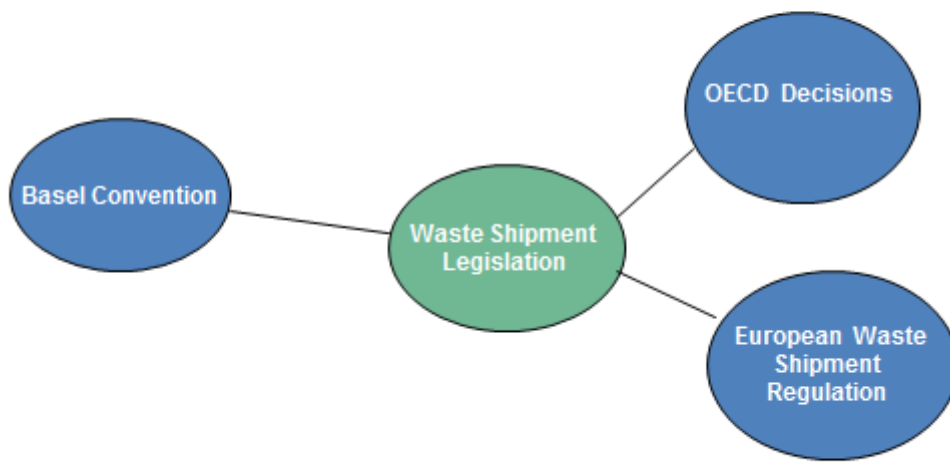
- improved functioning of the environmental authorities and related authorities envisaged to be responsible for implementation of the WSR regulation ;
- streamlined working methods and implementation of best practice in the region moving towards EU standards.



### III. EU policy and legislation covered by the training

The training covered mainly the Waste Shipment Regulation, the Basel Convention and the OECD Decision on transboundary movements of wastes. Other related legislation included the new Waste Electrical and Electronic Equipment (WEEE) Directive.

#### International Waste Shipments Legislative Framework



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#### WSR (summary) Ref 1.<sup>2</sup>

**Regulation (EC) No1013/2006 of the European Parliament and of the Council of 14 June 2006 on shipments of waste (WSR)** aims at strengthening, simplifying and specifying the procedures for controlling waste shipments to improve environmental protection. It thus reduces the risk of waste shipments not being controlled. It also seeks to include into Community legislation the provisions of the Basel Convention as well as the revision of the Decision on the control of transboundary movements of wastes destined for recovery operations, adopted by the OECD in 2001.

#### Scope

This Regulation applies to shipments of waste:

- between Member States, within the European Union (EU) or with transit through third countries;
- imported into the EU from third countries;

<sup>2</sup> REF 1) WSR: [http://europa.eu/legislation\\_summaries/environment/waste\\_management/l11022\\_en.htm](http://europa.eu/legislation_summaries/environment/waste_management/l11022_en.htm):



- exported from the EU to third countries;
- in transit through the EU, on the way from and to third countries.

The Regulation concerns almost all types of waste shipped. Only radioactive waste and a few other types of waste do not fall within its application, insofar as they are subject to separate control regimes.

Lists of wastes

Wastes subject to notification are set out in the “Amber List” (Annex IV), while wastes subject only to information requirements are set out in the “Green List” (Annex III). Wastes for which export in certain cases is prohibited are listed separately (Annex V).

### **Applicable procedures**

This Regulation also reduces the number of waste shipment control procedures from three to two:

- the “green listed” procedure applies to non-hazardous waste intended for recovery;
- the notification procedure applies to shipments of all waste intended for disposal and hazardous waste intended for recovery.

Whatever the procedure, all persons involved in shipment must ensure that they take all necessary measures in order that waste is managed in an environmentally sound manner throughout the shipment process and when it is recovered or disposed of. The notification procedure requires that the competent authorities of the countries concerned by the shipment (country of dispatch, country of transit and country of destination) give their consent prior to any shipment.

Waste shipments must be the subject of a contract between the person responsible for shipping the waste, or having it shipped, and the consignee of such waste. Where the waste in question is subject to a notification requirement, the contract must include financial guarantees.

Under the notification procedure, the notification must be submitted by the notifier only to the competent authority of dispatch which, in turn, will be responsible for passing it on to the competent authorities of destination and transit. The competent authorities must give their consent (with or without conditions) or express their objections within 30 days. Any changes involving the main aspects of the shipment (quantity, itinerary, etc.) must be the subject of a new notification, save in cases where all the competent authorities grant the notifier an exemption from this obligation.

Furthermore, interim recovery and disposal facilities are bound by the same obligations as final recovery and disposal facilities. The authorization of a shipment involving interim operations can only be sanctioned if the shipment of the waste in question has also been authorised.

If a shipment cannot be completed (including the recovery or disposal of waste), the notifier must take the waste back, normally at his own expense.

The take-back obligation does not apply:

- if the competent authorities of dispatch, of transit or of destination concerned by the recovery or disposal of the waste consider that the notifier or, if that is impracticable, the competent



authority of dispatch or a physical or legal person acting on their behalf, can recover or dispose of the waste in another way in the country of destination or elsewhere;

- if the waste has been irreversibly mixed with other types of waste before a competent authority concerned has become aware of the fact that the notified shipment cannot be completed.

### Other applicable provisions

The Regulation includes other general provisions, such as a ban on the mixing of waste during shipment, the making available to the general public of appropriate information, and the obligation on the part of the notifier, the competent authority, the consignee and the facilities concerned to keep documents and information.

Exports to third countries of waste intended for disposal are prohibited, except to European Free Trade Association (EFTA) countries which are party to the Basel Convention.

Exports of hazardous waste intended for recovery are prohibited, except those directed to countries to which the OECD decision applies.

Imports from third countries of waste intended for disposal or recovery are prohibited, with the exception of imports:

- from countries to which the OECD Decision applies;
- third countries which are party to the Basel Convention;
- countries which have concluded a bilateral agreement with the EU or Member States; or
- other areas during situations of crisis.

Member States must make provision for the organisation of checks throughout the entire waste shipment and waste recovery/waste disposal process.

### **REGULATION (EU) No 660/2014 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 15 May 2014 amending Regulation (EC) No 1013/2006 on shipments of waste (ref 2)<sup>3</sup>**

Due to various identified divergences and gaps, the following key elements have been taken up in the recent amendment of the WSR:

- Establishment of Inspection Plans;
- Enhanced powers of authorities involved in inspections;
- Cooperation of Member States;
- Access to information.

