



SWEAP inspection results 2018 – March 2020

Total number of inspections – 32,427

Number of waste inspections – 11,843

Number of violations – 2586

Waste detection rate – 37%

Violation rate – 22%

Results are from 28 countries across Europe.

Types of violations

The total number of violations recorded during 2018, 2019 and 2020 so far is 2586. The underlying offences can be grouped into three categories:

- Administrative violations, including missing or incomplete Annex VII forms, which account for 18%;
- More serious offences such as national regulations, or missing, incomplete and incorrect notifications, which account for 34%;
- Shipments subject to export bans, which account for 22%.

Another 26% were for other or unspecified offences.

The most common type of violations overall are: Subject to export ban (567), Notification missing (339), Annex VII incomplete/ incorrect (307), National regulation (291), Annex VII missing (155).

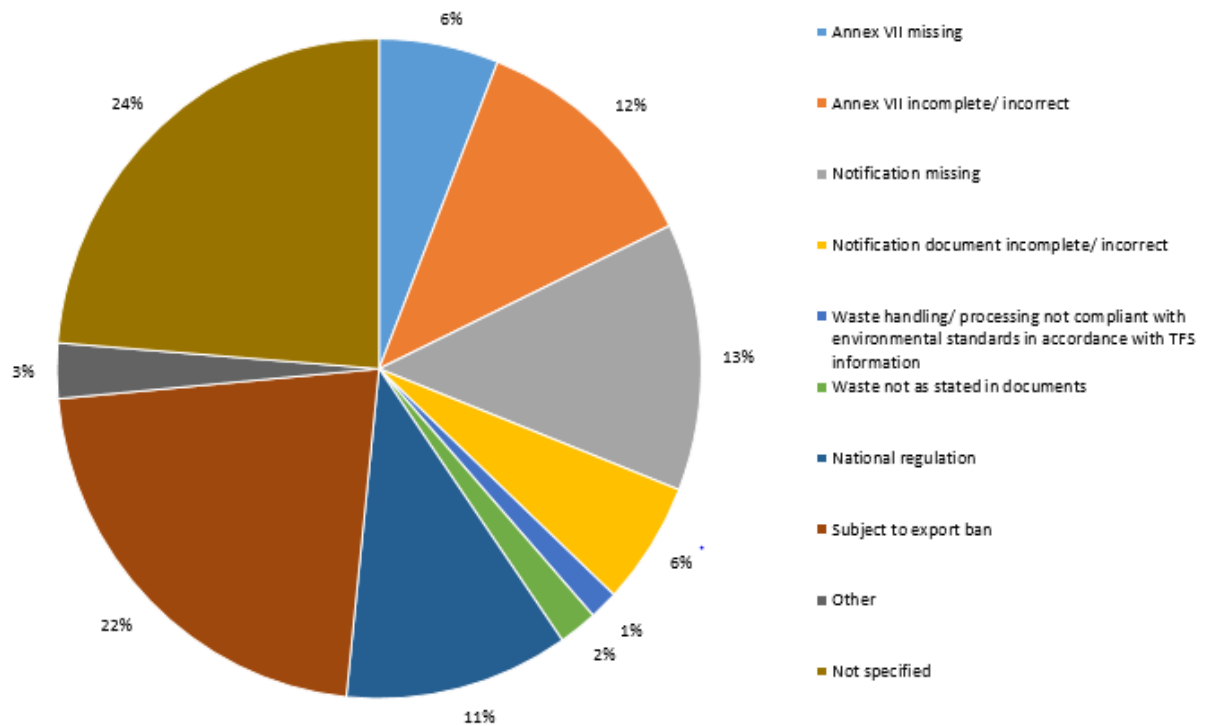


Figure 1; Types of violations 2018 - March 2020

Waste types of violations

Waste types	Number of violations
Metals	324
Paper	175
Plastics	330
WEEE	364
ELVs & car parts	224
RDF	14
Household and mixed municipal waste	60
Wood	74
Tyres	111
Other non-hazardous	85
Other hazardous	62
Textiles	50
Not specified	504
Cables	18
Glass	13
Construction waste	68
Green waste	0
Sludges & filtercake non-hazardous	5
Ash & slags non-hazardous	8
Food and edible oil	12

Batteries	60
Mixed packaging	0
Oils	23
Other household & garden	2
Bulky waste	0
Total	2586

The waste streams with the highest number of violations are WEEE (14%), plastics (13%), metals (13%), ELVs & car parts (9%) and paper (7%). These were also the top five waste streams identified in the progress report in October 2019, although the percentages have changed. Batteries has seen the largest increase, from 8 violations to 60 violations (up 650%).

