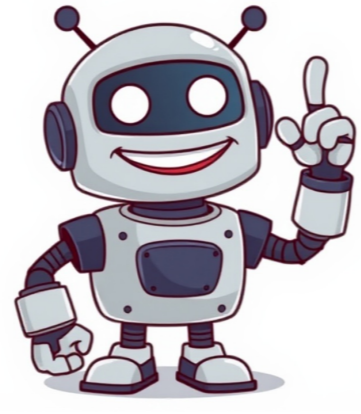


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The Commission updated the List of Waste on Wednesday (5 March) to keep batteries and their critical raw materials in the economy for longer. Batteries are a key technology to drive the green transition, support sustainable mobility, and contribute to climate neutrality by 2050. Access to shredded battery waste, known as "black mass", is essential to ensure electric vehicle battery recycling. The decision is adopted together with the automotive action plan, both of which pave the way for a more sustainable and innovative automotive sector. Jessica Roswall, Commissioner for Environment, Water Resilience and a Competitive Circular Economy, said: "To better protect the environment, the Commission will now classify black mass from batteries as hazardous waste. This will lead to better control of black mass shipments and especially a ban on its export to non-OECD countries. By keeping black mass longer in the economy we can boost battery recycling and our circular economy. Today's Decision clarifies that black mass shall be classified as hazardous waste. In accordance with the Basel Convention and the Waste Shipments Regulation, this will lead to better control of shipments of black mass and will ensure that black mass remains in the European economy. This supports the Battery Regulation's objective of shifting to a circular economy, increasing security of supply for raw materials and energy, and enhancing the EU's strategic autonomy. The European List of Waste is a key instrument to properly manage waste in the EU and control waste shipments within and outside the EU. It identifies and classifies all different types of waste, including hazardous waste, which can be harmful to human health and the environment. Established in 2000, this list has since been revised to adapt to scientific and technical progress. New battery-related waste codes have been introduced to identify and support the proper management of waste from different stages of the batteries' life cycle, including: Waste from battery manufacturing; Waste from post-consumer batteries; Intermediate fractions from battery recycling. The amendment takes into account the emergence of new battery chemistries, introducing new waste codes for lithium-based batteries and intermediate waste streams from battery recycling ("black mass") to ensure their proper handling within and outside the EU. Black mass, lithium-based, nickel-based, and zinc-based waste batteries, and sodium sulphur and alkaline waste batteries are now classified as hazardous. A new hazardous code for lithium-based batteries for separately collected municipal waste has also been added. The amendment also aims to increase the protection of the environment and human health by ensuring proper management of battery-related waste. More broadly, this should also be seen in the context of a recycling value chain that works well, supporting the application of rules on recycling efficiencies for waste batteries and on recycled content in new batteries. Next steps: The amendment of the List of Waste will enter into force 20 days after its publication in the Official Journal of the EU if the European Parliament or the Council of the EU do not object to it, in accordance with Article 290(2) of the Treaty on the Functioning of the EU. This scrutiny period generally lasts two months following the adoption of the act (the precise period is specified in the basic legislative act empowering the Commission to adopt the delegated act). Work will then focus on applying the new codes in Member States and by relevant stakeholders. Permit procedures and related documentation will need to be adapted to implement the new codes. Waste operators may have to modify their management procedures to adapt to the more stringent provisions when dealing with and shipping hazardous waste within the EU and to OECD countries. Background: The delegated act draws on the JRC report entitled "Technical recommendations for the targeted amendment of the European List of Waste entries relevant to batteries", prepared with the input of stakeholders. The new codes were proposed based on scientific and technical information about the chemistry of the different battery types and generated waste. The classification resulted from the application of established rules for the classification of chemicals and waste. More specifically, the proposed classification of waste as hazardous or non-hazardous is based on up-to-date information about the composition and classification of components according to the EU classification rules provided in the Regulation on Classification, Labelling and Packaging of chemicals (CLP Regulation) and in Annex III of the Waste Framework Directive. Under international law (the Basel Convention) and the EU's Waste Shipments Regulation, the export of all hazardous waste from the EU to non-OECD countries is banned. More information: Updated List of European Waste with Battery-Related Waste Codes + Annex: Technical recommendations for the targeted amendment of the European List of Waste entries relevant to batteries | JRC report: Batteries webpage | European Commission Since 1993, EU law on the shipment of waste includes rules for transporting waste across borders. Recently, the EU rules on waste shipments within the EU and to and from it were updated. The new Regulation on waste shipments entered into force on 20 May 2024. It aims to ensure that the EU does not export its waste challenges to third countries and contributes to environmentally sound management of waste. Strengthen enforcement to prevent illegal shipments of waste occurring within the EU, as well as from the EU to third countries. Increase traceability of waste shipments within the EU and facilitate recycling and reuse. Learn more about the Regulation's objectives in this video by Euronews. Although the new Waste Shipments Regulation entered into force on 20 May 2024, most provisions will apply from 21 May 2026 and most export rules will apply from 21 May 2027. Until then, the provisions of Waste Shipment Regulation 1013/2006 continue to apply. Find more information about the regulation's implementation here. For intra-EU shipments, different procedures apply depending on the type of waste, its envisaged treatment and the destination country. For all waste destined for disposal or in the case of hazardous and most mixed waste destined to recovery the prior notification and consent procedure applies. This means that an operator planning such shipments needs the prior consent of all authorities from the countries concerned (from origin to destination, including transit) before the shipment can take place. For shipments of "green-listed" non-hazardous wastes within the EU and OECD for recovery, general information requirements apply. Any basic information on the waste that is shipped, like the quantity, treatment, origin and destination, must be made available before the shipment starts. The Waste Shipment Regulation empowers the Commission to extend the scope of green-listed waste for shipments between EU Member States. In order to explore the potential green-listing of certain waste, the Commission has launched a Public Consultation, seeking the views of all stakeholders on the matter. Please provide your input, underpinned by rationale, data and evidence, via the following link. Find out more information on the green-listing of waste here. With the new Regulation, procedures will move away from a paper-based approach to an electronic one. A central EU system will ensure the smooth operation of this exchange from May 2026. Export of waste from EU countries: A general ban on waste exports for disposal and a ban on hazardous waste exports for recovery to non-OECD countries continue to apply. For exports for recovery, new rules will apply from May 2027 onwards. These rules differentiate between OECD countries and non-OECD countries. Rules for OECD countries: Overall, the procedural framework for exports to OECD countries outside the EU is very similar to the regime for shipments between Member States. Specifically, regarding exports to OECD countries, trends will be monitored by the Commission. If there are concerns that certain exports are increasing and likely to cause environmental damage in the country of destination, the Commission will engage in dialogue with this country. Ultimately, such exports will be suspended if the waste is not managed in an environmentally sound manner. Particular scrutiny will apply to the export of plastic waste. Rules for non-OECD countries: Exports for disposal and hazardous waste exports for recovery to non-OECD countries will continue to be banned, as is already the case under current rules. Starting from 21 May 2027, the European Union will enforce stricter rules on non-hazardous waste exports. The export of non-hazardous waste, also known as "green-listed" waste, will generally be prohibited to non-OECD countries. Exceptions may be granted to non-OECD countries meeting specific environmental conditions in the new Regulation. Non-OECD country authorities wishing to import waste from the EU are invited to notify the European Commission of their willingness and demonstrate their ability to treat this waste environmentally soundly, as per Annexes VIII and IX of the Regulation. Companies exporting waste from the EU will have to demonstrate that the waste exported is properly managed in the facility that manages the waste in the recipient country. Companies must ensure that independent audits are carried out in the facilities to which they ship waste, demonstrating that those facilities manage waste in an environmentally sound manner. In the absence of a positive audit, the companies must stop exporting their waste to the facility concerned. The EU Waste Shipment Enforcement Group has been established to increase cooperation and coordination against illegal shipments of waste, comprising environmental, customs, police and other relevant national inspection authorities, as well as European and international law enforcement networks. Find out more about Waste Shipment Enforcement Group here. The Commission will be empowered through its anti-fraud office - OLAF - to support transnational investigations by EU Member