

WASTE MANAGEMENT AND CONTAMINATED LAND UNIT



**The Transfrontier
Shipment of Waste
(Fees) Regulations
(Northern Ireland) 2005
- Proposed Regulations**

Consultation Paper

October 2004

ENVIRONMENT AND HERITAGE SERVICE

Consultation paper

The Department of the Environment's proposal
to introduce Regulations for

**The Transfrontier Shipment of Waste (Fees)
Regulations (Northern Ireland) 2005**

October 2004

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CHAPTER 1

INTRODUCTION

- 1.1 The Transfrontier Shipment of Waste Regulations 1994 (the ‘TFS Regulations’) provide for the supervision and control of shipments of waste within, into and out of the European Community (the ‘Waste Shipment Regulations’) and regulate matters such as offences and penalties and the designation of the competent authorities.
- 1.2 The District Councils are presently the competent authority for Northern Ireland, however it is intended to transfer this responsibility to Environment and Heritage Service (EHS). This proposal was included in a UK wide consultation paper produced by Department for Environment, Food and Rural Affairs (DEFRA) in 2000.
- 1.3 The Department of the Environment is proposing to make Regulations (the Transfrontier Shipment of Waste (Fees) Regulations (Northern Ireland) 2005) (“the Regulations”), which will introduce a charging scheme to enable the EHS to recover its costs for assessing and monitoring shipments of waste between Northern Ireland and countries outside the UK.
- 1.4 The Regulations will be made under Section 2(2) of the European Communities Act 1972. It is intended the Regulations should be introduced as soon as possible and in conjunction with the amendments to the Transfrontier Shipment of Waste Regulations 1994 (‘TFS Regulations’), by DEFRA, which will transfer the role of competent authority for TFS Regulations in Northern Ireland from the 26 District Councils to the Department of the Environment.
- 1.5 A Regulatory Impact Assessment in respect of the proposals explored in this paper is attached as Appendix 1. A copy of Northern Ireland’s proposed draft Regulations is attached as Appendix 2 and a glossary of terms is attached as Appendix 5.
- 1.6 The paper seeks views on the proposals contained in this document.

Where to send your response

If you wish to offer any comments or views for consideration, please send them to the address given below. Responses may be sent either by e-mail or in hard copy form and should be sent to arrive not later than 4 January 2005 to:

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1.7 Copies of this consultation document are also available from the EHS's website <http://www.ehsni.gov.uk>

1.8 **Other formats of Consultation Document**

Should you require a copy of this document in a different form, the following formats are available on request: large print, disc, Braille and audiocassette. The document may be available on request in minority ethnic languages to those who are not proficient in English. *Alternatively, information and additional copies of the document can be requested by textphone on 028 9054 0642.*

1.9 **Freedom of Information**

In line with the requirements of freedom of information, your response will be made publicly available, unless you explicitly request that it should not, by providing an explanation for that request at the beginning of your response. Any confidentiality disclaimer generated by your computer system in e-mail will not be treated as such a request. All responses will be included in any non-attributable statistical or other summary of the results.

1.10 **Equality Screening**

A screening analysis has been carried out to assess whether or not the proposed policy will promote equality of opportunity in accordance with Section 75 of the Northern Ireland Act 1998 (see Appendix 3). It is considered that there are no equality issues arising from these proposals.

1.11 **Human Rights**

A Human Rights analysis on this proposal (see appendix 4) has been undertaken and concluded that there are no human rights adverse implications arising from the proposed amendments.

1.12 **Rural Proofing statement**

This proposed policy has been considered in relation to the rural community and has found no potential adverse impacts.

CHAPTER 2

OBJECTIVE

- 2.1 This Northern Ireland consultation paper considers options to ensure that the Environment and Heritage Service (EHS) will charge fees which cover the costs of assessing and monitoring transboundary shipments of waste for the purposes of the Transfrontier Shipment of Waste Regulations.

BACKGROUND

- 2.2 The Transfrontier Shipment of Waste Regulations 1994 (the ‘TFS Regulations’) give full effect to the provisions of Council Regulation (EEC) No 259/93 on the supervision and control of shipments of waste within, into, and out of, the European Community (the ‘Waste Shipment Regulations’). The TFS Regulations identify matters such as offences and penalties, and designate the competent authorities responsible for enforcing the Waste Shipment Regulations in the UK.
- 2.3 The District Councils are presently the competent authority of dispatch and destination for shipments of waste between Northern Ireland and countries outside the UK. It is, however intended to transfer the regulatory responsibility from the District Councils to the Environment and Heritage Service. The Department for Environment, Food and Rural Affairs (DEFRA) will make such changes by amending the TFS Regulations in parallel with the introduction of these proposed Regulations, the Transfrontier Shipment of Waste (Fees) Regulations (Northern Ireland) 2005.