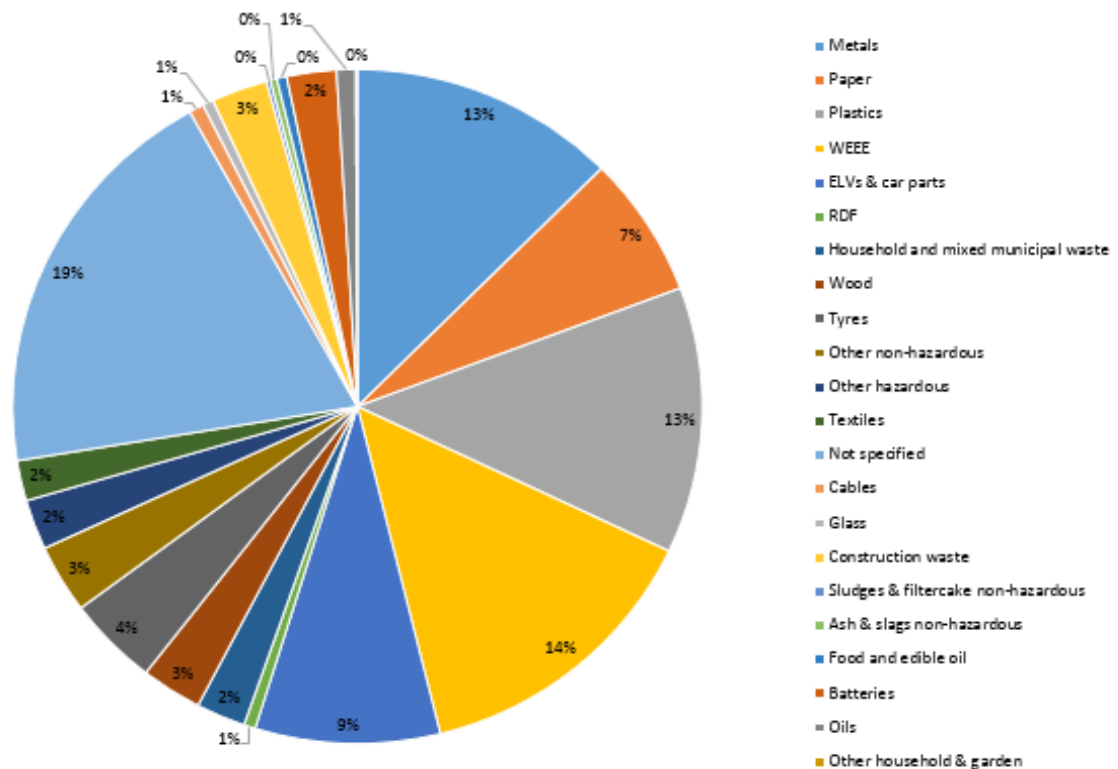


Figure 2; Waste types of violations 2018 - March 2020

Destination region of violations

The chart in Figure 3 shows the majority of violations have so far concerned shipments within Europe (51%). In addition, seventeen percent of violations were bound for Africa and 16% were destined for Asia. Less than 1% of illegal shipments were bound for North America, Central America, South America and the Caribbean combined. The destination of 16% of illegal shipments is unknown.

Destination region	Number of violations
Europe	1320
Africa	432
Asia	401
Caribbean	3

