



New Regulation on shipment of waste

#EUGreenDeal



New regulation on waste shipment

- Political agreement between co-legislators reached on 17 November 2023
- New regulation was published in the Official Journal on 30 April 2024
[Regulation - EU - 2024/1157 - EN - EUR-Lex \(europa.eu\)](#)
- Initial [Commission proposal](#) adopted on 17 November 2021, together with an accompanying [Communication](#) “our waste, our responsibility”

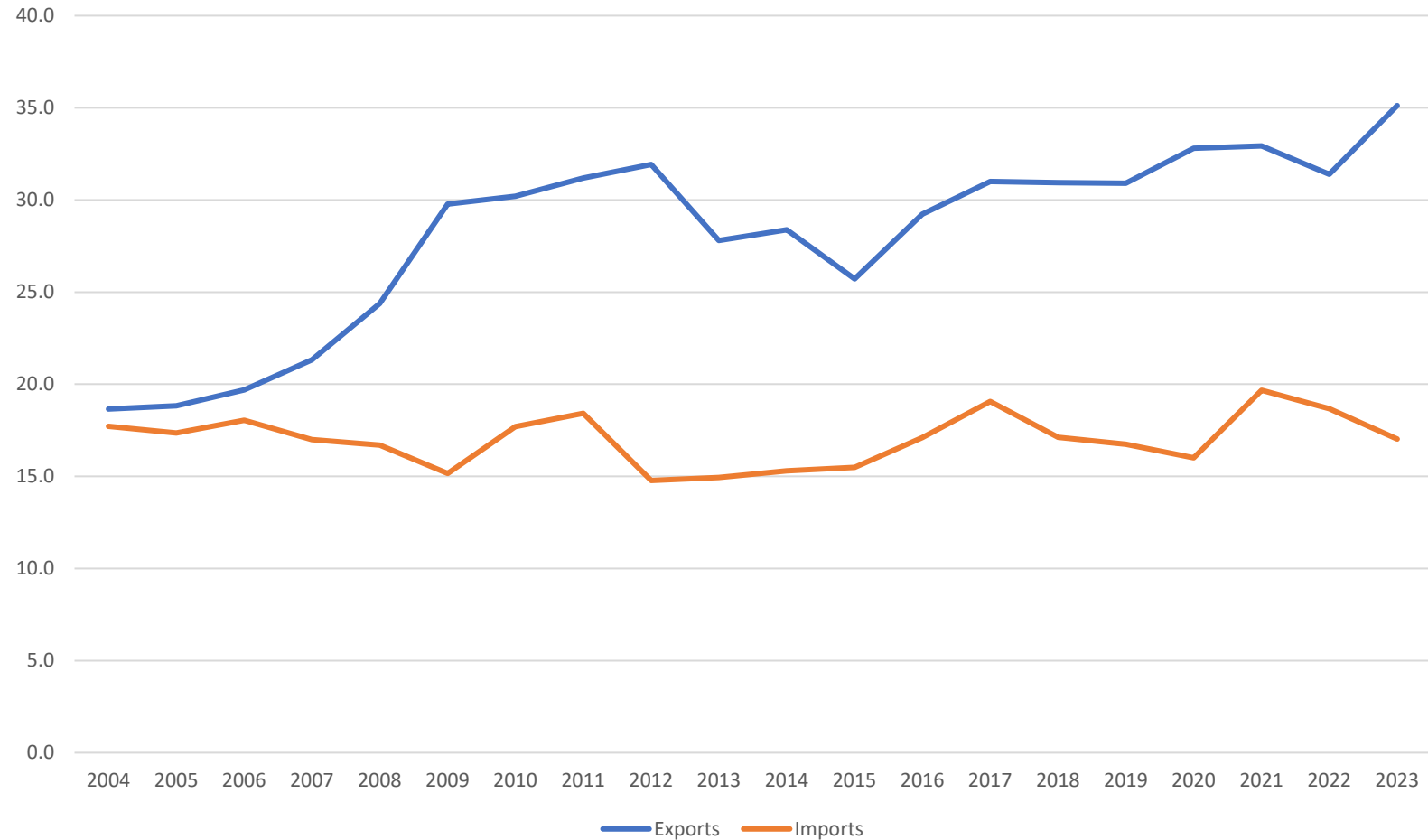
EU waste imports and exports, 2004-2023

Exports:

