



## OPFA WASTE

### OPERATIONAL FACILITY FOR FIGHTING ILLICIT WASTE TRAFFICKING Guidelines and Best Practices to Build an Ideal Dataset

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Project Partners



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This project was funded by  
the European Union's  
Internal Security Fund - Police





OPERATIONAL FACILITY FOR  
**FIGHTING ILLICIT  
WASTE TRAFFICKING**

*30 October 2022*

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# OPERATIONAL FACILITY FOR FIGHTING ILLICIT WASTE TRAFFICKING

## List of abbreviations

EDI	Electronic Data Interchange
ILT	Human Environment and Transport Inspectorate (the Netherlands)
IWT	Illicit Waste Trafficking
LEAs	Law Enforcement Authorities
MS	Member State
OECD	Organisation for Economic and Co-operation Development
OLAF	European Anti-Fraud Office
OPFA	Operational Facility
SAFE	Security and Freedom for Europe
SOCTA	Serious and Organised Crime Threat Assessment
SWEAP	Shipments of Waste Enforcement Actions Project
TFS	Transfrontier Shipments of Waste
WSR	Waste Shipment Regulation



# OPERATIONAL FACILITY FOR FIGHTING ILLICIT WASTE TRAFFICKING

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## OPERATIONAL FACILITY FOR FIGHTING ILLICIT WASTE TRAFFICKING

# 1. INTRODUCTION AND BACKGROUND

### About OPFA-Waste

OPFA-WASTE – Operational Facility for fighting Illicit Waste Trafficking (IWT) is an EU flagship operational project targeting Illicit Waste Trafficking funded by the Internal Security Fund - Police. The project is implemented by a consortium of specialised EU law enforcement agencies led by Italian Carabinieri Corps in partnership with the National Environmental Guard of Romania, the State Police of Republic of Latvia, and the non-profit Foundation SAFE (Security and Freedom for Europe), and open to all European Member States' law enforcement authorities (LEAs) for receiving financial support for on-going IWT investigations.

The Project aims at fostering international police cooperation and setting harmonised criminal investigation methodologies in the field of IWT. The target will be achieved by promoting a goal-oriented operational approach, integrated with Europol procedures and protocols.

The adverse impacts of waste shipments on the environment are directly related to an increase in waste production combined with a fast globalisation of the economy, leading to growing volumes of waste shipped across borders. Rules for transfrontier shipments of waste are regulated by the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal (Basel Convention), the OECD Decision of the Council on the Control of Transboundary Movements of Wastes Destined for Recovery Operations and are implemented within the European Union through several Regulations. The enforcement and investigation of illegal waste trafficking is not harmonised at the EU level but fall under the responsibility of individual EU member states. In this context, the OPFA WASTE Consortium partners together with the Spanish Guardia Civil – SEPRONA and the Dutch Human Environment and Transport Inspectorate (ILT), in close coordination with the European Anti-Fraud Office OLAF and Europol, expressed the need to carry out an analysis focused on transfrontier shipments of waste.





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### Background to this Study

Through the support of the OPFA Waste Operational Facility, the abovementioned pilot research project on “Transfrontier shipments of waste” was carried out aimed to collect and analyse data to possibly identify waste movements’ trends, criminal modus operandi and suspicious shipments. The report, finalised in April 2022, listed several conclusions and recommendations to improve data collection and recording processes, type of data collected and the need to use them for targeted purposes. Indeed, a significant outcome has been that data collection, recording and management require significant improvement (at least across the five countries participating to the pilot research – Italy, Romania, Latvia, Spain, Netherlands) in order to perform sound and robust analyses and to make intelligence information available to LEAs and decision makers.

### Research Aims

In light of the results emerged from the research, this follow-up activity was designed to build on the identified gaps and turn them into results. The current study therefore aims to:

- Present and describe an ideal standard dataset structure for collecting and systematizing waste shipment-related information from all EU MSs, to be structured on the basis of inputs and information collected from relevant authorities of EU MS.
- Draft guidelines for the collection and management of such information.
- Identify and describe best practices already in place in EU MSs regarding data collection and management of relevant information.