No data	414
North America	7
South America	4
Central America	5
Total	2586

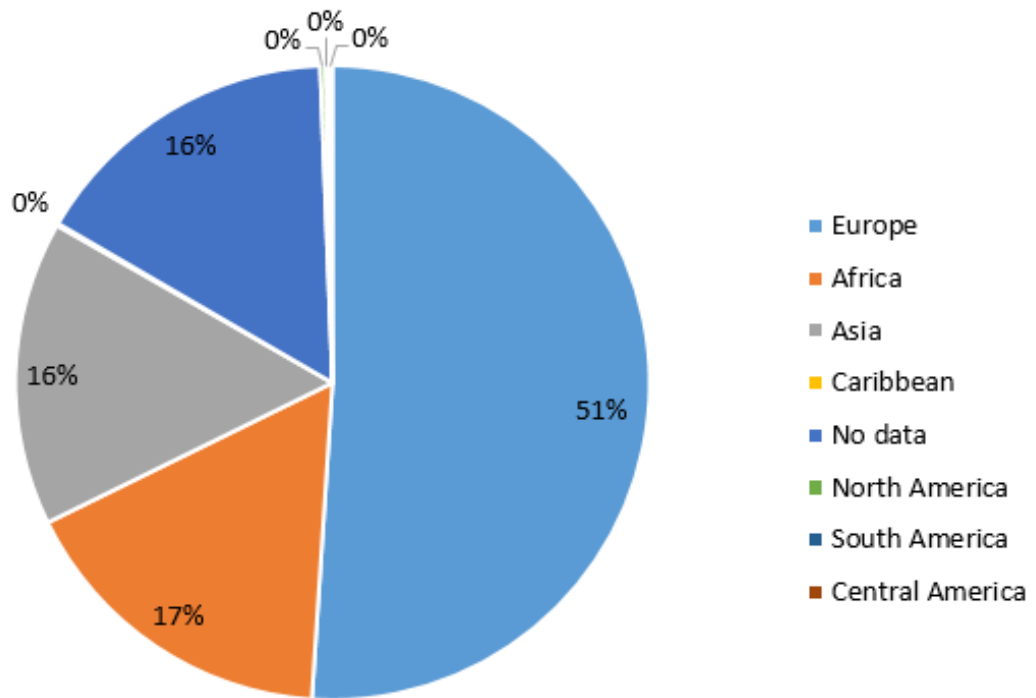


Figure 3; Destination region of violations 2018 - March 2020

Outcome of violations

The chart in Figure 4 shows that the most common enforcement action is a repatriation (27%). Penalties (15%) are the next most common outcome of violations. Ten percent result in a 'stop', which means they are prevented from travelling to the country of destination and the waste is treated in the country of origin or transit. We have no data on the outcome of 610 violations (24%).

Outcome	Number of violations
Warning	96
Verification request	5
Stop	264
Repatriation	695
Pending	128
Penalty	378
Other	123
No data	610
File prepared for prosecution	107
Administrative intervention	180

Total	2586
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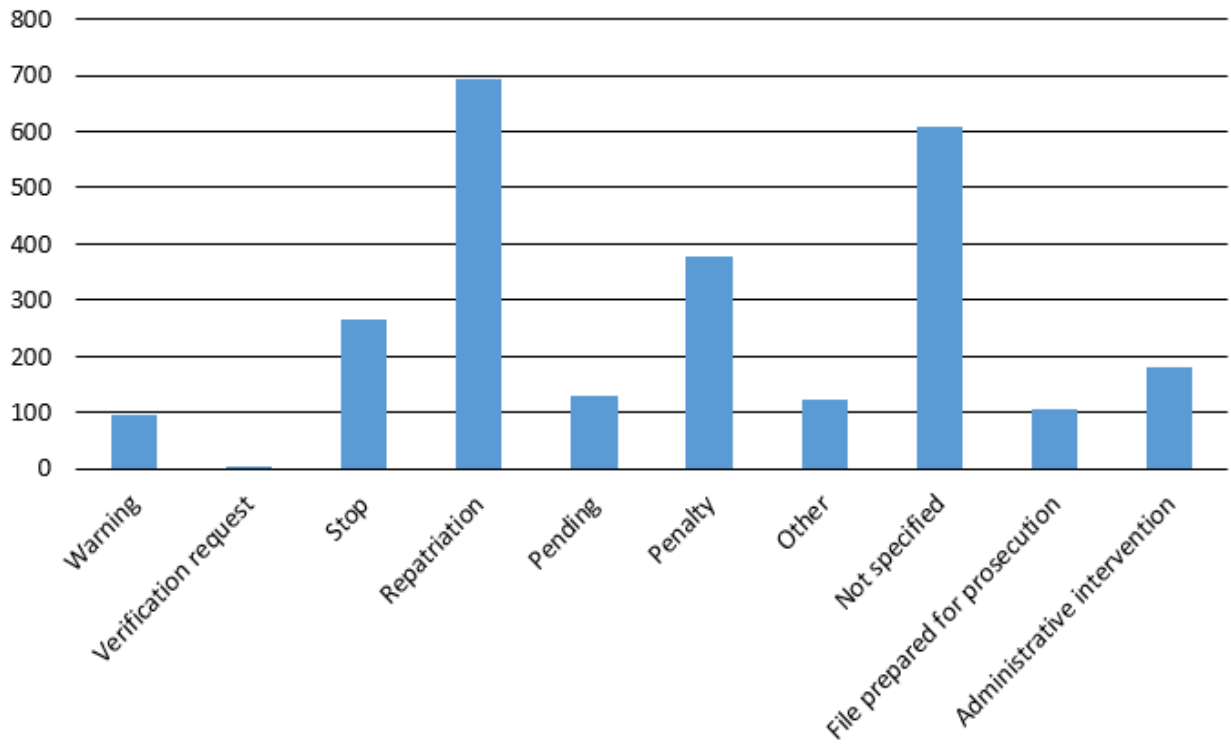