Adequate planning of inspections of shipments of waste is necessary to establish the capacity needed for inspections and to effectively prevent illegal shipments. The provisions relating to enforcement and inspections laid down in Article 50 of Regulation (EC) No 1013/2006 should therefore be strengthened with a view to ensuring regular and consistent planning of such inspections. Inspection plans should be established for inspections carried out in accordance with those provisions. Inspection plans should be based on a risk assessment and should include a number of key elements, namely objectives,

<sup>3</sup> (ref 2): <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L:2014:189:FULL&from=EN>



priorities, the geographical area covered, information on planned inspections, the tasks assigned to authorities involved in inspections, arrangements for cooperation between those authorities involved in inspections in a Member State, in different Member States, as well as, where appropriate, between those authorities in Member States and in third countries, and information on the training of inspectors as well as on the human, financial and other resources for the implementation of the inspection plan concerned.

The outcome of inspections and the measures taken, including any penalties imposed, should be made available to the public, including electronically via the internet.

Diverging rules exist throughout the Union as regards the power of, and possibility for, authorities involved in inspections in Member States to require evidence to ascertain the legality of shipments. Such evidence could concern, inter alia, whether the substance or object is waste within the meaning of Regulation (EC) No 1013/2006, whether the waste has been correctly classified, and whether the waste will be shipped to environmentally sound facilities in accordance with Article 49 of that Regulation. Article 50 of Regulation (EC) No 1013/2006 should therefore provide the possibility for authorities involved in inspections in Member States to require such evidence. Such evidence may be requested on the basis of general provisions or on a case-by-case basis. Where such evidence is not made available or is considered to be insufficient, the carriage of the substance or object concerned, or the shipment of waste concerned should be considered as an illegal shipment and should be dealt with in accordance with the relevant provisions of Regulation (EC) No 1013/2006.

### **Basel Convention (ref 3)<sup>4</sup>**

The Basel Convention lays down rules to control, at an international level, transboundary movements of wastes hazardous to human health and the environment, and their disposal. The following Acts have been included within the EU:

Council Decision 93/98/EEC of 1 February 1993 on the conclusion, on behalf of the Community, of the Convention on the control of transboundary movements of hazardous wastes and their disposal (Basel Convention).

Council Decision 97/640/EC of 22 September 1997 on the approval, on behalf of the Community, of the amendment to the Convention on the control of transboundary movements of hazardous wastes and their disposal (Basel Convention), as laid down in Decision III/1 of the Conference of the Parties.

### **Summary**

The EEC approved the Basel Convention on the control of transboundary movements of hazardous wastes and their disposal. The Convention came into force for the EEC on 7 February 1994.

The Convention aims, in introducing a system for controlling the export, import and disposal of hazardous wastes and their disposal, to reduce the volume of such exchanges so as to protect human health and the environment.

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<sup>4</sup> (ref 3): [http://europa.eu/legislation\\_summaries/environment/waste\\_management/l28043\\_en.htm](http://europa.eu/legislation_summaries/environment/waste_management/l28043_en.htm)



It defines hazardous wastes. Each party may add to the list other wastes listed as hazardous in its national legislation.

A transboundary movement is any movement of hazardous wastes or other wastes from an area under the national jurisdiction of one State to or through an area under the national jurisdiction of another State, or to or through an area not under the national jurisdiction of any State, provided at least two States are involved in the movement.

General obligations:

- it is prohibited to export or import hazardous wastes or other wastes to or from a non-party State;
- no wastes may be exported if the State of import has not given its consent in writing to the specific import;
- information about proposed transboundary movements must be communicated to the States concerned, by means of a notification form, so that they may evaluate the effects of the proposed movements on human health and the environment;
- transboundary movements of wastes must only be authorised where there is no danger attaching to their movement and disposal;
- wastes which are to be the subject of a transboundary movement must be packaged, labelled and transported in conformity with international rules, and must be accompanied by a movement document from the point at which a movement commences to the point of disposal;
- any party may impose additional requirements that are consistent with the provisions of the Convention.

The Convention establishes notification procedures regarding:

- transboundary movements between parties;
- transboundary movements from a party through the territory of States which are not parties.

It sets out those cases where there is a duty to re-import hazardous wastes, especially if they have been the subject of illegal trafficking.

Parties to the Convention must cooperate with each other in order to improve and achieve environmentally sound management of hazardous wastes and other wastes. The aim is to implement all practical measures to ensure that wastes covered by the Convention are handled in such a way that protection of human health and the environment from their harmful effects is guaranteed.

Parties may enter into bilateral, multilateral or regional agreements or arrangements regarding transboundary movements of hazardous wastes, with parties or non-parties, provided that these do not derogate from the principles defined by the Convention.

A Conference of the Parties is established and is charged with overseeing the effective implementation of the Convention.

Provisions on the settlement of disputes between Parties.

Under Decision II/1 the Parties provided for an amendment to the Convention to immediately prohibit transboundary movements of hazardous wastes destined for final disposal and prohibit as from



01.01.1998 transboundary movements of hazardous wastes destined for recovery operations from States listed in Annex VII to the Convention, namely, "Members of the European Organisation for Cooperation and Development (OECD), the European Community and Liechtenstein", to States not listed in Annex VII to the Convention. This amendment to the Convention and Annex VII have not yet entered into force for lack of sufficient ratification

**The OECD Decision on transboundary movements of wastes destined for recovery operations (ref 4)<sup>5</sup>**

Since March 1992, transboundary movements of wastes destined for recovery operations between member countries of the Organisation for Economic Co-operation and Development (OECD) have been supervised and controlled according to Council Decision C (92)39/FINAL on the Control of Transfrontier Movements of Wastes Destined for Recovery Operations. The OECD Decision C (92)39/FINAL provided a framework for the OECD member countries to control transboundary movements of recoverable wastes within the OECD area in an environmentally sound and economically efficient manner. Compared to the Basel Convention, it gave a simplified and more explicit means of controlling such movements of wastes. It also facilitated transboundary movements of recoverable wastes between OECD member countries in the case where an OECD member country is not a Party to the Basel Convention. The developments under the Basel Convention, in particular the adoption of two detailed lists of wastes as new Annexes VIII and IX to the Convention in November 1998, gave impetus to revise the OECD Decision C(92)39/FINAL in order to harmonise procedures and requirements and to avoid duplicate activities with the Basel Convention. This revision resulted in the adoption of Council Decision EC (2001)107/FINAL in May 2002. Provisions of the revised OECD Decision have been harmonised with those of the Basel Convention in particular with regard to the classification of wastes subject to control. However, certain procedural elements of the original OECD Decision C(92)39/FINAL, which do not exist in the Basel Convention, such as time limits for approval process, tacit consent and pre-consent procedures have been retained.

OECD Decisions are legally binding to those member countries who have agreed to them, pursuant to Article 5(a) of the OECD Convention. Decision C (2001)107/FINAL has been agreed by all thirty member countries and is to be implemented and promulgated through national legislation in each member country. For example, in the member states of the European Union, the OECD Decision is implemented through the EC Waste Shipment Regulation N° 1013/2006 as from 12 July 2007.