BASIS FOR THE PROPOSED EHS FEES

- 2.4 Article 33(1) of the Waste Shipment Regulations provides that administrative costs of implementing the notification and supervision procedure and usual costs of appropriate analyses and inspections may be charged by a competent authority. The proposed fee structure to emerge from this consultation should reflect the costs incurred by EHS in carrying out the activities which it is required to undertake as the competent authority.
- 2.5 Any future changes to the charging scheme will be consulted on prior to introduction.

CHAPTER 3

OPTIONS

3.1 **OPTION 1 – No charge**

3.2 With option 1, EHS would not recover the costs incurred for assessing and monitoring transboundary shipments of waste.

3.3 **OPTION 2 – Adopt the existing Environment Agency (EA) and Scottish Environment Protection Agency (SEPA) charging system**

Assessment to ship waste for a disposal operation £878 per notification
Assessment to ship waste for a recovery operation £323 per notification
Shipment monitoring charge £25 per shipment

3.4 With option 2, using the current EA and SEPA scale of charges, full cost recovery will not be achieved. These charges have not been reviewed or changed since 1996. If the current EA and SEPA charging system is applied to Northern Ireland, EHS would not fully recover its costs.

3.5 **OPTION 3 – Introduce fee structure as follows:**

Fee for assessment of notification to ship waste £450 per notification
for either a disposal or recovery operation
Fee for monitoring each shipment £25 per shipment

3.6 Option 3 is the EHS's preferred option, and would recover the costs incurred by EHS for assessing and monitoring TFS shipments under the Transfrontier Shipment of Waste Regulations.

APPENDIX 1

REGULATORY IMPACT ASSESSMENT

The Transfrontier Shipment of Waste (Fees) Regulations

- 1.1 This Regulatory Impact Assessment (RIA) sets out and evaluates options for the Department's Environment and Heritage Service (EHS) to take over as the competent authority for the Transfrontier Shipment of Waste Regulations 1994 (the 'TFS Regulations') and implement the necessary charges as referred to in paragraph (1) of Article 33 of Council Regulation (EEC) 259/93 of 1 February 1993 on the supervision and control of shipments of waste within, into and out of the European Community, also known as the Waste Shipments Regulation (WSR).

Objective

- 2.1 To ensure that EHS is charging a fee to notifiers which covers the costs it incurs for assessing and monitoring the Transfrontier Shipment of Waste Regulations.

Background

- 3.1 There are two types of notifications that are processed by competent authorities for the trans-boundary movement of waste; these are the Notification form and the Movement/ Tracking form. Notification is the initial form that is filled in by an organisation wanting permission to move waste. One notification can cover several movements and ensures that legality, licence and financial assurance has been set up. Once the notification has been completed and authorised then a movement/tracking form must also cover each individual shipment. There are three Movement/Tracking Forms that need to be filled in and processed, one to notify prior to movement, one to notify that it has arrived and one to say that it has been recovered.
- 3.2 Article 33(1) of the Waste Shipment Regulations provides that administrative costs of implementing the notification and supervision procedure and usual costs of appropriate analyses and inspections may be charged by a competent authority.
- 3.3 The fee should cover the full cost incurred by EHS for the assessment and monitoring of transboundary shipments of waste.

The Role of the Department for Environment, Food and Rural Affairs (DEFRA)

- 4.1 DEFRA has statistical obligations under the WSR and the Basel Convention. It must report the volume of imports and exports from England and Wales, Northern Ireland and Scotland, and does this by receiving data from the relevant competent authorities. The data are then collected into a single UK statistical report. Other than that the main responsibility lies with the competent authorities, namely the Environment Agency (EA), the Scottish Environment Protection Agency (SEPA) and, in Northern Ireland, presently the 26 District Councils.

