



EUDIN

BUSINESS PROCEDURE DOCUMENT

RESPONSIBLE: MARTIN KAUFMANN

DATE: 2012-01-02

VERSION: v1.7

STATE: DRAFT



INHALTSVERZEICHNIS

1 General Overview – What is EUDIN all about? 3

1.1 What does EUDIN mean?3

1.2 Paper based messages and processes to be replaced by EUDIN3

1.3 Messages and processes yet to be replaced5

1.4 The Architecture of the EUDIN System.....5

2 EUDIN Messages 8

2.1 EUDIN Business Documents9

2.2 EUDIN Business Signals 14

3 Business Rules..... 15

3.1 Typical Business Transaction 15

3.2 Agreed Rules and Special Cases 18

3.3 Failure Rules – What can go wrong..... 25

4 Frequently Asked Questions (FAQ) 33

5 Glossary and Links 34

5.1 Glossary..... 34

5.2 Links/References 34

6 Attachments 35

6.1 Document Management 35

6.2 Open Issues 36

6.3 Table of revision 44

1 GENERAL OVERVIEW – WHAT IS EUDIN ALL ABOUT?

1.1 What does EUDIN mean?

EUDIN stands for - European Data Interchange for Waste Notification-System and is based on the principles of the European Waste Shipment Regulation 1013/2006 EC.

EUDIN is a framework of standardised interfaces, business rules and runtime system components that enable the seamless exchange of messages dealing with the transport and disposal/recovery of waste across borders between the Member States of the European Union.

At the moment (June 2011) competent authorities of 5 Member States

1. Austria
2. Belgium
3. Germany
4. Luxembourg
5. Netherlands

are participating in the elaboration and evaluation of this standardised approach.

1.2 Paper based messages and processes to be replaced by EUDIN

At the moment EUDIN is covering the electronic exchange of all messages to all parties involved laid down in Article 16 of the EC regulation:

„Requirements following consent to a shipment

After consent has been given to a notified shipment by the competent authorities involved, all undertakings involved shall complete the movement document (*MD*), or, in the case of a general notification, the movement documents at the points indicated, sign it or them and retain a copy or copies. The following requirements shall be fulfilled:

(a) Completion of the movement document by the notifier: once the notifier has received consent from the competent authorities of dispatch, destination and transit or, in relation to the competent authority of transit, can assume tacit consent, he/she shall insert the actual date of shipment and otherwise complete the movement document to the extent possible.

(b) Prior information regarding actual start of shipment: (*MA*) the notifier shall send signed copies of the then completed movement document, as described in point (a), to the competent authorities concerned and to the consignee at least three working days before the shipment starts.

(c) Documents to accompany each transport: the notifier shall retain a copy of the movement document. The movement document and copies of the notification document containing the written consents and the conditions of the competent authorities concerned shall accompany each transport. The movement document shall be retained by the facility which receives the waste.

(d) Written confirmation of receipt of the waste (*CoWR*) by the facility: within three days of receipt of the waste, the facility shall provide confirmation in writing that the waste has been received.

This confirmation shall be contained in, or annexed to, the movement document.

The facility shall send signed copies of the movement document containing this confirmation to the notifier and to the competent authorities concerned.

(e) Certificate for non-interim recovery or disposal (*CoWD*) by the facility: as soon as possible, but no later than 30 days after completion of the non-interim recovery or disposal operation, and no later than one calendar year, or a shorter period in accordance with Article 9(7), following receipt of the waste, the

facility carrying out the operation shall, under its responsibility, certify that the non-interim recovery or disposal has been completed.

This certificate shall be contained in, or annexed to, the movement document.

The facility shall send signed copies of the movement document containing this certificate to the notifier and to the competent authorities concerned."

As stated in Article 26 Paragraph 4

" Subject to the agreement of the competent authorities concerned and of the notifier, the information and documents listed in paragraph 1 may be submitted and exchanged **by means of electronic data interchange** with electronic signature or electronic authentication in accordance with Directive 1999/93/EC of the European Parliament and of the Council of 13 December 1999 on a Community framework for electronic signatures [20], or a comparable electronic authentication system which provides the same level of security. In such cases, organisational arrangements concerning the flow of electronic data interchange may be made."

It is allowed to replace paper based messages by EDI as long as the electronic authentication is in accordance with the Directive 1999/93/EC or a comparable electronic authentication system which provides the same level of security (article 26 of the regulation) and all participating members agree on the organisational arrangements necessary to allow the seamless flow of electronic data interchange.

The following picture shows the general message exchange process and how it is implemented in a "paper based" environment. (although usually transferred by fax or e-mail).

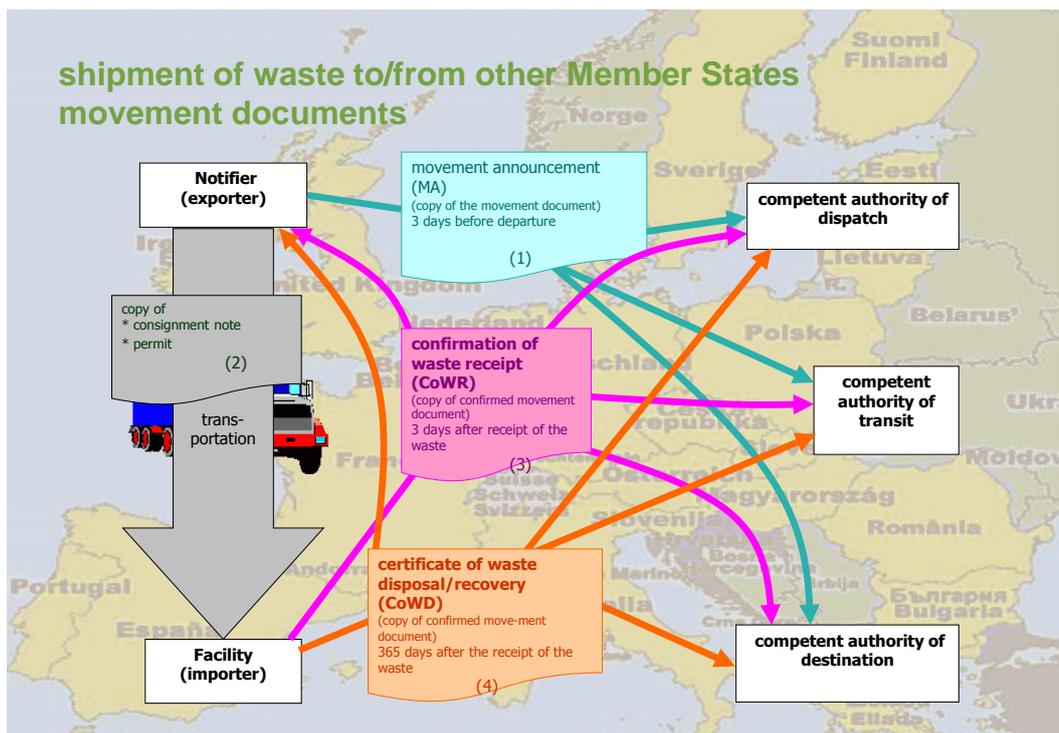


Figure 1 - Transfrontier Waste Shipment Messages

EUDIN partly changes this way of delivering relevant documents between the parties involved. In the paper based process the delivery of all documents involved is in the sole responsibility of the notifier (or the facility in case of CoWR and CoWD).

In EUDIN the notifier has access to an information system provided by its competent authority of dispatch which is connected to the messaging system (Module 2) guaranteeing the delivery to the other relevant parties involved. This means the notifier delivers the movement announcement to the information system of the competent authority of dispatch. From the information system of the competent authority of dispatch the movement announcement is forwarded to the competent authority of destination and to

the competent authorities of transit, if any. The facility has access to the information system of the competent authority of destination in order to get the movement announcement and send the certificates of receipt and disposal/recovery.