**Directive on Waste Electrical and Electronic Equipment (WEEE) (ref 5)<sup>6</sup>**

The new WEEE Directive 2012/19/EU has been published in issue L197 of the Official Journal on 24 July 2012. The new collection targets agreed, an ambitious 85% of WEEE generated, will ensure that around 10 million tons, or roughly 20kg per capita, will be separately collected from 2019 onwards. The existing binding EU collection target is 4 kg of WEEE per capita, representing about 2 million tons per year, out of around 10 million tonnes of WEEE generated per year in the EU. By 2020, it is estimated that the volume of WEEE will increase to 12 million tons.

The new WEEE Directive will give EU Member States the tools to fight *illegal export* of waste more effectively. Illegal shipments of WEEE disguised as legal shipments of used equipment, in order to

<sup>5</sup> (ref 4) <http://www.oecd.org/env/waste/42262259.pdf>

<sup>6</sup> (ref 5) [http://ec.europa.eu/environment/waste/weee/index\\_en.htm](http://ec.europa.eu/environment/waste/weee/index_en.htm)





circumvent EU waste treatment rules, are a serious problem. The new Directive will force exporters to test and provide documents on the nature of their shipments when the shipments run the risk of being waste.

A further improvement is the harmonisation of national registration and reporting requirements under the Directive. Member States' registers for producers of electrical and electronic equipment will now have to be integrated more closely. The Commission will adopt a harmonised format to be used for the supply of information. Administrative burdens are consequently expected to decrease significantly.



#### IV. Highlights from the Training

Reference is made to Annex I for the agenda and Annex III for the presentations.

##### Day 1 – Van der Valk Hotel, Antwerp, 8 March

1. The workshop was opened with a short welcoming by Mr. Ike van der Putte (ECRAN ECENA coordinator). An introduction on the ECRAN and the ECENA Programme was given with information on ECRAN and ECENA including project summary, results to be achieved, structures and planned activities.
2. An introductory round was held among the participants with the question of experience on Trans frontier shipment of waste (TFS) as inspectors, customs or others in the TFS regulations and inspection. The results showed that most of participants were inspectors with experience on TFS inspection. Some inspectors have experience with the various regulations. From the beneficiary countries one Customs representative (Montenegro) participated in the activity. A majority of the total of 24 also participated in earlier RENA/ ECRAN ECENA training courses on TFS. The guest speakers and experts presented their background.

	TFS experience		
	<i>Regulation</i>	<i>Inspection</i>	<i>No experience</i>
<b>Inspectors (total:15)</b>		15	-
<b>Permitting (total:7)</b>	7	1	-
<b>Customs (total: 1)</b>		1	-

3. Mr. Huib van Westen, IMPEL expert, gave an introduction on the practical set-up of the workshop and site visit. The intention is to show how the systems work in practice. Visiting the Antwerp Harbour as well as the Rotterdam Harbour will provide an opportunity to compare the systems of control of TFS in different countries and also give insight on how you can cooperate within and between countries.

Ms. Nancy Isarin, ECRAN expert, gave a general overview of existing rules concerning the transboundary movements of waste. These include the Basel Convention, the European Waste Framework Directive, the European Waste Shipment Regulation and the OECD Decision on the transboundary movements of non-hazardous waste. In specific the presentation covered

Overall legislative framework on waste management

Waste definition

- Hazardous waste
- By products and end of waste
- Treatment operations

Overview of the WSR

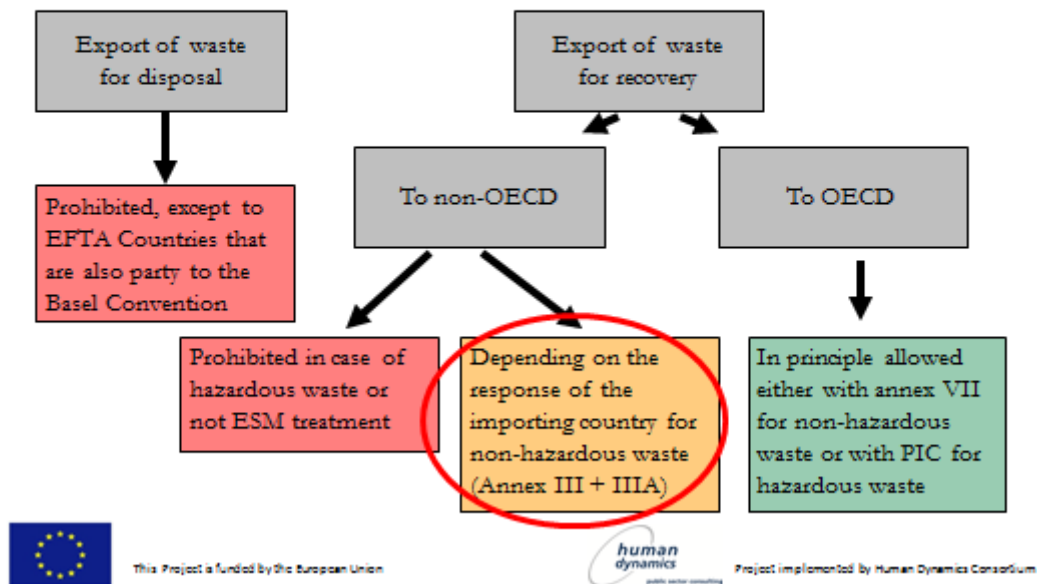
- Definitions
- Prior informed consent procedure
- Illegal shipments

Inspection and enforcement requirements



- Legal basis for inspections
- Inspection plans

### Export of waste to third countries



Next to waste shipments between EU member states and export of wastes to third countries (OECD and Non-OECD countries) special attention was paid to illegal shipments of waste and repatriation of an illegal shipment.

The inspection requirements and tasks of inspectors were explained with reference to the various articles on enforcement (article 36 in the Waste Framework Directive and article 50 in the WSR). The background of Regulation 660/2014 amending the WSR (1013/2006), article 50 – enforcement, was explained considering a number of new elements.

- Establishment of Inspection Plans;
  - Enhanced powers of authorities involved in inspections;
  - Cooperation of Member States;
  - Access to information.
4. Ms Dorothy Cardoen, Belgian Customs. Ms. Cardoen explained the role that Customs play in the port of Antwerp in the area of TFS. Besides the nine million containers passing the port of Antwerp, about 500.000 vehicles are exported via the port of Antwerp each year. It is not always clear if these vehicles are second -hand or should be considered as waste vehicles. Many vehicles are furthermore loaded with so-called personal belongings, which in practice are normally to be classified as waste.

