



European Union Network for the Implementation
and Enforcement of Environmental Law

IMPEL-TFS NCP Best Practice Meeting

*29-30 September 2015
Ljubljana, Slovenia*

Final Report: March 2016

Report number: 2015/07



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

Title report: IMPEL-TFS NCP Best Practice meeting	Number report: 2015/07
Project manager: Mr. Huib van Westen The Netherlands Ministry of Infrastructure and the Environment - Human Environment and Transport Inspectorate (ILT)	Report adopted at IMPEL General Assembly: Spring 2016
Authors: Mr. Huib van Westen	Number of pages: Report: 14 Annexes: 11
Summary: The IMPEL-TFS NCP Best Practice meeting was attended by 34 persons from 27 IMPEL member countries. The programme covered several national case studies about practical WSR enforcement cases and experiences from Cyprus, Ireland, France, Kosovo and Slovenia. The IMPEL-TFS Secretariat gave an update on the outcomes of the latest correspondence meeting. Germany gave an update on the Waste Inspection Planning project and Guidance on WEEE. The communication group was introduced by Norway, a joint session with the Steering Committee took place to discuss the projects for 2016,. 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.	
Project team Network of National Contact Points of the TFS cluster.	
Disclaimer: 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. The NCPs attend almost every year also a separate meeting of half a day prior to the yearly IMPEL-TFS conference. This year the NCP Best Practice Meeting was held back to back with the annual IMPEL TFS conference. Other years the NCP's also meet during a half day prior to the annual TFS Conference. In 2008 the first NCP meeting was organised. This is the report of the ninth meeting where the NCPs exchanged their experiences. The meeting took place on 29 and 30 September in Ljubljana, Slovenia. There were 34 people representing 27 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. France, Slovenia, Kosovo, Ireland Cyprus shared their latest experiences with the participants. Germany gave an update and progress on the running Waste Shipment Inspection Planning project, the IMPEL Secretariat gave an overview on the latest items which were discussed during the Correspondence meeting and the IMPEL communication group introduced themselves. 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. A login and password can be obtained (for environmental and/or enforcement authorities only) through the Secretariat of IMPEL.

France

The Office Central Environment Santé Publique (OCLAESP) from the French Gendarmerie, represented by Ms Amelie Frey presented the background of this organisation, the mission of this specialised unit and she presented some best practises.

OCLAESP was founded in 20004 and is a National criminal investigation unit with 367 specialised investigators and they are fighting against environmental and public health crime (including doping). The unit has two divisions, an intelligence division and an investigation division.

The mission of OCLAESP is:

- Monitoring and analyzing criminal behaviors
- Collecting and managing intelligence
- Participation in the implementation of standards
- Participation in trainings and awareness sessions
- Processing international police cooperation requests
- Leading, managing and coordinating judicial police investigations regarding :
 - o Waste / ICPE (COMAH sites) / INB (Basic Nuclear Facilities), Phytopharmaceuticals (pesticides), CITES, Water pollution and Asbestos
 - o Medical infringements, Sanitary and Food Safety, Anti-Doping

OCLAESP is working together with many national and international organisations and networks.

Also two best practises were presented.

One case concerning the export of so called 'tripled tyres' to Cameroon. The shipment was declared as export of new tyres but after inspection waste tyres, end of live vehicles and a fridge were found. Another case was concerning the illegal export of WEEE in bulk to Hong Kong. Waste was declared in the ship manifest as used computers but in the Annex VII document as waste metal.

After a three year investigation the exporter will be prosecuted for the illegal export of 111 containers of WEEE and forgery.

Some of the conclusions of OCLAESP concerning illegal waste exports are that they are difficult to detect due to misdeclaration (forgery) and the lack of information/ intelligence.

Slovenia

The Slovenian Police, represented by Mr Benjamin Franca informed the NCP's concerning the challenges they achieve in Slovenia related to TFS inspections and prosecutions.

