

Waste Shipments Inspection Plan

Department of Environment of Cyprus

20/1/2017, (2017-2019)

This Inspection Plan relates to the following legislative requirements:

1. EC Regulation 1013/2006
2. EC Regulation 660/2014
3. National Waste Law (Law 185(I)/2011).
4. National Regulation for Fees for Waste Transportation (Κ.Δ.Π. 79/2016)

This is the Waste Shipment Inspection Plan of **Cyprus**

This Plan will be reviewed at least every 3 years from date of Issue or sooner as required by legislative changes or operational necessity

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1.0 Objectives/Priorities

- i. Minimize illegal shipments of wastes at legal points of entry/exit of country.
- ii. Eliminate illegal shipments towards the Turkish occupied area of the island through UN buffer zone and British Bases.
- iii. Ensure that all wastes imported or exported to or from Cyprus respectively, end up to Environmentally Sound Management Facilities.
- iv. Eliminate export of hazardous wastes to prohibited destinations according to the provisions of European Regulation 101/2006/EC and the Basel Convention.
- v. Verify compliance with the EU and International legislation concerning waste shipments.

2.0 Geographical area covered

- i. Cyprus is an island situated at the southeast end of Europe.
- ii. Despite the fact that Cyprus entered EU in 2004 as a whole island, 37% of the island is occupied by Turkey since the invasion of Turkish troops in 1974.
- iii. Therefore geographical area covered from the WSIP concerns only the area under the effective control of the Republic of Cyprus.



The major points of interest concerning where checks should be conducted, are the following:

i. Points of Entry/Exit to the Republic

All Ports and Airports.

ii. Movements towards the Turkish Occupied Area of the island

Movement of wastes towards the Turkish Occupied Area of the island is **prohibited** for the following reasons:

- Environmentally Sound Management of waste in permitted facilities according to Waste Law 185(I)/2011 cannot be ensured by the Republic of Cyprus.
- Exports of waste from the island cannot be controlled according to Basel Convention and European Regulation 1013/2006/EC.

3.0 Information on planned inspections

i. Responsible inspection authority/authorities

According to National Waste Law, responsible inspection authority for waste shipments is the **Department of Environment (DoE)** of the Ministry of Agriculture, Rural Development and Environment.

Also the:

- **Customs Authorities** for all shipments taking place through legal points of Entry/Exit of that Republic (Ports of Limassol, Larnaca and Vasilliko and Airports of Larnaca and Paphos).
- **Police Department** for all shipments illegally taking place through UN Buffer Zone and British Bases towards the Turkish occupied area of the island based on their responsibility to check and control any movement of products/materials through the Buffer Zone.

ii. Targeted waste streams, their sources + destinations

(ONLY for internal use)

iii. Types of inspections planned, such as:

- Physical checks on road traffic, check points towards the Turkish occupied area of the island and seaports.
- Inspections of waste sites / companies (producer, receiver, operator of storage or treatment facility, brokers, dealers, forwarders etc).
- Administrative checks on submitted documents.

iv. Major technical equipment used

(ONLY for internal use)

Targets and annual planned inspections are defined with the help of attached assessment.

v. Targets

Targets are selected according to several indexes and statistical data.

Details are ONLY for internal use

vi. Number of annual planned inspections

According to historical data available and capacity of the Department of Environment, a minimum percentage of 20% of total shipments should be inspected in various ways.

4.0 Tasks assigned to different authorities

The major authorities involved in Waste Shipments control and their responsibilities, are:

i. Department of Environment (DoE)

- i. It is the Competent Authority for Waste Shipments Control.
- ii. Coordinates all activities in relevance with Waste Shipments Control.
- iii. Defines targets, place and time of inspections.
- iv. Guides and trains other authorities involved in Waste Shipments Control.
- v. Permits major players involved in Waste Shipments.
- vi. Keeps and evaluates records, information concerning Waste Shipments.
- vii. Cooperates with other authorities in EU and International level.
- viii. Prepares Reports to the Secretariat of Basel Convention and the European Committee.

ii. Customs Department

- i. Conducts spot checks of documents at points of entry/exit of the Republic.
- ii. Informs and Consulted from the DoE for any further actions in case of divergences from custom procedures.
- iii. Participates/Provides Facilitations to the DoE during physical checks in Ports and Airports.
- iv. Conducts investigations according to intelligence given by the DoE.

iii. Police Department

- i. Conducts spot checks of cargo and documents at points on road.
- ii. Accompany if needed inspectors and/or officers of the DoE and the Customs Department.
- iii. Conducts investigations according to intelligence given by the DoE.

