



European Union Network for  
the Implementation and Enforcement  
of Environmental Law

# IMPEL-TFS NCP Best Practice Meeting

**30 September- 1 October 2014**  
**Rome, Italy**



**Report: March 2015**

## **Introduction to IMPEL**

The European Union Network for the Implementation and Enforcement of Environmental Law (IMPEL) is an international non-profit association of the environmental authorities of the EU Member States, acceding and candidate countries of the European Union and EEA countries. The association is registered in Belgium and its legal seat is in Brussels, Belgium.

IMPEL was set up in 1992 as an informal Network of European regulators and authorities concerned with the implementation and enforcement of environmental law. The Network's objective is to create the necessary impetus in the European Community to make progress on ensuring a more effective application of environmental legislation. The core of the IMPEL activities concerns awareness raising, capacity building and exchange of information and experiences on implementation, enforcement and international enforcement collaboration as well as promoting and supporting the practicability and enforceability of European environmental legislation.

During the previous years IMPEL has developed into a considerable, widely known organisation, being mentioned in a number of EU legislative and policy documents, e.g. the 7th Environment Action Programme and the Recommendation on Minimum Criteria for Environmental Inspections.

The expertise and experience of the participants within IMPEL make the network uniquely qualified to work on both technical and regulatory aspects of EU environmental legislation.

Information on the IMPEL Network is also available through its website at: [www.impel.eu](http://www.impel.eu)

<b>Title report:</b> IMPEL-TFS NCP Best Practice meeting	<b>Number report:</b> 2014/02
<b>Project manager:</b> Mr. Huib van Westen The Netherlands Ministry of Infrastructure and the Environment - Human Environment and Transport Inspectorate (ILT)	<b>Report adopted at IMPEL General Assembly:</b> Written procedure, March 2015
<b>Authors:</b> Mr. Huib van Westen	<b>Number of pages: 20</b> Report: 13 Annexes: 7
<b>Summary:</b> The IMPEL-TFS NCP Best Practice meeting was attended by 30 persons from 24 IMPEL member countries. The programme covered several national case studies about practical WSR enforcement cases and experiences from Italy, the Netherlands, Belgium, and Estonia. The IMPEL-TFS Secretariat gave an update on the several 2014 projects, the Netherlands gave also an update on the IMPEL TFS TRIT project, Scotland presented the latest update on Enforcement Actions III project including the repatriation manual. A joint session with the Steering Committee took place to discuss the projects for 2015. The meeting furthermore underlined the importance and value of the network of NCPs. Several recommendations were given done to the NCPs, the Steering Committee, IMPEL and the European Commission.	
<b>Project team</b> Network of National Contact Points of the TFS cluster.	
<b>Disclaimer:</b> This report is the result of a project within the IMPEL network. The content does not necessarily represent the view of the national administrations or the European Commission.	

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## 1 INTRODUCTION

International cooperation and alignment is extremely important when it comes to the enforcement of the European Waste Shipment Regulation (WSR) 1013/2006. Previous IMPEL-TFS projects showed that it is very much needed to work together as competent authorities. The enforcement of the WSR is challenging and can only be tackled by joining forces on an international level and by creating an equal counterpart for the international waste trade and environmental criminals that act globally.

To improve the collaboration and alignment of enforcement, frequent contact between the enforcers in different countries is necessary. Therefore it would be very helpful if enforcers have structural cooperation, personal contacts and frequent occasions to strengthen their network, exchange experiences and best practices and align their WSR enforcement activities together.

This project focuses on the IMPEL-TFS National Contact Points (NCPs) and the main goals of the best practice meeting are:

- Strengthen the network of NCPs involved in the enforcement of the WSR
- Exchange information, working methods and experiences
- Inform participants on new developments

All this is to improve enforcement activities of the Waste Shipment Regulation and to stimulate consistent application of its provisions.