In the legal system of Slovenia depending on criteria some cases are enforced by administrative law or by criminal law. Criteria for this are seriousness of the violation and how much damage they will occur. This is based on the description of offences in EU Directive on the protection of the environment through criminal law 2008/99.

Article 3 of this Directive says: *'which causes or is likely to cause death or serious injury to any person or substantial damage to the quality of air, the quality of soil or the quality of water, or to animals or plants'*;

Due to this fact the Slovenian Police are facing challenges with:

- If a case should be enforced by criminal or administrative law
- To define 'substantial damage' and 'serious injury'
- a good interpretation of the results of analyzes
- Investigators requires a high level of knowledge in the field of administrative environmental law and criminal law
- The crime scene investigation could be dangerous and harmful so there is a need for protective and measuring equipment
- The need for additional expertise

One of the trends the Slovenian Police is seeing is that individuals from mainly eastern European countries illegally collecting hazardous waste like car batteries.

There might be a link to other types of crime



Communication group

This new group was introduced by Ms Magdalena Kwarta from the Norwegian Environment Agency. The IMPEL Communication Working Group (ICG) was established by the board in January 2014 to implement the communications strategy 2009 and the subsequent 'developing and implementing IMPEL communications' plan created in 2013

The Target group will be:

- IMPEL Members (inspectors, regulators, enforcers and permit writers),
- National Coordinators and representatives (internal),
- The European Commission,
- Relevant European Institutions e.g. The European Parliament and its committees, and
- National, regional or local environmental authorities and its representations

The role of the Communication group will:

- ensure by their activities that the IMPEL target groups (internal and external) are fully aware of the Network, what it does and what it has achieved.
- to professionalize and promote IMPEL and its work. It supports project managers in communicating the results of their projects, supports the Board in communicating key network messages and supports the Secretariat in enhancing the strength of internal and external communications.

Main objectives:

- Improved communication within IMPEL and with target groups. Existing information and expertise will be more accessible, expertise is more actively exchanged and disseminated and communication in the member countries internally is supported.
- More professional quality of the communications. Communication tool and templates are typical 'IMPEL', using the improved house style formats and are accurate and consistent.
- Enhanced visibility and effectiveness of IMPEL communications. The internal and external target groups recognize what IMPEL does and what it has achieved.

The group members are:

- **Nancy Isarin** - leading the group on executive level

Gate keepers:

- **Alessandra Negrioli and Alessandro Inverso** (Lombardia) – Water&Land
- **Suzanne Gauci** (MEPA) – X- cutting
- **Rob Hayes** (EA) – Industry and Air
- **Lenka Nemcova** (CZ) – Nature Protection
- **Koen de Kruif** (DCMR) – Industry and Air
- **Magdalena Kwartka** (NEA) – Waste and TFS

Kosovo

Challenges as a non party of the Basel Convention and non- OECD in Europe were shared by Ms Florije Kqiku representing The Inspectorate for the Ministry of Environment and Spatial Planning in Kosovo.

The Waste management Strategy and the National Waste Law were explained and they are based on EU legislation.

In Kosovo are a few recycling facilities for the recycling of waste plastic, waste paper and waste tires. There are several companies that deal with the collection of specific types of wastes, such as paper, plastics, metals, batteries, cans, tires, oils etc.

Due to the lack of waste recycling and processing facilities, a considerable part of these companies, deals only with the collection and pressing (compacting) of the recyclable collected waste, and then export them to other countries in the region, which have facilities for recycling of such waste.

Article 41 paragraph 1 of the Regulation (EC) No 1013/2006 of the European Parliament and of the Council of 14 June 2006 on the shipments of waste ("the EU Waste Shipments Regulation" states that the import of wastes for disposal in a Member State of the European Union from a third country, that is not a Party to the Basel Convention, is permitted only if there is a bilateral agreement or arrangement between the Member State and that third country.

