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## Planning a transboundary shipment of used materials and devices in accordance with applicable legislation

### Basic steps

1. Determine possible shipment routes, considering the number of countries that would be involved in each route.
2. For each potential export, import and transit country, consider the following:
  - a. Is the country a Party to the Basel Convention? If so, it is bound by the Convention, which constitutes the framework and minimum requirement for the country's national legislation. For each Basel Party, basic information on its national legislation, national waste definitions, and competent authorities is available on the website of the Convention Secretariat: [www.basel.int/countries](http://www.basel.int/countries).
  - b. Is the country a Member of the OECD? If so, it applies the OECD control system for waste recovery. See [www.oecd.org/env/waste](http://www.oecd.org/env/waste).
  - c. Is the country a Member State of the European Union? If so, it is bound by EU legislation on waste management. Much of the EU legislation is directly applicable in all Member States, leaving limited room for national specificities. See <http://ec.europa.eu/environment/waste/index.htm>.
3. Conduct a preliminary analysis of the national legislation of each country, including the applicable Basel, OECD and EU rules as determined under point 2. above. Focus on the following questions:
  - a. What is the country's definition of waste, and of hazardous waste?
  - b. Is the material you intend to ship covered by one or both definitions?
  - c. If so, is the material banned for export, import, and/or transit?
  - d. If not banned, what are the procedures to be followed? What documents must accompany the shipment?
  - e. Does the country have detailed definitions and classifications of material based on its composition, which would make a technical analysis of the material necessary?
4. Based on the preliminary analysis under point 3., reconsider the possible shipment routes as necessary.



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5. Contact the competent authorities of each country involved in the route(s) to verify the results of the preliminary analysis and discuss the exact modalities of the prospective shipment.

***NOTE: These basic steps are indicative only and cannot replace a full analysis of the modalities of a given shipment.***