To reach these goals the IMPEL-TFS NCP Best Practice meeting is organised every year. Furthermore the NCPs attend almost every year a separate meeting of half a day prior to the yearly IMPEL-TFS conference. In 2008 the first NCP meeting was organised. This is the report of the eighth meeting where the NCPs exchanged their experiences. The meeting took place on 30 September and 1 October in Rome, Italy. There were 30 people representing 24 European countries and the IMPEL secretariat.

The agenda and the participants list are included in **Annex I and II** of this report. The best practice meeting covered several activities on experiences of WSR enforcement in practice, updates about relevant TFS activities and a survey amongst the participants and the IMPEL-TFS network to generate input for the Steering Committee of IMPEL-TFS on future activities and the commitment for IMPEL-TFS. More details about this project can be obtained through the IMPEL-TFS Secretariat or the project management of the IMPEL-TFS NCP Best Practice meeting.

## 2 EXCHANGE OF EXPERIENCES

The IMPEL-TFS NCP Best Practice meeting covered several presentations about practical WSR enforcement cases and experiences from the IMPEL members. Italy, the Netherlands, Belgium and Estonia shared their latest experiences with the participants. The IMPEL-TFS Secretariat gave an update and progress on the running projects as well the issues shared recently via Basecamp. Scotland presented the update on the Enforcement Actions III project including the new repatriation manual. The Netherlands gave an update on the TRIT project. All presentations and relevant documents are available on the protected web area 'Basecamp' that can be reached through the website of IMPEL [www.impel.eu](http://www.impel.eu). A login and password can be obtained (for environmental and/or enforcement authorities only) through the Secretariat of IMPEL-TFS.

### The Netherlands

The Human Environment and Transport Inspectorate from the Netherlands, represented by Ms. Marina de Gier gave an update on the IMPEL TFS TRIT project. TRIT stands for 'Tool to Review the impact of new and existing legislation on TFS'. The project is focused on the unforeseen effects of other European and National legislation in relation to the Waste Shipment Regulation (WSR). These effects could be for example: change of transport routes, change of composition (mixtures) or problems with the enforceability of the WSR.

The objective of the project is to develop a tool to:

1. Show regulators the unintended consequences of new legislation and advising how to avoid or minimize future problems;
2. Use the outcomes of the assessment to support the drafting of the inspection strategies of competent authorities;
3. Use limited resources more effectively.

Due to the lack of finance this project will only collect and report examples. The development of a checklist and a web based tool is not possible without financial support.

The examples were about:

- Contaminated packaging waste due to differences between national legislation and the Packaging Directive.
- Waste destined for disposal sent as waste destined for recycling due to differences in landfill costs.
- Illegal e-waste shipments due to differences in implementation of the WEEE Directive.
- Illegal trade in metal waste between EU and non-OECD countries due to lack of take back requirements for non hazardous waste in the Basel Convention.
- Waste registered under REACH will be seen as fulfilling the End of Waste criteria.
- Abuse of End of Waste criteria when the involved countries using national policy to consider it as waste while the other involved country considered it as non-waste.
- The shipment of plastic waste containing flame retardants under the green list in relation to the Amendment to Annexes IV and V of POP Regulation 2004/850/EC.
- Waste falsely declared as Animal by-product or the other way around in relation to the animal by-product Regulation 1774/2002.
- Waste falsely declared and shipped as products using national and harmonised product standards as CE.
- Shipments of mixed wood containing contaminants in relation to the subsidies on bio mass for energy production.

First conclusions of these collected examples are that there are common elements:

- Differences between legislation for products and end of waste criteria
- Differences in the implementation in national law of Directives

It was requested to deliver more examples or common elements before the end of October 2014.

### Scotland

The project leader of the Enforcement Actions III (EA III) project Mrs Katie Olley, also representing the Scottish Environmental Protection Agency, gave an update about the EA III project and the repatriation manual updated under this project.