The study targets responsible authorities involved in transfrontier shipments of waste related controls, investigations, and enforcement actions. In addition, it aims to elaborate on why certain information should be collected and analysed in order to result functional to pre-investigative activities, police operations or political decisions both at national and international level, that can be performed with high quality and structured data on waste shipments.<sup>1</sup>

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<sup>1</sup> This activity lays in the coherence with the current European Policy Cycle, seeing the EMPACT Operational Action Plan 2.1 – investigations over waste trafficking according to the “follow the money” principle (CC Action leader – Italian Carabinieri Corps - under implementation from January to December 2022) - and the FRONTEX-led 2.2 Operational Action Plan – protecting external EU borders from illicit waste import, under implementation from January to December 2022. This policy level alignment further confirms the need for the proposed activity to follow up on the OPFA WASTE cross-border shipments of waste research’ recommendations.



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Moreover, the study aims to enhance accuracy and standardization in the process of data collection and information exchange among EU countries with different institutional setups, laying the floor for potential technologies to build on the standard dataset structure in the context of future initiatives.

## 2. METHODOLOGY

To achieve the research aims, while building on the previous research project results and findings, it aims to collect further relevant information through both primary and secondary sources. In particular, through three main channels which are explained in detail below.

### 2.1 Desk-Review Process

A careful and thorough desk review process was conducted to understand current (best) practices and gaps regarding data related to transfrontier shipments of waste (TFS). In particular, related to which data is being collected, how this data is being used, and whether it is shared between competent authorities.

This process hinges both on the information gathered in the previous research project as well as on information that is available to the public (mainly open source). The main sources of information being competent authorities that deal with this type of data as part of their responsibilities.

### 2.2 Survey

Given that most information on this topic is not publicly available, this study also entailed the design and delivery of a survey to be administered to LEAs and other relevant authorities that work close with shipments of waste data (relative to notifications, customs data, inspections and investigations).

The survey was structured into four main parts regarding waste shipments data information about:

- The way in which the data is collected and stored. Whether and for what this data is analysed internally.
- The way in which this data is being shared to/from the respondent's institution.



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- The respondent's perception relative to how waste shipment data is collected, analysed, and shared. This section also included open questions to allow respondents to describe best practices and gaps.

The specific questions of the survey were tailored to the respondent's area of competence. At the beginning of the survey, in fact, the respondent was asked to indicate it among these possible areas: customs, inspections, investigations, and notifications.<sup>2</sup>

### 2.3 Interviews

Following the survey, interviews were held with representatives from national authorities as well as EU-wide organisations. The focus of the interviews was to gain more in-depth knowledge on some of the good practices and experiences related to data collection, storing and analysis.

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<sup>2</sup> The screenshots of the survey can be found in Appendix I.





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### 3. FINDINGS

This chapter summarises the main findings and conclusions of the research work, focusing on the quality of the data itself, the analysis, and the research questions posed at the start of the project.

#### 3.1 Survey

##### 3.1.1 Implementation

The survey was administered online and was advertised through the OPFA-WASTE network. Moreover, the Project Director advertised the survey through the EnviCrime network in July 2022, and Europol did the same in August 2022.

30 respondents completed the survey, half of them (n=15) with main experience in the handling of inspections data, 43% of them with expertise in investigations data (n=13), and only 7% (n=2) with main expertise with notifications data.

Moreover, respondents come from 15 different countries including EU countries: Austria, Belgium, Finland, France, Germany, Greece, Ireland, Lithuania, Luxembourg, the Netherlands, Portugal, Romania, Slovakia, Slovenia, and Spain.<sup>3</sup>

##### 3.1.2 Main Results

#### Inspections Data

Respondents state that when inspections are carried out, the gathered data is always recorded by either environmental inspectors or police officers. This information is not always digitalised though. In fact, 30% of responses argue that the information is collected on paper. Most responses also state that inspection data is stored even if no violations were identified. Also, information on why the inspection took place is almost always stored (e.g., risk assessment, random stop, etc.). Some responses state, however, that repatriations data is not collected (20% of respondents).

Most respondents mention that inspections data is analysed (85%), however more than half of the respondents state that the analysis is carried out at most twice per year and

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<sup>3</sup> Some respondents chose the “Prefer to no answer” option.



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mainly for inspection planning. Importantly, only 50% of respondents argue that there is a national system that collects inspection data resulting from different authorities.

Almost all respondents also claim that inspections data is shared between different authorities. Although in 80% of cases this information is shared in an unstructured fashion (pdf file, word documents, emails, etc.), rendering the subsequent analysis time consuming. The institutions sharing the data relate mainly to customs and environmental agencies and regarding notifications and inspections data. Other data (e.g., Annex VII) is instead in most cases not shared. Importantly, half of respondents mention that there are no data sharing agreements across authorities in their country.