- 4.2 The District Councils are the competent authority of dispatch and destination for shipments of waste between Northern Ireland and countries outside the UK, however DEFRA are in the process of amending the TFS Regulations which will transfer the regulatory responsibility to the Environment and Heritage Service. The Department for Environment, Food and Rural Affairs (DEFRA) will make such changes by amending the TFS Regulations.
- 4.3 The District Councils in Northern Ireland currently process the notifications for transfrontier shipment of waste. All councils should have knowledge of the TFS regulations, but the volume of notifications is currently low and most councils only deal with enquiries on the TFS regulations.
- 4.4 When preparing the partial RIA, a short survey was carried out with all of the District Councils. The results revealed that whilst there was a good knowledge of the TFS regulations, less than half of the Councils received notifications, and some of these had only received a small number. As notifications are infrequent, they are dealt with by senior staff and no charging structure had been put in place (unlike in England, Wales or Scotland).

Competent Authorities in England, Wales and Scotland

- 5.1 The EA (competent authority for England and Wales) and SEPA (competent authority for Scotland) have identical charges and processes in terms of the forms and need for administration. Although both charge for transfrontier shipment of waste notifications, neither recover all the costs incurred. This is presently being reviewed by the EA and SEPA.
- 5.2 The EA and SEPA's current scheme for TFS charges came into effect on 1 August 1996. The scheme is based on the scale of charges used by the majority of Waste Regulation Authorities, who were responsible for TFS prior to 1 April 1996, when the EA and SEPA were formed. Under the current scheme the fees and charges do not recover relevant costs; this is an issue that is being considered by the Agencies.
- 5.3 For all shipments of hazardous waste and for certain shipments of non-hazardous waste it is necessary to obtain the consent of the appropriate authorities prior to shipment the waste. An application must be made by completing a Notification (consignment note) and Movement/Tracking Form. These Forms are forwarded with a contract and other prescribed information to the bodies designated as competent authority in the states of export, import and transit.

5.4 Scale of Charges

The Agencies scale of charges has been in place since 1996, when the legislation was updated, and to date has not been reviewed. *Table 1* shows the scale of charges applicable for both the Environment Agency and SEPA.

Table 1 *Scale of Charges for Transfrontier Shipment of Waste effective from 1 August 1996 (EA and SEPA)*

	Recovery £	Disposal £
<i>Notification to Agency of Waste Movement</i>		
Application fee – per notification	323	878
Application fee – per shipment	25	25
<i>Notification to EA as UK Competent Authority of Transit*</i>		
Transit Fee – per notification	140	Flat fee
<i>Additional Charges</i>		
Translation	At cost	+ 15%
Invoicing	25	Waived if fees paid in advance
Issue of Derogation under Article 9	30	1 hour minimum charge
Analytical costs	At cost	+ 15%
Legal checks	At cost	+ 15%
Express mail – if requested	At cost	+ 15%

Source: EA, SEPA

* EA is the Competent Authority for any shipments of waste transiting the UK

All-Ireland Waste Facilities

- 6.1 Northern Ireland is unique in the UK as it has a land border with another Member State. Like Northern Ireland, there is limited waste management infrastructure in the Republic of Ireland.
- 6.2 It is the responsibility of individual local authorities in Northern Ireland to prepare a Waste Management Plan in accordance with Article 23 of The Waste and Contaminated Land (Northern Ireland) Order 1997. The District Councils considered that there were mutual benefits to be gained from a regional approach to waste planning, with respect to meeting their obligations, not least through economies of scale and sharing of resources, in accordance with the recommendations of the Northern Ireland Waste Management Strategy. The Councils set up three sub-regional waste partnership groups and these are the Southern Waste Management Partnership (SWaMP), the North West Region Waste Management Group (NWRWMG) and the Eastern Region Waste Management Group (arc21).

- 6.3 Two key issues highlighted in the waste management plans are that:
- Future planning for waste management facilities should consider the wider geographical area of the island of Ireland; and
 - Amendments will need to be made to the UK Management Plan for Exports and Imports of Waste in order to permit the development of all Ireland facilities for both recovery operations and disposal operations.
- 6.4 The introduction of all island facilities will result in an increase in transboundary movements of waste between Northern Ireland and the Republic of Ireland and hence lead to an increase in notifications.