The EUDIN-system therefore facilitates the communication between the competent authorities concerned and additionally with the companies concerned. One advantage of EUDIN is that the data of the shipments are available on time (without any delay which would be caused by the manual input). Mistakes caused by the transfer from the paper based information into the database can be avoided. The basic architecture of EUDIN (chapter 1.4 of this document) will explain how this works and why this is necessary.

1.3 Messages and processes yet to be replaced

As stated above EUDIN is only dealing with messages and processes defined in Article 16 of the regulation. Other very important messages in the notification process itself are not yet covered by EUDIN. There are however plans to incorporate the notification process and the messages involved in the near future. At the moment however the notification process and the exchange of the necessary information is not yet covered by EUDIN and has to be exchanged outside the EUDIN framework (in a technical sense).

1.4 The Architecture of the EUDIN System

As mentioned before EUDIN involves a drastic shift in the responsibility concerning the exchange of transport and disposal/recovery related data. Notifier and facility are no longer responsible for the delivery of their documents to all parties involved but only to their Competent Authority (CA) of origin (in the case of the Notifier this is the CA of export, in the case of the Facility this is the CA of import). In the case of a movement announcement this means it will be the responsibility of the CA of export to deliver the message to CA('s) of transit (if applicable) and to the CA of import which in turn has the responsibility to deliver the message to the Consignee and vice versa in the case of the certificates of receipt and disposal/recovery.

To state this very clearly: only Competent Authorities can participate within the EUDIN System, companies can only interact via their responsible CA, direct interaction of companies with the message broker is not possible.

For organisational reasons there is a special requirement to limit the number of participating organisational units within the EUDIN system. Depending on national legislation there can exist hundreds of CA's within one member state which makes the administration of all involved CA's a tedious if not impossible task. To overcome these difficulties the participants agree to set up national contact points who take over the discussion and administration of common organisational and technical questions concerning EUDIN with the other member states. These contact points can be rather technical instruments (like the ZKS in Germany) or can be any CA within the member state that takes the responsibility for the communication within the respective member state (in analogy to the Competent Authority of Transit defined in the regulation). The existence of such a contact point is not mandatory but will be necessary for practical reasons if more than 2 or 3 CA's exist within one Member State. This question has to be solved on an individual basis if CA's of other than the already participating Member States decide to join EUDIN. These national contact points only handle technical and organisational issues. Any legal or business issues between competent authorities have to be solved by the affected competent authorities itself.

Technically the transport and delivery of all messages involved are handled by a system component called EUDIN Message Broker (later referred to as "Module 2"). The message broker is a rather simple routing system accepting and delivering messages with very limited business intelligence, which means that all business functionality has to be agreed between the participating partners and is explained in chapter 3 of this document.

The following picture gives an overview how EUDIN works:

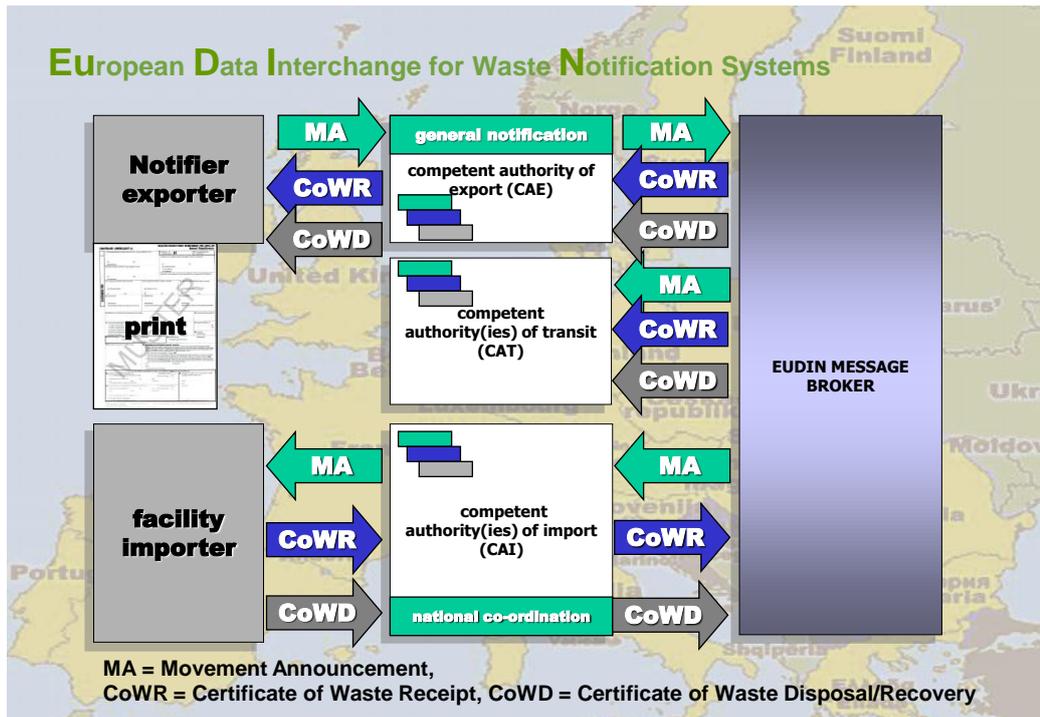


Figure 2 - EUDIN System

This overall picture shows the architecture of EUDIN in an organisational sense.

In a more technical sense EUDIN consists of three types of system components that have to be implemented in order to enable the seamless exchange of messages between the participants:

- 1) Module 1 (National Application)
- 2) Module 2 (EUDIN Message Broker)
- 3) Module 3 (Interface between Module 1 and 2)

In order to be able to participate within EUDIN a CA has to have access to a running application (Module 1) that can handle the following requests (minimum):

- 1) Bidirectional communication with all companies (notifier, consignee/receiver) that are part in a notification handled by the EUDIN system (must be able to send and receive messages from all involved companies within their responsibility)
- 2) Must be able to create EUDIN Messages according to the UN/CEFact standard (see chapter 2 of this document)
- 3) Must be able to deliver and receive all data that is defined mandatory for these EUDIN messages

Module 2 (EUDIN Message Broker) is a common system component running completely independent from any national application routing messages between any accepted CA.

Module 3 is the individual interface between a national application and the EUDIN Message Broker. There is an existing open source base of code that can be used by EUDIN members in order to create the necessary software for the communication with the Message Broker. Every EUDIN member is self-responsible for the correct implementation of this software within their respective environment.

“Figure 3 - EUDIN Technical Architecture” shows this structure.

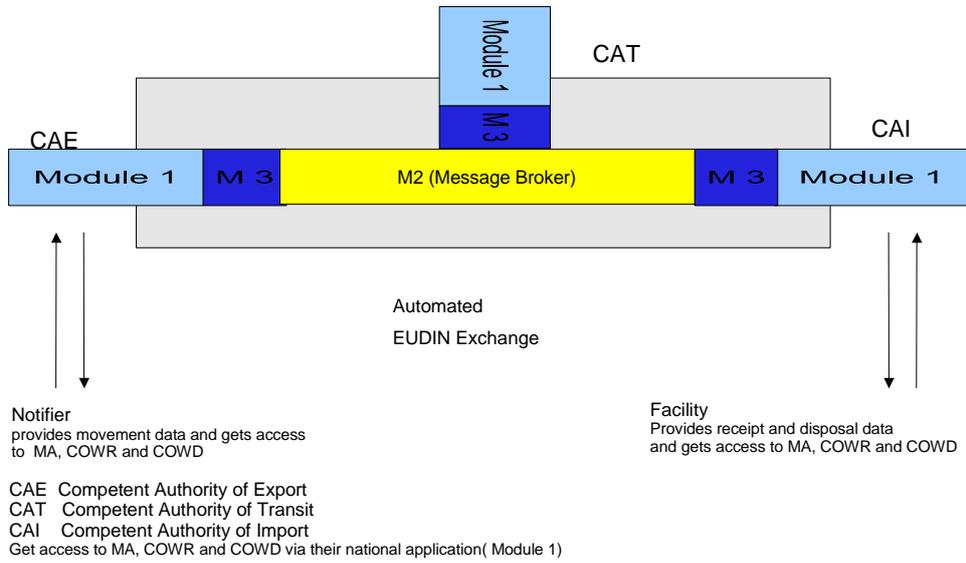


Figure 3 - EUDIN Technical Architecture

2 EUDIN MESSAGES

Messages in the EUDIN context are XML files containing the necessary data, which are exchanged between the IT Systems of EUDIN member CAs to accomplish electronic exchange. This includes messages representing documents pursuant to the Regulation (Business Documents) and pure technical messages (Business Signals) (see Figure 4 - EUDIN-Messages).