35.1 million tonnes
value approx. €18.5
billion

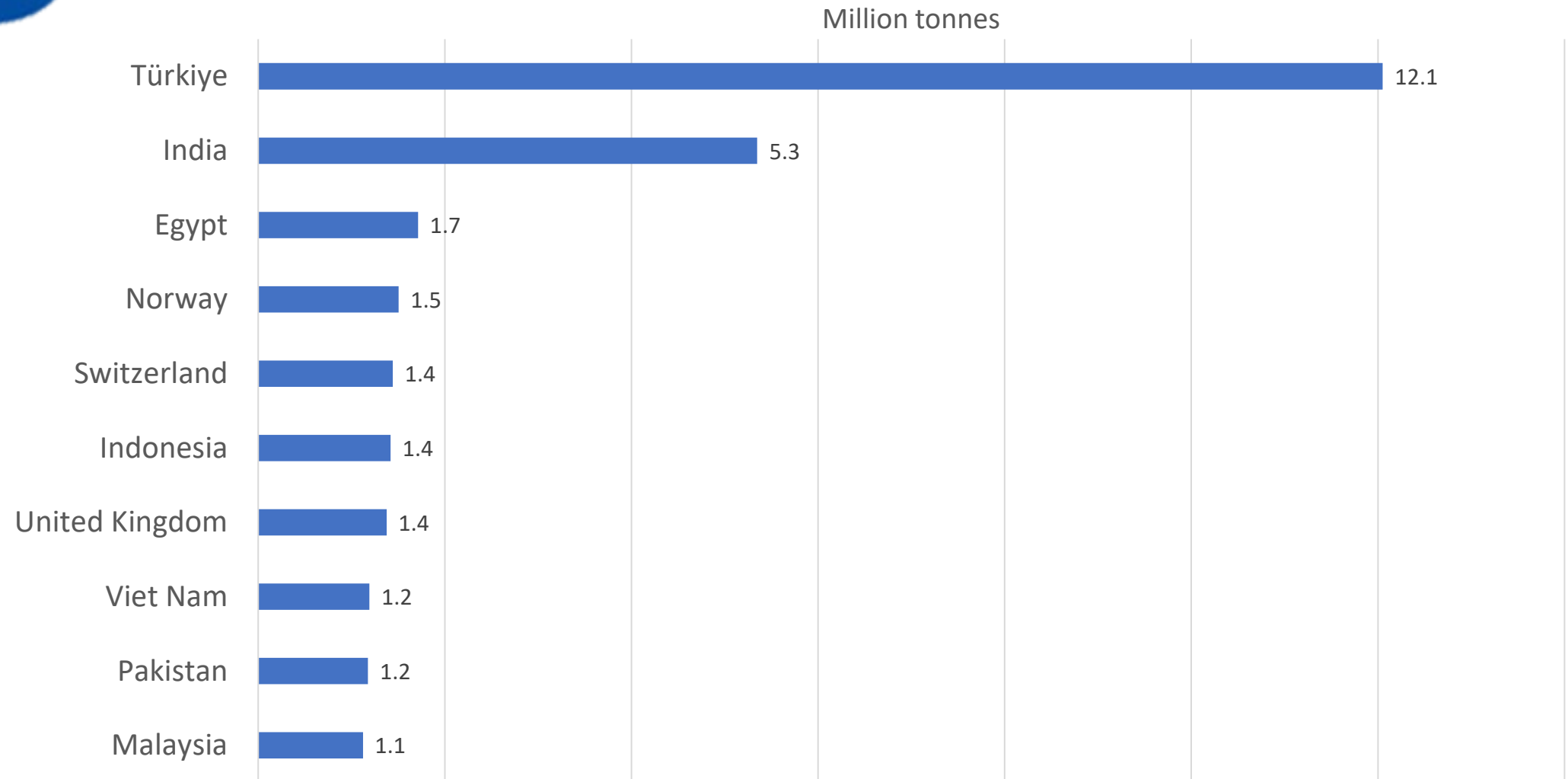
Imports:

17 million tonnes
value approx. €15.7
billion



Datasource: Eurostat

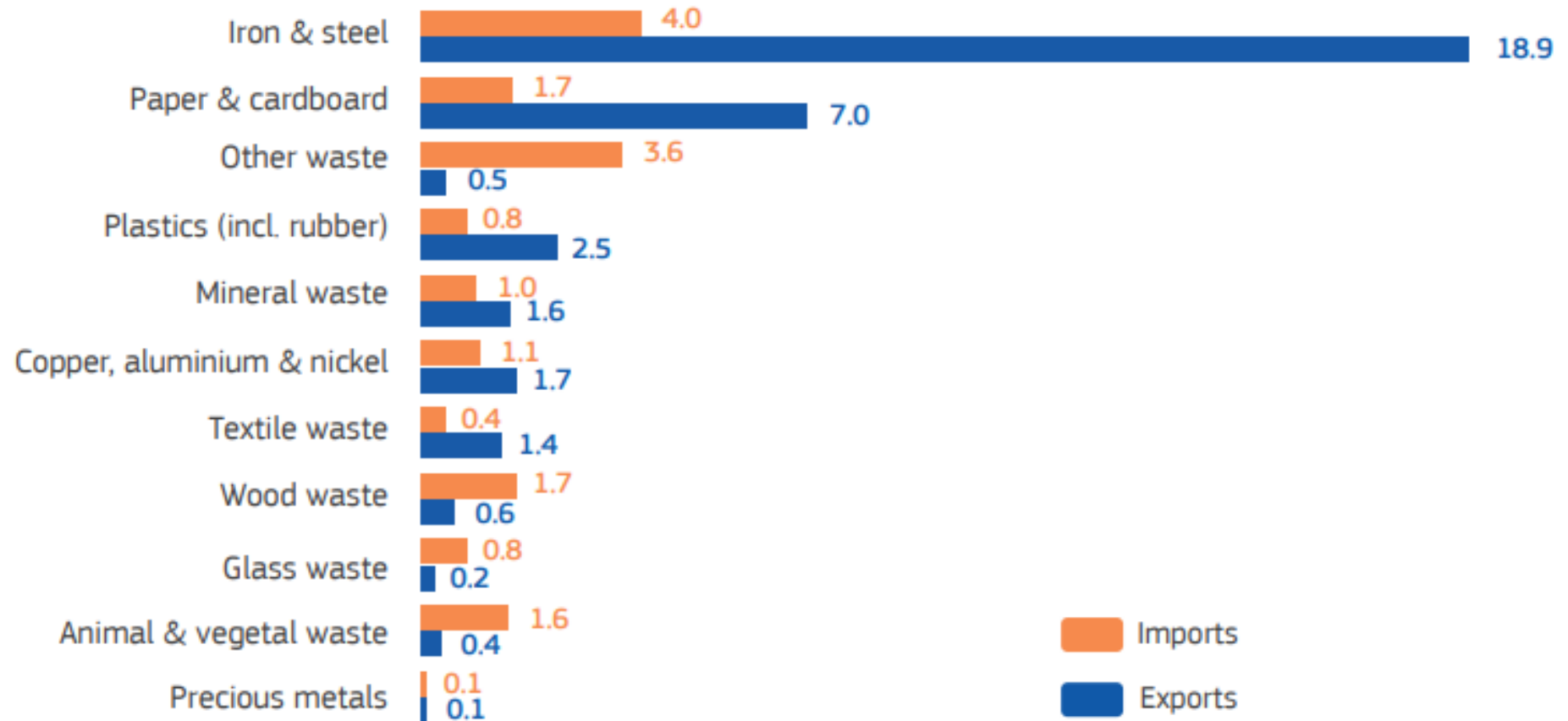
Top destinations of EU waste in 2023



Datasource: Eurostat

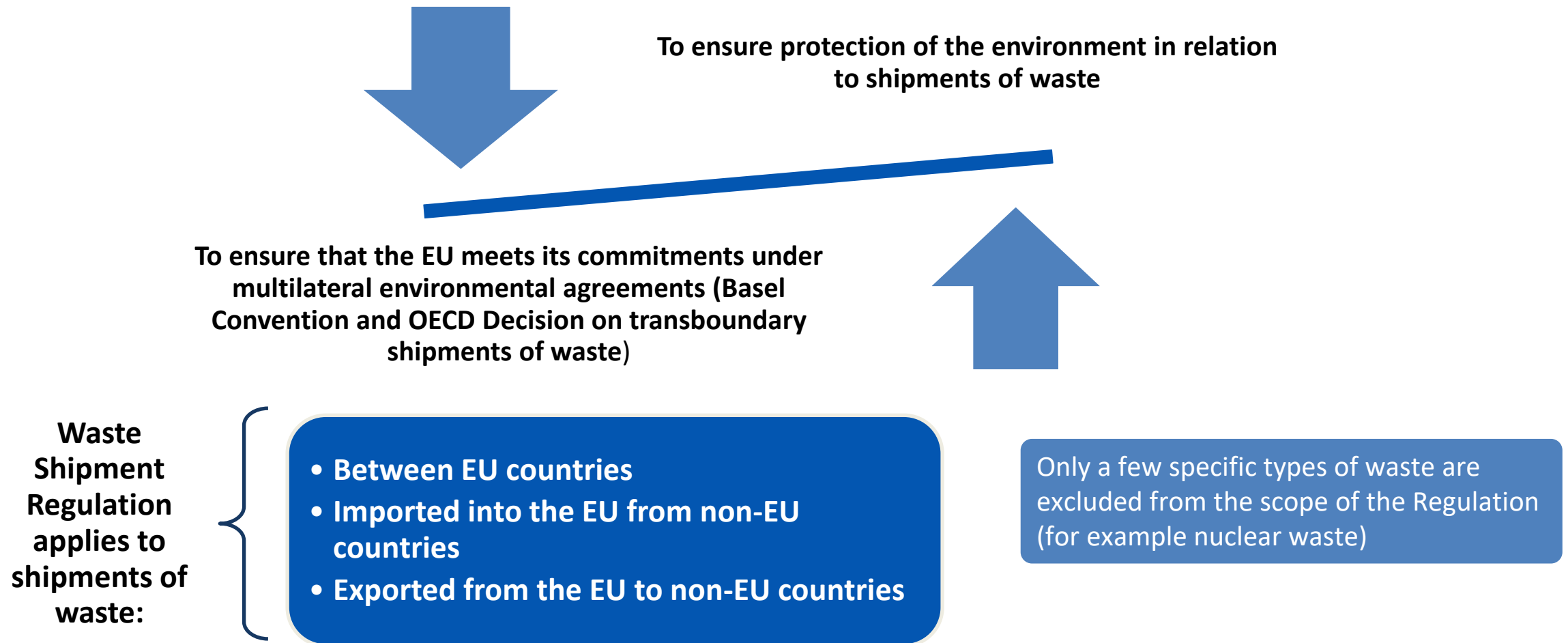
Main categories of waste traded in 2023

Exports and imports from/to the European Union, by waste category in 2023
(million tonnes)



Datasource: Eurostat

Key objectives and scope of Regulation





Main features of the Regulation

I. Shipments of waste in the EU:

set up control procedures for the shipments of waste, improve traceability of waste movements and encourage shipments for recycling

II. Extra-EU:

guarantee that waste are only shipped outside the EU if managed in an environmentally sound manner in the countries of destination

III. Tackle illegal shipments

enhance cooperation and coordination on enforcement



1st objective: facilitating shipments of waste re-entering the circular economy in the EU

- Digitalization of procedures: central system (managed by COM), interoperating with existing systems in some MS
- Improved transparency on shipments of waste
- Prohibit shipments to disposal (e.g. landfilling) except in very specific cases where no other option is “technically feasible and economically viable”
- Facilitate shipments to recycling, *inter alia* by incentivizing the “pre-consented recovery facilities” regime
- Better harmonisation of classification of waste to avoid different approaches in the MS



2nd objective: stricter conditions to ensure that waste exported outside the EU is treated sustainably

- ➔ **Export to OECD countries monitored and specific procedure possible towards an OECD country to mitigate environmental problems that might be caused by such exports**
- ➔ **Export to non-OECD countries** only allowed to those countries that notify to the Commission their willingness to import EU waste and their ability to deal with it in a sustainable manner (**Application from 21 May 2027**)
 - List of authorized countries
- ➔ EU exporters obliged to ensure **third party audit of destination facilities** treating their waste to verify environmentally sound management
 - Register of audited facilities managed by Commission



Specific additional export restrictions on plastic waste

- **Export ban to non-OECD countries from 21 November 2026, with a derogation possible upon request from non-OECD countries after 21 May 2029**
- **Review of the management of plastic waste in OECD countries importing large volume of plastic waste from the EU – within 2 years**
- **“Notification” procedure for all authorized export of plastic waste (OECD and non-OECD) – from 21 May 2026**