Further Legislative Developments

- 7.1 The level of notifications in Northern Ireland is quite modest. It is envisaged in future years that the levels of notifications and shipments will rise sharply. This is due to the transposition of several new pieces of legislation, including:
- Landfill Directive
 - End of Life Vehicles (ELV) Directive
 - Waste Electrical and Electronic Equipment (WEEE) Directive
 - Batteries Directive
 - Hazardous Waste List changes

Risk Assessment

- 8.1 The changes being made here are already permitted under current legislation, namely that charges can be levied for cost recovery by the competent authority. The risk is therefore viewed to be minimal as the charging system is already in place in Great Britain and no adverse effects have been reported. In any case, currently only a small number of specialised companies complete TFS notification/tracking forms. On this basis it could be assumed that widespread impacts are unlikely.

Assessment of Northern Ireland TFS Requirements

- 9.1 At present there is only one person, in the majority of Councils a senior officer, who deals with transfrontier shipments of waste. This person is in charge of notifications, movement/tracking, enquiries and data dissemination to the relevant competent authorities. However, this does not take into account the increased demand for TFS notifications that will be generated as new legislation is transposed in Northern Ireland. Councils have indicated that most of them do not take into consideration the time spent processing the individual movement/tracking forms which, according to the Environment Agency and SEPA, can take up to 15 minutes each to process. Given that some of the notifications are for quite large numbers of shipments, and that each shipment officially requires three movement/tracking forms to be submitted, this could add to the workload.

Options

- 10.1 This section sets out the options to be considered for the scale of charges to be used by the EHS for transfrontier shipment of waste.

The following options are suggested for EHS to carry out assessments and monitoring when it takes over from the District Councils as the competent authority for transfrontier shipment of waste:

- **option 1 – transfer to EHS with no charge for transfrontier shipment of waste notifications;**
- **option 2 – EA/SEPA based charges; and**
- **option 3 – full cost recovery charges.**

10.2 **Option 1 - No Charge**

This would mean that companies would not have to pay for notifications or movements.

With option 1, EHS would not recover the costs they incur for assessing and monitoring TFS shipments.

10.3 **Option 2 - Adopt the Environment Agency and Scottish Environment Protection Agency Charging System**

There is no given methodology as to how the EA and SEPA set the scale of charges in 1996, making it difficult to stipulate an “equitable” charge to recover costs. As stated earlier the charges were set on the basis of the scale of charge used by the majority of the Waste Regulation Authorities, who were responsible for TFS prior to 1 April 1996. Under the current scale of charges for SEPA and the EA full cost recovery is not achieved. These charges have not been reviewed or changed since 1996. The Agencies estimate that approximately 40 percent of the costs incurred are recovered through the charges, with the balance coming from the Agencies general budget, (including Grant in Aid Budget).

If the current EA and SEPA charging system is applied to Northern Ireland EHS would not fully recover its costs. However, the advantage of this option would be that the United Kingdom would operate under the same fee structure (however both EA and SEPA are considering amending their charges soon) and business would welcome this level playing field.

10.4 Option 3 - Full Cost Recovery

A notification charge of £450 per notification and a shipment monitoring charge of £25 per shipment. This option takes into account the anticipated increase in Notification and Movement/Tracking Forms being processed by EHS. This would require an increase in resources to enable EHS to regulate TFS effectively.

This charge would fully recover the costs according to the time spent and the volume of notifications and shipments anticipated.

The following matrix shows the performance of the three options for:

- cost recovery by EHS;
- simplicity and transparency for business;
- ability to resource;
- flexibility according to demand; and
- impact on business costs.

Option Analysis

Option	Cost Recovery	Simplicity	Ability to Resource	Flexibility	Cost to Business
Option 1	Low	Medium	Low	Low	Low
Option 2	High	Medium	Medium	Low	Medium
Option 3	High	Low	High	High	Medium

Business Impacts of EHS introducing a Charging Scheme for Assessing and Monitoring TFS Shipments

- 11.1 From the small number of notifications recorded for 2002 there appeared to be only a handful of companies processing transfrontier shipments of waste.

When preparing the partial RIA these companies were contacted and asked to provide information on the proportion of their business that involved the trans-boundary movement of wastes and how their business would be affected by the introduction of charges.

The larger companies did not feel that introducing charges would have much impact. Reasons given were that not many TFS movements currently take place and costs of this nature would be subsumed within their contractual arrangements. However, smaller companies felt that it would have a serious effect on their business as a high percentage of their business includes the movement of waste between Northern Ireland and the Republic of Ireland.