All EUDIN messages are already defined within the UN/CEFACT Specification¹ and are described there technically in detail.

This chapter provides a quick overview where all these messages are described without technical details.

Furthermore there is added information concerning the current state of availability when using the EMS to every message.

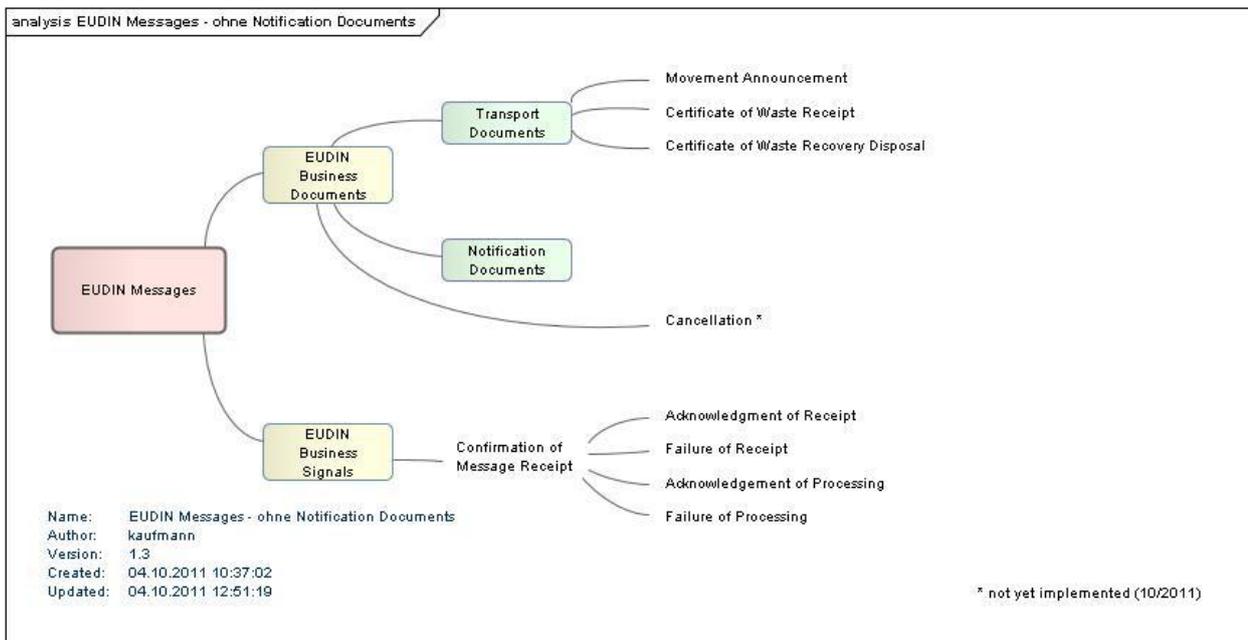


Figure 4 - EUDIN-Messages

¹ "SPECIFICATION OF MESSAGES FOR ELECTRONIC DATA INTERCHANGE RELATED TO TRANSBOUNDARY MOVEMENTS OF WASTE" - TransboundaryMovementsOf-Waste_EUMessageSpecification_v0.10_Rev01.pdf



2.1 EUDIN Business Documents

This group contains all messages which are Business Documents (Transport Documents and the – not completely analyzed and therefore not implemented – General Notification) pursuant to the Regulation (EC) No 1013/2006 – except Article 15 (Additional provisions regarding interim recovery and disposal operations).

Every message consists at least of

- MessageDocument: general informations concerning the message (Identification, sender, receiver, etc.)
- Business Document: e.g. MovementAnnouncement, CertificatOfWasteReceipt, etc.

2.1.1 Transport Documents

This group contains all messages which are necessary for handling a transport within a confirmed General Notification. This includes typically the Movement Announcement, the Confirmation of Receipt and finally the Confirmation of Recovery or Disposal. These three types of documents result in hardcopy form (paper) together in the **“Movement Document” (MD)**, which is not represented as an extra message type.

For reasons of performance the implementation has been started with Transport Documents as these represent the vast majority of transmissions.

2.1.1.1 Movement Announcement (MA)

Sending the movement announcement – in some documents by mistake referred as **“Movement Document” (MD)** – is always the first step initiated by the Exporter/Notifier to announce a shipment.

The purpose is to deliver prior information regarding the actual start of a shipment of waste, pursuant to Article 16 (b) of the Regulation (EC) No 1013/2006.

The main content of this document – to be completed in addition to informations already contained in the notification – is

- Notification number
- Actual (serial) number of the shipment
- Actual quantity of waste
- actual date of the shipment
- Carriers
- Packaging type(s)

Figure 5 gives a brief overview on the structure of this message.

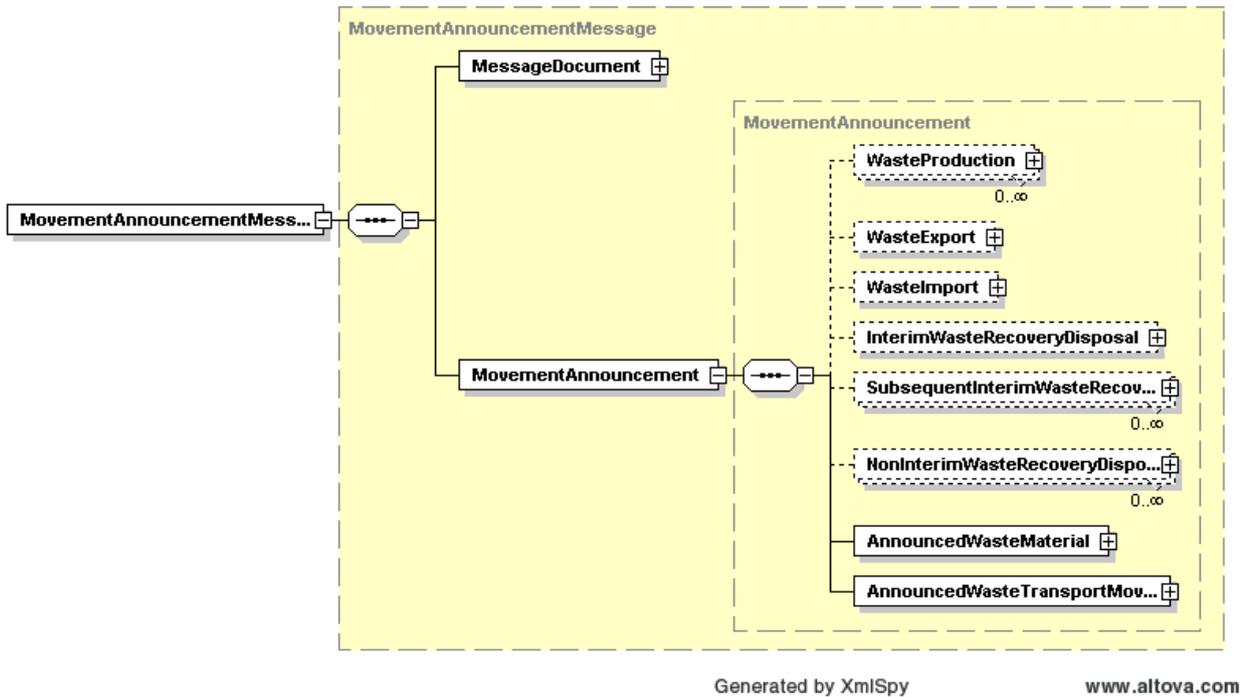


Figure 5 - Movement Announcement Schema

2.1.1.2 Certificate of Waste Receipt (CoWR)

Chronologically this is the second message with the purpose to confirm the receipt of waste, which was prior announced by an MA (see 2.1.1.1), by a recovery or disposal facility, pursuant to Articles 15 and 16 of the Regulation (EC) No 1013/2006.