*Article 11 of the Basel Convention of 22 March 1989 on the Control of Transboundary Movements of hazardous waste and their disposal (“the Basel Convention”) states that the import of waste from a non-Party to a Party is prohibited unless the Party and the non-Party enter into bilateral, multilateral or regional agreements or arrangements regarding transboundary movements of waste which comply with the requirements of that article.

Recent cases where the waste was exported from Kosovo to other countries were shared. In one of the cases the waste was recycled in the country of destination. In the others it was repatriated to Kosovo.

Fieldtrip

In the afternoon there was a visit to the port of Koper at the Adriatic sea. The port authorities explained the role of the port, the challenges they are facing concerning growth, nature and the touristic sector.

The figures show the cargo which is handled is still growing, the handling of containers with even 18%.

The port was presented as an important port, nr 1 largest container port in the Adriatic and the 2nd largest car terminal in the Mediterranean. Koper is an important port for the hinterland such as Hungary, Austria, Slovakia and Slovenia.



Also Slovenian customs presented their role in the port in relation to the import and export of waste. Several seizures were presented and also the close cooperation between customs and environmental authorities.

Ireland

Several best practices were shared by Ms Marese Feeney, representing the waste enforcement unit of Dublin City Council in Ireland.

In a case where an illegal shipment of WEEE, originally destined for West Africa, was repatriated from another EU it was shown that after years the costs at the end were paid by the authorities due to the fact the exporter was returned back to West Africa.

In another operation called 'Waste' there was detected a huge amount of WEEE and car parts on its way to be illegally exported from Ireland to West Africa.

Interesting was also that 69 stolen vehicles were detected during that operation.

A certain amount of those vehicles were destined for export.

Other cases presented were related to the export of x-ray waste and the export of contaminated waste paper.

The following challenges are remaining:

- High volume of mixed paper repatriations in 2015 & subsequent classification (Y46)
- Establishing the notifier
- Incorrect classification of hazardous waste shipments by notifiers
- High non-compliance rates with second-hand vehicle inspections
- Legal issues around prosecuting notifiers/brokers based outside the state
- Lack of awareness of the Regulations in the courts outside the main urban areas

Cyprus

Mr Demetris Demetriou representing the Ministry of Agriculture, Rural Development & Environment of the Republic of Cyprus shared the experiences and challenges on transit shipments.

In general there are two points where some challenges are remaining. One is what exactly needs to be considered as transit and the other one is related to tacit permission in cases of transit.

For the consideration what has to be seen as transit and related to that is it necessary that the transit shipment needs to be notified to the transit country or countries and do they need to give consent.

It's still not very clear what exactly has to be seen as transit. The example was giving, and it's maybe mainly related to shipments per container.

If a waste shipment loaded on a vessel with hundreds or maybe thousands of containers and the container will be not off loaded does this have to be seen as transit and is notification obliged? Or what if the ship not calls any port?

It's recognized that the member states have different opinions in the case the waste is not unloaded and stays on board.

Related issues are the fees which have to be paid in certain countries for notifications and the tacit permission.

Many waste shipments from Cyprus are destined for ports as Hamburg and Rotterdam. Before the vessels arrive in those ports they have to enter many other ports of transit. Due to the extra costs for all these notifications including administrative fees Cyprus has concerns if this can lead to less environmental sound management of waste because the costs are getting too high.

Cyprus suggested that in case that the term transit cannot be amended in certain cases there maybe can be considered a method of calculation the costs for administrative fees.

This issue is also discussed at the correspondence meeting.

Outcomes Correspondence meeting

The IMPEL secretariat represented by Ms Nancy Isarin gave an overview of the issues discussed at the latest correspondence meeting which was held in Brussels at 10 September 2015.

A brief overview was given from some of the 15 points which were on the agenda for this meeting:

The answers given by non OECD countries which are mentioned in column C and D from Regulation 1418/2007 needs to be seen as the responsibility of the exporter.

The provisions of Article 37 will be taking into account during the revision of the WSR.