The results for 2014 so far:

- Physical inspections = 1978
- Administrative inspections = 7406
- Total waste inspections = 1424
- 17 countries submitted results so far:  
Austria, Belgium, Cyprus, Czech Republic, Denmark, England, France, Germany, Ireland, NL, NI, Norway, Poland, Scotland, Slovenia, Sweden, Switzerland
- Greece & Italy joining

There was an update of the meeting held in Edinburgh in May which was focused on smarter exchanges, verification of destinations and the update of the repatriation manual.

The results so far on:

- Only cover repatriations
- Remove repetition
- Hyperlink legislation
- Use simplified flow chart
- Case studies
- Cannot prohibit future shipments during investigation
- Update forms
- Change letters
- Timescales
- Evidential requirements

There are still some outstanding issues like the use of certain documents, etc.

The NCP's will receive the manual in January 2015 and it's foreseen to be adopted in April 2015.

Mrs Olley presented further the successful use of webinars and the exchange of inspectors.

### The Netherlands

The Human Environment and Transport Inspectorate from the Netherlands, represented by Mr. Gerrit Markvoort, shared their experiences on Digesters.

The issues concerning the risks for the Environment, Human health and the possible illegal transport of waste were explained.

Another important topic raised was the necessary multi agency cooperation on a national and international level. Due to the possible mislabelling or use of false documents like e.g. transport waste as animal by-products or vice versa it's important that there is awareness about this problem in all involved authorities. It was further recognised that in some cases there are differences in classification in several Member States.

### Fieldtrip

The Italian Corpo Forestale dello Stato had organised a very interesting Fieldtrip. They showed how they are using drones in the fight against Environmental Crime. There was also a demonstration from the mobile units which are used for sampling and analyzing waste. The demonstration of the use of helicopters to fight against Forrest fires was impressive.



### Belgium

The Flanders Environmental Inspectorate representing Belgium and represented by Mr. Bart Palmans presented a case study concerning End of Life ships. In this particular case there was a vessel loading second hand cars West Africa in the port of Antwerp. After discharging all these cars the vessel would be heading to India for being dismantled there in Alang. Based on the information received from the European Commission, the Flemish Environmental authorities and a NGO the Flemish Inspectorate detained the vessel after it was considered a waste.

Because the ship was still transporting cargo other informed authorities in the European Union did not consider the vessel as waste. The Flemish authorities took a different position. This led to the fact that the vessel finally was dismantled in Turkey. The shipment to Turkey was notified and permitted by the Belgian and Turkish competent authorities.

### Estonia

The Estonian Environmental Inspectorate represented by Mr. Rene Rajasalu presented some recent important enforcement cases in Estonia. Most of them were related to the import of waste into Estonia from several countries in and outside the European Union. Huge amounts of asphalt waste were imported from the Netherlands. After sampling and analyzing the Estonian authorities considered the waste as hazardous, but after a second

analysis in the Netherlands the waste was considered as non- hazardous. The challenges due to the import of second hand cars/ end of live vehicles from Germany, United Kingdom and the United States of America were presented.

Another topic in the Baltic region are the illegal shipments of hazardous waste in mini-vans or in the trunk of cars. Often lead acid batteries are illegally transported.

### Italy

Mr. Marco Avanzo representing The Italian Corpo Forestale dello Stato presented the activities which are and have been carried out by his organisation.

This police corps is training and educating their personnel on several environmental topics like waste and CITES.

In 2013 a National operation on E-waste was held. This led to the detection of many illegal transports of e-waste to West African countries and to arrests and seizures. In Italy it has been proven that illegal waste shipments are related to organised crime and white collar crime.

A number of illegal waste shipments were also detected in Italy which were on their way to North Africa, the Middle East and to the Far East.

It was also shown that the Corpo Forestale cooperates with the Anti Mafia organisations and with Italian Customs.