The main content of this document – to be completed in addition to informations already contained in the notification – is

- Notification number
- Actual (serial) number of the shipment
- Date of reception
- Quantity received
- Accepted/Rejected
- Approximate date of disposal/recovery

Technically it is possible additionally to attach the prior MA to this message. (This option will not be used so far).

Figure 6 gives a brief overview on the structure of this message.

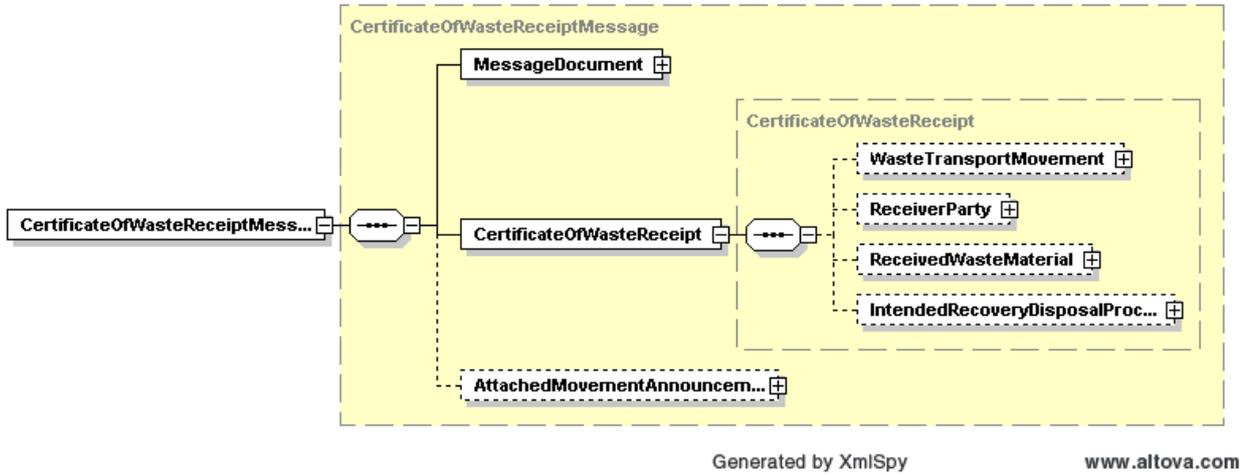


Figure 6 - Certificate of Waste Receipt Message

2.1.1.3 Certificate of Waste Recovery Disposal (CoWD)

By sending this message the recovery/disposal facility declares the completion of an interim or non-interim recovery or disposal operation, pursuant to Article 15 (d) and and Article 16 (e)of the Regulation (EC) No 1013/2006.

The main content of this document – to be completed in addition to informations already contained in the notification and the prior MA and COWR – is

- Notification number
- Actual (serial) number of the shipment
- Date of Certification of disposal/recovery

Technically it is possible additionally to attach the prior documents MA and CoWR to this message. (This option will not be used so far).

Figure 7 gives a brief overview on the structure of this message.

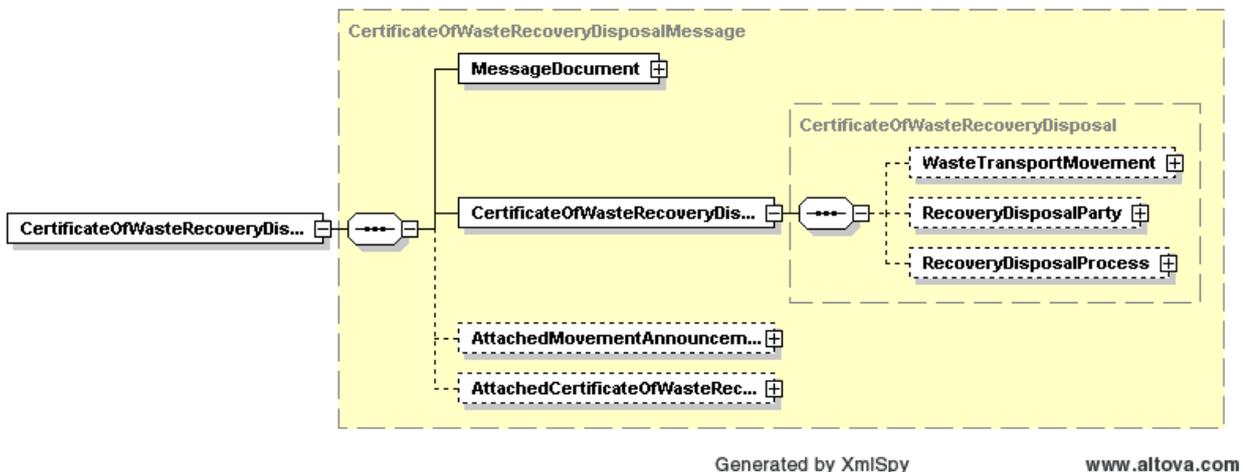


Figure 7 - Certificate of Waste Disposal Recovery Message

2.1.2 Cancellation

This message type has not been implemented yet.

This type of message also is a message not provided in the regulation, but necessary for practical use. Its single appliance is planned for cancellation of a MA at the moment. But it could also be used for cancellation of an other previously sent EUDIN Business Document if the need should arise.

The content of a message of this typ is the identification of the message to be cancelled, the type of cancellation and the reason for cancellation.

Figure 8 gives a brief overview on the structure of this message.

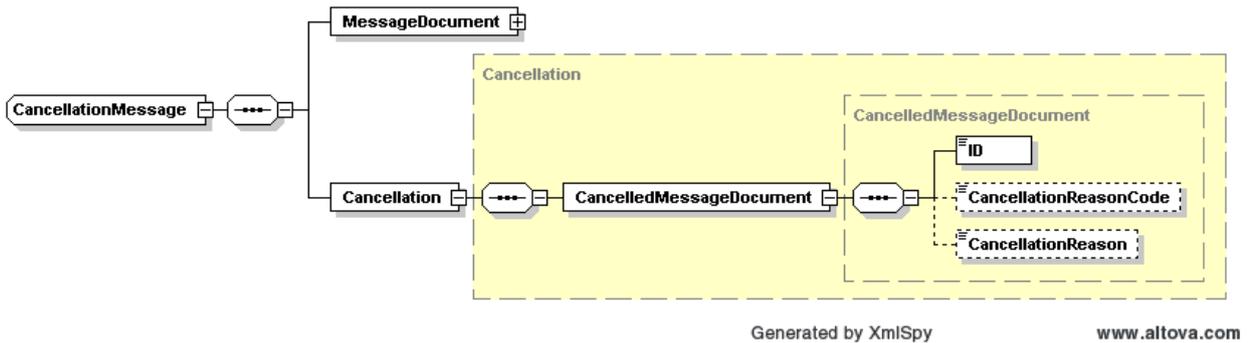


Figure 8 - Cancellation Message



2.1.3 Notification Documents

This group contains messages concerning the process from submitting a General Notification to the decision taken by the national authorities.

None of these messages has been implemented for the EUDIN System so far!



2.2 EUDIN Business Signals

This is a group of messages which are used just for machine-machine communication to exchange informations concerning state/processing of received "Business Document" messages.