Concerning the Electronic data interchange system a new study on technical and organisational requirements (to help the COM prepare an implementing act Art 26(4)). A study on the functioning of waste markets in de EU is carried out at the moment, this can be seen as a first step and will be used as input for the WSR review which the Commission has to be carried out by 31 December 2020.

Concerning the Transit of notified shipments (see the presentation of Cyprus) and related to unforeseen change of route/ports, tacit versus written consent or notification in general the correspondence will fill in a survey on this definition.

There was also discussed that:

- Ink-cartridges for re-fill will not be considered as waste
- There was no agreement on the guidance concerning Article 18

Correspondent guidelines on E-waste will be re-drafted based on the [Basel Convention interim technical guidelines](#) and the WEEE Directive. Austria will lead a small group for this. There is a need to gather comments from IMPEL participants on the practical implications of this new definition.

Guidance on Risk Assessment for Inspection plans: the guidance is being developed and will be coordinated with the IMPEL Waste Shipment Inspection Planning project.

The minutes of the correspondence meeting can be found at:

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

Furthermore there was given an update on the interim Basel Convention Technical Guidelines for E-waste. During the last Convention of Parties in May 2015 these guidelines were discussed but there was no consensus and no vote. As an alternative the guidelines were adopted on an interim-basis and Parties were invited to share the experiences with the guidelines.

Request for comments on experience in using the e-waste technical guidelines, and on the distinction between waste and non-waste

At its eleventh meeting, the Conference of the Parties adopted decision BC-11/4 in which it decided on further work and the establishment of a small intersessional working group (SIWG), to prepare draft revised technical guidelines for consideration by OEWG-9. At its twelfth meeting, in decision BC-12/5, the Conference of the Parties adopted, on an interim basis, the technical guidelines on transboundary movements of electrical and electronic waste and used electrical and electronic equipment, in particular regarding the distinction between waste and non waste under the Basel Convention. The Conference of the Parties also invited parties and others to use the technical guidelines and to submit, not later than two months before the thirteenth meeting of the Conference of the Parties, through the Secretariat, comments on their experience in so doing, and to provide comments on the issues mentioned in paragraph 5 of decision BC-12/5, to the Secretariat five months before the opening of the tenth meeting of the Open-ended Working Group for consideration at its meeting.

See also:

[http://www.basel.int/TheConvention/ConferenceoftheParties/Callforinformation/FollowuptoCOP12/tabid/4538/Default.aspx#LiveContent\[Request_7\]](http://www.basel.int/TheConvention/ConferenceoftheParties/Callforinformation/FollowuptoCOP12/tabid/4538/Default.aspx#LiveContent[Request_7])

Germany

Mr. Thomas Ormond from the Regional Authority of South Hessen representing Germany and project leader of the IMPEL Waste Shipment Inspection Planning project. An update on the project was given and the objectives and participants were presented.

Objectives

- Exchange of best practices and experiences regarding inspection plans;
- Development of a guideline for an Inspection Plan.

Participants:

- 22 IMPEL Member Countries showed interest.
- 16 MC (21 Competent Authorities) sent contributions so far

The results of a survey were:

- Several participating countries have already waste shipment inspection plans in place which can be used as examples, even if they do not meet exactly the requirements of the WSR amendment. In some cases translations are needed.
- Most countries will draft or adapt their IPs in 2016. This will happen in parallel to the drafting of the IMPEL guideline.
- A smart exchange of information between IMPEL and national level is thus crucial.
- There are considerable differences in control standards, staffing and planning practices between project countries. More differences are probable with non-participants.
- The “DTRT-TFS” guidance book is little known. As a basis for the WSIP guideline it may still be too theoretical. Practical examples for risk assessments etc. should be added.