Figure 4; Outcome of violations 2018 - March 2020

Trends in violation data

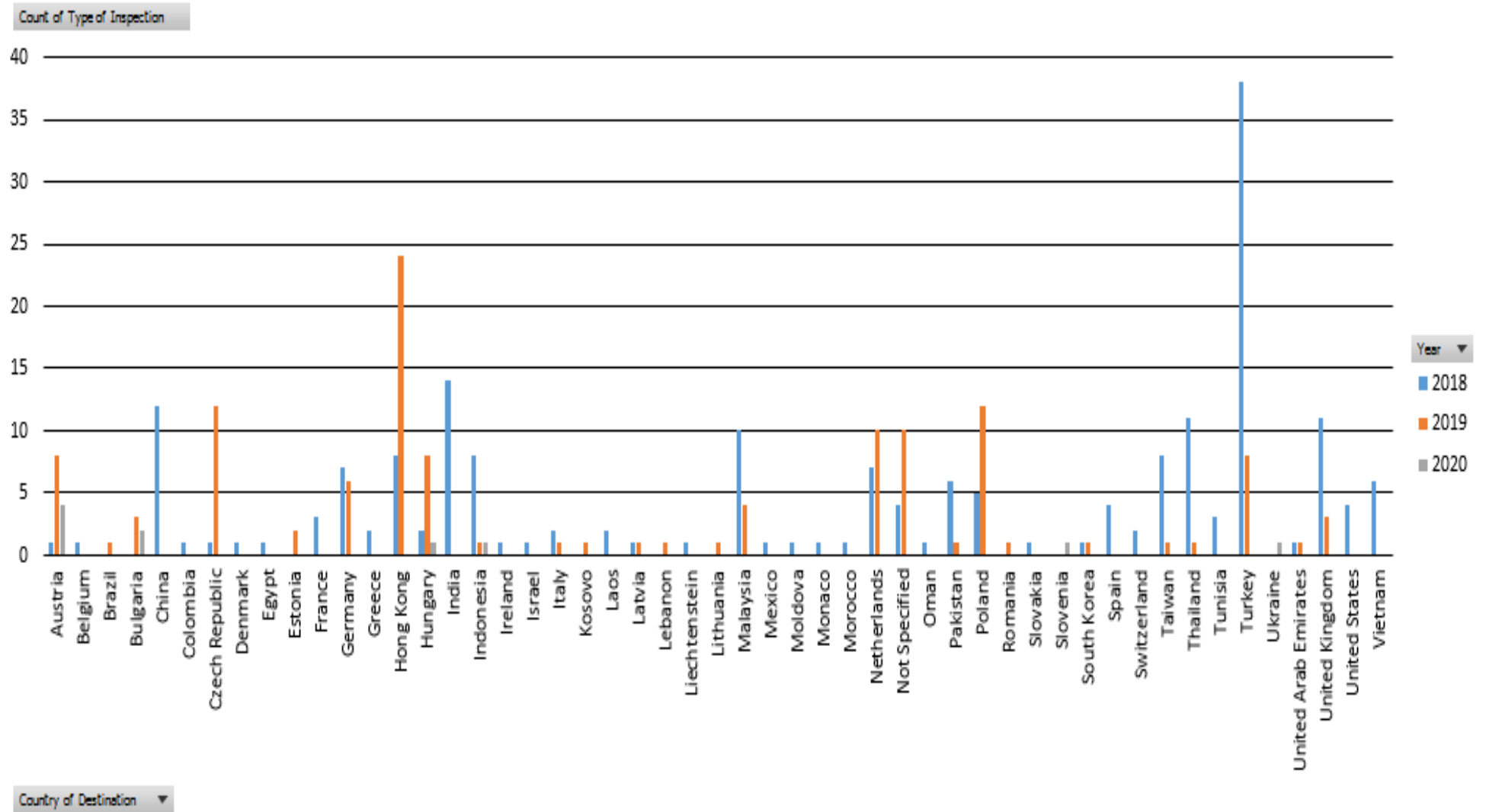


Figure 5; Destination of plastics violations 2018 - March 2020

Figure 5 shows the destination of plastics shipment violations in 2018, 2019 and the first few months of 2020. In 2018, Turkey was the most common destination for plastics violations (19%), followed by India (7%) and China (6%). In 2019, Hong Kong was the most common destination (20%), followed by Czech Republic (10%) and Poland (10%). In 2020, so far there have been ten violations from shipments destined for Austria (4), Bulgaria (2) Indonesia (1), Ukraine (1), Hungary (1) and Slovenia (1).