States on waste trafficking. Third countries will be supported in fighting waste trafficking through various channels of international cooperation. The classification and rules for shipments of electrical and electronic waste (known as "e-waste") were recently changed to take account of new international rules agreed under the Basel Convention on this point. New entries were introduced in the Annexes of the Basel Convention to classify e-waste. Hazardous e-waste is classified under entry A1181, while non-hazardous e-waste is classified under entry Y49. This new classification is effective from 1 January 2025. To implement this new classification, the EU has adopted two delegated acts (Commission Delegated Regulations (EU) (2024)3229 and (2024)3230) to amend the EU's Waste Shipments Regulation. From 1 January 2025, the export of all e-waste from the EU to non-OECD countries will be prohibited. The export of all e-waste from the EU to OECD countries will be subject to the "prior informed consent" procedure. The import of all e-waste from third countries into the EU will be subject to the "prior informed consent" procedure. The shipment of e-waste between EU Member States will be subject to the "prior informed consent" procedure, except for shipments of non-hazardous e-waste classified, where appropriate, under entries GC010 and GC020, which will remain subject to the general information procedure until the end of 2026. In order to explore the potential of green-listing certain non-hazardous e-waste for shipments within the EU, the Commission has launched a Public Consultation, seeking the views of all stakeholders on the matter. Please provide your input, underpinned by rationale, data and evidence, via the following link. Key dates related to the Waste Shipments Regulation: New rules on exports start to apply: Plastic waste exports to non-OECD countries banned: New provisions (except on exports) start to apply: New rules on shipments of e-waste enter into force: New Waste Shipments Regulation enters into force: New Waste Shipments Regulation is adopted: Commission proposes a new Regulation on waste shipments: Regulation (EU) 2021/1840 is adopted, updating Regulation (EC) No 1418/2007 on the export of green-listed waste to non-OECD countries: EU rules on plastic waste shipments enter into force: Waste Shipments Regulation enters into force: Two Regulations, one in 1993 and another in 2006, have implemented the obligations of the Basel Convention (1989) on the control of transboundary movements of hazardous wastes and their disposal. The EU rules also transpose the provisions of the OECD decision (2001) establishing a control system for waste shipments for recovery within the OECD area. Find more information about the regulation's implementation here. European Green Deal Circular economy action plan of electrical & electronic equipment is put on the market: e-waste was collected in 2022: e-waste was collected per person in 2022: The recast Waste Electrical and Electronic Equipment (WEEE) Directive entered into force on 13 August 2012. It aims to protect the environment and human health by encouraging sustainable production and consumption by: Preventing the creation of WEEE as a priority; Promoting reuse, recycling and other ways of recovering waste from electrical and electronic equipment; Supporting the efficient use of resources and recovery of valuable secondary raw materials. The latest figures are from 2022 and can be found on Eurostat. Both the WEEE Directive and the RoHS Directive tackle the issue of the growing amount of WEEE. Specifically, the WEEE Directive: Requires the separate collection and proper treatment of WEEE and sets targets for their collection, recovery and recycling; Helps European countries fight illegal waste exports more effectively by making it harder for exporters to disguise illegal shipments of WEEE; Reduces administrative burden by calling for the harmonisation of national EEE registers and of the reporting format; Information about the implementation of the WEEE Directive, including data and reporting and WEEE calculation tools. More information: Evaluation July 2025. The Commission released an evaluation of the WEEE Directive, assessing whether it remains fit for purpose, exploring possibilities for simplification, and determining whether a review is necessary. You can find the evaluation here, alongside an executive summary of the evaluation, and the study's final report. Key dates related to the WEEE Directive: New rules to ensure the EU takes greater responsibility for its waste entered into force on Monday 20 May 2024. The new Waste Shipments Regulation sets out stricter rules on the export of waste to non-EU countries. The Regulation will also increase traceability and facilitate the shipments of waste for recycling in the EU and beyond. It will support the circular economy and ensure that waste exported from the EU is treated in an environmentally sustainable way. Stricter control of waste exports: Waste exports from the EU to non-EU countries have increased by 72% since 2004, amounting to 35 million tons per year in 2023. 