The following topics are for discussion:

- What should be the elements of the risk assessment? What method is best?
- Should IMPEL give guidance on risk assessment or leave this to the European Commission?
- How do you identify the minimum number of inspections required?
- Should there be a clear focus on certain waste streams (e.g. WEEE, batteries, ELVs, mixed household waste)?
- In how far do you need police intelligence for effective inspections?
- Should the inspection plan also address the follow-up to inspections?
- What parts of the inspection plan are to be published?

Mr Ormond also raised on behalf of Lower Bavaria some interesting issues concerning classification of Waste Electric and Electronical Equipment (WEEE).

Joint session Steering Committee and the NCPs

The people mentioned below are members of the Steering Committee:

- Jon Engström (Sweden)
- Kevin Mercieca (Malta)
- Magda Gosk (Poland)
- Allison Townley (Chair, United Kingdom)
- Marina de Gier (Netherlands)
- Thomas Ormond (Germany)
- Bojan Pockar (Slovenia)
- Simonne Rufener (Switzerland)

Issues which were discussed and raised were:

- Next TFS conference will be held in May or June 2016
- Extension of the focus of the NCP meetings broader than just TFS, there was no commitment yet.
- A proposal for a new project for the exchange of TFS permit writers
- The NCP's were asked to come with project proposals.

Any other business

The two main topics which were discussed:

- Classification of Glycerin. Does it need to be considered as waste or by-product. Opinions were shared and decided that available information will be exchanged after the meeting via Basecamp and directly between countries.
- Norway raised the issue concerning the use of double Annex VII documentation. It seems several countries have experience with this issue which seems mainly related to the fact that the person who arranged the shipments needs to be under the jurisdiction of the country where the shipment starts. Experiences were shared but a European guidance would be very helpful.

3. THE NCP NETWORK

This was the ninth meeting of the NCP network. It is noticed that people feel comfortable and give their opinion on the topics and issues presented and discussed. It was noticed that the network 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. The mixture of enforcement officers with permit writers/ advisers is very valuable. 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 Switzerland and Norway. Also a non EU member which is IMPEL member was present, Kosovo.

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;
- Share the experiences you have and raise the topics during the year;

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 2016 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 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 like guidance in and clarification;
- 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.



IMPEL-TFS NCP EXCHANGE DAYS 2015

29 September – 30 September, Ljubljana, Slovenia Programme

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Tuesday 29 September 2015

08.30 – 09.00	Registration
09.00 – 09.15	Word of welcome by Mrs. Dragica Hržica, Chief Inspector, Inspectorate for the environment and spatial planning, Slovenia
09.15 – 09.30	Introduction by Huib van Westen, ILT, The Netherlands
09.30 – 10.00	Case study France "Dealing with waste trafficking : misstatement at departure" by Amélie Frey, OCLAESP, France
10.00 – 10.30	Work of Slovenian Police & TFS issues , by Benjamin Franca, Slovenia
10.30 – 10.45	Coffee break
10.45 – 11.15	Introduction IMPEL Communication group by Ms Magdalena Kwarta, Norway
11.15 – 12.00	Case Study Kosovo 'Challenges for a non-member of Basel and non- OECD' by Florije Kqiku, Kosovo
12.00 – 13.00	Lunch
13.00 – 18.00	Study trip to Port of Koper
19.00 – 22.00	Dinner

Wednesday 30 September 2015

09.00 – 09.30	Case Study Ireland by Marese Feeney, Dublin City Council, Ireland
09.30 – 10.00	Challenges with transit shipments by Demetris Demetriou, Cyprus
10.00 – 10.30	Outcomes 2014 projects and progress running projects
10.30 – 10.45	Coffee break
10.45- 11.15	Update project ‘Waste Shipment Inspection Planning’ and ‘guidance on WEEE’ by Thomas Ormond, Germany
11.15 – 12.00	Joint session with the IMPEL TFS Steering Committee: - <i>Project proposals for 2016</i>
12.00 – 12.45	Any other business, open discussion on relevant and recent topics
12.45- 13.00	Closure and wrap up , Huib van Westen
13.00 – 14.00	Lunch