Next steps regarding exports



Summer 2024

COM to **inform third countries** of new WSR rules



Before 21 February 2025

Non-OECD countries to **submit request** to receive waste



Before 21 May 2026

COM to **review plastic waste exports to OECD**



21 May 2026

Application of most provisions from the new WSR

21 May 2027

Application of **export related provisions**



Before 21 November 2026

Establishment of a first **list of approved destinations**



From 21 November 2026

Ban on exports of plastic waste to non-OECD countries



From 21 May 2029

Derogation on the ban on exports of plastic waste **possible** for non-OECD countries



3rd objective: stronger EU response against waste trafficking

Provide the EU antifraud office – **OLAF** – with competence to **investigate waste trafficking** in the EU

Articles 67 to 71

Aim: to support MS efforts in illegal shipment cases. Cooperation shall include exchange of information and of views in planning inspections

Establish an **EU level group** for coordination and cooperation **on enforcement**

Article 66

Aim: to facilitate and improve cooperation and coordination between MS in enforcing WSR rules. Regular meetings; up to 3 representatives per MS; co-chaired by COM and one elected MS representative

Strengthen provisions on enforcement, inspection and penalties & improve reporting on these issues

Articles 60 to 63

Builds on, clarifies and strengthens elements of current Article 50 (WSR 1013)



Implementation

- ✓ Regulation was published in the OJ in **April 2024** and entered into force on 20 May 2024. Most provisions will become applicable from 21 May 2026.
- ✓ **Mandatory electronic exchange of waste shipment information and documents: from 21 May 2026**
COM is working to prepare the electronic system to implement this (implementing act by 21 May 2025, development of the EU central system by May 2026)
- ✓ **21 May 2027 – new export rules start to apply**
 - audit obligations start to apply
 - COM started preparing the work to establish the list of countries (non-OECD)
- ✓ **Plastic waste - 21 May 2026**
 - COM to **review EU plastic waste exports to OECD countries**
 - “Notification” procedure for all authorized exports of plastic waste

Thank you for your attention!

Additional information:

<http://ec.europa.eu/environment/waste/shipments/index.htm>



The power of intermodality.



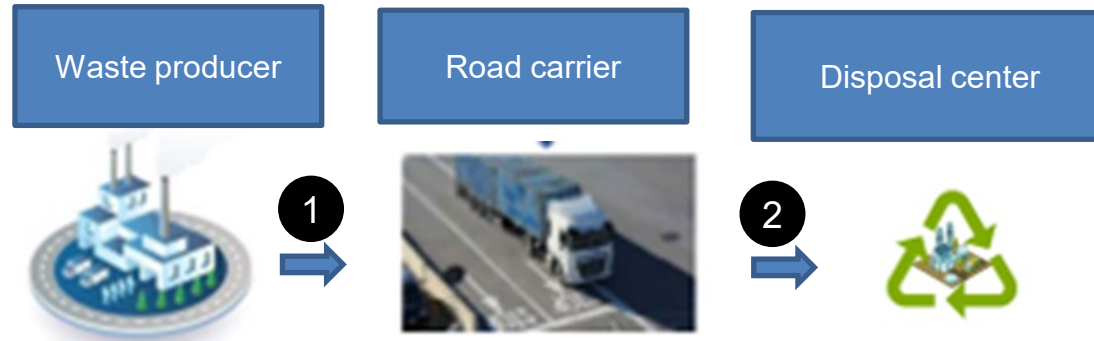
UIRR Webinar – Waste transport

Fabio Contrafatto
UIRR Brussels, 05.03.2025



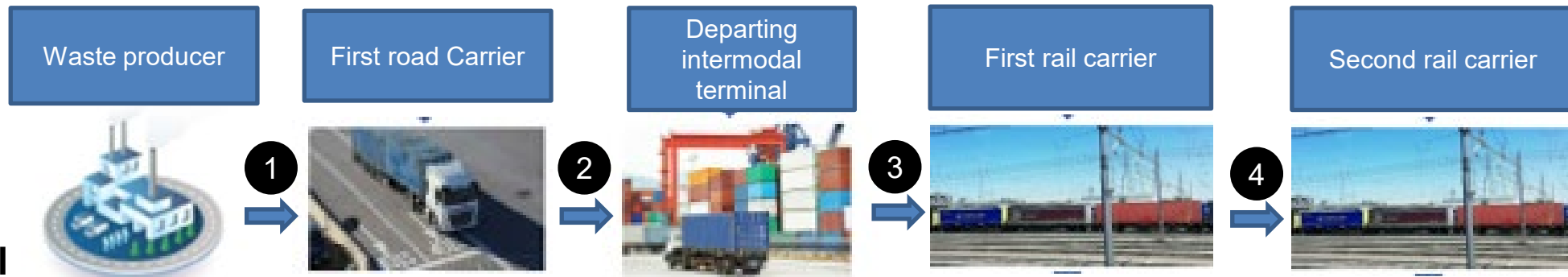
Transport chain: road vs rail document hand over

Road transport

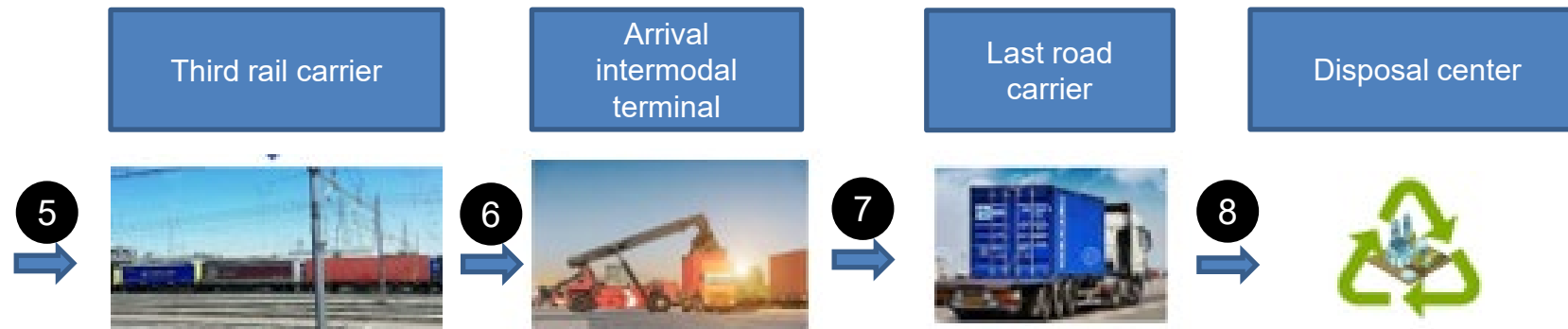


low chances of document loss

Intermodal transport:

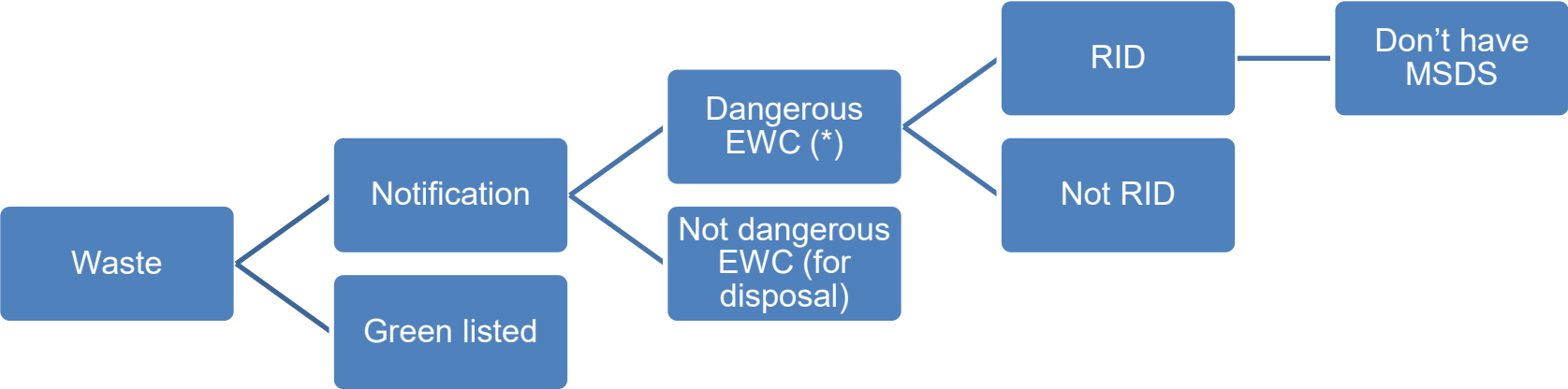


Easiest example

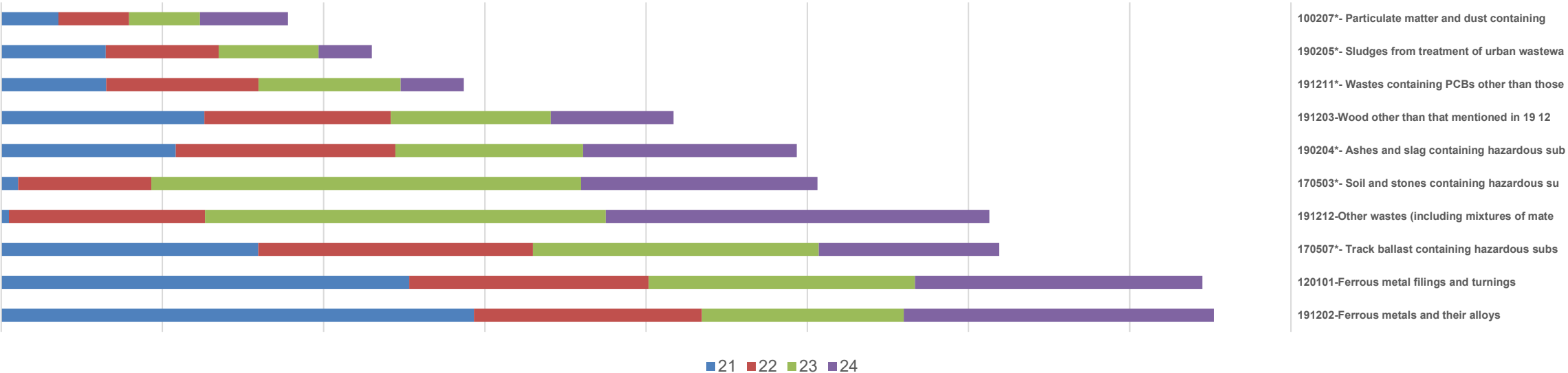


higher chances of document loss

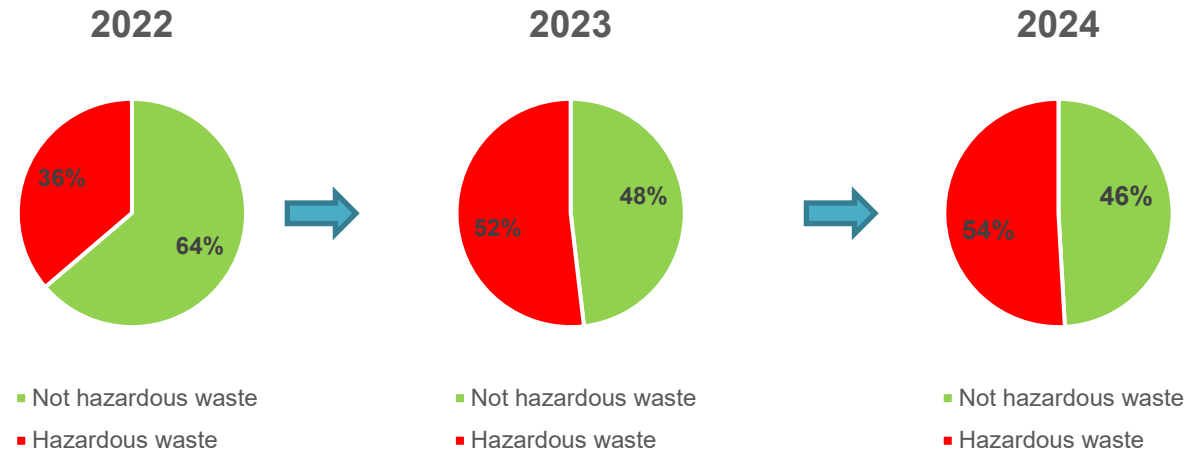
Waste transport – different types



Most Hupac transported EWCs



Quantitatives analysis Hupac waste transports



- Over 95% of hazardous waste with notification leaves Southern Italy/Northern Italy to many countries in Europe e.g. Germany, Belgium, Holland, Denmark, Sweden, etc.
- Growth of 7-10% per year from 2021 to present
- Over 40k ITUs of waste transported per year

Main types of ITUs used in waste transport

Most used



➤ **Open top container**



➤ **Tank container**



➤ **Semitrailer**



➤ **Container**

Mixture of waste – Open top container

- > Current method to transport a mixture of solid and wet/liquid/muddy waste

- > Gaskets reinforcement



- > External taping / foaming



- > Liner application



- > Bolting sequence



Current situation (some examples)



Country	Paper / digital	Alternative route / crossing (e.g.works)	Surety bond
IT	Only paper 	1 permitted, others only if justified and approved 	Unlocked only if all documents are ok €€€
CH	Mostly digital	Higher flexibility	Unlocked only if all documents are ok
DE	Digital preferred	Higher flexibility	Unlocked only if all documents are ok
NL	Only digital in (ports)	Higher flexibility	Unlocked only if all documents are ok
BE	Digital preferred	Higher flexibility	Unlocked only if all documents are ok

RU	Cou ntry	Notification re-approval by railways in advance	Notification White list	Reapproval of subsequent minor amendments (borders, surety bond, etc.)
A	IT	Yes	Yes	Yes
A	CH	No	No	No
A	DE	No	No	Yes
B	IT	Yes	No	Yes
B	CH	No	No	No
B	DE	No	No	No
C	IT	No	No	No
C	CH	No	No	No
C	DE	No	No	Yes



- > Delays
- > Units stuck in terminal
- > Warning form the authorities
- > Loss of attractiveness in intermodal waste transport

- > Official movement document handled carelessly/lost for operational reasons
- > If lost during gateway: Unit stuck in terminal for days
- > MSDS inexistent for waste transports

Example of today's system

- Hard copies to be signed and handled out only in original form
- They get easily lost along the way

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Documento di movimento per movimenti/spedizioni transfrontaliere di rifiuti