Customs uses two systems for the declarations: NCTS is an EU-wide system used for digital transit declarations, and 2. PLDA for import and export declarations. Once a declarations has been done, a risk assessment is automatically performed. This risk assessment is based on profiles that were developed by Customs specialists. The outcome could be a red, orange or green profile. Declarations



hitting the red profile, should be physically inspected. The orange profile indicates a requirement for a documentary check. A declaration hitting a green profile requires no further checking.

She further highlighted that due to the complexity of the TFS rules, support from the Environmental authorities is necessary as well as training of Customs officials. For this a multidisciplinary task force has been established in which Customs, the harbour police, the harbour master, the prosecutors and the environmental authorities take part. An annual action plan is drafted for this task force.

To support the customs officers, an EU guideline has been drafted, which is available in all EU languages via this link:

<http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.C .2015.157.01.0001.01.ENG>

Ms Cardoen ended her presentation with an example of a profile that was developed on e-waste exports to certain African countries.

5. Mr. Frans Geysels, Federal Police, Belgium. Mr Geysels gave a presentation entitled “Penal enforcement of environmental crime - a Belgian approach”.

First Mr. Geysels explained the structure of the Belgian Federal Police. There is a dedicated unit dealing with serious environmental crime, which focusses on waste trafficking, trafficking in protected flora and fauna, ECO fraud and animal welfare. In order to effectively deal with the aforementioned topics, strategic analyses are performed. The service further provides training and specific expertise to the police services. Skeleton agreements are set up to facilitate collaboration between the police and environmental authorities. Two areas are of importance to arrange in such agreements: 1. How to arrange the exchange of information, 2. Mutual training. The Belgian environmental network involves police services from the federal and local levels, environmental prosecutors and competent authorities.

Next he elaborated on the Waste Project. The objective of this project is firstly to get insight in the actual waste streams in Belgium by planned short controls of waste transports. Whenever appropriate, these are performed in collaboration with the competent environmental authorities. Feedback of the transport controls is given by completing a ‘waste eco-form’. A second aim is to detect high-risk group and behaviour in the field of waste disposal through operational analysis.

Exchange of information – what systems and tools are in place? In case of gaps in information gathering, additional tools should be developed, such as the eco-form. Based on the information in the eco-forms and other information tools, each year around 900 cases of possible cases of serious waste crimes are detected in Belgium. The number of local waste crime cases has decreased over the years; but this is mostly likely due to the fact that, because of changes in legislation, regional authorities can take administrative enforcement measures and impose fines.

Data from the eco forms provide input for the operational analysis, the strategic analysis and creates a source of historical data. Key is to provide feedback to the persons responsible for completing the forms about the outcomes of the analyses / verification process.

Mr. Geysels explained the various international fora active in the field of fighting environmental crime (INTERPOL, IMPEL-TFS and EnvicrimeNet) and various suggestions to exchange information between police and authorities. As reference material he mentioned the Handbook on Environmental Networking developed under the Themis network. See this link:



<http://www.themisnetwork.eu/news/55/19/Themis-Environmental-Networking-Handbook/d,resources%20template.html>

6. Mr. Marc van Cauteren, Public Prosecutor, Belgium.

Under the title of his presentation “Watch for waste” Mr. van Cauteren illustrated the need for a successful prosecution of cases of illegal waste shipments.

Mr. van Cauteren started with some figures and facts. 15% of the container traffic contains waste. Only 5% of the traffic is controlled – of those cases 19% turns out to be illegal.

For efficient inspections, he stressed the need for selections based on risk profiling. In order to develop good profiles, collaboration with other partners is crucial.

Recently more cases of illegal shipments of waste seem to relate to false information in notification forms.

7. Mr. Michel Bartholomeeusen, Maritime police Belgium. A presentation was given on the structure of the police in Belgium and responsibilities of the Maritime police. The latter cover:

- Maritime Border Control
- Maritime Policing
- Port Policing (harbour)
  - Antwerp
  - Ostend
  - Zeebrugge
  - Ghent
  - Liege

The powers of the maritime police are:

1. Enter ships and vessels at all times;
2. Claim the inspection of all business documents;
3. Claim the collaboration of the commander;
4. Visitation of all ships and vessels day and night, excluding the residence(s) acting as home;
5. Inspect and take samples of the cargo, including the cargo on the quay or in warehouses and coming from or intended for transportation by water; therefore is authorized to :
  - open packages;
  - take samples;

*the above-mentioned proceedings do not lead to any form of compensation*
6. Claim to stop a ship and transfer it to a designated location where it will be discharged;
7. During the execution of her competences, withhold the ship or vessel for the time strictly necessary. *The time during the ship or vessel was withheld on a legal basis no form of compensation can be claimed*

The various means, tools and instruments available, were described. The presentation was finalized with a description of a number of cases of illegal waste transport.

8. Mr. Bart Palmans – Environmental Inspectorate, Flanders, Belgium. It was explained by Mr. Palmans that the environmental inspectorate in Belgium consists of five provincial services and a



dedicated service dealing with Seveso sites. Aside from the vertical services, horizontal working groups exist. Their enforcement powers are clearly laid down in national law. For example powers to stop vehicles or select containers for inspection.

In Flanders some key facilities dealing with hazardous waste, are located importing hazardous waste with notifications from all over the world. Also a lot of transit shipments of waste cross Flanders and are being exported out of the EU via the ports of Antwerp and Zeebrugge.

Two approaches with different competent authorities, are applied in inspection and enforcement:

1. Pollution at company level (environmental licenses);
2. Waste and material chain management.

Chain enforcement means that inspections take place at various point in the waste chain, between the site of production of the waste to its final destination. Waste transport inspections are performed along the roads and in ports. Other inspections can be performed at sites, for example waste stream specific.

About 900 visual inspections are performed each year; either a dedicated zone at the container terminal or at an inland facility. Mr. Palmans highlighted that illegal cases detected during port inspections require follow up investigation to discover where the illegal shipment started and who is responsible.

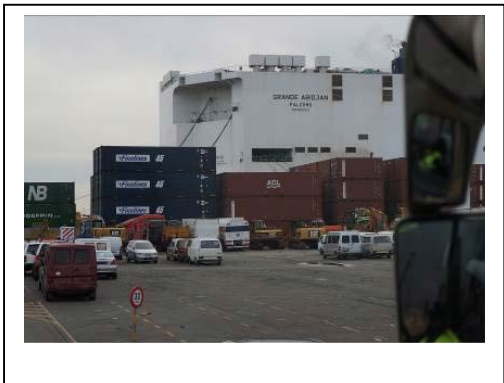
In Belgium about 80.000 declarations are made of export of goods out of the EU referring to waste or residues. These declarations are analysed. Previous years showed that about 20.000 declarations actual relate to waste records. These records are provided by Customs to the environmental inspectorate. The inspectorate does not have access to the Customs database itself. The data are used for example for trends, to inspect companies where the waste originated from and to identify suspicious exporters.