Relative to respondents' views, all respondents underline that the way in which data on shipments of waste is collected, analysed, and shared needs improvement. In fact, more than 90% of them believe that these improvements are much needed or needed, whereas only one respondent believes that only limited improvements are needed. Such improvements should tackle data collection, data analysis, and data sharing.

### **Investigations Data**

Most respondents argue that data from investigation into illegal shipments of waste is recorded digitally or both digitally and paper based. Moreover, more than 80% of responders state that this data is analysed.

All respondents underline that investigations data is shared. Sharing of such information involves mainly police officers, but although to a lower extent, also environmental inspectors and customs officers. 60% of respondents say that the data is shared unstructured (pdf files, word documents, emails, etc.), whereas the remaining 40% experience is that the data shared is structured (tabular format, csv, sql, etc.). 80% of them also argue that there are data sharing agreements in place.

Relative to respondents' views, all respondents underline that the way in which data on shipments of waste is collected, analysed, and shared needs further improvement. 70% of them believe that major or further improvements are necessary, whereas only 30% believe that only limited changes are essential. Such improvements comprehend data collection, data analysis, and data sharing.

### **Notifications and Annex VII data**

While notifications are received electronically, the information received is unstructured. One of the two respondent mentions that there is a record of rejected notifications, but



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companies do not report Annex VII data to relevant authorities. For the other respondent the opposite holds true: no record of rejected notifications but companies do report Annex VII data.

Both respondents state that there is a national system that collects notifications data and this data is analysed either two or thrice per year. When possible, Annex VII data is also analysed.

Notifications data is shared across relevant authorities in a structured format. In the case of one respondent there are data sharing agreements in place, whereas for the other this is not the case.

Relative to respondents' views, both respondents claim that the way in which data on shipments of waste is collected, analysed, and shared needs further improvement. Such improvements include data collection, data analysis, and data sharing.

### 3.2 Interviews

#### 3.2.1 Implementation

Following the input of the survey, but also approaching members of relevant networks and assessing other projects in the area of illegal waste trafficking, a series of interviews were held online. Inspection staff from ten EU countries were approached and one EU-funded project, the LIFE Shipments of Waste Enforcement Actions Project (LIFE SWEAP). The interviewees were asked about current practices on recording data related to notifications, inspections, investigations and annex VII information.

#### 3.2.2 Main Results

##### **National experiences**

Three of the interviewed countries are collecting annex VII information in a digital manner via an online database. In one country the company shipping non-hazardous waste, completes the online system which results in the automated generation of annex VII data fields. First, the company must register itself the system, then provide information on the contract between the waste exporter and importer and upload a copy of it, and thirdly input data similar as to the fields in annex VII. The system then also creates an QR-code. The QR code can be scanned by inspectors, for example in transport situations. Based on the QR code, the other relevant data becomes accessible for the inspector.



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In the practice of the other country receives annex VII information afterwards. To facilitate the administration, recording, enforcement and inspections of Green List waste movements, the authority operates an online reporting system for the export and import of Green List waste out of and into the country. This is in accordance with Regulation related to Waste Management concerning the registration of brokers and dealers and to the shipments of waste. In their case, the person or company who arranges green listed waste shipments, whether a broker or dealer involved in the export and import of waste, is required to provide information to the authority in a green list waste report each calendar quarter. This is a quarterly summary report on waste shipped in the previous three months. The green list waste shipment report must be completed and submitted online at the end of each calendar quarter.

The third country also requires the reporting of non-hazardous waste shipments in an online database, however at aggregated level.

Five countries that were interviewed stated they record data from performed inspections of shipments of waste during the inspection directly in an online system or on paper. In the latter case, this data is then later completed at the office in an online database – in four cases this concerns a national database, and one case a regional level database.

In two cases it was confirmed that this data was used for risk analysing purposes, in combination with Customs and police data. For the latter exchange, Memoranda of Understanding are in place between the environmental inspectorate and the police, and between the environmental inspectorate and Customs. However, in one case the manually completed inspection reports are scanned as pdf or uploaded to the system as word file, hindering a full automated risk assessment approach.

One interviewee stated that at the moment a database for national waste shipments is in place and that the organisation is considering adding a module to the system for shipments of green-listed waste.