49% of waste exported from the EU goes to non-OECD countries. Under the new Regulation, exports of EU waste to non-OECD countries will only be allowed if these countries inform the European Commission that they are willing to import waste and demonstrate that they have the ability to manage it in a sustainable manner. These new requirements will apply from 21 May 2027. In addition, considering the global problems linked to soaring amounts of plastic waste and the treatment challenges, the export of plastic waste to non-OECD countries will be prohibited from 21 November 2026 for a period of 2.5 years, after which those countries may start receiving plastic waste subject to the strict rules of the regulation. The Commission will also monitor waste exports to OECD countries and take action if such exports create environmental problems in the country of destination. In addition, all EU companies that export waste outside the EU will have to ensure that the facilities receiving their waste are subject to an independent audit showing that those facilities manage this waste in an environmentally sound manner. With this measure, the EU aims to prevent environmental degradation and pollution in non-EU countries caused by plastic waste generated in the EU. Easier shipment and recycling of waste within the EU: The new Regulation also sets out modern digitalised procedures to facilitate and better track the shipments of waste within the EU. This will make it easier to ship waste for recycling within the EU. The circulation of waste for recycling and preparing for re-use between Member States is key for the EU's transition to a circular economy and the security of supply of raw materials. Under the new Regulation, the procedures for shipping waste will become digital from 21 May 2026. Fast track procedures for certain eligible facilities designated by the Member States ("pre-consented facilities") will also be made easier and more efficient. Additionally, there will be requirements to improve the transparency of shipments of waste within the EU. This will encourage waste to re-enter the circular economy across the EU, without lowering the necessary level of control for such shipments. Tackling waste trafficking: The new Regulation also provides for stronger enforcement and cooperation in fighting waste trafficking. The new law will complement the new Environmental Crime Directive, which also entered into force on 20 May 2024. Waste trafficking is one of today's most serious environmental crimes. It damages the environment and, often linked to organised crime, it also harms legitimate businesses. To step up the EU response against waste trafficking, the new Regulation facilitates closer cooperation between EU Member States and provides more deterrent sanctions against criminals involved in illicit waste trade. The Commission will be able to act on the ground to support investigations by Member States on transnational crime linked to waste trafficking, with the direct involvement of the European Anti-Fraud Office (OLAF). "The new regulation on waste shipments will ensure that when the EU exports waste, this waste arrives at destinations where it can be managed sustainably and support a clean and circular economy. The new regulation is an important part of the green transition in which waste will more and more be turned into valuable resources. It will make shipments smoother, easier and digital, facilitating the growth of the recycling industry and reducing pollution from bad management and illegal trafficking of waste." Virginijus Sinkevičius, Commissioner for Environment, Oceans and Fisheries © Getty Images, Nikita Burdenkov "These new measures will help give us packaging that is: Plastic packaging must be made in part from recycled content, with increasing targets for 2030 and 2040. All packaging must be recyclable by 2030: This means packaging must be designed so that all parts can be used for something else afterwards, instead of valuable material being dumped or burned. No more confusing labels or complicated colours, making it easier to sort trash for recycling. People will be able to see what it's made of, where to bin it, how to return it for reuse. No more layers of useless packaging or pellets in your deliveries. Small, light packaging without empty space. Encourages re-use, refill & collection device and return systems will be boosted. Some single-use plastics will be banned. Companies must make reuse or refill options available whenever possible, with no extra charge. Brands using non-recyclable or environmentally harmful materials will have to pay to clean them up. Harmful and cancer-causing "forever" chemicals (PFAS) will be banned from packaging from August 2026. The Waste Framework Directive entered into force on 12 December 2008, establishing a legal framework for treating waste in the EU. The framework aims to protect the environment and human health by emphasising the importance of proper waste management, recovery and recycling techniques to reduce pressure on resources and improve their use. The targeted revision of the Waste Framework Directive (2025), which entered into force on 16 October 2025, focuses on food and textile