Separate resources are available for general waste chain inspections. This work includes inspections of waste treatment companies, producers, brokers and dealers. The capacity is also used for dealing with repatriations and adhoc cases. Examples of recent special investigations relate to PCBs, biogas installations, sorting / sifting fines and bunker fuels.

Due to the federal structure of Belgium, a variety of authorities are responsible for policy and enforcement in the different states are involved. For transit issues a separate entity is responsible. To coordinate the work in the field of TFS, a cooperation agreement is drafted which involved high-level negotiations and deals with TFS policy and enforcement. Belgium will draft three different inspection plans as required in article 50 of the Waste Shipment Regulation.

9. Mr Huib van Westen summarized the presentations on day 1 with an overview of the situation in Belgium, where various institutions work together within the WSR as explained in the various presentations. He noted that fifty percent of illegal shipments are transit shipments, which is a reason for the established cooperation under an MOU of a number of North Sea countries. Specific questions from the participants referred amongst others to the position of inspectors in court (as witness, investigator or expert). Different requirements are needed in the countries (in the Netherlands you need to pass an exam for being an investigator). Day 1 was finalized by explaining the programme for day 2 with emphasis on the safety aspects during the site visits.





***The Port of Antwerp with visit to the terminal for export of second hand vehicles to West Africa***



This Project is funded by the European Union



A project implemented by Human Dynamics Consortium

## Day 2 – Site visit to the port of Antwerp and evaluation, 9 March

### Port of Antwerp

The port of Antwerp, in Belgium, is a port in the heart of Europe accessible to cape size ships. It is Europe's second-largest seaport and ranks among the world's top ten. Antwerp stands at the upper end of the tidal estuary of the Scheldt. The estuary is navigable by ships of more than 100,000 Gross Tons as far as 80 km inland. The inland location means that the port of Antwerp enjoys a more central location in Europe than the majority of North Sea ports. Antwerp's docks are connected to the hinterland by rail, waterway and road. As a result, the port of Antwerp has become one of Europe's largest sea ports, ranking second behind Rotterdam by total freight shipped. Its international rankings vary from 11th to 20th (AAPA).

In 2012, the Port of Antwerp handled 14,220 sea trade ships (190.8 million tons of cargo, 53.6% in containers), 57,044 inland barges (123.2 million tons of cargo), and offered liner services to 800 different maritime destinations.

Ro/ro For roll-on/roll-off shipping, the port of Antwerp is a logical choice offering versatile solutions. Thanks to permanent investments in specialised infrastructure and equipment, skilled workers, a varied offer of maritime lines and services, the port of Antwerp is an ideal link in the global supply chains of rolling stock. - See more at: <http://www.portofantwerp.com/en/ro-ro#sthash.pNPGJAGz.dpuf>

Specialised terminals: Vehicle processing centers The port of Antwerp has vast ro/ro terminals where new and second-hand vehicles but also machines, heavy machinery, project cargo and other rolling stock are handled. These terminals are renowned for their excellent know-how and project management as well as the specialised equipment for the handling of rolling stock. All terminals have trimodal access which means cars and heavy machinery or project cargo quickly and flexibly find their way to the end customer. Varied offer of maritime lines These ro/ro terminals are often the European shortsea hub or global hub for transshipment to Africa. Antwerp is the European home port of well known brands such as Fiat, Ford, Opel, BMW, Renault, Mazda, Huyndai, Chevrolet and KIA. A European hub for rolling stock, Antwerp has a diverse offer of feeder services. - See more at: <http://www.portofantwerp.com/en/ro-ro>



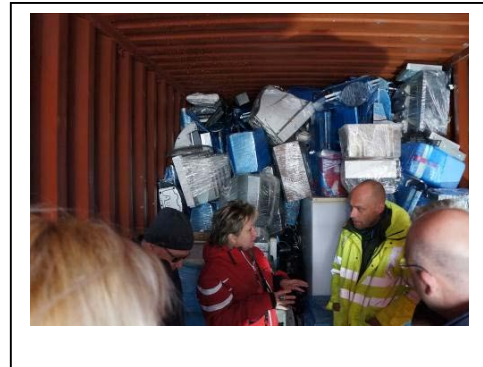
1. The second day started with a site visit to the port of Antwerp at the terminal for export of second hand vehicles to West Africa. Guided by the Environmental inspectorate, the participants received explanations in three groups. A number of vehicles, considered to be illegal waste or with





suspected contents of illegal waste had been pre-selected. Explanations and Q&As were given on each of these preselected vehicles considering the illegal waste issues.

The visit was finalised with a site visit to the unloading and testing facility for the pre-selected vehicles and contents. Examples were given on the site of WEEE and electric equipment which do not meet the functionality criteria (refrigerators, computers etc.).



### Visit to the unloading and testing facility

2. The visit was evaluated in the afternoon meeting at the Van der Valk Hotel in which the discussion on observations was led by Ms. Nancy Isarin.

Discussed were the issues on:

- Competences of the environmental authorities (cooperation between customs and environmental inspectorate);
- Cooperation of terminal company and/or shipping lines (important indicators are the behaviour and number of monitored cases on illegal shipments);
- Required materials/equipment (for selection, detection, monitoring and also safety reasons).

Specific obstacles:

- repatriation of illegally shipped waste;
- involvement of individuals (owners of the vehicles with personal goods);
- Dedicated area for unloading and testing.

On the question whether goods are to be considered as wastes the definitions and guidelines were discussed on WEEE and Waste Vehicles.

(Waste) electronic and electrical equipment: Annex VI WEEE Directive specifies the duties of the holder:

The holder:

- a) a copy of the invoice and contract relating to the sale and/or transfer of ownership of the EEE which states that the equipment is destined for direct re-use and that it is fully functional;
- b) evidence of evaluation or testing in the form of a copy of the records (certificate of testing, proof of functionality) on every item within the consignment and a protocol containing all record information according to point 3;



- c) a declaration made by the holder who arranges the transport of the WEEE that none of the material or equipment within the consignment is waste as defined by Article 3(1) of Directive 2008/98/EC; and
- d) appropriate protection against damage during transportation, loading and unloading in particular through sufficient packaging and appropriate stacking of the load.

Vehicles: Waste shipments correspondents guideline N°9 on Waste Vehicles:

Paragraph 8: A used vehicle should normally be classified as waste if at least one of the following criteria applies:

- (a) The existence of a certificate of destruction;
- (b) The vehicle stems from a waste collection or waste treatment system;
- (c) The vehicle is destined for dismantling and reuse of spare parts or for shredding/ scrapping;
- (d) The vehicle has among its constituent parts, other than personal effects, anything that is required to be discarded, or is prohibited to be exported under European Union or national legislation;
- (e) The vehicle is a write-off /is not suitable for minor repair /has badly damaged essential parts (e.g. as a result of an accident) or is cut into pieces (e.g. two halves);
- (f) The piece(s) of evidence according to paragraph 11 has/have not been provided where a competent authority or any other state authority such as customs, police or other relevant bodies has requested it/them.