APPENDIX 2

STATUTORY RULES OF NORTHERN IRELAND

2005 No. -----

ENVIRONMENTAL PROTECTION

The Transfrontier Shipment of Waste (Fees) Regulations (Northern Ireland) 2005

Made2005

Coming into operation2005

The Department of the Environment, being a Department designated (a) for the purposes of section 2(2) of the European Communities Act 1972 (b) in relation to measures relating to the regulation and control of the transit, import and export of waste (including recyclable materials) and the prevention, reduction and elimination of pollution caused by waste, in exercise of the powers conferred on it by that section and of every other power enabling it in that behalf, hereby makes the following Regulations:

Citation, commencement and interpretation

1. These Regulations may be cited as the Transfrontier Shipment of Waste (Fees) Regulations (Northern Ireland) 2005 and shall come into operation on [].

Interpretation

2. –(1) In these Regulations –

“the principal Regulations” means Council Regulation (EEC) No. 259/93 on the supervision and control of shipments of waste within, into and out of the European Community (c)

“the Department” means the Department of the Environment

(2) The expressions “notifier”, “notification” and “consignment note” used in these Regulations shall have the same meaning they bear in the principal Regulations.

(3) The Interpretation Act (Northern Ireland) 1954(d) shall apply to these Regulations as it applies to an Act of the Northern Ireland Assembly.

(a) S.I. 1992/ 1711

(b) 1972 c. 68

(c) OJ No.L030, 6.2.1993, p.1.

(d) 1954 c. 33(N.I.)

Fees payable

3. –(1) A notifier shall pay £450 to the Department in respect of a notification.

(2) A notifier shall pay £25 to the Department in respect of a consignment note relating to a notification.

(3) The Department shall not acknowledge a notification where a notifier has not paid a fee required to be paid under this regulation, in respect of that notification.

Sealed with the Official Seal of the Department of the Environment on *****

Roy Ramsay

A senior officer of the Department of the Environment

EXPLANATORY NOTE

(This note is not part of the Regulations.)

These Regulations come into operation on [] 2005 and enable the Department to charge fees for the assessment and monitoring of TFS Shipments.

Regulation 3 requires fees to be paid for each notification of £450 and £25 for each shipment.

APPENDIX 3

SCREENING FOR EQUALITY IMPACT ASSESSMENT

THE DEPARTMENT OF THE ENVIRONMENT'S PROPOSAL TO INTRODUCE REGULATIONS FOR THE TRANSFRONTIER SHIPMENT OF WASTE (FEES) REGULATIONS (NORTHERN IRELAND) 2005

NORTHERN IRELAND ACT 1998 (SECTION 75) STATUTORY EQUALITY OBLIGATIONS

1.0 General Details

1.1 *Title of proposed Regulations:*

The Transfrontier Shipment of Waste (Fees) Regulations (Northern Ireland) 2005

1.2 *Brief summary of the scope of the proposed Regulations:*

The scope of the proposed regulations is to introduce fees which Environment and Heritage Service (EHS) intend to charge its customers for the services they will provide to them in relation to the Transfrontier Shipment of Regulations 1994 (as amended).

1.3 *Aims of the Regulations:*

The aims of the regulations are to ensure that EHS is charging an appropriate fee to its customers for the services it provides, in order to recover the costs of those services.

2.0 Screening Analysis

Screening aims to identify those policies which are likely to have the greatest impact on equality of opportunity and community relations. This is assessed against the nine categories listed below:

- (1) Persons of different religious beliefs
- (2) Persons of different political opinions
- (3) Persons of different racial groups
- (4) Persons of different ages
- (5) Persons of different marital status
- (6) Persons of different sexual orientation
- (7) Men and women generally
- (8) Persons with a disability and persons without
- (9) Persons with dependents and persons without

- 2.1 **Q** Is there any evidence of higher or lower participation or uptake by different groups listed in Section 75?
- A** No. There is no evidence of any differential impact on Section 75 groups.
- Q** Is there any evidence that different groups (as listed in Section 75) have different needs, issues and priorities in relation to the particular policy?
- A** No. The proposed regulations will not impact the Section 75 groups. The regulations are concerned only with businesses moving waste into and out of Northern Ireland to other countries outside the UK.
- Q** Is there an opportunity to better promote equality of opportunity or better community relations by altering the policy or working with others in government or the community at large?
- A** No such opportunities have been identified.
- Q** Have consultations with relevant groups, organisations or individuals indicated that particular policies create problems that are specific to them?
- A** The proposed regulations will not impact on Section 75 groups.