### Joint session Steering Committee and the NCPs

The people mentioned below are members of the Steering Committee:

- Jon Engström (Chair, Sweden)
- Kevin Mercieca (Malta)
- Magda Gosk (Poland)
- Allison Townley (United Kingdom)
- Marina de Gier (Netherlands)
- Gabriele Hirth (Germany)

(Not all members of the Steering Committee were able to participate the meeting)

The IMPEL-TFS Secretariat was represented by Nancy Isarin.

The main focus of this joint session was the new structure of IMPEL. Mr Jon Engström presented the new structure, the reasons for this new structure and specifically the relation with the TFS cluster.

The reasons to change the existing structure are:

- Need to focus our work and broaden the scope of the TFS cluster
- Need to identify the implementation GAP
- Better communication (internal/external)
- Meet the needs of the 7th EU Environment Action Program (EAP) agenda to strengthen the implementation of environmental law across Europe

Another proposal of the task group is to expand the TFS cluster with the topic 'waste'. The other clusters will be Nature, Water and Land, Industry and the cluster Cross Cuttings.

There will be also a cluster management group which is working under the board.

Most likely the Steering Committee needs to be expanded with participation of the other waste topics like Landfills, Producer responsibility, End of Waste group and (representatives) of the TFS NCP Group.

On medium term it will become clearer how the new structure will look like and how work is going to be organised.

The following projects were proposed for the new cluster Waste and TFS:

- Inspection planning
- Landfill project
- TFS Conference
- NCP Best Practise Meeting
- Enforcement Actions 2015

These proposals will be discussed during the General Assembly in December 2014 which will be held in Rome.

#### Updates by the IMPEL Secretariat

The IMPEL Secretariat represented by Ms. Nancy Isarin gave an overview about the last year's discussions on Basecamp.

- Modus information
- Chlorine in fuel
- Classification of waste solar panels
- Postponement policy
- Illegal shipment of HCFC-22 from China to Iceland
- SRF/RDF (17)
- Annex IB: actual date of shipment (12)
- WEEE Directive: classification (20)
- R1 versus D10
- Shredded depolluted ELVs (6)
- Role of transit countries (9)
- Export of old fishing boats less than 500 tonnes (7)
- Classification of electronic scrap
- Classification of used truck tyres
- Modus info (same as on General info)
- Request for national guidance on completing annex VII
- Price of waste textile

It was suggested to use the 'General IMPEL TFS information' on Basecamp for these kinds of discussions because most of the topics are not only related to projects like Enforcement Actions or NCP's.

The general procedure for project proposals was presented. This made clear where to look at, what documents or templates to use and what the procedure is during the several stages from the generation of the idea through the adoption by the General Assembly.

#### Any other business

At the end of the meeting there was some time to discuss any other business. It turned out that very practical issues were discussed such as:

The Czech Republic wanted to know the opinion from other countries how to handle detected illegal shipments which are imported from non- OECD countries. Does the

shipment need to be repatriated or could it be disposed or recycled in the country of import? Several options were given by the Member States, and it was agreed to give more feedback via Basecamp.

Latvia raised the point that notifications sometimes were sent to them in different languages. They've asked to send the notifications in English. Another remark was the fact that not in every country printed emails are seen as official documents.

### 3 THE NCP NETWORK

This was the eighth meeting of the NCP network. It is noticed again that people feel comfortable and give their opinion on the topics and issues presented and discussed. It was noticed that the network is still growing, and it is useful to deal with the challenges in daily practise. In order to keep up the communication and the good contacts outside the meetings, it is important that there is confidence and open communication. During the informal part of the programme and as well during the fieldtrip the participants discussed their own specific TFS matters and 'are dealing their business' with their other European colleagues. The personal contacts are very important in international collaboration. Enforcement officers are more likely to contact their counterparts outside their own country when they have met each other on several occasions. This is also noticed for the people which are more working at the advising/ permitting part of the work and which are often involved in the repatriation of illegal shipments. It is also a matter of understanding of the different situations in each member country of IMPEL-TFS. These results of the NCP Best Practice meeting are difficult to measure or show to the outside world but they are maybe the most important results of these meetings.