1. Corrispondente alla notifica n.:		2. Numero di serie della spedizione/Numero complessivo di spedizioni	
3. Esportatore/notificatore N. di registrazione: Nome: Indirizzo: Persona da contattare: Tel.: Fax: E-mail:		4. Importatore/destinatario N. di registrazione: Nome: Indirizzo: Persona da contattare: Tel.: Fax: E-mail:	
5. Quantitativo effettivo: kg: litri:		6. Data effettiva della spedizione:	
7. Imballaggio Tipo(i) (1): Numero di colli: Prescrizioni particolari per la movimentazione: (2) Sì: ☐ No: ☐			
8.a) 1° vettore (3): N. di registrazione: Nome: Indirizzo: Tel.: Fax: E-mail:		8.b) 2° vettore: N. di registrazione: Nome: Indirizzo: Tel.: Fax: E-mail:	
1° Road carrier		1° Train carrier	
		Last road carrier	
8.c) Ultimo vettore: N. di registrazione: Nome: Indirizzo: Tel.: Fax: E-mail:			
Più di 3 (tre) vettori (2) ☐			
Mezzi di trasporto (1): Data della presa in carico: Firma:		Mezzi di trasporto (1): Data della presa in carico: Firma:	

More than 3 carriers additional annex needed

MOVEMENT DOCUMENT FOR TRANSBOUNDARY MOVEMENTS/SHIPMENTS OF WASTE

8.(b) Third carrier ⁽³⁾: Registration No.: -- Name: Address: Tel.: Fax: E-mail: Means of transport ⁽¹⁾ : Date of transfer: Signature:	8.(b) Fourth carrier ⁽³⁾: Registration No.: Name: Address: Tel.: Fax: E-mail: Means of transport ⁽¹⁾ : Date of transfer: Signature:	8.(b) Fifth carrier ⁽³⁾: Registration No.: Name: Address: Tel.: Fax: E-mail: Means of transport ⁽¹⁾ : Date of transfer: Signature:
8.(b) Sixth carrier ⁽³⁾: Registration No.: Name: Address: Tel.: Fax: E-mail: Means of transport ⁽¹⁾ : Date of transfer: Signature:	8.(b) Seventh carrier ⁽³⁾: Registration No.: Name: Address: Tel.: Fax: E-mail: Means of transport ⁽¹⁾ : Date of transfer: Signature:	8.(b) Eighth carrier ⁽³⁾: Registration No.: Name: Address: Tel.: Fax: E-mail: Means of transport ⁽¹⁾ : Date of transfer: Signature:

- Unofficial document that integrates the official one for more than 3 carriers (always applied for Hupac)

- Official document emitted by authority for each transport (just 3 carriers)

International regulation 1013/2006

> Chapter 5, Article 26, Section 3

“The documents to accompany each transport in accordance with Article 16(c) and Article 18 may be in an electronic form with digital signatures if they can be made readable at any time during the transport and if this is acceptable to the competent authorities concerned.”