In one country, the authorities use a database to record data (EFA database), which is fed with information completed in the so-called Eco-form Waste. This form is used by police officers during TFS transport controls. One regional environmental agency inputs this data digitally in the system. Currently a system is being developed whereby police officers can record this data via their mobile devices. However, this information is, at the moment, only accessible for police officers and for other agencies due to a lack in the legislative framework.



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Access to notification data was also possible in some instances , either by accessing a shared drive or by accessing the electronic notification system.

Only one country records data on repatriated shipments.

### **LIFE SWEAP Project**

Under the LIFE Shipments of Waste Enforcement Actions Project (SWEAP), coordinated by the IMPEL Network, an inspection data reporting app has been developed to collect and store data from waste shipment inspections. The app is open for use for all countries participating in the LIFE SWEAP project – 34 in total.

During the interview, a demonstration of the app was provided for, showing its functionalities and reporting fields.

The app collects a wide range of data throughout the inspection chain, from the point of inspection, identification of the waste involved, to the question of whether a violation was detected or not and the type of violation and sanction. At country level it can be decided to add specific questions, or to skip certain questions and to have it even translated into their national language. The data is recorded on a central server and can be downloaded as an excel file format. The data is owned by the country that has inputted the data and can only be downloaded by designated country coordinators. Important to note is that data from a country cannot be accessed or downloaded by other countries. Countries can decide if they want to share non-nominal data for analysing reasons.

Linked with the app, an API goes to a tool called Spotfire which enables the visualisation of the data. The API can also be used by national authorities to link back to their national reporting systems.

The advance of this EU-wide tool is the harmonised collection of data that can be compared and used for analytical purposes. The reports can also be used for reporting to the European Commission conform article 51 of the Waste Shipments Regulation, and the Basel Convention Secretariat as referred to in article 13 of the Convention. Criminal intelligence can also be subsequently shared with Europol through the Project, if individual authorities so wish.

Current challenges to overcome are the data agreements between the individual countries and the authority hosting the server.





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### 3.3 Best Practices Identified

Based on the survey and the interviews, the following best practices can be taken into consideration in order to improve the collection, analysis and sharing of data. It should be noted that the survey and interviews provided a snapshot only, and likely more good practices are operational.

#### **Automated reporting for annex VII information**

As stated before, one of the gaps in the current data collection practices, is the lack of data on shipments of green listed waste. Within the current WSR, there is no requirement on that. This might change after the revision of the WSR. Some countries have however already established national legislation and require companies or individuals acting as waste brokers or dealers, to report on shipments of green listed waste, either before transport takes place or afterwards.

#### **Building datasets with accessible, relevant and precise information**

Building datasets and filling them with information from different sources, such as registrations of waste brokers and dealers, notification data, permit information has great value to gain larger insights in the whole waste management chain and to link different activities. Ideally these datasets are then also used for assessments, prioritising and targeting purposes.

#### **MoUs for information sharing**

Some of the interviewed countries have established Memoranda of Understanding to formalise the exchange of data or even having access to (parts of) data systems. These MoUs clearly define who is the owner of which specific data and for which purposes the data can be used for.

#### **National centralised and EU-wide systems**

Having a centralised data collection system enables national assessments of the data, contrary to regional databases, which first require agreements to access and exchange data. A national database also has an added value that national data is recorded in a harmonised manner. In order to enable EU-wide risk assessments, collection and analysis of data at the EU level would be required. The LIFE SWEAP app is one way forward to this wider EU approach. In this context the work of the European Commission should also be noted on the Electronic Data Interchange for the Submission of Waste Shipment





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Documents and Information<sup>4</sup>. This study looked into the technical and organisational requirements for the practical implementation of an Electronic Data Interchange (EDI) for the submission of documents and information in accordance with the amended Article 26(4) of the WSR. This EDI is also part of the proposal to revise the current WSR and make it obligatory to all MS to use or connect to this system.

### 3.4 Standard Dataset Structure

Prior research<sup>5</sup>, desk research, as well as the survey responses and interviews have highlighted that information on shipments of waste is collected through various manners and with different levels of detail across different LEAs and relevant institutions within a country. Similarly, this data collection exercise is diverse across different EU countries. Moreover, the type of data that is being gathered and stored varies in its quantity (specific fields of data collected) and quality (how the relevant information is collected and stored).