Almost all EU Member States were represented as well as the EEA country Norway and IMPEL member Kosovo. Also Serbia was represented, the costs for their participation were covered by the ECRAN project. There was again unfortunately no budget available for organizing a field trip and for renting a meeting room. The Italian Corpo Forestale dello Stato hosted this meeting very well. The meeting was held in their office and they funded the Field trip, every day transport between hotel and meeting rooms and also one diner.

The value of this yearly NCP Best Practice meeting helps to learn the NCPs about WSR enforcement and TFS activities and to improve the enforcement activities in their own countries. Some countries have a lot of experience and are more advanced in their WSR enforcement methods, and other countries are just starting up their own activities. Therefore it is very important to create a platform for the enforcers where they can learn from each other such as the NCP Best Practice meeting. Especially the presented practical waste shipment cases are mentioned as very useful when the participants are sharing their opinion.

## 4 RECOMMENDATIONS

The recommendations that came out of the IMPEL-TFS NCP Best Practice meeting are listed per target group below and are actually similar to those of previous years:

### *For the IMPEL-TFS NCPs*

- Keep on collaborating nationally and internationally, contact other NCPs on a frequent basis for a better understanding and cooperation;
- Share your opinion with the IMPEL-TFS network and the Steering Committee to create input for the work of IMPEL-TFS;
- Participate actively in IMPEL-TFS activities and projects;

### *For the IMPEL-TFS Steering Committee*

- The Steering Committee should be using the network of NCPs frequently to gather input and information for their activities and to create support for their activities. This means that the Steering Committee also have to contact the NCPs of the countries which are not represented in the Steering Committee;

### *For IMPEL*

- Adopt the ToR for the IMPEL-TFS Best Practice Meeting 2015 and keep on supporting this project in the future;
- Support the work and the exchange of Best Practices also with resources so that these meetings can be attended by at least one representative of each Member State and by invited experts.
- Support the work of the cluster TFS/ Waste in general and keep this network of professionals with this focus in place.

### *For the European Commission*

- Create the necessary support and resources for the NCPs and the IMPEL-TFS network to help them in doing their work;
- Keep on raising awareness and the political profile for implementation and enforcement of the European WSR;
- Support IMPEL-TFS in the third-country-collaboration;
- Stimulate enforcement partners such as Environmental Inspectorates and Agencies, Customs and Police to set-up or continue activities in WSR enforcement.

**ANNEX I - PROGRAMME****IMPEL-TFS NCP Exchange Days 2014**  
*30 September – 1 October, Rome, Italy*

<b>08.30 – 09.00</b>	<b>Registration</b>
<b>09.00 – 09.15</b>	<b>Word of welcome by host organisation</b>
<b>09.15 – 09.30</b>	<b>Introduction by Huib van Westen</b> <i>Agenda, and feedback previous NCP exchange days</i>
<b>09.30 – 10.15</b>	<b>Experiences combating illegal waste shipments in Italy</b> <i>presented by: Marco Avanzo</i>
<b>10.15 - 10.45</b>	<b>Case study on Digesters</b> <i>presented by: Gerrit Markvoort</i>
<b>10.45 – 11.00</b>	<b>Coffee break</b>
<b>11.00 – 11.45</b>	<b>Repatriation manual Enforcement Actions III</b> <i>Update presented by: Katy Olley</i>
<b>11.45 – 12.00</b>	<b>Video Operation Demeter III</b>
<b>12.00 – 13.00</b>	<b>Lunch</b>
<b>13.00 – 17.00</b>	<b>Study trip to Rome Urbe Airbase</b> <i>Demonstration of helicopters, mobile laboratories, field instruments for the analysis of wastes.</i>
<b>19.00 – 22.00</b>	<b>Dinner</b>