waste, building upon these principles and helping to align standards across the EU with a common set of rules for all Member States. This will increase sustainability for businesses and consumers, and harmonise the single market for used and waste textiles. In short, it aims to promote a more circular economy throughout the EU by: Fostering innovation; Reinforcing European competitiveness: As well as establishing the five-step waste hierarchy (see above), the Waste Framework Directive (2008) confirms the "polluter-pays principle" whereby the original waste producer must pay for the cost of waste management. It also introduces the concept of Extended Producer Responsibility (EPR), whereby producers of products bear financial responsibility or financial and organisational responsibility for the management of the waste steps of a product's life cycle. The Framework makes a distinction between waste and by-products - a substance or object resulting from a production process, the primary aim of which is not the production of that substance or object. In 2018, an Amending Directive modified the original Directive, aiming to further improve waste management and facilitate the transition to a circular economy. The latest 2025 revision goes further by delivering commitments made by the Commission in the EU Strategy for Sustainable and Circular Textiles. This includes seeing each Member State set up its own EPR scheme for textile and footwear products. Under such schemes, textile producers will contribute to the management of used and waste textiles. The revision includes: New rules for the management of used textiles and textile waste; Binding food waste reduction targets for Member States; For more information on the targeted revision of the Waste Framework Directive (2025), see our press release. Hazardous waste poses a greater risk to the environment and human health than non-hazardous waste and therefore requires a stricter control regime. The Waste Framework Directive provides additional labelling, record keeping, monitoring and control obligations from the "cradle to the grave", in other words, from the waste production to the final disposal or recovery. For more information on the classification of all types of waste (including hazardous), see the European List of Waste. Read the guidelines on the separate collection of household hazardous waste. End-of-waste criteria specify when certain waste ceases to be waste and becomes a product or a secondary raw material. Find out more about how the EU helps member countries to implement the Waste Framework Directive. Read about implementation reports, the European List of Waste, guidance documents and Waste Prevention Programmes. More information: For questions about EU environmental policy, please contact Europe Direct. EU rules on batteries and accumulators. EU rules on the management of construction and demolition waste. EU measures to prevent and limit waste from vehicles once they come to their end-of-life. EU rules to reduce the amount of waste sent to landfill, as this is the most polluting way to deal with waste. EU rules on the proper management of mining waste. EU rules on packaging and packaging waste, including recycling targets and recycling content. EU rules restricting the use of hazardous substances in electrical and electronic equipment (RoHS). EU rules regulating the use of sewage sludge, and promoting its use in agriculture. EU rules on making ship recycling greener and safer. EU rules on waste containing persistent organic pollutants (POPs). EU rules on collecting and treating waste oils. EU rules on transporting waste within and beyond EU borders. EU rules on treating waste electrical and electronic equipment (WEEE). Digitalisation of waste shipment: Textiles is one of the key deliverables of the new Waste Shipment Regulation, as it will facilitate shipments of waste, notably between EU Member States, ensuring that waste is shipped to the best option for its treatment while maintaining a proper level of monitoring. For that reason, the Commission is working intensively to develop a system for the electronic submission and exchange of information and documents related to shipments of waste. The Digital Waste Shipment System (DIWASS) will be used for document and information exchange from 21 May 2026. Background: Today, in several Member States, electronic approaches to shipments of waste are already in place. At the same time, some Member States do not have any digital system for this purpose. Consequently, the Regulation obliges the Commission to: Develop a central system that can be directly accessed by competent authorities and stakeholders involved in waste shipments (through a Graphical User Interface, i.e. a website); Develop a central hub that allows the exchange of information and documents between the central system and local systems operated by certain competent authorities, as well as corporate software or software offered by commercial software providers (interconnection via APIs). DIWASS will perform both these functions. The Commission was also tasked with laying down requirements for local systems and commercial software to