This heterogeneity in data collection relative to waste-shipment information also makes it challenging, if not impossible, to facilitate the exchange of information across authorities and countries. In particular, the differences do not allow for the appropriate combination and merging of several datasets that contain different aspects and dimensions of the underlying event. This is particularly relevant in the case of shipments of waste since information is collected by various organisations. For instance, consider a specific truck that ships hazardous waste from Italy to Spain. The Italian environmental agency will have information about the exported shipment due to the notification procedure. However, if the shipment is inspected (either by the Italian or Spanish LEAs), the entity responsible for the inspection will collect relevant data about the shipment. Thus, combining such information is useful to better understand the legality of the shipment and even initiate an investigation, if necessary. Moreover, this practice can trigger more robust and comprehensive risk assessments and analyses relative to the phenomenon of illicit waste trafficking overall.

Therefore, based on this identified gap, this research has also aimed at identifying and describing an ideal **standard dataset structure** for collecting and handling waste

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<sup>4</sup> European Commission, Directorate-General for Environment, Study on Electronic Data Interchange (EDI) for the submission of waste shipment documents and information : final report, Publications Office, 2017, <https://data.europa.eu/doi/10.2779/199448>

<sup>5</sup> In fact, extensive research on data collection methods as well as on the quality of the data stores was conducted in Isarin and Castagnetti (2022a).



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shipment-related information from all EU MSs, to be structured on the basis of inputs and information collected from relevant authorities of EU Member States.

Two important features of this dataset should be as follows. First, information should be gathered at least at the shipment level in terms of granularity. It is, in fact, often the case that information is combined at a higher level of detail (e.g., shipments per country of destination in a year and type of waste), but such an approach hides relevant information. Shipment level information allows not only to have thorough information on a specific waste shipment, but it also allows to combine datasets more easily from different organisations. Moreover, a higher granularity does not prevent to analyse the data with a lower level of granularity if needed. Second, the dataset should contain structured data. That is, highly organised and easily decipherable data. The dataset furthermore should possess the following characteristics:

- It has an identifiable structure.
- It is presented in rows and columns.
- It is organised such that the definition, format, and meaning of the data is explicitly understood.
- Information is easy to access and analysed.
- The data points have the same attributes.

In the specific case of shipments of waste, these characteristics imply that the information gathered should be in tabular format, in which each row specifies a particular waste shipment whereas the columns (i.e., the fields) display specific information about the shipment (e.g., departure date, country of origin, etc.). Moreover, the information in each resulting cell should be categorised/labelled whenever possible (to avoid open text fields which are difficult to analyse).

Importantly, as a minimum, Appendix 2 shows a list of fields that the dataset should incorporate. These fields are the result of extensive research on shipments of waste data as well as the taking into account of particularly relevant examples coming from:

- The SWEAP project - Inspection Data Reporting Application
- The Slovenian Environmental Inspectorate
- The Dutch Human Environment and Transport Inspectorate

In sum, the information presented here, including Appendix 2 and the list of fields displayed, should be treated as a starting point in creating a data model of waste



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shipment data at a specific organisation. However, bearing in mind the fact that this information should be used not only for internal purposes but also for external actors (other institutions and actors). Thus, allowing for the gathering of information that allows to merge datasets from different institutions and have a broader view on the information to be collected that goes beyond how the data is used internally.

### 3.5 Guidelines

Reviewing the outcomes of the research some guiding principles can be listed, if authorities want to improve their data collection mechanisms, to be used for targeting purposes and identifying possible cases of illegal waste trafficking.

#### High level commitment

Before establishing or improving existing practices, support from the high-level management is key to implement new systems and measures. Development costs may be high, and a good assessment of what is needed, what type of information should be collected and for what exact purposes is key.

#### Technical requirements

Which software or tools are most appropriate for the organisations collecting the data and recording it depend on the ways of working of the authorities, IT-requirements and possibilities. Also important is, is how data can be retrieved from the system. In the previous paragraph reference is made to minimum requirements for a standard TFS data set structure which should be considered.

#### Legal requirements

Aside from the technical requirements, organisations should be aware of the legal requirements for data collection, storage and use.

What type of information can be used from and for supervision and inspection purposes for example. How to deal with nominal data – who can access this, for what purpose and how can it be exchanged? (e.g. only via secured servers). The IMPEL SWEAP project for example had a penetration test performed to its database to check for vulnerabilities in the system.



