

North Sea Resources Roundabout

# Difficulties of exporting compost within the EU today

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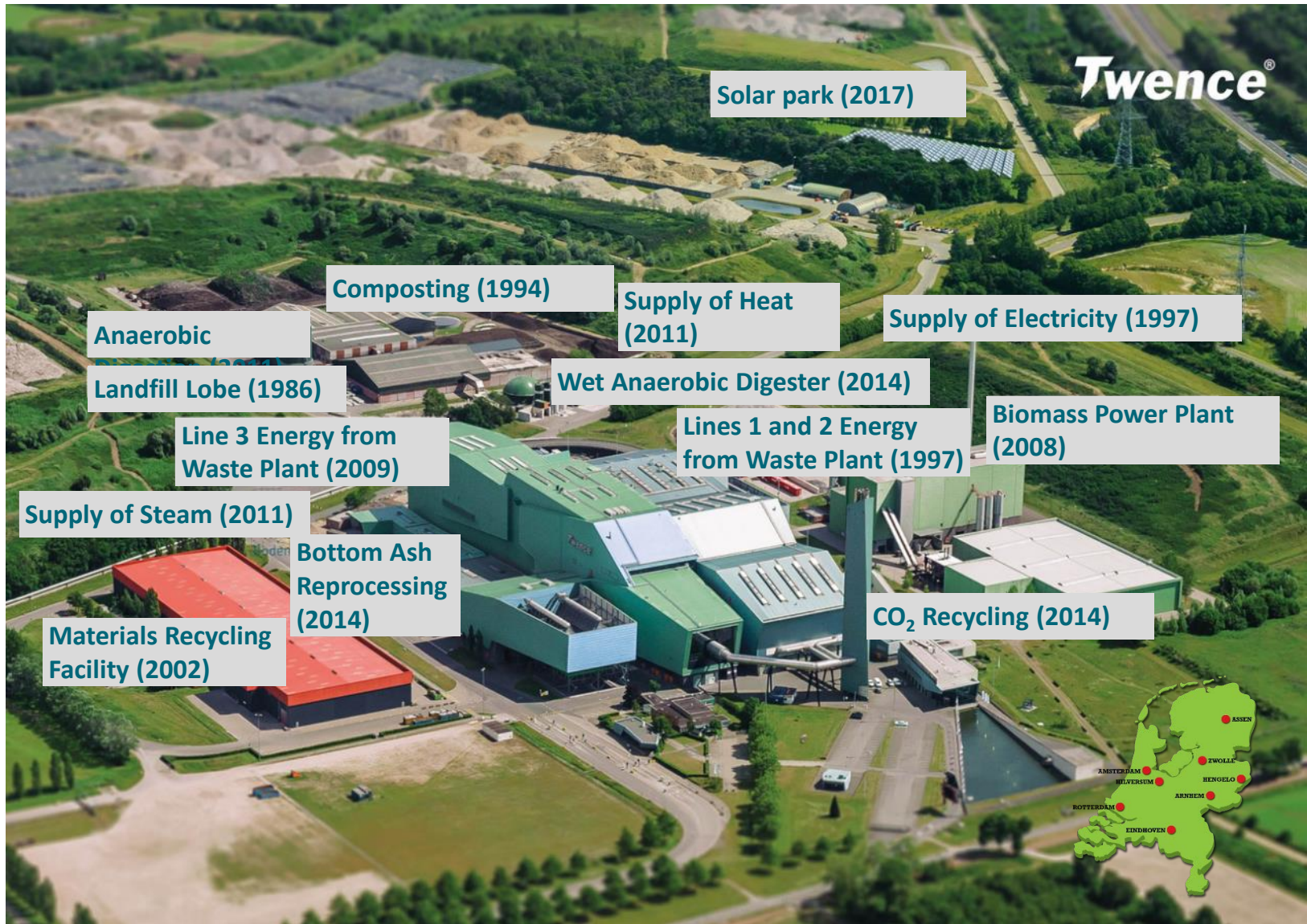
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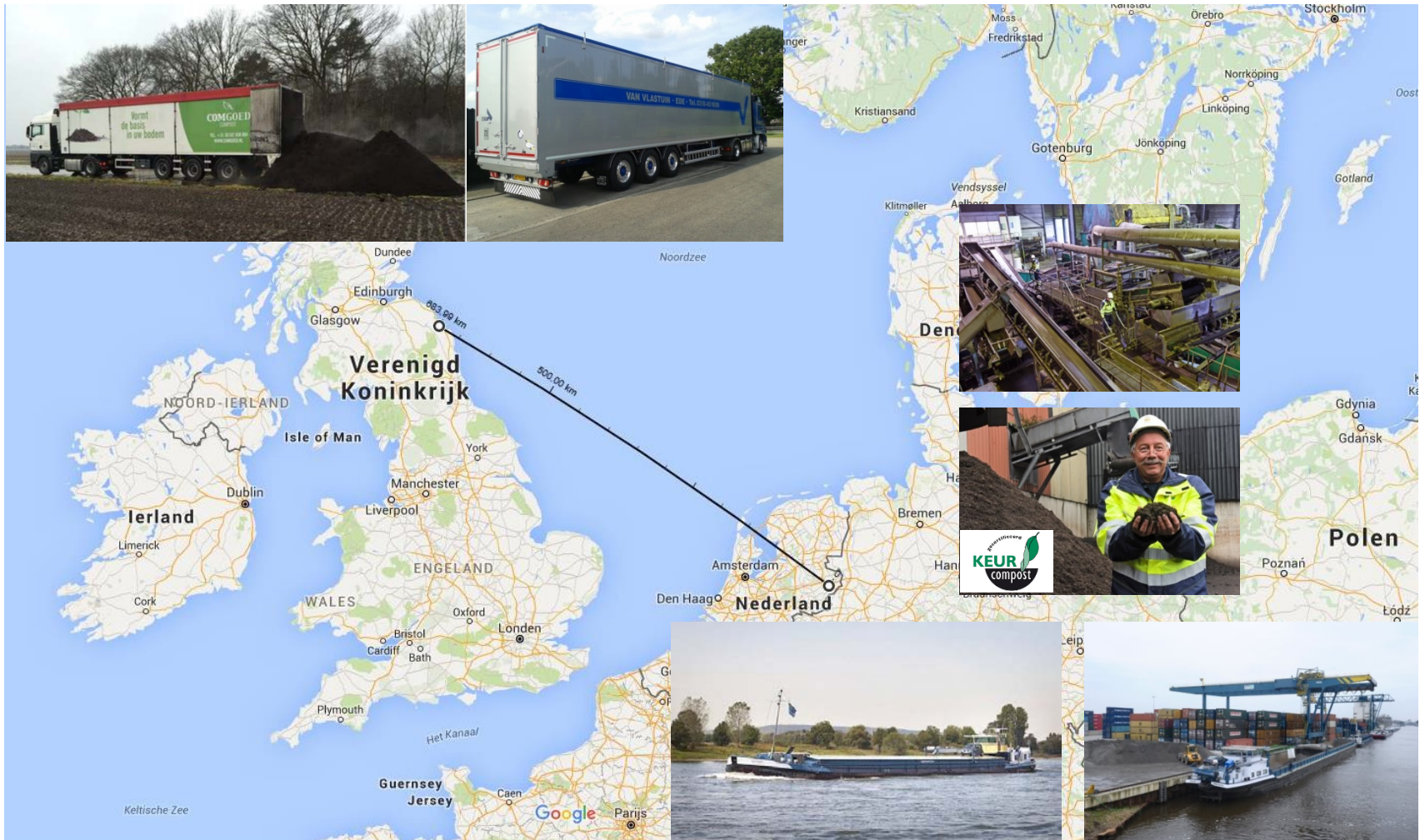
Brussels