More criteria listed in paragraph 9

### 3. TFS experiences in Croatia.

Mr. Robert Rocek (TAIEX expert, Ministry of Environmental and Nature Protection, Croatia) presented the structure in Croatia in handling TFS and also presented a case of illegal shipment. Croatia became the 28th member of the EU on 1 July 2013. An overview was given on the international legislation and the EU legislation which had to be implemented in the national legislation of Croatia. Article 50 of Regulation (EC) No 1013/2006 of the European Parliament and of the Council on shipments of waste states that Member States shall set rules on enforcement; they shall undertake inspections at establishments and spot checks on shipments of waste or on related recovery or disposal operations. The Regulation gives some indications as to where and how the checks on shipments should take place in particular. Finally article 50 stresses the importance of cooperation within and between Member States. The responsibilities in Croatia with reference to the environmental inspectorate, customs and police were explained. A case of illegal shipment, - export of treated medical waste from Croatia to Bosnia and Herzegovina- , was presented.

Ms. Vlasta Pašalić (TAIEX expert, Ministry of Environmental and Nature Protection, Croatia) started with the legal basis Regulation (EU) No 660/2014 of 15 May 2014 which strengthens the requirements for inspection of shipments of waste within the EU and between the EU and third countries.

The WSR applies to shipments of waste:

- between EU countries within the EU or transiting via non-EU countries;
- imported into the EU from non-EU countries;
- exported from the EU to non-EU countries;
- in transit through the EU, on the way from or to non-EU countries.



With this background and the definitions of what is to be considered as waste and what not, second case of illegal shipment was presented on car spare parts. An instruction movie on WSR was presented.

4. Mr. Huib van Westen introduced the programme for the site visit on day 3, i.e. Rotterdam Harbour, with the various programme elements. Mr. Van der Putte closed the day with a short summary of the presentations and findings.

### Day 3– Site visit to the port of Rotterdam and evaluation, 10 March

#### Port of Rotterdam

The port of Rotterdam’s annual throughput amounts to some 465 million tonnes. This makes the port of Rotterdam the largest port in Europe. The port area includes 12,500 ha (land and water, of which approx 6,000 ha is business sites). The total length of the port area is more than 40 km. Approximately 30,000 seagoing vessels and 110,000 inland vessels visit the port of Rotterdam every year.

The total length of the port of Rotterdam is 42 km. In the latest Port infrastructure overview of the port of Rotterdam you can find out which facilities are available along these 42 km.

The port of Rotterdam is the largest container port in Europe. Due to its unrestricted depth, the port is accessible 24/7 to even the largest container vessels.

In 2015 more than 12 million TEU were handled, A TEU is a Twenty foot (container) Equivalent Unit.

The Port of Rotterdam Authority is developing the port area in cooperation with various parties. The Port Authority aims to develop the port and industrial complex efficiently, safely and flexibly. We do this by accommodating transport flows and the establishment of businesses and optimally exploiting the available land, whilst ensuring there is a fit with the surrounding area. In developing the port we give due consideration to its surroundings and the environment. The port of Rotterdam is constantly being further developed to make sure it is and will continue to be the best port in the world. On this page you will find additional information about the progress of projects in the port of Rotterdam. The most striking example of innovative *and* sustainable development is Maasvlakte 2. Visit the website [Maasvlakte 2](#) (link is external) to read all about this project.

More information can also be found at [www.portofrotterdam.com](http://www.portofrotterdam.com)



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man Dynamics Consortium

1. The third day was dedicated to a visit to the port of Rotterdam, guided by the Netherlands Environmental Inspectorate and the Customs of the Netherlands. The customs office was the starting point.
2. Mr. Onno van Elswijk (Dutch Customs) presented the general work of the customs and the specific activities related to waste shipments.

The container port of Rotterdam ranks at the 11<sup>th</sup> place worldwide, with the Asian ports ranking from 1-10 and Shanghai as the largest container port. The inspection process already starts before arrival of the ships in the ports based on electronic information of the cargo (container contents). Based on this information a risk analysis is made related to customs - and other issues. The outcome leads to a decision to inspect or not. In the case of a decision to inspect, the environmental inspection is notified and physical scans are made. The outcome ultimately leads to a decision to let the container pass, or to prosecute.

As such the system is similar to that learned in the port of Antwerp.

3. Mr. John Savert (Netherlands Inspectorate of the Human Environment and Transport) presented the structure and methodology in enforcement of the Waste Shipment Regulation in the Netherlands.

The ILT Inspectorate works closely with:

- Customs;
- Police;
- Traffic inspectorate;
- Port authorities;
- County council.

Inspections in the ports are carried out actively with the customs.

Inspections on the highways are actively carried out with the police.

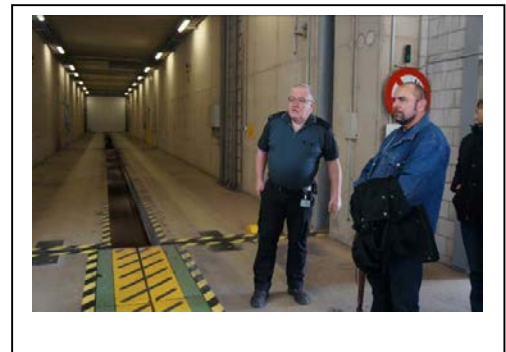
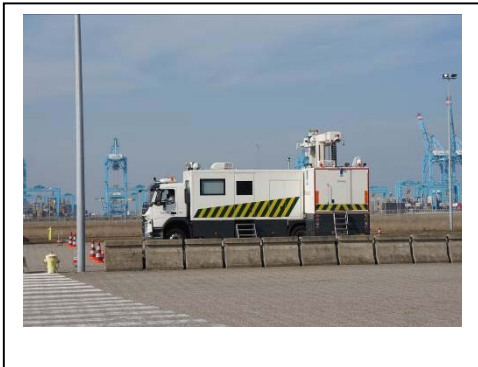
The statistics of the inspections (administrative and physical) were presented and the percentages in the reporting of waste shipments:

- Customs (75%);
- Police (5%);
- Traffic Inspectorate, County councils, Port Authorities, (20%).

The automatic selection system of the customs for waste was described and other tools in the selection process.