3.0 Impact Assessment Decision

- 3.1 Full impact assessment procedure is confined to those policies considered likely to have significant implications for equality of opportunity and community relations.
- Q** Taking account of the screening analysis in Section 2.0, do these proposals need to be submitted to a full equality impact assessment?
- A** No. There are no equality issues arising from these policy proposals so a full impact assessment is not needed. The proposed regulations will have no adverse affects on any Section 75 groups.

Reason for Decision

As a result of the screening analysis in Section 2.0, it is considered that there will be no significant implications for equality of opportunity or community relations as a result of the proposals.

APPENDIX 4

HUMAN RIGHTS ACT 1998

Proposal to introduce regulations for the Transfrontier Shipment of Waste (Fees) Regulations (Northern Ireland) 2005

The proposals to introduce the Transfrontier Shipment of Waste (Fees) Regulations (Northern Ireland) 2005 that are covered in the consultation paper are as follows:-

Proposals

1. Introduces a fee for notifiers for notification and movement of transboundary shipments of waste.

Human Rights Assessment

The objective of the proposed regulations is to ensure that the Department's Environment and Heritage Service recovers its costs in accordance with Article 33 (1) of the Waste Shipments Regulations.

The Department considers the proposals contained within the consultation paper are reasonable and necessary for the protection of the environment and of human health and to help provide a healthy, safe and sustainable environment for Northern Ireland. The proposals are also required to ensure that Northern Ireland plays its part in the United Kingdom meeting its obligations under the Waste Shipments Regulations.

Analysis of the Potential Impact of the Proposals

Q	Does or will the legislation provide for the making of decisions concerning a person's rights or lay down procedures for the determination of cases?
A	No.
Q	Does or will the legislation affect a person's possessions or his ability to carry on a trade or profession?
A	No.
Q	Are we going to create any criminal offences or set penalties?
A	No.
Q	Are we considering applying the law retrospectively?
A	No.
Q	Does or will the legislation affect a person's physical or mental well-being?
A	No.
Q	Does or will the legislation affect a person's private or family life?
A	No.
Q	Does or will the legislation affect the right of a person to freedom of expression?
A	No.
Q	Does or will the legislation affect the right of a religious organisation to freedom of thought, conscience or religion?
A	No.
Q	Does or will the legislation discriminate against people in an area involving other convention rights?
A	No.

APPENDIX 5

GLOSSARY OF TERMS

Basel Convention

The Basel Convention of 22 March 1989 on the control of transboundary movements of wastes and their disposal.

Competent Authority

The body designated by a Member State to discharge its responsibilities under the Waste Shipment Regulations.

Consignee

The person or undertaking to whom waste is shipped for recovery or disposal.

Consignment note

The standard consignment note drawn up in accordance with Article 42 of the WSR.

DEFRA

Department for Environment, Food and Rural Affairs

Department

Department of the Environment.

EHS

Environment and Heritage Service, an agency within the Department of the Environment.

Notifier

The person or company who wishes to ship the waste. This person or company may be: the person or company who produced the waste; and/or a dealer or broker registered or licensed in their state to arrange the disposal or recovery of wastes; and/or the person or company having legal control of the waste, also known as the waste holder.

OECD decision:

The decision of the OECD Council of 30 March 1992 on the control of transfrontier shipments of wastes destined for recovery operations This has now been replaced by Decision C (2001) 107/FINAL. This decision has not yet been adopted by the EU.

RIA

Regulatory Impact Assessment.

Shipment

An amount of waste that is moved over broadly the same period of time from the notifier or waste producer to the consignee.

Transfrontier Shipment of Waste Regulations 1994 (TFS Regulations)

These Regulations, which came into force in May 1994, enable the UK to give full effect to the provisions of the WSR in UK law. Their main purpose is to provide powers to UK competent authorities to carry out certain tasks, and to specify offences and penalties for breaches of the WSR.

Waste Shipments Regulations (WSR)

The WSR (Council Regulation No 259/93), which transposes the provisions of the Basel Convention into Community law, provides the means for supervising and controlling shipments of waste within, into and out of the European Community. It transposes into Community law the Basel Convention and the OECD Council Decision on transboundary movements of wastes for recovery.