Of the 330 plastics violations, 91 were subject to an export ban, 71 were in violation due to issues relating to Annex VIIIs and 53 were in violation due to issues relating to notification controls.

The most common enforcement actions for plastics shipments are repatriations (40%), penalties (15%) and stops (10%).

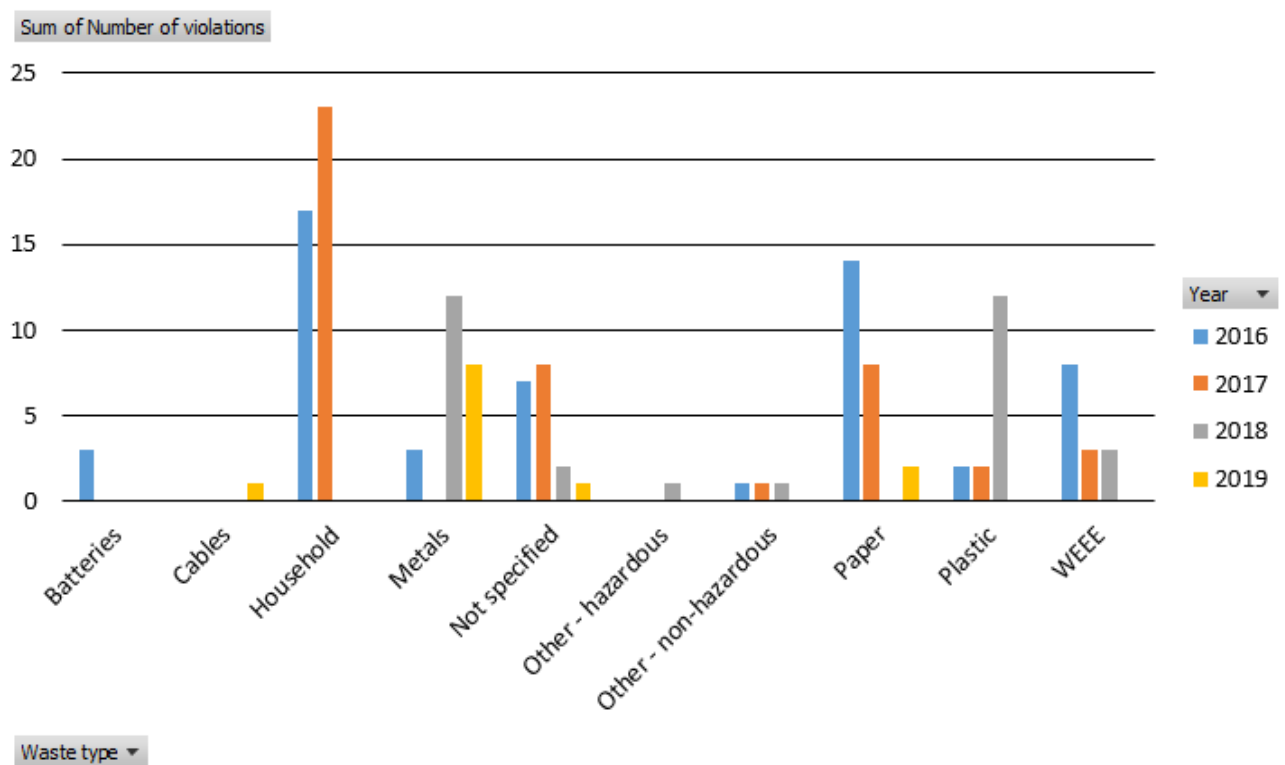


Figure 6; Violations destined for China 2016 - 2019

Figure 6 shows overall the number of violations for illegal waste shipments destined for China has been decreasing each year since 2016. In 2018, plastics and metals were the most common waste types amongst violations, followed by WEEE. In 2019, metals were the most common, followed by paper. So far, in 2020, there have been no violations in shipments destined for China.