Other authorities involved in Waste Shipments control and their responsibilities, are:

i. Port Authorities

- i. Provides Facilitations to the DoE during physical checks in Ports.

ii. British Bases

- i. Provides Facilitations to the DoE during physical checks towards the Turkish occupied area of the island.

5.0 Cooperation Arrangements

- Contact list of the responsible team within each authority,
- Description of the roles and responsibilities of each authority, taking into account of the national structures, local situations and enforcement powers. This should include the Member State's Waste Shipment Correspondent if that person is involved in inspections;
- Schedule of the workflow for each authority when they detect an illegal shipment;
- Indication of the method for establishing the lead in criminal investigations;
- List of methods for exchanging information and intelligence between authorities
- Details on the arrangements for regular meetings between the authorities at appropriate strategic, management and operational level. In case a national inspection plan is established, it may be practical to establish a national working group;

6.0 Training

The Department of Environment, as the major player on Waste Shipments Inspections, has the responsibility to train and coordinate all the other involved departments.

The following trainings should be planned once every 2 years and/or whenever there is a big change in the composition of teams dealing with Waste Shipments Control:

Department		Training Course	Frequency
Trainer	Trainee		
DoE	Customs Authorities	Control at points of Entry/Exit of the Republic	Every 2 years
DoE	Police Department	Road Checks	Every 2 years

Furthermore, inspectors of the DoE participate in IMPEL-TFS Inspectors Exchange Program whenever a suitable program is available.

Finally, internal training of inspectors of the DoE should be done concerning the following:

1. Health and Safety during inspection.
2. Sampling.
3. Intelligence.

7.0 Resources

i. Human Resources

Leading role in inspections belongs to the Department of Environment. Because of lack of personnel, only one person is available both of organizing and conducting Waste Shipments Inspections. Inevitably, support from other departments is needed.

In daily basis and/or whenever is needed, help from the Customs Authorities (Port Checks) and Police Department (Road Checks) are available to support the Department of Environment. Nor certain number of personnel is dedicated for supporting the DoE neither bilateral agreements between the DoE and other departments are in place.

ii. Financial Resources

Costs		Source of Coverage
Personnel	Wages and Salaries	Government's Payroll and Annual Budget
	Travel Expenses	Government's Payroll and Annual Budget
	Training Costs	Government's Payroll and Annual Budget and IMPEL-TFS Exchange Program.
Additional costs for regulatory measures	Expenses for qualified personnel	By the consignee
	Handling of Waste	
	Seizure of Waste	
	Qualified Sampling	
Other costs	Maintenance costs and fuel for service cars	Government's Annual Budget
	Costs for replacement of equipment	
	Telephone call charges, batteries for torches	

iii. Equipment

As a part of the Health and Safety Manual, several items essential for proper waste shipments inspections should be identified and be available to inspectors.

More specifically, the following items should be available to inspectors:

- **Obligatory**
 - Hard hats
 - Safety shoes
 - Gloves
 - Goggles
 - Earplugs
 - Jackets
 - Disposable suits
- **Checking or control-equipment**
 - Service Vehicles
 - Mobile phones/Tablets with internet access
 - Cameras
 - GPS devices
 - Gas-detectors for container-inspections
 - Sampling Equipment
 - Rapid test kits.

iv. Health and safety

The health and safety of personnel is vital to the success of any plan. Waste shipment inspections are varied and occur mainly in seaports, roads, seaports, waste sites and offices. Within these sites there are a variety of risks to the inspectors.

They can be divided in the following obvious and hidden risks:

- **Obvious:**
 - Objects falling from vehicles/cranes
 - Collisions with vehicles
 - Inclement weather conditions
- **Hidden:**
 - Aggressive behavior from individuals that can vary from a simple verbal threat to cause of bodily harm.

These health and safety issues are considered to be very serious and a Health and Safety Manual of

inspecting authorities should be prepared and enforced.

8.0 Follow up

According to findings the following measures can be taken depending the seriousness (from minor to major):

i. Missing Information or Need of Clarification of Information

In the above case depending the reasons why information was missing, the following measures can be taken:

- Detain the shipment until details are clarified, or errors have been corrected
- Warning letter
- Penalty fine

ii. Illegal Movement

The main reason of a movement to be declared as illegal, is when wastes are exported to countries where according to European Regulation 1013/2006/EC their shipments are restricted.

In the above case and after evaluation of the seriousness of the violation, the following measures can be taken:

- Prevent the export and/or Confiscation of illegally shipped waste
- Warning letter
- Penalty fine
- Administrative fine
- Withdrawal of the consent
- Prosecution/reporting the case to the police/criminal investigators

After reviewing violations and in cooperation with Customs Department, targets are updated.