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### 4. CONCLUSIONS

Following the findings and suggested follow-up work of the pilot research project on “Transfrontier shipments of waste” to improve data collection and recording processes, type of data collected and the need to use them for targeted purposes, this research aimed to implement this recommendation and to offer some further guidance.

It aimed to describe an ideal standard dataset structure for collecting and systematizing waste shipment-related information from all EU MSs, to draft some guiding principles for the collection and management of such information and to identify and describe best practices already in place in EU MSs regarding data collection and management of relevant information. This was done through desk research, a survey and a series of interviews.

#### Summary of findings

The overall outcomes of the survey concluded that in most cases some form of data collection was performed. However, the level of automation, harmonisation and the exchange of the data, varied widely.

The outcomes of the survey were overall corroborated by the interviews. Even though there are good practices identified, the current situation is not yet ‘ideal’ – especially not from an EU perspective if one wants to carry out EU-wide risk assessments or identify possible cases of illegal waste trafficking.

The usability of data depends on the quality of the data itself but also how it can be accessed and analysed. As long as data is recorded as hard copy, via email or as pdf for example, proper analyses are not possible.

Although examples are collected of automated reporting of inspections of waste shipments, most either do not record inspection data digitally or only partly. Also, a national system is not everywhere in place.

The timing of having access to certain information also determines how the information can be used. If inspectorates and LEAs aim to work pro-actively, information should be submitted as early as possible – for example, before the actual shipment takes place.



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Reporting afterwards can give certain insights in trends and developments, but it can not be used from a prevention perspective. For notified shipments this is the case as the shipments should be reported three days in advance. Depending how these notifications are done, the relevant information might arrive too late at the inspectorates or LEAs.

### Gaps

Aside from gaps in collection data, and the accessibility of data, the sharing of data, a big gap is insight in shipments of green-listed waste as this is not required in the current WSR. As was established in the previous research report, one of the main smuggling methods is declaring hazardous or mixed waste, which would normally require a notification or even can be banned from exporting, as non-hazardous waste. Getting data on non-hazardous waste therefore would aid the inspectorates and LEAs in better understanding these streams and targeting shipments of interest. With the review of the WSR, it is likely that this requirement will be included as a provision of the new WSR.

### Looking forward

To target, monitor, inspect and/or investigate shipments of waste, access to various sources of information is key. Recording one type of information is already a step forward but linking this with other sources will increase the quality of it. Customs administrations often work according to the single-window principle with enhances information sharing and digital cooperation between regulatory authorities. A similar principle could be followed for information related to waste management by linking permit or license information with inspection and enforcement information for national waste operations and shipments of waste.

The intention to link the EDI with the future EU Customs Single Window Environment system, was included in the proposal for a new WSR. Same for the collection of inspection and investigation data. Once this can be facilitated through EU-wide system, like the LIFE SWEAP app, Europol can better use this information for analysing and include it for its Serious and Organised Crime Threat Assessment (SOCTA).





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## ANNEX I. THE SURVEY

Screenshot of the Survey



### Survey

The purpose of this survey is to collect information on current practices concerning the recording of data related to transfrontier shipments of waste (TFS). In particular, related to which data, the use of this data, and data sharing between competent authorities and law enforcement agencies. The survey also aims to identify good practices of the collection, use and sharing of TFS data.

**The survey is completely anonymous.** The survey takes 5-10 minutes to complete.

The information is collected as part of Work Package 3 within the EU-funded project OPFA-WASTE. OPFA-WASTE is an EU flagship operational project targeting Illicit Waste Trafficking (in particular hazardous), implemented by a consortium of specialized EU law-enforcement agencies, open to all European LEAs. The Project aims at fostering international police cooperation and setting harmonised investigation methodologies in the field of IWT, providing hands-on operational support through an innovative Operational Facility. OPFA-WASTE promotes police cooperation and supports Europol operational activities, discussing and developing methodologies for sharing and analysing data and information, including the promotion of the use of SIENA channel. More information on the project can be found at the following link: <https://opfawaste-project.eu/>.

Next

*OPFA-WASTE is funded by the European Union's Internal Security Fund — Police – G.A. 869144.*





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## Survey

Before we start with the survey, please indicate your area of competence (or the closest to it). This choice is important since the questions in the survey are tailored to the area of work/expertise.

1. Please indicate your primary area of competence/work.\*

Please, provide further information about your role and country of work.