<b>09.00 – 09.30</b>	<b>Case Study Belgium</b> <i>Presented by Bart Palmans</i>
<b>09.30 – 10.00</b>	<b>Best practise enforcement activities WSR in Estonia</b> <i>presented by: Rene Rajasalu</i>
<b>10.00 – 10.45</b>	<b>IMPEL TFS TRIT project</b> <i>Update presented by Marina de Gier</i>
<b>10.45 – 11.00</b>	<b>Coffee break</b>
<b>11.00 – 11.15</b>	<b>Outcomes 2014 projects and progress running projects</b> <i>Update by Nancy Isarin</i>
<b>11.15 – 12.30</b>	<b>Joint session with the IMPEL TFS Steering Committee:</b> <ul style="list-style-type: none"> <li>- <i>New structure of IMPEL</i></li> <li>- <i>Project proposals for 2015</i></li> </ul>
<b>12.30 – 13.00</b>	<b>AOB</b>
<b>13.00 – 14.00</b>	<b>Farewell lunch</b>

## ANNEX II – PARTICIPANTS LIST

NCP participants October 2014				
Country	Title	First name	Last name	E-mail
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## ANNEX III – TERMS OF REFERENCE

No	Name of project
2014/02	IMPEL-TFS Best Practice meeting 2014

### 1. Scope

<b>1.1. Background</b>	<ul style="list-style-type: none"> <li>• International cooperation and alignment is very important when it comes to the enforcement of the European Waste Shipment Regulation (WSR) (EC) No 1013/2006;</li> <li>• Previous and running IMPEL-TFS projects showed that it is very much needed to work together as competent authorities. The enforcement deficit of the EU waste shipment regulation remains serious.</li> <li>• To improve the collaboration and alignment of enforcement, frequent contact between the European enforcement authorities is necessary. Therefore it would be very helpful if enforcers have structural, personal and frequent contact moments where they can strengthen their network, exchange experiences and best practices, discuss ongoing cases and align their WSR enforcement activities together.</li> <li>• This project focuses solely on the exchange of information and experience by workshops, where the running IMPEL-TFS Enforcement Actions III Project intends to stimulate practical enforcement by joint actions, inspectors exchange-programmes and other activities. The target group overlaps partly.</li> </ul>
<b>1.2. Link to MAWP and IMPEL's role and scope</b>	<p>The IMPEL-TFS cluster MAWP covers 2011-2015 and this project links to the following key partners, strategic goals and themes of the TFS cluster:</p> <p><u>2. Key Partners</u>: Competent Authorities (with links to the other key partners);</p> <p><u>3. Strategic Goals 1, 2 and 3</u>: Increased Awareness, Capacity Building and Improved Cooperation;</p> <p><u>4. MAWP Themes 3 and 4</u>: Better Collaboration Enforcement Partners and Interpretation Issues.</p>
<b>1.3. Objective (s)</b>	<ul style="list-style-type: none"> <li>- exchange information, working methods, case studies and experiences</li> <li>- inform participants on new developments</li> <li>- strengthen the network of NCP's involved in the enforcement of the WSR 1013/2006</li> </ul> <p>To improve enforcement activities of the Waste Shipment Regulation and stimulate consistent application of its provisions.</p>
<b>1.4. Definition</b>	<p>The objectives will be achieved by organising a 2 day workshop. The following (and other) topics can be in the programme:</p> <ul style="list-style-type: none"> <li>- experiences with enforcement of the Waste Shipment Regulation 1013/2006</li> <li>- a better view on the waste shipment industry</li> <li>- export of waste outside the EU (in relation to Basel Convention, (EC) No1418/2007) and (EU) 674/2012)</li> <li>- generating input for the IMPEL-TFS Steering Committee by discussing new project proposals</li> <li>- enforcement case studies</li> <li>- Field trip</li> </ul>