Annex II – Participants List

NCP participants October 2015				
Country	Title	First name	Last name	E-mail
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Annex III – Terms of reference

TOR Reference No.:	Author(s): Huib van Westen
Version:	Date: 10 September 2014
TERMS OF REFERENCE FOR WORK UNDER THE AUSPICES OF IMPEL	

1. Work type and title

1.1 Identify which Expert Team this needs to go to for initial consideration	
Industry	<input type="checkbox"/>
Waste and TFS	<input checked="" type="checkbox"/>
Water and land	<input type="checkbox"/>
Nature protection	<input type="checkbox"/>
Cross-cutting – tools and approaches -	<input type="checkbox"/>
1.2 Type of work you need funding for	
Exchange visits	<input type="checkbox"/>
Peer reviews (e.g. IRI)	<input type="checkbox"/>
Conference	<input checked="" type="checkbox"/>
Development of tools/guidance	<input type="checkbox"/>
Comparison studies	<input type="checkbox"/>
Assessing legislation (checklist)	<input type="checkbox"/>
Other (please describe):	<input type="checkbox"/>
1.3 Full name of work (enough to fully describe what the work area is)	
IMPEL-TFS NCP Best Practice meeting 2015	
1.4 Abbreviated name of work or project	

2. Outline business case (why this piece of work?)

2.1 Name the legislative driver(s) where they exist (name the Directive, Regulation, etc.)
<ul style="list-style-type: none"> - 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 <p>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</p>

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.
According to the Regulation (EU)660/2014 from 16 May 2014 amending WSR 1013/2006 member states shall cooperate bilaterally and multilaterally in one another to facilitate the prevention and detection of illegal shipments.

2.2 Link to IMPEL MASP priority work areas

- | | |
|---|-------------------------------------|
| 1. Assist members to implement new legislation | <input checked="" type="checkbox"/> |
| 2. Build capacity in member organisations through the IMPEL Review Initiatives | <input type="checkbox"/> |
| 3. Work on 'problem areas' of implementation indentified by IMPEL and the European Commission | <input checked="" type="checkbox"/> |

2.3 Why is this work needed? (background, motivations, aims, etc.)

- International cooperation and alignment is very important when it comes to the enforcement of the European Waste Shipment Regulation (WSR) (EC) No 1013/2006;
- 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.
- 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.
- 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.

2.4 Desired outcome of the work (what do you want to achieve? What will be better / done differently as a result of this project?)

- exchange information, working methods, case studies and experiences
- inform participants on new developments
- strengthen the network of NCP's involved in the enforcement of the WSR 1013/2006

To improve enforcement activities of the Waste Shipment Regulation and stimulate consistent application of its provisions

2.5 Does this project link to any previous or current IMPEL projects? (state which projects and how they are related)

There is a difference with the IMPEL-TFS Enforcement Actions III project which mainly focuses on the joint WSR enforcement activities and the enforcers itself. The IMPEL TFS NCP's are a mixture between enforcement officers and permitting officers dealing also with repatriation issues.

3. Structure of the proposed activity

3.1 Describe the activities of the proposal (what are you going to do and how?)

The activities will be organising a 2 day workshop.

The following (and other) topics can be in the programme:

- experiences with enforcement of the Waste Shipment Regulation 1013/2006
- experiences with repatriations between member states or with third countries.
- a better view on the waste shipment industry
- export of waste outside the EU (in relation to Basel Convention, (EC) No1418/2007) and (EU) 674/2012)
- generating input for the IMPEL-TFS Steering Committee/ expert group by discussing new project proposals
- enforcement case studies
- Field trip