interoperate with DIWASS. These requirements were established in Commission Implementing Regulation (EU) 2025/1290, adopted on 2 July 2025. The adoption of the act was preceded by intensive discussions within the Committee on Waste, which unanimously issued a positive opinion on the draft act. In January 2026, the Commission will publish the technical documentation for the API interconnection on this website. This documentation will support the interconnection of systems with DIWASS. Such interconnection with the local system, operated by competent authorities in some of the Member States, is being established at the moment to ensure that all competent authorities will properly connect to DIWASS. All involved stakeholders will have the means to comply, in a timely manner (from 21 May 2026), with the Regulation's obligation to submit and exchange waste shipment-related information and documents using digital means. The Implementing Act requires the competent authorities to indicate how they and the operators with a registered office in their Member State or region, respectively, must access DIWASS. DIWASS can be accessed via the Graphical User Interface (Commission's website); or via a local system of that Member State, which is interconnected with DIWASS. This choice needs to be made in the context of the three components of DIWASS: notification procedure (including generation and complementing movement documents); generation and completion of Annex VII documents for shipments of green-listed waste; providing economic operators with decisions and information on pre-consented recovery facilities. Competent authorities may choose a hybrid approach by mandating the use of the local system for some components (e.g., notification procedure) and requiring the use of the DIWASS website for others (e.g., exchange of Annex VII documents). Competent authorities should inform their economic operators of how they should access DIWASS. Suppose competent authorities require economic operators to use their local system. In that case, they should also indicate whether commercial software must be connected to that local system or may connect directly to DIWASS. The Commission will publish an overview of how DIWASS should be accessed on this website after 3 February 2026. DIWASS will also be accessible to third-country competent authorities and third-country economic operators voluntarily. Preparations for using DIWASS: The Commission continues its work in close cooperation with the Member States, to prepare for and facilitate the submission and exchange of waste shipment-related documents and information via DIWASS. On 13 November, the Commission organised a TAIXE EIR - Flagship Workshop for the competent authorities on the API interconnection on this website. This documentation will support the interconnection of systems with DIWASS. Such interconnection with the local system, operated by competent authorities in some of the Member States, is being established at the moment to ensure that all competent authorities will properly connect to DIWASS and subsequently provide training to economic operators in their jurisdictions. Please note that the Commission does not envisage providing training on the use of DIWASS to economic operators - this is primarily the responsibility of the respective competent authorities. The competent authorities should also ensure that operators with a registered office in their Member State or region can address them with any questions on the use of the DIWASS, including by organising a helpdesk function. The Commission will only provide support in technical issues related to the functioning of the central system. More information on the DIWASS and its functioning will be published in early 2026. One of the objectives of the new Waste Shipment Regulation is to support the transition to a circular economy in the EU by strengthening the single market for waste and facilitating shipments of waste destined for recycling between Member States. The Regulation contains several measures aimed at achieving this aim. Among others, it empowers the Commission to adopt delegated acts: Green-listing certain non-hazardous waste for intra-EU shipments; Green-listing certain non-hazardous waste mixtures for intra-EU shipments; Establishing criteria, such as contamination thresholds, based on which to differentiate between the green-listed waste and (mixtures of) waste subject to the notification procedure for intra-EU shipments. To explore the potential green-listing of certain waste, the Commission has launched a Public Consultation seeking the views of all stakeholders. Please provide your input, underpinned by rationale, data and evidence, via the following link. Non-OECD country authorities wishing to import waste from the EU are invited to notify the European Commission of their willingness and to demonstrate their ability to treat this waste in an environmentally sound manner, as per Annexes VIII and IX of the Regulation. Under the waste shipment regulation, non-OECD countries willing to continue receiving waste from the EU had to submit their request to the Commission by 21 February 2025. In