Therefore these messages are just listed but not described in this place. Descriptions and details can be found within the already mentioned Specification of Messages and [\[documents of WP 3 – ICT\]](#)

- Confirmation of Message Receipt (CoMR):
 - Acknowledgment of Receipt (AoR) (AcknowledgedMessageDocument)
 - Failure of Receipt (FoR) (AcknowledgedMessageDocument)
 - Acknowledgement of Processing (AoP)
 - Failure of Processing (FoP)

3 BUSINESS RULES

The purpose of this chapter is to provide a collection of jointly agreed rules concerning the execution and implementation of waste shipments.

The legal basis is of course the Regulation (EC) No 1013/2006 of the European Parliament and of the Council of 14 June 2006 on shipments of waste (and later Corrigendas).

But the electronic exchange of messages creates the necessity to agree on additional rules in order to meet the practical requirements of the administration of the regulation.

3.1 Typical Business Transaction

This chapter will describe first the transaction of a typical waste shipment that does not require any special treatment – which represents the majority of waste shipments – a so called “Fair-weather flight”.

The interaction between actors of a shipment is described well in the TMW-BRS Release 1.0 chapter 5.1.2. (see 5.2 2.)

Here there is provided a kind of summery enhanced by additional details concerning the use in practice.

A notice regarding the structure of chapters 3.1.2 (MA), 3.1.3 (CoWR), 3.1.4 (CoWD):

All three messages are processed automatically and without any human interaction at a certain point. This automated process is the same for all three messages.

3.1.1 Preconditions

3.1.1.1 Requirements for Optimal Performance

To submit and exchange the Transport Document messages (MA, CoWR, CoWD) electronically it is recommended, that

- the Competent Authority of every country concerned having granted the consent to the General Notification
 - is an EUDIN-Member
 - uses an electronic System consisting of a Module 1 and Module 3 according to the EUDIN Architecture or participates by other bilateral agreed means
 - has offered a phone number and an email-address which can be used to contact the responsible person(s) of this CA (e.g. in case of urgent problems)
- the General Notification is stored electronically within Module 1
- Notifier and Facility agreed both to submit and exchange electronically all messages covered by the General Notification.
- Agreed Rules (3.2) are met by all systems

3.1.1.2 Minimum Requirements

As – especially in the beginning – in practical use more often not all participating CAs will not be EUDIN-Members. The process also works as long as

- at least one CA of a country concerned having granted the consent to the General Notification is an EUDIN-Member,
- all other Non-EUDIN-Member CAs have agreed to accept an automatically by Module 2 generated and sent telefax (instead of a telefax sent by the responsible company)

In this case all Non-EUDIN-Member CAs receive an automatically by Module 2 generated telefax.

3.1.2 Movement Announcement (MA)

A scheduled waste shipment according to the General Notification has to be announced by the Notifier three working days before departure in advance to the involved CAs and the consignee.

The single steps of sending an MA are the following:

1. Notifier provides necessary data by – usually – using Module 1 of CA of Dispatch. As the majority of the data for creating a MA according to the form of the EC regulation (annex IB) is already stored within the General Notification (e.g. data of Notifier, Consignee, Facility, ...) he just has to enter the additional data concerning the actual shipment:
 - a. Notification number (can be inserted automatically from Notification)
 - b. Serial number of the shipment (can be generated automatically)
 - c. Actual quantity
 - d. Actual date of shipment
 - e. Packaging
 - i. Type (if there are more than one accepted in the GN)
 - ii. Number of packages
 - f. Carrier (if there are more than one accepted in the GN)
 - i. Means of transport (if there are more than one accepted for the Carrier in the GN)
 - g. Waste generators (if there are more than one accepted in the GN)
2. Module 1 processes the data (e.g. in a database)
3. By using the data of the General Notification and the actual shipment data (see step 1) the automated process of Message-Exchange is performed without any human interaction between the systems of the participating authorities.
4. Members of the CA of Destination and Transit and the Consignee/Facility gain access to the data of the MA (typically by using Module 1).

3.1.3 Certificate of Waste Receipt (CoWR)

After arrival of the shipment the Facility shall confirm the receipt of the waste by sending the CoWR.

Therefore the following steps have to be taken:

1. Facility provides necessary data by – usually – using Module 1 of his CA. As all data concerning the shipment have already been provided with the MA, the facility just has to enter the additional data concerning the receipt of the waste:
 - a. Notification number (can be inserted automatically from Notification)
 - b. Serial number of the shipment (can be generated automatically)
 - c. Date of reception
 - d. Quantity received
 - e. Accepted/Rejected
 - f. Approximate date of disposal/recovery
 - g. Disposal/recovery operation (should be inserted automatically from Notification)



2. Module 1 processes the data (e.g. in a database)
3. By using all the data of the GN, the MA and the actual waste receipt data (see step 1) the automated process of Message-Exchange is performed without any human interaction between the systems of the participating authorities.
4. Members of the CA of Dispatch and Transit and the Notifier gain access to the data of the CoWR (typically by using Module 1).

3.1.4 Certificate of Waste Recovery Disposal (CoWD)

The Facility has to certify that the disposal/recovery of the waste has been completed.

The following steps are processed

1. Facility provides necessary data by – usually – using Module 1 of his CA. As all data concerning the shipment and receipt have already been provided with the MA and the CoWR, the facility just has to enter the additional data concerning the disposal or recovery of the waste:
 - a. Notification number (can be inserted automatically from Notification)
 - b. Serial number of the shipment (can be generated automatically)
 - c. Date of certification of disposal/recovery
2. Module 1 processes the data (e.g. in a database)
3. By using all the data of the GN, the MA, CoWR and the actual message (see step 1) the automated process of Message-Exchange is performed without any human interaction between the systems of the participating authorities.
4. Members of the CA of Dispatch and Transit and the Notifier gain access to the data of the CoWD (typically by using Module 1).

3.1.5 Automatic dispatch of Telefaxes to Non-Participating Authorities

In case one authority is not participating the full-electronic message exchange of EUDIN, the EUDIN EMS can generate the MD (MA, CoWR, CoWD) and send it by telefax to this authority.

Because of legal issues an authority has to accept receiving electronically generated telefaxes without manual written signatures.

For reasons of authorization an EUDIN-Logo will be placed to signature fields on the documents. Additionally every telefax of EUDIN EMS can be identified by its fax number.

At the moment (pilot phase) there is just one MD form in English available.

3.2 Agreed Rules and Special Cases

For use in practice it is necessary to agree on rules in case of circumstances, where the EC Regulation has not set up any rules, the Regulation could be interpreted in various ways or some matters are regulated in a way that is not appropriate for an electronic system.

These **mandatory** rules have to be set up (implemented) with every application made **for sending messages** to participating competent authorities.

Here all Rules and Special Cases agreed on by the EUDIN Member countries so far are collected.