	This is different than the IMPEL-TFS Enforcement Actions III Project which mainly focuses on the joint WSR enforcement activities and the enforcers itself
<b>1.5. Product(s)</b>	1. 1 workshop of two days, September 2014 2. Report

## 2. Structure of the project

<b>2.1. Participants</b>	National Contact Points (NCP's) of IMPEL-TFS (or their representatives)
<b>2.2. Project team</b>	- IMPEL-TFS Secretariat - The Netherlands (Mr Huib van Westen) - Hosting country (to be decided)
<b>2.3. Manager Executor</b>	The Netherlands (Human Environment and Transport Inspectorate)
<b>2.4. Reporting arrangements</b>	Report to the IMPEL-TFS Steering Committee and IMPEL General Assembly.
<b>2.5 Dissemination of results/main target groups</b>	IMPEL-TFS NCP's, enforcers of the Waste Shipment Regulation.

## 3. Resources required

<b>3.1 Project costs and budget plan</b>		<b>2014</b>	
	<u>1. Overhead (organisation) cost (€):</u>		
	<u>2 Project meeting costs (€):</u>		
	<u>Meeting 1<sup>1</sup> Workshop NCP's</u>		
	No of Participants:	<b>30</b>	
	Travel <sup>2</sup> :(360€)	10.800	
	Accommodation <sup>3</sup> ; 2 nights (90€)	5.400	
	Catering: (30*25)	750	
	Venue	0	
	Transport Field trip	500	
	<u>3. Other costs (€):</u>		
<b>TOTAL project cost 2014 €</b>		<b>17.450</b>	
<b>3.2. Fin. from IMPEL budget</b>	<u>2. Project meeting costs (€):</u>		
<b>3.3. Co-financing by MS (and any other )</b>	<u>1. Overhead costs (€):</u> as co-financing contribution, committed by ...		
	<u>3. Other costs (€):</u> as co-financing contribution, committed by		
<b>3.4. Human from MS</b>	1 Preparations + attending the workshop.		

<sup>1</sup> specify, like Review Group Meetings, Workshop etc.

<sup>2</sup> normative: €360/person

<sup>3</sup> normative: €90/person/night

#### 4. Quality review mechanisms

Each workshop will include an evaluation. The Project manager will regularly report the process and outcomes to the IMPEL-TFS Steering Committee and the IMPEL General Assembly.

#### 5. Legal base

<b>5.1. Directive/Regulation/Decision</b>	- European Waste Shipment Regulation (EC) No 1013/2006 - Commission Regulation (EC) 1418/2007 concerning the export of certain wastes for recovery to NON-OECD countries
<b>5.2. Article and description</b>	The enforcement activities are based on the EC Regulation (EC) No 1013/2006 on the supervision and control of shipments of waste within, into and out of the European Community. This is directly applicable in all Member States of the EU. Article 50 requires Member States to enforce the regulation and to check shipments and to cooperate bilaterally or multilaterally with one another in order to facilitate the prevention and detection of illegal shipments.
<b>5.3 Link to the 6<sup>th</sup> EAP</b>	Articles 3(2) and 9(d) of the 6 <sup>th</sup> EAP.

#### 6. Project planning

<b>6.1. Approval</b>	11th IMPEL General Assembly,.
<b>(6.2. Fin. Contributions)</b>	
<b>6.3. Start</b>	January 2014
<b>6.4 Milestones</b>	<ol style="list-style-type: none"> <li>1. Project plan March 2014</li> <li>2. Workshop September 2014</li> <li>3. Final Report December 2014</li> </ol> <p>Project planning Phase 1 Adoption of this ToR IMPEL GA Phase 2 Project plan March 2014 Phase 3 Workshop: September 2014 Phase 4 Final Report: December 2014 Phase 5 Project report presentation: 2015 (IMPEL General Assembly)</p>
<b>6.5 Product</b>	Report in December 2014
<b>6.6 Adoption</b>	IMPEL General Assembly (depends on date of assembly)