## Introduction of Twence

- Public Waste Management Company  
Eastern part of the Netherlands
- Two Waste to Energy Plants  
Using RDF from England as a fuel
- Biomass Power Plant
- Sorting plant for construction and demolition waste
- Energy hub for lokal industry and the cities of Hengelo and Enschede
- Digestion and Composting Facility







# Green Deal North Sea Resources Roudabout initiated by the Dutch government

- Objectives (<https://www.youtube.com/watch?v=kcsdgFs85aw>)
  - Increase industry uptake of secondary resources by facilitating cross border use of secondary resources
  - Cooperation to identify barriers and consider solutions related to the “waste or resource” status
- Participants
  - Governments across the North Sea
  - Private Initiators
  - Industry & Waste Management Associations
- Working Groups Secondary Raw materials (<https://www.youtube.com/watch?v=hi9aVPI3RTI>)
  - Compost, PVC, Struvite
  - Non-ferrous metal concentrate from bottom ash
  - Waste electrical and electronic equipment

## Barriers

- Compost is labelled as category 3 material according to the animal by-products regulation
- Shrinking market because of big Dutch manure surplus
- High logistic costs: no return cargo, inflexibility in selection of transporters, lack of certified locations for storage and handling etc.
- Lack of European standards for product certificates
- Farmers in England need an environmental permit or waste management license exemption when using non certified compost

## **Need for End of Waste Status for selling Dutch compost in England**

- Without end of waste status farmers need a permit for using compost as a fertiliser
- Transport of compost to England has to comply with European Waste Shipment Regulation
- Too much barriers for farmers to buy compost produced in the Netherlands without End-of-Waste-Status
- Too low prices for compost produced in the Netherlands without End-of-Waste-Status

# Optimizing of the logistic chain

Two options:

- Bulktransport by inland water transport and transport by truck
- Animal by-products regulation requires registration for all (domestic and foreign) actors in the logistic chain
- International Transport requires high flexibility to reduce costs
- Volume of compost transport too small to get commitment for registration of storage and handling companies in harbours
- No flexibility in changing transport routes and timely organisation of transport when compost is needed in agriculture
- Preferred transport of compost by container seems to be only option: High transport costs for low value product



## What has been achieved

- Granting of end-of-waste status for compost produced by Twence by Dutch authorities in september 2017
- Still unclear what procedure can be used to get end-of-waste-status for compost produced by Twence in England
- Environment Agency and Certifying Organisation in England discuss the option for Twence to use specific procedure of the Compost Quality Protocol
- Container Transport is possible because only transporters need registration

## What is needed ?

- Fertiliser Regulation that poses no procedural restrictions for qualifying compost as a product
- Clear definition and guidance for the end point in the manufacturing chain without additional requirements by Member States
- Clear guidance for the granting of the end-of-waste status for compost as a product without additional requirements by Member States
- National standards for compost comparable to European product status for compost
- Sufficient resources to support preventing of delays in the procedures

**Thank you for your attention**