

# Added value notified

## REMEX LEADS THE WAY IN WASTE NOTIFICATION

Almost all waste managed across international borders requires notification. Within the framework of internationally coordinated procedures, persons who want to transport waste are required to obtain the approval from relevant national authorities before commencing transport. In 2020, the REMEX Group assisted in the recovery of approximately 885,000 tons of mineral waste through the competent management of notification procedures – including road construction waste containing tar, bottom ash, filter dust, fly ash and other flue gas cleaning residues from thermal processes.

### Notification as a control mechanism

Notifications serve as both the principle and mechanism of international waste stream control. The Basel Convention has regulated transboundary shipments of waste since 1992 – both within and outside the EU. Third countries, so-called transit countries, are also subject to these regulations. Only wastes listed on a so-called Green List meet general standards for commercial transactions – and are therefore exempt from notification.

### Approvals of respective countries

If the transboundary shipment of waste requires notification (Amber List), authorities at the place of dispatch (exporting country) and at the place of destination (importing country) must give their prior written consent to the transboundary shipment. Authorities responsible for transit (transit states) are informed; if no response is received after 30 days, their consent is deemed to be given. Since the entire procedure is subject to strict record keeping, it is ensured that waste can only be delivered to treatment and recycling facilities that are authorised and approved for this purpose.

### Added value through international recycling

The need to ship waste abroad usually results from the fact that no adequate disposal options with the desired recycling or recovery rates are available in the countries of origin. In

regards to other sustainability aspects, such as climate protection, the transport of waste over long distances via ship or rail is often more CO<sub>2</sub>-efficient than transport via truck over shorter distances.

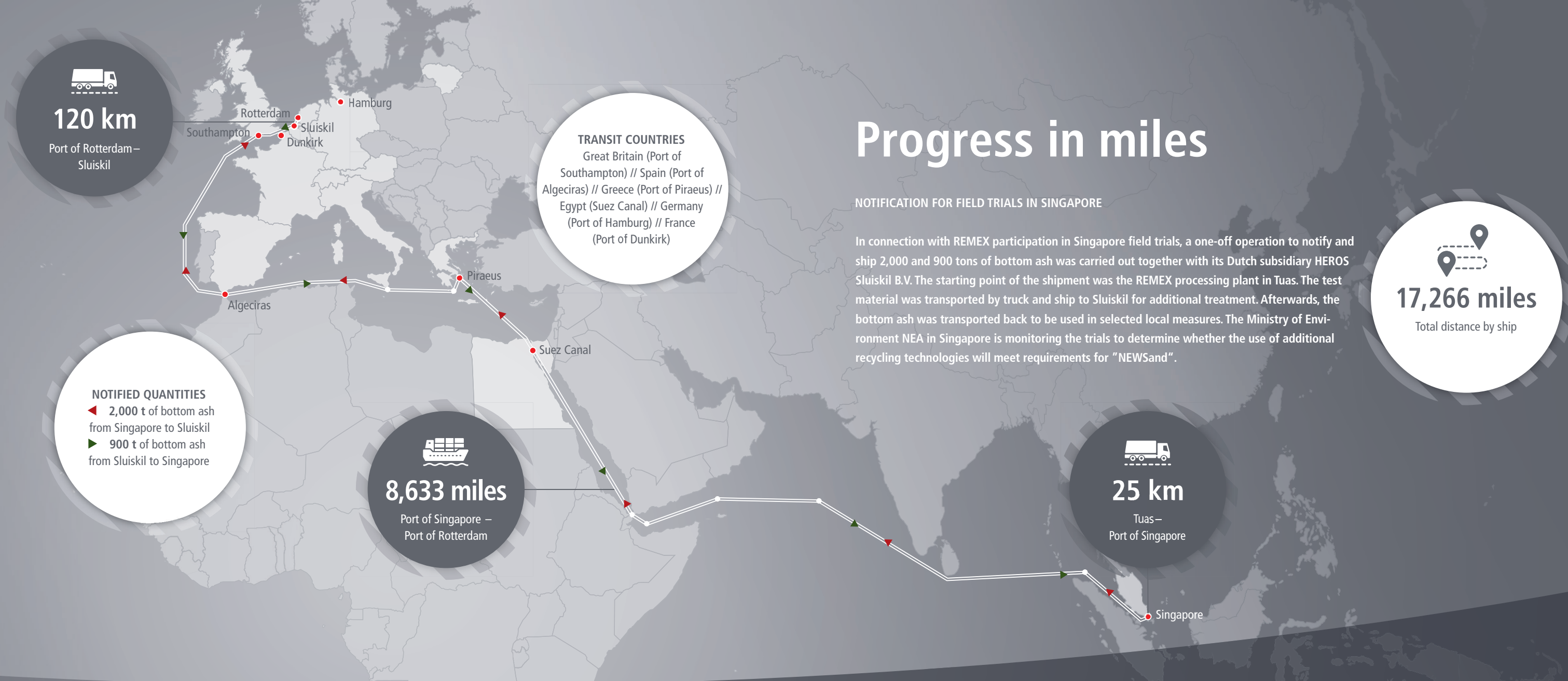
### Comprehensive approval documents

Notification occurs at the end of the approval procedure. Numerous documents are required in preparation for this, including:

- Information on the intended recovery or disposal process
- Waste declaration analyses
- Licensing documents for transshipment facilities and disposal facilities
- Precise specifications of the transport route and transport distance from the point of generation to the disposal facility, and information on the place of transshipment in the case of combined transport
- Proof that the vehicles used for land, water and air transport are insured against third-party liability claims and have the necessary transboundary transport permits
- Contracts to take back the waste in the event that the shipment cannot be completed as intended
- Security deposits for the public authority at the place of dispatch – to the amount that financially covers any retrieval of the waste

### INTERNATIONAL WASTE MANAGEMENT COMPETENCES

The REMEX service portfolio includes expertise in waste classification in accordance with waste shipment law as well as the complete preparation of notification, including all necessary documents and international agreements with responsible authorities. Our customers benefit from the technical and linguistic knowledge of our employees at 60 locations in Germany and abroad.



**120 km**  
Port of Rotterdam – Sluiskil

**TRANSIT COUNTRIES**  
Great Britain (Port of Southampton) // Spain (Port of Algeciras) // Greece (Port of Piraeus) // Egypt (Suez Canal) // Germany (Port of Hamburg) // France (Port of Dunkirk)

**NOTIFIED QUANTITIES**  
◀ 2,000 t of bottom ash from Singapore to Sluiskil  
▶ 900 t of bottom ash from Sluiskil to Singapore

**8,633 miles**  
Port of Singapore – Port of Rotterdam

# Progress in miles

## NOTIFICATION FOR FIELD TRIALS IN SINGAPORE

In connection with REMEX participation in Singapore field trials, a one-off operation to notify and ship 2,000 and 900 tons of bottom ash was carried out together with its Dutch subsidiary HEROS Sluiskil B.V. The starting point of the shipment was the REMEX processing plant in Tuas. The test material was transported by truck and ship to Sluiskil for additional treatment. Afterwards, the bottom ash was transported back to be used in selected local measures. The Ministry of Environment NEA in Singapore is monitoring the trials to determine whether the use of additional recycling technologies will meet requirements for "NEWSand".

**17,266 miles**  
Total distance by ship

**25 km**  
Tuas – Port of Singapore

## Notified material flows in 2020: 885,000 tons



Source: Forecast data as of 10/2020