Every rule/case is noted by following parameters

ID	unique identifying number (AR = "Agreed Rule")
Name	short description of the Rule (max. 1 sentence)
Description	detailed description of the Rule
Legal Basis	optional - If there exists any legal basis which is interpreted, enhanced, adopted by this rule and – also optional – an additional statement.
Rational	A description of the facts and motivations resulting in this rule
Application Spectrum	optional – List of other rules with connex or dependency to this rule or matters (which are not rules) using this rule
Discussion/Comments	optional – Any comments to be discussed
Suggested	optional – Who has suggested the Rule: Country and Date
Agreed	Date and optionally place when on the rule was agreed

3.2.1 AR-001 Serial Number may not exceed Total Number of Transports

ID	AR-001
Name	Serial Number may not exceed Total Number of Transports
Description	It shall not be allowed that the serial number of a transport exceeds the total number of transports covered by the General Notification.
Legal Basis	The total intended number of shipments has to be specified in the notification document (see annex II, Part 1, point 1 of the WSR)
Rational	A (paper) movement document displaying a serial number higher than the total number intended will lead to confusion (e.g. for inspectors)
Application Spectrum	AR-002 (see 3.2.2)
Discussion/Comments	<p><u>Belgium (2011-07-15):</u> at OVAM the total amount of transports can be raised. The notifier has to file a request to do so however. The adjusted total amount is then updated in our database. The only limitation we handle is the total quantity transported. If the notified amount is reached, a new notification has to be filed</p> <p><u>Netherlands (2011-09-01):</u> Also mention the possibility to add shipments after the consent is given (see also the remark from Belgium). Every CA has to give it's consent to this kind of change.</p> <p><u>Luxembourg (2011-10-07):</u> There is no possibility to add shipments after the consent is given in Luxembourg due to our taxing system.</p>

Legal Group Meeting, Vienna (2011-10-14):

All countries agree. Luxembourg is going to organize that the use of additional serial numbers is ok, if the total number of transports stays the same (cancelled numbers are replaced by additional numbers)

Notifier has to ask for raise of the maximum number of transports.

Suggested Austria, First Draft 2011-06

Agreed 2011-10-14, Vienna

3.2.2 AR-002 Cancellation of Movement Announcement

ID	AR-002
Name	Cancellation of Movement Announcement
Description	<p>Cancellation = a shipment (already announced or even postponed) will not be realised at any time.</p> <p>If an already sent Movement Announcement is cancelled by a Cancellation message the serial number of this shipment is not allowed to be used again. Any message using this serial number later on has to be rejected by the receiver.</p> <p>The serial number is lost and will be deducted from the total numbers left for this General Notification. See also AR-001 (see 3.2.1) – In case the total number of shipments could be not sufficient for this reason, the number has to be risen with consent of every CA concerned.</p>
Legal Basis	A cancellation of the MA or a shipment is not regulated within the Regulation.
Rational	This rule is necessary as the different ways of handling in different countries concerned are not compatible with an electronic system.
Application Spectrum	-
Discussion/Comments	<p><u>Luxembourg (2011-07-13):</u> prefers cancellation with reusing the same serial number</p> <p><u>Belgium (2011-07-15):</u> see comment AR-001 (3.2.1)</p> <p><u>Netherlands (2011-09-01):</u> Reusing the same serial number is not possible</p> <p><u>Legal Group Meeting, Vienna (2011-10-14):</u> All countries agree. Luxembourg is going to organize that the use of additional serial numbers is ok, if the total number of transports stays the same (cancelled numbers are replaced by additional numbers)</p>
Suggested	Austria, First Draft 2011-06
Agreed	2011-10-14, Vienna

3.2.3 AR-004 Sending of duplicate messages not allowed

ID	AR-004
Name	Sending of duplicate messages not allowed
Description	It is not allowed to send a duplicate message (100% identical), except in cases of technical problems with the transfer of the message.
Legal Basis	-
Rational	The sending of duplicate messages will lead to a rejection by receiving CAs.

Application Spectrum	-
Discussion/Comments	<u>Netherlands (2011-09-01):</u> Is it possible for the system to check if a message is 100% identical? <u>Austria (2011-10-03):</u> 100% identical is used to illustrate that it should be avoided by Module 1 that a message is sent again without changed data.
Suggested	Austria, First Draft 2011-06
Agreed	2011-10-14, Vienna

3.2.4 AR-005 Movement Announcement - Only usage of confirmed notification data allowed

ID	AR-005
Name	Movement Announcement – Only usage of confirmed notification data allowed
Description	It is not allowed to use any other data than the data of the notification concerned for creating a MA (except MA specific data – see 3.1.2 1.) In case of need for additional/changed data concerning the notification in question all involved CAs have to agree.
Legal Basis	WSR
Rational	This rule is necessary as the sending of data, which are not known to all participating systems will cause unnecessary effort on communication outside of the system and possibly rejection of message.
Application Spectrum	- other carrier(s) than confirmed (optional) - other type(s) of packaging than confirmed if sent
Discussion/Comments	<u>Luxembourg (2011-07-13):</u> only carriers are encoded in the MA <u>Austria (2011-07-22):</u> Concerning comment Luxembourg: Schema allows also packaging (AnnouncedWasteMaterial Package) and border crossings (NationalSubordinateRoute StartLocation/EndLocation) <u>Netherlands (2011-09-01):</u> 1. What if CA's have registered different data of the notification? 2. Concerning "other carrier(s) than confirmed": Does this mean only by the general notification or can this also mean that a consent is given to these changes on a later point in time?
Suggested	Austria, First Draft 2011-06, Modified 2011-07
Agreed	2011-10-14, Vienna

3.2.5 AR-006 Violation of consented limits not allowed

ID	AR-006
Name	Violation of consented limits not allowed
Description	It shall not be allowed that a limit covered by the notification in question is exceeded.
Legal Basis	WSR
Rational	-



Application Spectrum	<ul style="list-style-type: none"> - Number of Shipments - Total Quantity - Consented period of shipments - Maximum number of active allowed transports according to the financial guarantee covering parts of the general notification (optional) - Maximum active allowed quantity according to the financial guarantee covering parts of the general notification (optional)
Discussion/Comments	<p><u>Luxembourg (2011-07-13):</u> plus maximum number of active allowed transports</p> <p><u>Netherlands (2011-09-01):</u> Concerning "allowed active transports": Why should this be a rule? This is always the responsibility of the CA of dispatch.</p> <p><u>Legal Group Meeting, Vienna (2011-10-14):</u> Agreed to make "Maximum number of active allowed transports" and "Maximum active allowed quantity" optional as this is of sole interest of the authority of dispatch.</p>
Suggested	Austria, First Draft 2011-06
Agreed	2011-10-14, Vienna

3.2.6 AR-007 Sending of Transport Documents without all consents not allowed

ID	AR-007
Name	Sending of Transport Documents without all consents not allowed
Description	It shall not be allowed that any Transport Document is sent, if not all consents to the notification by the CAs concerned have been granted yet.
Legal Basis	WSR
Rational	Receiving Module 1 should not accept such messages.
Application Spectrum	-
Discussion/Comments	<p><u>Belgium (2011-07-15):</u> Still has to be implemented at OVAM. Only MA, COWR and COWD are accepted if a notification is approved</p> <p><u>Netherlands (2011-09-01):</u> Maybe the rule can be split in two halves: you can only sent an MA from the system of the CA of dispatch if a consent is given, but the system can not check if every CA involved has given it's consent. The CA of dispatch should not accept a MA if the consent from the CA of dispatch is not given yet. It seems impossible to check if every CA involved has given it's consent...?</p> <p><u>Austria (2011-10-03):</u> According to Regulation (1st sentence of Article 16) it is noch allowed and the national system therefore has to create the possibility to check this.</p>
Suggested	Austria, First Draft 2011-06
Agreed	2011-10-14, Vienna

3.2.7 AR-009 Consideration of Rules of EUDIN-Specification

ID	AR-009
Name	Consideration of Rules of EUDIN-Specification



Description	All Rules specified with the EUDIN-Specification (see 5.2 3.) Chapter 2.3 have to be considered.
Legal Basis	-
Rational	-
Application Spectrum	- Encoding - XML - Reference lists
Suggested	Austria, Second Draft 2011-07
Agreed	2011-10-14, Vienna

3.2.8 AR-010 Cancellation MA after receiving CoWR not allowed

ID	AR-010
Name	Cancellation MA after receiving CoWR not allowed
Description	If the system of the exporting CA already has received an CoWR it is not allowed to cancel the MA of this shipment.
Legal Basis	-
Rational	-
Application Spectrum	-
Suggested	Austria, Second Draft 2011-07
Agreed	2011-10-14, Vienna

3.2.9 AR-011 MA – CoWR – CoWD Sequence is mandatory

ID	AR-011
Name	MA – CoWR – CoWD Sequence is mandatory
Description	For sending messages the sequence MA → CoWR → CoWD is mandatory. E.g. it is not allowed to send a CoWR before receiving an MA; it is not allowed to send a CoWD without prior sending of CoWR. Sending of CoWR and CoWD at same time is allowed.
Legal Basis	WSR
Rational	-
Application Spectrum	-
Suggested	Austria, Second Draft 2011-07
Agreed	2011-10-14, Vienna

3.2.10 AR-012 Notification Number has to be sent without blanks and special characters

ID	AR-012
Name	Notification Number has to be sent without blanks and special characters
Description	In order to ensure the identification of notification numbers the Module 3 has to remove any blanks and/or special characters (like /-_#...) before sending a

message.