respect of the deadline, to submit a request by the end of February, requests for inclusion on the list of countries eligible to import non-hazardous waste from the EU were received from Bangladesh, Bosnia and Herzegovina, Egypt, El Salvador, Georgia, Hong Kong, India, Indonesia, Kazakhstan, Malaysia, Mauritius, Moldova, Monaco, Montenegro, Morocco, Nigeria, North Macedonia, Oman, Pakistan, Philippines, Saudi Arabia, Serbia, Singapore, Sri Lanka, Taiwan, Thailand, Togo, Tunisia, Ukraine and Vietnam. In addition, two countries have submitted their requests in June and July 2025, respectively: Lao DPR and Andorra. Find an overview of the waste streams contained in the requests here. Countries that have not submitted a request by 21 February 2025 can still send one to the Commission. These requests will be finalised before the first list of countries authorised to import waste from the EU is established. This first list is planned for adoption in November 2026. The request must be submitted by the competent national authority designated by that country. Requests can be submitted using the "Request for Inclusion" form, which can also be found below. Requests must include detailed evidence supporting the country's claims, structured in accordance with the form's guidance note. This request must be submitted electronically to the following email address: ENV-WASTE-SHIPMENTS[at]ec[dot]europa[dot]eu. Or by registered post to the following address: European Commission DG Environment - Unit B3Avenue d'Auderghem 191040 Brussels/Belgium. This request and all related documentation or other communications shall be provided in English or with an English translation. The European Commission will assess the applications received and draw up a list of non-OECD countries authorised to import specific waste streams from the EU. In the assessment process, the Commission may contact applicant countries to seek clarifications or request to complete the information provided. A first list of authorised countries will be established by 21 November 2026, and exports to non-OECD countries not on the list will be prohibited. This list will be updated regularly and at least every two years. More information can be found here. 1 The use of the term "country" should not be interpreted as reflecting any official position of the European Union with regard to the legal status of Taiwan. The Waste Shipment Regulation, established with its entry into force, a new EU-level group to facilitate and improve cooperation and coordination between the Member States in order to prevent and detect illegal shipments: the "Waste Shipment Enforcement Group" or WSEG. The WSEG consists of representatives of all EU Member States and the Commission, and is meant to be a forum for sharing information relevant to the prevention and detection of illegal shipments, for exchanging views on best practices, as well as for facilitating cooperation and coordination between relevant authorities. The WSEG held its first meeting in Warsaw, Poland, from 22 to 23 May 2025. Every three years, the Commission must report on the implementation of the regulation. Please see below for prior documentation. Read all correspondent guidelines. Several Member States have published their own guidance documents for the implementation of the Waste Shipment Regulation: EU countries must report to the European Commission on the implementation of the EU waste laws, including on the achievement of targets for waste collection, re-use, recycling and recovery every year or every two years. A more general overview of how well environmental law is implemented can be found in the environmental implementation review. 2023 implementation report: The Commission published a report in 2023 identifying Member States at risk of not meeting the 2025 municipal and packaging waste recycling targets and the 2035 landfilling target. This is based on the Member States' assessment carried out by the European Environment Agency (EEA). Nine Member States were on track to meet the main recycling targets for municipal waste (coming from households and businesses) and packaging waste for 2025: Austria, Belgium, Czechia, Denmark, Germany, Italy, Luxembourg, the Netherlands, and Slovenia. Eighteen Member States were at risk of missing one or more targets: Bulgaria, Croatia, Cyprus, Estonia, Finland, France, Greece, Hungary, Ireland, Lithuania, Latvia, Malta, Poland, Portugal, Romania, Slovakia, Spain and Sweden. The Commission has presented recommendations and made available financial and technical support to these Member States. Implementation reports are also published for specific waste streams. For this information, please visit the "Implementation" section on the pages in the box below. The European List of Waste provides common terminology for classifying waste across the EU, which helps manage waste, including hazardous waste. The list is regularly revised, with the latest amendment made in 2014, following a review study. A guidance document on the classification of waste helps national authorities, local authorities, and businesses (e.g. for permitting issues) to correctly interpret and apply EU law on