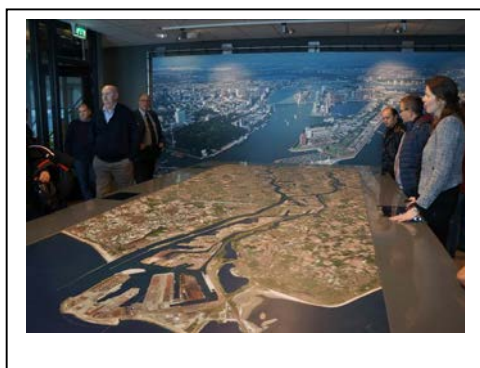


4. A guided tour was given at the premises of the customs with explanations and demonstrations of the various scanning systems (mobile and fixed systems) and the central control room in which the scans are evaluated. The contents of a number of containers were shown as examples.



*The various scanning systems for containers (mobile and fixed facilities)*

5. The visit was finalised with a visit to the exhibition centre Futureland of the new port area and a tour around the newly reclaimed land and built facilities (2e Maasvlakte). With filling the Evaluation forms, the course and study visit was closed.



## V. Evaluation



This Project is funded by the European Union



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The following summary of the training evaluation report, developed on the basis of analysis of the training questionnaires can be given. It shows that for the majority (83-87%) of the participants the expectations of the workshop were fully met.

Most of the trainees indicated that the training was of a high quality and useful. The excellent preparation and knowledge of the trainers were appreciated. The trainees also expressed their appreciation for the practical information received during the visits in the port of Antwerp and the port of Rotterdam.

**Statistical information**

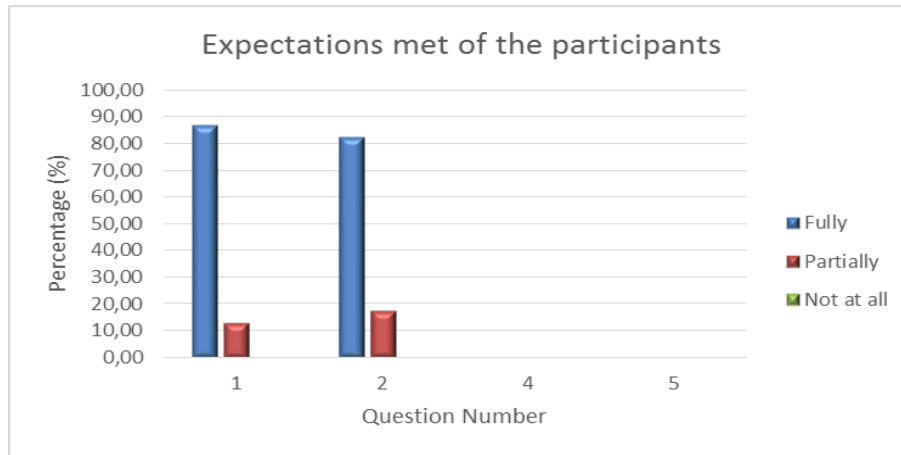
1.1	Workshop Session	Capacity building on compliance with environmental legislation on transfrontier shipment of waste.  8-10 March 2016, Antwerp, Belgium
1.2	Facilitators name	As per agenda
1.3	Name and Surname of Participants (evaluators)  optional	As per participants' list

**Your Expectations**

Please indicate to what extent specific expectations were met, or not met:

My Expectations	My expectations were met		
	Fully	Partially	Not at all
1. Filling gaps in knowledge (several: transboundary shipment of waste, identification, classifying waste streams, return of shipments), general and specific	 (87%)	 (13%)	
2. Practical experience of the (new) Member States and Candidate countries	 (83%)	 (17%)	



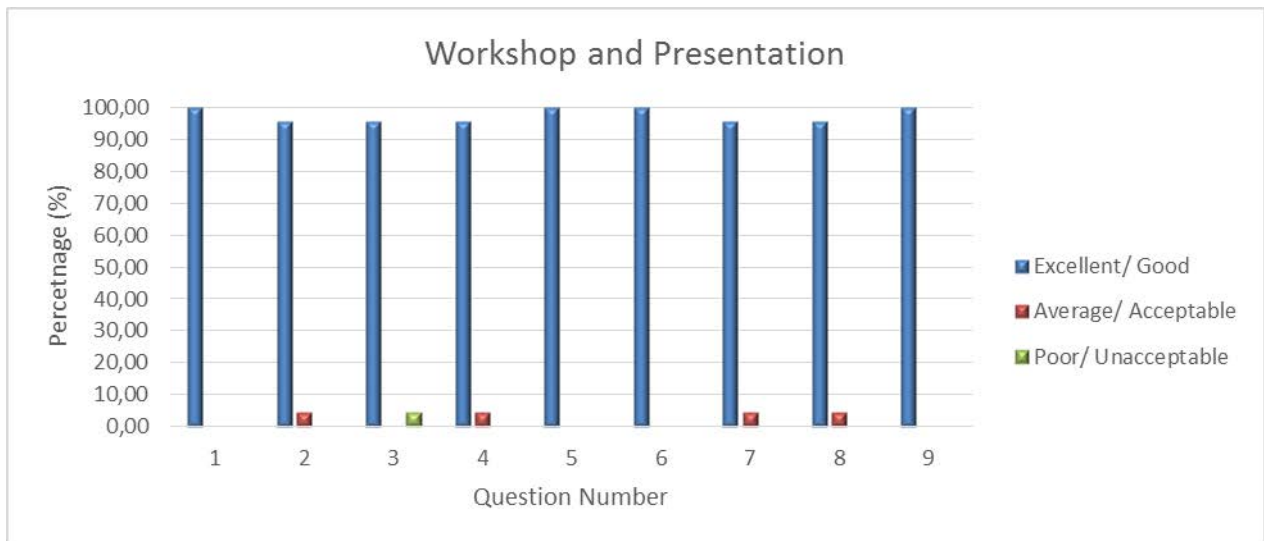


### Workshop and Presentation

Please rate the following statements in respect of this training module:

Aspect of Workshop	Excellent	Good	Average	Acceptable	Poor	Unacceptable
1. The workshop achieved the objectives set	          (96%)	I (4%)				
2. The quality of the workshop was of a high standard	       I (92%)	I (4%)		I (4%)		
3. The content of the workshop was well suited to my level of understanding and experience	       (87%)	II (9%)				I (4%)
4. The practical work was relevant and informative	       (87%)	II (9%)	I (4%)			
5. The workshop was interactive	             (100%)					
6. Facilitators were well prepared and knowledgeable on the subject matter	       I (92%)	II (4%)				
7. The duration of this workshop was neither too long nor too short	 (74%)	 (22%)	I (4%)			
8. The logistical arrangements (venue, refreshments, equipment) were satisfactory	 (78%)	 (18%)			I (4%)	
9. Attending this workshop was time well spent	       (83%)	 (17%)				





**Comments and suggestions**

I have the following comment and/or suggestions in addition to questions already answered:

**Workshop Sessions:**

- It was a succesfull workshop, good and well prepared. Information was shared
- Especially in the Rotterdam workshop presentations were arranged very well and information was presented very clearly

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**Facilitators:**

- I have received useful information from practice

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**Workshop level and content:**

- Well designed and interesting;
  - Very interesting experience for us
- 





**ANNEX I – Agenda**
**DAY 1: Tuesday 8 March 2016**
**Chair: Ike van der Putte**

Start	Finish	Topic	Speaker	Sub topic/Content
<b>08:30</b>	<b>09:00</b>	<b>Registration</b>		
09:00	09:15	Opening	Mr. Ike van der Putte, ECRAN KE 2	Welcome remarks Explanation of background, objectives and expected results of the workshop
09:15	09:30	Introduction round	Mr. Ike van der Putte, ECRAN KE 2	Introduction of the participants and experts
09:30	10:45	Introduction to international and European legislation on transboundary shipments of waste including the cooperation on a national and international level.	Ms. Nancy Isarin, ECRAN SSTE Mr. Huib van Westen, IMPEL Expert, the Netherlands	This session will give a general overview of existing rules concerning the transboundary movements of waste. Focus will also lay at the cooperation on a national and international level. Method: PPP and Q&A Materials: tbd
<b>10:45</b>	<b>11:00</b>	<b>Coffee Break</b>		
11:00	12:00	The role of Customs	Ms Dorothy Cardoen Mr Dave Serneels Belgium customs	The cooperation and best practices from Customs perspective will be shared.
<b>12:00</b>	<b>13:30</b>	<b>Lunch break</b>		
13:30	14:30	Federal Police	Mr Frans Geysels Head of Environmental Unit, Federal Police, Belgium	The specific role of the Federal Police regarding waste inspections
14:30	15:30	Prosecution	Mr Marc van Cauteren Public prosecutor, Belgium	The needs for a successful prosecution of illegal waste shipments and the need for cooperation
<b>15:30</b>	<b>15:45</b>	<b>Tea Break</b>		



Start	Finish	Topic	Speaker	Sub topic/Content
15:45	16:45	Overview of the situation in Belgium concerning inspection of waste transports	Mr Bart Palmans IMPEL expert Belgium	This session will give an overview how the enforcement of the WSR in Belgium is organised, Which authorities involved and how they cooperate Method : PPP and Group discussion
16:45	17:15	Open discussion	Ms. Nancy Isarin and Mr. Huib van Westen	One lesson learned from previous trainings, is the fact that is never enough time for in-depth discussion. This session is proposed to offer the opportunity for detailed questions and discussions. Alternatives are a more detailed explanation of the IMPEL TFS Manual on Port Inspections.
17:15	17:30	Introduction site visit: Port visit Antwerp and closing day 1	Mr. Ike van der Putte, ECRAN	



## DAY 2: Wednesday 9 March

**Port Inspection, Antwerp**

**Venue: Antwerp, Belgium**

Start	Finish	Topic	Speaker	Sub topic/Content
<b>08:30</b>	<b>09:30</b>	<b>Transport from the hotel to port</b>		
09:30	09:45	Word of welcome and briefing	Mr Bart Palmans/ Mr Marc de Strooper IMPEL experts, Belgium	Short explanation about the port inspection set up from the point of view of the Belgium environmental inspectorate, customs and police
09:45	12:00	Site visit/practical exercise	All participants	
<b>12:00</b>	<b>13:00</b>	<b>Transport back to the venue</b>		
<b>13:00</b>	<b>14:00</b>	<b>Lunch Time</b>		
14:00	14:45	Evaluating the exercise	Ms. Nancy Isarin and Mr. Huib van Westen	Group discussion based on statements/questions.
14:45	15:30	Presentation by ECRAN country on a TFS case	ECRAN country	A representative of one of the ECRAN members should present a case on illegal shipments of waste they encountered in their country and how they dealt with the case. Focus also on inter-agency collaboration. Method: PPP and Q&A
<b>15:30</b>	<b>15:45</b>	<b>Tea break</b>		
15:45	16:45	Group discussion and preparation for site visit in Rotterdam	Ms. Nancy Isarin and Mr. Huib van Westen	What are the lessons learned and which are the things to focus on during the port visit in Rotterdam
16:45	17:00	Closure	Mr. Ike van der Putte	Closing remarks.



## DAY 3: Thursday 10 March

### Port Inspection, Rotterdam

Venue: Rotterdam, The Netherlands

Start	Finish	Topic	Speaker	Sub topic/Content
<b>08:00</b>	<b>09:45</b>	<b><i>Transport from the hotel to port of Rotterdam</i></b>		
09:45	10:00	Introduction and briefing	Mr. Huib van Westen	Introduction of the port visit
10:00	10:45	Word of welcome and the work of Customs	Mr. Onno van Elswijk, Dutch Customs	Presentation of the work done by Dutch Customs related to Waste shipment Inspections .
10:45	11:30	Waste Inspections	Mr. Louis van der Ploeg, Human Environment and Transport Inspectorate (ILT)	Introduction of Inspections of waste shipments and the need for national and international cooperation.
<b>11:30</b>	<b>12:15</b>	<b><i>Lunch Time</i></b>		
12:15	13:30	Site visit	All participants/ Customs and ILT	Visit to Scanner and inspection of waste shipments
13:30	15:00	Site visit (part 2)	All participants/ Customs	Developments and challenges of the Port of Rotterdam
15:00	16:00	Futureland	All participants	Guided tour (incl. coffee break)and challenges of sustainability
<b>16:00</b>	<b>17:45</b>	<b><i>Transport from Rotterdam to hotel, Antwerp</i></b>		
17:45	18:00	Evaluation and Closure	Mr. Ike van der Putte	Filling in evaluation form. Closing remarks.



**ANNEX II – Participants**

First Name	Family Name	Institution Name	Country	Email
Edvin	Bica	State Inspectorate of Environment and Forestry	Albania	<a href="mailto:Edvin.Bica@moe.gov.al">Edvin.Bica@moe.gov.al</a>
Enis	Tela	State Inspectorate of Environment and Forestry	Albania	<a href="mailto:Enis.Tela@moe.gov.al">Enis.Tela@moe.gov.al</a>
Genti	Haderaj	State Inspectorate of Environment and Forestry	Albania	<a href="mailto:genti.haderaj@hotmail.com">genti.haderaj@hotmail.com</a>
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### **ANNEX III – Workshop materials (under separate cover)**

Workshop materials including presentations and exercises, can be downloaded from:

[http://www.ecranetwork.org/Files/Workshop\\_Presentations\\_TFS\\_Antwerp-Rotterdam\\_March\\_2016.zip](http://www.ecranetwork.org/Files/Workshop_Presentations_TFS_Antwerp-Rotterdam_March_2016.zip)



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