3.2 Describe the products of the proposal (what are you going to produce in terms of output / outcome?)

1. A two days workshop in September 2015
2. Report

3.3 Describe the milestones of this proposal (how will you know if you are on track to complete the work on time?)

1. Project plan March 2015
2. Workshop September 2015
3. Final Report December 2015

Project planning

Phase 1 Adoption of this ToR IMPEL GA

Phase 2 Project plan March 2015

Phase 3 Workshop: September 2015

Phase 4 Final Report: December 2015

Phase 5 Project report presentation: 2016 (IMPEL General Assembly)

3.4 Risks (what are the potential risks for this project and what actions will be put in place to mitigate these?)

4. Organisation of the work

4.1 Lead (who will lead the work: name, organisation and country) – this must be confirmed prior to submission of the TOR to the General Assembly)

Mr Huib van Westen, Human Environment and Transport Inspectorate (ILT), The Netherlands

4.2 Project team (who will take part: name, organisation and country)

IMPEL Secretariat

Hosting country (to be decided)

4.3 Other IMPEL participants (name, organisation and country)

National Contact Points (NCP's) of IMPEL TFS (or their representatives)
4.4. Other non-IMPEL participants (name, organisation and country)

5. High level budget projection of the proposal. In case this is a multi-year project, identify future requirements as much as possible

	Year 1 (exact)	Year 2	Year 3	Year 4
How much money do you require from IMPEL?	19880			
How much money is to be co-financed				
Total budget				

6. Detailed event costs of the work for year 1

	Travel € (max €360 per return journey)	Hotel € (max €90 per night)	Catering € (max €25 per day)	Total costs €
Event 1	11.520	5.760	1.600	18.880
<i>Workshop NCP's</i>				
<i>September 2015</i>				
<i>To be decided</i>				
<i>32</i>				
<i>2 nights</i>				
Event 2				
<i><Type of event></i>				
<i><Data of event></i>				
<i><Location></i>				
<i><No. of participants></i>				
<i><No. of days/nights></i>				
Event 3				
<i><Type of event></i>				
<i><Data of event></i>				
<i><Location></i>				
<i><No. of participants></i>				
<i><No. of days/nights></i>				
Event 4				
<i><Type of event></i>				
<i><Data of event></i>				
<i><Location></i>				

<No. of participants>				
<No. of days/nights>				
Total costs for all events				

7. Detailed other costs of the work for year 1

7.1 Are you using a consultant?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
7.2 What are the total costs for the consultant?	
7.3 Who is paying for the consultant?	
7.4. What will the consultant do?	
7.5 Are there any additional costs?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Namely: Venue and transport Field trip
7.6 What are the additional costs for?	
7.7 Who is paying for the additional costs?	IMPEL TFS
7.8. Are you seeking other funding sources?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Namely:
7.9 Do you need budget for communications around the project? If so, describe what type of activities and the related costs	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Namely:

8. Communication and follow-up (checklist)

What		By when
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<p>8.1 Indicate which communication materials will be developed throughout the project and when</p> <p><i>(all to be sent to the communications officer at the IMPEL secretariat)</i></p>	<p>TOR^{✓*}</p> <p>Interim report^{✓*}</p> <p>Project report^{✓*}</p> <p>Progress report(s)[✓]</p> <p>Press releases</p> <p>News items for the website^{✓*}</p> <p>News items for the e-newsletter</p> <p>Project abstract^{✓*}</p> <p>IMPEL at a Glance[✓]</p> <p>Other, (give details):</p>	<p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p>	
<p>8.2 Milestones / Scheduled meetings (for the website diary)</p>	<p>Workshop in September 2015</p>		
<p>8.3 Images for the IMPEL image bank</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		
<p>8.4 Indicate which materials will be translated and into which languages</p>			
<p>8.5 Indicate if web-based tools will be developed and if hosting by IMPEL is required</p>			
<p>8.6 Identify which groups/institutions will be targeted and how</p>			
<p>8.7 Identify parallel developments / events by other organisations, where the project can be promoted</p>			

[✓]) Templates are available and should be used. ^{*}) Obligatory

9. Remarks

Is there anything else you would like to add to the Terms of Reference that has not been covered above?