In real terms there are sent just characters (letters and digits).

Legal Basis	-
Rational	As some countries do not persist notification numbers within their database with blanks and/or special characters it was agreed, that this rule is the most acceptable solution.
Application Spectrum	-
Discussion/Comments	-
Suggested	2011-11-25, Luxembourg
Agreed	2011-11-25, Luxembourg

3.2.11 AR-013 Transmitting Notification Number without blanks and special characters

ID	AR-013
Name	Transmitting Notification Number without blanks and special characters
Description	In order to ensure the identification of notification numbers the Module 3 has to remove any blanks and/or special characters (like /-_#...) before sending a message. In real terms there are sent just characters (letters and digits).
Legal Basis	-
Rational	As some countries do not persist notification numbers within their database with blanks and/or special characters it was agreed, that this rule is the most acceptable solution.
Application Spectrum	-
Discussion/Comments	-
Suggested	2011-11-25, Luxembourg
Agreed	2011-11-25, Luxembourg

3.2.12 AR-014 Common calculation of open quantity

ID	AR-014
Name	Common calculation of open quantity
Description	The open quantity of a notification has to be calculated as follows: Consented total quantity - quantities received - COWR - quantities announced (but not already received) As the COWD contains no quantity data, there have just to be considered the quantities of MA and COWR. Quantities of cancellations have not to be considered.
Legal Basis	-
Rational	Because of AR-006 and FR-007 it is necessary that all countries use the same calculation for calculating the open quantity.
Application Spectrum	-



Discussion/Comments -

Suggested 2011-11-25, Luxembourg

Agreed 2011-11-25, Luxembourg

3.3 Failure Rules – What can go wrong

Finally there is a kind of Code of Conduct in case there goes something wrong, which needs human communication/interaction outside of the system.

Some of these Failure Rules (FR) are necessary in case that an application sending a message has violated one or more of the rules agreed on in chapter 3.2.

Some of these Failure Rules (FR) have listed under "Problem" the Violation of an Agreed Rule (AR). As it can not be guaranteed that every AR is implemented in every Module 1 of participating countries or that implemented AR are working without any failure. Therefore the implementation of these FR is recommended to intercept such errors.

These **optional** rules are recommended to be set up (implemented) with every application made **for receiving and processing messages** from participating competent authorities.

3.3.1 FR-001 Duplicate message received

ID	FR-001
Problem	System of receiving CA has received a duplicate message (= 100% identical message) – Violation of AR-004 (see 3.2.3)
Possible Implication	Repetitive duplicate messages can produce massive load and in consequence possibly lead to problems with Module 2.
Necessary Action	System rejects message by sending a FoR-COMR and additionally informs a responsible person of this action. This person should evaluate if it is necessary to contact a person of the sending CA and report the problem.
Achieved Results	- Duplicate rejected - Misbehaviour of automated process reported to sender
Discussion/Comments	<u>Belgium (2011-07-15):</u> (see also AR-003) Keeping in mind that not all information of a message is stored in the database, we cannot know if a message is 100% identical. If we want to be able to do this, we will need to store the xml of the message for control. At OVAM a decision has to be taken what has to be done with the new message. <u>Austria (2011-10-03):</u> 100% identical/duplicate is a message if all data of the message persisted in the database are the same as in the xml.
Suggested	Austria, First Draft 2011-06
Agreed	2011-10-14, Vienna

3.3.2 FR-002 Serial number exceeds allowed number of shipments

ID	FR-002
Problem	System has received a message containing a serial number that exceeds the number of shipments allowed – Violation of AR-001 (see 3.2.1)
Possible Implication	More shipments than allowed are performed and a penalty could be imposed on behalf of CA
Necessary Action	System rejects message by sending a FoP-COMR and informs a responsible person of this action. This person should evaluate if it is necessary to contact a

person of the sending CA and report the problem.
Possible solution: CAs agree on rising the total number of shipments.

Achieved Results	- Message rejected - Violation of AR-001 (see 3.2.1) reported
Discussion/Comments:	<u>Legal Group Meeting, Vienna (2011-10-14):</u> Agreed in principle, see comments of this meeting AR-001 (3.2.1)
Suggested	Austria, First Draft 2011-06
Agreed	2011-10-14, Vienna

3.3.3 FR-004 Module 2 down for a longer period:

ID	FR-004
Problem	Module 2 is not available for a longer period
Possible Implication	Messages can not be sent and received
Necessary action	System informs the responsible persons hosting Module 2 who have to inform on their part all participating CAs. In addition the hoster of Module 2 has to publish on the eudin website that there is a problem. The national application (Module 3) shall try to send the message again for several times (to be defined, e.g. within a time period of 3 hours) If the system is down for longer than 1 day the sender shall be informed that he has to send the message only via fax to the other authorities concerned.
Achieved Results	Parties involved are informed and reparation of system is in progress
Discussion/Comments	<u>Netherlands (2011-09-01):</u> Only the CA/company that is hosting Module 2 should be informed. This party should inform other countries (part of the SLA). After one day the sender shall be informed...
Suggested	Austria, First Draft 2011-06
Agreed	2011-11-25, Luxembourg

3.3.4 FR-005 National system does not respond

ID	FR-005
Problem	National system of a country (Module 1 and/or Module 3) is not available for a longer period, e.g. does not send AoR within agreed period of time
Possible Implication	Messages can not be received
Necessary action	Sending national system informs the CA, the sender of the message and the responsible persons hosting the national system and the responsible persons hosting Module 2. Sending country contacts the receiving authority outside of the system (email, phone) to take necessary steps. The responsible IT-persons should evaluate the problem and inform the authorities when the system will be working again and take necessary steps.
Achieved Results	Parties involved are informed and reparation of system is in progress
Discussion/Comments	<u>Netherlands (2011-09-01):</u> I think the CA/company that hosts Module 2 should facilitate communication (subject in the SLA) about technical failure within the EUDIN system (Module 2

and Modules 3). The member states will have the responsibility to inform the CA/company that hosts Module 2.

Suggested Austria, First Draft 2011-06
 Agreed 2011-11-25, Luxembourg

3.3.5 FR-006 Wrong (not existing) notification number sent

ID	FR-006
Problem	Receiving system gets message with a notification number not existing in its Module 1
Possible Implication	System can not handle the message as it can not be assigned to a notification
Necessary action	System rejects the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps. After finding a solution the message can possibly be sent again. Module 3 sends an FoP (COMR) message.
Achieved Results	Problem is solved outside the system
Discussion/Comments	<u>Netherlands (2011-09-01):</u> What about usage of characters like [/], [-] of [_]?
Suggested	Austria, First Draft 2011-06
Agreed	2011-11-25, Luxembourg

3.3.6 FR-007 Movement Announcement – Consented quantity exceeded

ID	FR-007
Problem	Receiving system gets MA message exceeding the quantity covered by the notification – Violation of AR-006 (see 3.2.5) and AR-014 (see 3.2.12).
Possible Implication	Exceeding of the quantity consented and a penalty could be imposed
Necessary action	System rejects the message and informs the authority concerned. Module 3 sends an FoP (COMR) message.
Achieved Results	Problem is solved outside the system
Suggested	Austria, First Draft 2011-06
Agreed	2011-11-25, Luxembourg

3.3.7 FR-008 Movement Announcement – contains a Carrier not mentioned in the notification

ID	FR-008
Problem	Receiving system gets MA-message which contains a carrier not mentioned in the notification – Violation of AR-005 (see 3.2.4).
Possible Implication	Message can not be persisted in receiving Module 1, as the unnotified carrier is not listed.
Necessary action	System accepts the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and



takes necessary steps (e.g. changes on notification).
Module 3 sends an AoP (COMR) message.

