

To the kind attention of

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Statement on the Mandatory Two-Working-Day Prior Notification Requirement under Regulation (EU) 2024/1157

The additional requirement under Regulation (EU) 2024/1157 to electronically submit the information set out in Annex VII at least two working days before the commencement of an intra-EU shipment of non-hazardous Green List waste is neither proportionate nor operationally feasible. It is inconsistent with the Regulation's own objectives of promoting the circular economy, strengthening the internal market, facilitating the free movement of secondary raw materials and reducing administrative burdens through digitalisation.

The newly introduced requirement is based on the assumption that cross-border transport can be planned and fixed several days before a shipment begins. This does not reflect the operational reality of either the European recycling industry or modern road freight logistics. The movement of secondary raw materials is inherently demand-driven. Shipments are only assembled once sufficient material of the required specification has been collected, processed, sorted and matched with available recovery capacity. At the same time, transport is organised according to the real-time availability of vehicles, drivers and loading capacity. Consequently, the final quantity, destination, carrier, transport route and loading schedule are often confirmed less than 24 hours before departure.

Modern freight transport relies on operational flexibility. Every day, transport plans must be adapted to changing circumstances, including customer requirements, vehicle availability, driver working-hour restrictions, traffic conditions, road closures, ferry cancellations, severe weather, vehicle breakdowns and changing recovery capacity at destination facilities. The ability to redirect vehicles, change carriers, consolidate loads or amend destinations at short notice is essential for maintaining efficient

cross-border material flows. A mandatory notification period of two working days removes precisely this flexibility and requires transport information to be fixed long before it is operationally certain.

This lack of flexibility has direct environmental consequences. Road freight operators continuously optimise transport by combining loads, reducing empty mileage and maximising vehicle utilisation. Dynamic planning enables transport capacity to be matched with available material in real time. Preventing operators from adapting shipments as circumstances evolve leads to lower load factors, additional journeys, unnecessary temporary storage and avoidable greenhouse gas emissions. Rather than supporting the objectives of the European Green Deal and the Circular Economy Action Plan, the measure risks making the transport of secondary raw materials less efficient and more carbon intensive.

The requirement also creates unnecessary barriers to the functioning of the internal market. Cross-border shipments of Green List waste occur daily between specialised recycling and recovery facilities across the European Union, particularly in border regions. Many operators act as intermediaries, arranging direct deliveries between Member States without the material entering their own storage facilities. Commercial decisions, carrier availability and customer requirements frequently change within hours. Imposing a rigid advance notification period disrupts well-established logistics chains, reduces competitiveness and limits the efficient movement of secondary raw materials across Europe.

Furthermore, the introduction of DIWASS fundamentally changes the regulatory landscape. Digital submission ensures that competent authorities have continuous electronic access to shipment information, allowing effective risk-based enforcement and complete traceability throughout the transport chain. In this context, a mandatory advance notification period no longer provides any demonstrable additional benefit for environmental protection or regulatory control. Instead, it duplicates existing digital safeguards while imposing significant operational and economic burdens.

Overall, the mandatory two-working-day prior notification requirement imposes substantial practical, environmental and economic disadvantages without delivering corresponding regulatory benefits. It restricts the flexibility on which modern logistics depend, increases transport inefficiencies, weakens the competitiveness of the European recycling sector and creates unnecessary obstacles to the internal market. In light of the comprehensive digital traceability provided by DIWASS, the requirement is neither necessary nor proportionate.

The undersigned associations therefore call for the mandatory two-working-day prior notification requirement for shipments of non-hazardous Green List waste to be abolished.

Should a prior information requirement nevertheless be retained, it should serve solely to provide competent authorities with accurate and up-to-date electronic transport information. Operators should therefore be permitted to submit or amend transport data up to the commencement of the shipment. Such a flexible digital approach would maintain effective enforcement while reflecting the operational realities of modern transport, supporting the competitiveness of the European recycling industry and contributing to a more efficient, lower-carbon internal market.

We remain available for further discussion and are committed to working constructively with the European Commission to ensure an implementation that is both operationally feasible and legally compliant.

Yours sincerely,

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