2. Please indicate the country where you work.\*

3. For which type of organisation do you work for?\*



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## Inspections Data - Data Gathering Process

The first set of questions is about the way in which the data is collected and stored relative to waste shipment inspections that your institution/authority carries out in its daily activities.

1. When an inspection is carried out, is the data (gathered through the inspection) **recorded**?\*

2. By whom?\*

3. Is it recorded in **paper** or through/in a **digital system/platform**?\*



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4. Is the data related to the inspection recorded **even if there were no violations identified**?\*

 ▼

5. Is the **reason for why the inspection took place recorded** (risk assessment, part of another inspection, random stop, complaints, incidents, etc.)?\*

 ▼

6. Is repatriation data recorded?\*

 ▼

7. If repatriation data is currently not recorded, do you think this should be recorded?\*

 ▼



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## Inspections Data - Data Analysis

This set of questions is about whether and for what purposes inspections data relative to shipments of waste is analysed.

1. Who has **access** to it?\*

 ▼

2. Is this data **analysed**?\*

 ▼

3. How **regularly** is it analysed?\*

 ▼

4. For what **purpose**?\*

 ▼

5. Is there a **national system** that collects inspections data (resulting from different authorities)?\*

 ▼



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## Waste Shipments Data - Data Sharing

These questions are about the way in which waste shipment data is being shared to/from your institution/authority.

1. As far as you know, is shipments of waste data **shared between authorities**?\*

 ▼

2. If so, **between which authorities** is the data shared?\*

- Customs
- Police
- Environmental\_Agencies
- Others

3. If so, **which** data?\*

- Notifications
- Annex\_VII
- Inspections
- Complaints
- Customs\_declarations
- Repatratations

3. **How** is it shared?\*

 ▼

5. Are there **data sharing agreements** in place?\*



# OPERATIONAL FACILITY FOR FIGHTING ILLICIT WASTE TRAFFICKING

## Waste Shipments Data - Your Views

Please fill a last set of questions regarding your perception relative to how waste shipment data is collected, analysed, and shared.

1. How would you rate the way in which relevant data on waste shipments is **collected** at your institution/authority?\*

Very Inadequate  Inadequate  Adequate  Very adequate

2. How would you rate the way in which relevant data on waste shipments is **analysed** at your institution/authority?\*

Very Inadequate  Inadequate  Adequate  Very adequate

3. How would you rate the way in which relevant data on waste shipments is **shared** at your institution/authority with other organisations?\*

Very Inadequate  Inadequate  Adequate  Very adequate

4. Do you believe that further improvements on how data on waste shipments is **collected, analysed, and shared** are necessary?\*

 

5. **Optional:** Is there any other comment you would like to mention regarding how the data is **collected, analysed, and shared** at your institution/authority?





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## End of Survey

We thank you for your time spent taking this survey. Your response has been recorded.

*OPFA-WASTE is funded by the European Union's Internal Security Fund — Police – G.A. 869144.*



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## ANNEX II. TEMPLATE DATASET

Template Dataset	
<b>Shipment Details</b>	Shipment ID Broker/Dealer Name Broker/Dealer Address
<b>Producer of Waste</b>	Name Country of Origin Address
<b>Transportation Information</b>	Entity Organizing the Shipment Name Entity Organizing the Shipment Address Transporting Company Name Transporting Company Address Means of Transport Date of Departure Transit Countries Shipment Notification and Notification Number (if Applicable) Annex VII Information and Reference Number (if Applicable) Means of transport identifier (Container number, Vessel Name, License Plate)
<b>Information at Destination</b>	Consignee Name Consignee Address Date of Arrival Treatment Planned at Destination Treatment Site at Destination
<b>Waste Transported</b>	Typology of waste (Waste code, Basel code, Customs HS codes) Quantity Shipped in tonnes (divided by Waste Typology) Type of Trade (Hazardous, Non-Hazardous) Description of Waste/Unlisted waste (Open-Text Field)
<b>Inspection</b>	Inspection Carried Out Organisation Carrying Out Inspection and Inspector Date Inspection Location of Inspection



## OPERATIONAL FACILITY FOR FIGHTING ILLICIT WASTE TRAFFICKING

	Reason/Type Inspection Cooperation with other Agencies Outcome Inspection Type of Violation (if relevant) Action Taken after Inspection
<b>Repatriation information</b>	From where to where is the waste returned When and with which carrier How much How was is treated after return