> Many Italian authorities don't accept any electronic form of the document



> Need to use only original document (paper)

Major works on the line 2025/2026/2027

> 10 days



Construction sites for which we have major problems with detour and for which we are endeavoring to relocate them

Impactful construction sites

2025

7

2026

10

2027

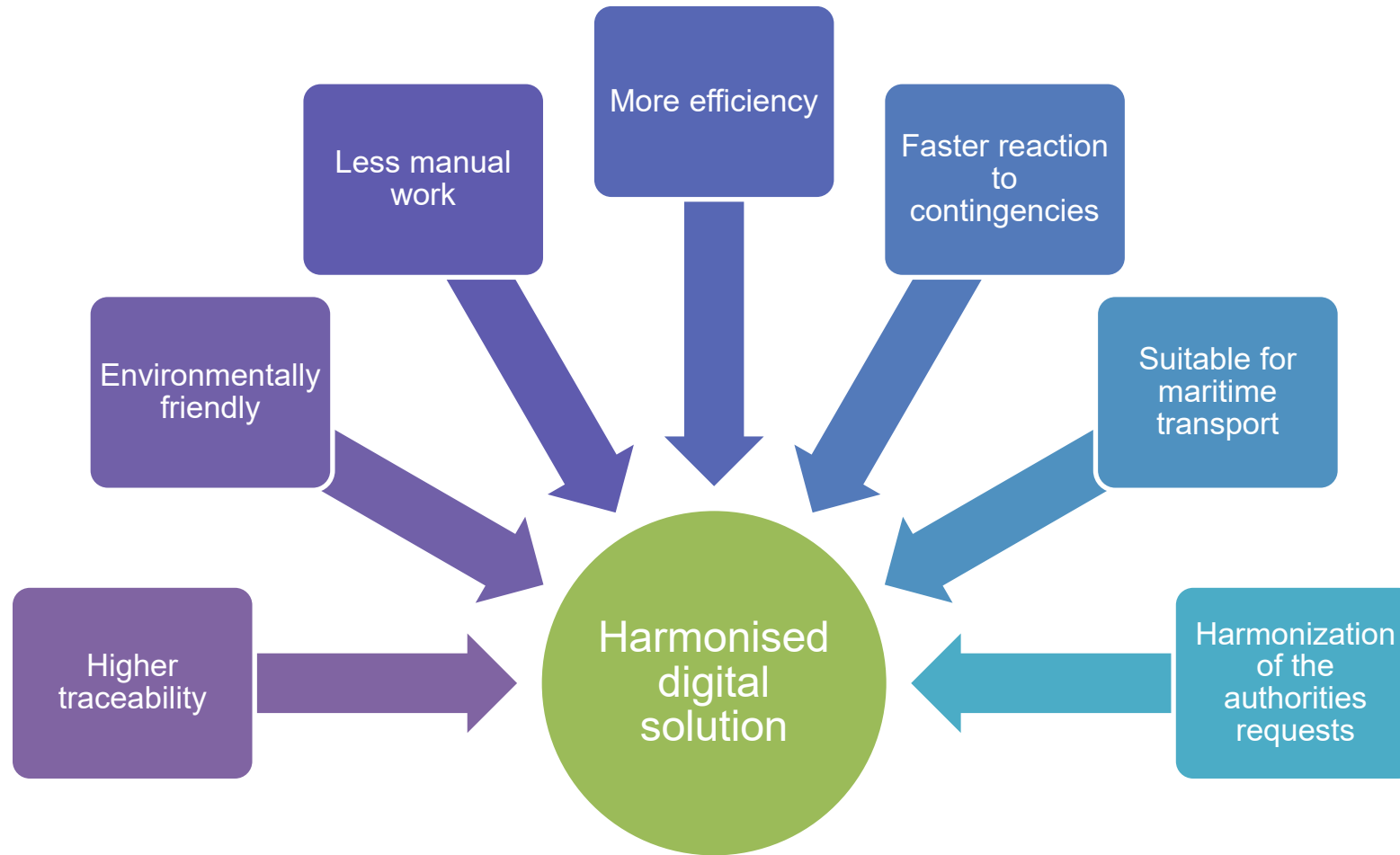
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Place		Period	Type	Measures
NL	Emmerich-Oberhausen	All Year	Mix (Total+Partial)	Diversion via Venlo
DE	Offenburg-Basel	WK 17 + 24 + 25	Total	Diversion via France
CH	Lötschberg Tunnel	Feb-Jun straight	Partial (1/4)	Capacity slightly limited
IT	Iselle-Domo	40 days March-Mai	Daily Total (10:20-14:50)	Capacity limited
IT	Arona-Premosello-Sesto	08.06-27.07 / 30.08-13.09	Total 65 days	Diversion via Luino+Chiasso
IT	Brenner	Mar-Dec	Partial	Capacity limited
AT	Bad Gastein-Mallnitz (Tarvisio)	Jan-Mar	Total	Diversion via other routes
DE	Emmerich-Oberhausen	Jan-Mai	Mix (Total+Partial)	Diversion via Venlo
DE	Rheintalbahn	WK14+15	Total	Train cancelled and/or Diversion via France/Brenner
CH	Muri	36 week	Partial	Capacity limited
CH	Lötschberg Tunnel	Feb-Jul	Partial (1/4)	Capacity slightly limited
IT	Iselle-Domo	29.05-27.07	Total 60 days	Diversion via Luino+Chiasso
IT	Domo-Arona	14.06-27.07	Total 44 days	Diversion via Luino+Chiasso
IT	Rho-Parabiago	26.12.24-06.01.25 29.05.25-13.06.25	Total 24 days + 3 wknd	Diversion via Luino+Chiasso
IT	Bivio Rosales (Chiasso)	28.07-26.08 + 26.08-06.09	Partial +total	Diversion via Luino+Domo
IT	Novara Boschetto Station	3 weeks in July	Total	Diversion on other terminals
IT	Tarvisio	22.08-20.09	Total 30 days	Diversion via Brenner or Villa Opicina
DE	Aachen West	14.05-09.07 22.10-10.12	Total Mix (total+partial)	Diversion via Herzogengrath/Venlo
DE	Emmerich-Oberhausen	WK 10+11+23+24+25	Total 5 weeks	Diversion via Venlo
DE	Rheintalbahn	14.05-09.07	Total 2 months	No possibility for P400
CH	Brig-Iselle	Jan-Jul	Partial	Capacity limited
IT	Iselle Domo	10.05-18.06 19.06-09.07	Partial 40 days Total 21 days	Diversion via Luino+Chiasso
IT	Domo-Arona	19.06-19.07	Total 21 days	Diversion via Luino+Chiasso
IT	Brenner	365 days Aug '27- Aug '28	Tracks 8-12	Diversion via Tarvisio