the classification of waste. It provides: A comprehensive overview of relevant EU law; Examples of waste types for which classification is considered difficult by stakeholders; Step-by-step information on how to assess whether waste displays hazardous properties and on how to classify it; The aim of this exercise was for the Commission to provide support and guidance to Member States. It focused on waste policy objectives and the Requirement for separate collection under the Waste Framework Directive. The Commission organised workshops, and published factsheets and roadmaps for ten European countries. The factsheets provide a summary of the current situation, and the roadmaps provide recommendations for improvement. These documents were based on a report to help Member States improve their waste management performance. View the final report for 2013, as well as country factsheets and roadmaps. The EEA also published a report analyzing municipal waste management in Europe. Municipal Waste Compliance Promotion Exercise 2014-2015 In its second phase, the Commission organised workshops with representatives from eight Member States to discuss the main lessons learned from the 2014-2015 compliance promotion exercise on municipal waste management. The objective was to assess waste management policy in selected Member States and help them get on track to meet EU waste targets. The final report is available here. View the country factsheets and roadmaps. Every six years, Member States must prepare waste management plans. These plans should cover the whole country, but local or regional authorities can prepare local or regional plans. Establishing a waste management plan allows national, regional or local authorities to: Define objectives and appropriate strategies; Identify the necessary implementation measures; Article 28(3) of the Waste Framework Directive lists the mandatory elements of a waste management plan, and article 28(4) lists additional elements that may be contained. Basic administrative rules: Relevant stakeholders, authorities and the general public must have the opportunity to contribute to the plans, and access them once complete. The plans must be placed on a publicly available website. Member States must inform the Commission when plans are adopted or substantially revised. The Waste Framework Directive required Member States to establish Waste Prevention Programmes (WPPs) by December 2013. Member States should notify ENV-WASTE-PLANSec [dot] europa [dot] eu (the Commission) of substantial revisions to the waste prevention programmes. The Commission published new rules on Friday for calculating and verifying recycling efficiency and the recovery of materials from waste batteries. Batteries play a crucial role in advancing the green transition, supporting sustainable mobility, and contributing to climate neutrality by 2050. The new rules aim to support a circular, resilient and competitive economy by keeping the materials used in batteries in the economy for longer, thus preventing waste. The objective of these rules is to ensure the high-quality recycling and recovery of materials from waste batteries, particularly those containing critical and strategic raw materials. They establish clear and consistent calculation guidelines for recyclers, aiming to prevent unfair competition in the EU's market for secondary raw materials from waste batteries. The methodology for measuring the recycling efficiency of recyclers, which quantifies the total amount of materials recycled, is established for batteries containing lead-acid, nickel-cadmium, lithium and other materials. The process for measuring the recovery of materials is specifically established for critical raw materials such as cobalt, copper, lithium and nickel, as well as lead. To support the consistent application of the calculation rules, a harmonised format for documentation from recyclers to Member States authorities has also been introduced. Next steps: The newly established methodology will enter into force on 24 July 2025. Background: The delegated act draws on the JRC report entitled "Technical suggestions for the rules for calculation and verification of rates for recycling efficiency and recovery of materials of waste batteries", prepared with the input of stakeholders. Annex XII of the Batteries Regulation mandates ambitious targets for the recycling efficiencies to be achieved by recyclers no later than 31 December 2025 (75% for lead-acid batteries, 65% for lithium-based batteries, 80% for nickel-cadmium batteries, 50% for other batteries). The targets will be increased by 31 December 2030 for lead-acid batteries (80%) and lithium-based batteries (70%). The material recovery targets to be achieved by 31 December 2027 are 90% for cobalt, copper, lead, and nickel and 50% for lithium. These will be increased by 31 December 2031 to 95% for cobalt, copper, lead, and nickel and 80% for lithium. More information: Delegated regulation on new waste batteries rules | EUR-Lex page: Batteries | Commission page

- <http://opsir.eu/files/file/uleja-sadirekitasi-powemed-tilafarazaf.pdf>
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