Temporary solutions (until new EU regulation)

N. Problem	Proposal of solution
1 Handling of documents in the intermodal transport is hard (the following railway undertaking is not always present at the moment of the consignment of the train)	Put the original documents (IB and VII) in the document box of the ITUs without signing the original but only the annex for more than three carriers (only for IB)
2 Lost waste documents need official loss report by police department before continuing transport (many units blocked in terminals for more than 20 days)	2 A) An autodeclaration of the railway undertaking who lost the document is enough to unlock the guarantee and transport continuation can happen with a copy of the original movement document lost. 2 B) Continuation of the transport is guaranteed by a copy but loss report is necessary to unlock the guarantee
3 Alternative borders and routes have to be re-approved by the authorities	Authorities approve different borders during first approval
4 Some railway undertakings want to re-approve notifications already approved by the authorities	Verify and define in the area of railway undertakings what they need to control univocally

Best solution



The power of intermodality.



Thank you!





Efficient waste shipments for the circular economy

Waste Transport: The Role of Intermodal Freight in advancing the circular economy
Brussels, 5 March 2025

A presentation by Aizea Astor Hoschen

Legal & policy officer at European Waste Management Association (FEAD)

FEAD, the voice of Europe's private resource and waste management industry

- We represent **20 national associations** from the EU, EFTA and the UK, steering Europe towards a circular economy **for over 40 years** today.
- Our members represent the **entire waste management value chain**, which allows us to offer a **holistic overview** on the industry that provides a second life to waste and resource.



”

Circularity will be a priority. It is the key to maximising the EU's limited resources, reducing dependencies and enhancing resilience. It reduces waste, lowers production costs, lowers CO2 emissions and creates a more sustainable industrial model that benefits the environment and enhances economic competitiveness.

The ambition of the Clean Industrial Deal is to make the EU the world leader on circular economy by 2030.

EU industry is a front runner in circularity. But these efforts are currently hampered by the absence of scale and a single market for waste, secondary raw materials, reusable materials and lead markets.

“

EU CLEAN INDUSTRIAL DEAL, 26/02/2025

Safe, **efficient**, circular



Highly specialised industry



Transports to the best facility (not the closest)



Economies of scale



Close material loops and avoid extraction

Not **efficient**, not circular

- **Procedural burdens and delays**
 - Up to one year!
 - Costs, capacity, environmental and health and safety risks
- **Different definitions, interpretations and classifications**
 - Uncertainty
- **Illegal waste trade**
 - Distorts competition
- **Trade restrictive measures**
 - Hampered circular economy models



Waste and the ADR/RID



Legal certainty for waste needed in ADR/RID

Classification



- Waste are very often mixtures of DG of unknown origin or composition
- Classification was the main problem
- Simplified classification system developed
- Including provision on shipping name for waste

Transport documents



- Estimated quantity for waste now possible

New UN number



- Transport of damaged packaging was not possible
- New UN number, 3509, for discarded, empty uncleaned packaging to be carried for disposal, recycling or recovery was created

Packaging rules



- As new products, DG are packaged for transport in a very specific position, with a combination packaging specifically tested and certified for this purpose
- For liquid DG in plastic packagings, the exact composition must be known to ensure and perform the required chemical compatibility tests

Transport in bulk



- Dedicated rule to enable transport of asbestos waste in bulk

Intermodal shipments of waste

- **Main principle remains:** efficiency and usability
- **Sufficient quantities needed to be efficient, either from a big producer or from a transfer station**
- **Good for ‘tailor-made’ projects, specific & far locations**
- **Limited ‘offer’ (train or shipment operators)**
- **Matching waste shipment documents with intermodal logistic can be complicated, ‘interpretations’ of legislation are needed as some cases are not considered**
- **Flows are not homogeneous; traffic routes have greater flows on some sections, which may make it more expensive or difficult to guarantee volume**
- **Most common experience reported is combination water transport (inland waters or sea) + road transport**
- **Advantages for rail is easier planning due to fixed schedules, but sufficient infrastructure is needed**

The example of Austria

- **Frontrunner is transport of waste by rail**
- **Mandatory from certain thresholds** (quantity and distance)
- **Bad implementation**
 - Rail transport prices increased in 20% (50% more expensive when compared to road transport)
 - WM operator obliged but not producer nor railway operator
- **3 MT currently transported by rail with increase potential of additional 3-5 MT would still only represent** (less than) **10% of total waste treated at very high costs**
- Economically viable only from certain distance but similar measures not foreseen in neighbouring countries
- **Positive experience:** power of public procurement that enabled infrastructure development by including rail transport in tender requirements, without additional cost for MW operator

Thank you for your attention!

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