Achieved Results	Problem is solved outside the system
Discussion/Comments	<p><u>Belgium (2011-07-15):</u> Still has to be implemented at OVAM.</p> <p><u>Netherlands (2011-09-01):</u> Concerning "Necessary action" "informs the authority concerned": What is the procedure at this moment? Is this a EUDIN specific rule? This rule will result in a more complex implementation of Module 3 to Module 1.</p> <p><u>Luxembourg (2011-11-25):</u> has a problem, as will take several days to add an additional carrier and would prefer to reject the message. But agree finally to the rule and try to find a solution</p>
Suggested	Austria, First Draft 2011-06
Agreed	2011-11-25, Luxembourg

3.3.8 FR-009 Date of shipment in the past

ID	FR-009
Problem	Receiving system gets MA-message containing a date of shipment prior to the actual date – Violation of AR-003 (see 6.2.6.1).
Possible Implication	Shipment shall not start. In case of change of prior sent message the correction is too late.
Necessary action	Receiving Modul 1 rejects the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification). Module 3 sends an FoP (COMR) message.
Achieved Results	Problem is solved outside the system
Suggested	Austria, First Draft 2011-06
Agreed	2011-11-25, Luxembourg

3.3.9 FR-010 Movement Announcement – Date of shipment after expiring of the consent

ID	FR-010
Problem	Receiving system gets MA-message containing a date of shipment later than the consented latest date of shipment – Violation of AR-006 (see 3.2.5).
Possible Implication	Shipment shall not start (illegal shipment)
Necessary action	Receiving Modul 1 rejects the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification). Module 3 sends an FoP (COMR) message.
Achieved Results	Problem is solved outside the system
Discussion/Comments	Belgium (2011-07-15): Still has to be implemented at OVAM.
Suggested	Austria, First Draft 2011-06
Agreed	2011-11-25, Luxembourg



3.3.10 FR-011 Movement Announcement – Unnotified type of packaging contained

ID	FR-011
Problem	Receiving system gets MA-message which contains a type of packaging not covered by the notification – Violation of AR-005 (see 3.2.4).
Possible Implication	Message can not be persisted in receiving Module 1, as the unnotified type of packaging is not listed.
Necessary action	System accepts the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification). Module 3 sends an AoP (COMR) message.
Achieved Results	Problem is solved outside the system
Discussion/Comments	<u>Belgium (2011-07-15):</u> Still has to be implemented at OVAM. <u>Luxembourg (2011-07-25):</u> No informations about packaging available in movement document in the Luxembourg electronic system <u>Netherlands (2011-09-01):</u> Concerning "Problem": This kind of information is only available in the GN and will not be subject of changing by doing an MA, so only the kind of packaging that is announced can be send with an MA. Concerning "Necessary action": What is the procedure at this moment? Is this a EUDIN specific rule? This rule will result in a more complex implementation of Module 3 to Module 1.
Suggested	Austria, First Draft 2011-06
Agreed	2011-11-25, Luxembourg

3.3.11 FR-013 Movement Announcement – Notification without all consents

ID	FR-013
Problem	Receiving system gets MA-message concerning a notification without (tacit) consents of all CAs involved – Violation of AR-007 (see 3.2.6).
Possible Implication	Shipment shall not start (illegal shipment).
Necessary action	System accepts the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification). Module 3 sends an FoP (COMR) message.
Achieved Results	Problem is solved outside the system
Discussion/Comments	<u>Belgium (2011-07-15):</u> Still has to be implemented at OVAM. Can this information be pulled out of the database? <u>Austria (2011-07-22):</u> In Austria this is possible as the consents are stored and have an impact on the state of Notification <u>Netherlands (2011-09-01):</u> The Netherlands do not have such an option, so we can not check if every CA involved has given it's consent. <u>Austria (2011-10-03):</u> It is recommended to implement this as it should be in every CA's interest.



Suggested Austria, First Draft 2011-06
 Agreed 2011-11-25, Luxembourg

3.3.12 FR-014 Movement Announcement – Initial announcement less than 3 days in advance

ID FR-014

Problem Receiving system gets initial MA-message containing a date of transport less than 3 days in advance – Violation of AR-008 (see 6.2.6.2).

Possible Implication to be discussed: shipment shall not start and a penalty could be imposed.

Necessary action System accepts the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification).
 Module 3 sends an AoP (COMR) message.

Achieved Results Problem is solved outside the system

Discussion/Comments Luxembourg (2011-07-13):
 until now 1 day in advance was accepted in Luxembourg
Belgium (2011-07-15):
 Still has to be implemented at OVAM.
Netherlands (2011-09-01):
 Concerning "Problem":
 How does this relate to the rule that is is possible to change a date once a MA is initially send?
 Concerning "Necessary action":
 Should this be the responsibility of the receiving CA? the CA of dispatch should be informed and they should take action.
 What is the procedure at this moment? Is this a EUDIN specific rule? This rule will result in a more complex implementation of Module 3 to Module 1.
Austria (2011-10-03):
 Concerning Netherlands "Problem": this rule relates only the initial MA

Suggested Austria, First Draft 2011-06
 Agreed 2011-11-25, Luxembourg

3.3.13 FR-015 Movement Announcement – Change or cancellation not possible after receiving of the Certificate Of Waste Receipt

ID FR-015

Problem System of receiving CA receives a change or cancellation message for an MA that has already a Certificate Of Waste Receipt

Possible Implication System can not handle the message as a received movement cannot be cancelled (Violation AR-010 - see 3.2.8) or changed (Violation AR-003 – see 6.2.6.1)

Necessary action System rejects the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification).

Achieved Results Problem is solved outside the system

Suggested Luxembourg (Erik Tronsen), 2011-07-14
 Agreed 2011-11-25, Luxembourg



3.3.14 FR-016 Movement Announcement – Date of shipment before first allowed transport date of the consent

ID	FR-016
Problem	Receiving system gets MA-message containing a date of shipment earlier than the consented first date of shipment – Violation of AR-006 (see 3.2.5). (Similar to FR-010 – see 3.3.9)
Possible Implication	Shipment shall not start (illegal shipment)
Necessary action	System rejects the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification). Module 3 sends an FoP (COMR) message.
Achieved Results	Problem is solved outside the system
Suggested	Luxembourg (Erik Tronsen), 2011-07-14
Agreed	2011-11-25, Luxembourg

3.3.15 FR-017 Number of active transports may not exceed the maximum number of active allowed transports

ID	FR-017
Problem	Receiving system gets MA-message which exceeds the maximum number of active allowed transports. This maximum depends on the financial guarantee the notifier has supplied. – Violation of AR-006 (see 3.2.5).
Possible Implication	Shipment shall not start (illegal shipment)
Necessary action	System accepts the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification). Module 3 sends an FoP (COMR) message.
Achieved Results	Problem is solved outside the system
Suggested	Luxembourg (Erik Tronsen), 2011-07-14
Agreed	2011-11-25, Luxembourg

3.3.16 FR-018 Total quantity of active transports may not exceed the maximum quantity of active allowed transports

ID	FR-017
Problem	Receiving system gets MA-message which exceeds the maximum quantity of active allowed transports. This maximum depends on the financial guarantee the notifier has supplied. – Violation of AR-006 (see 3.2.5).
Possible Implication	Shipment shall not start (illegal shipment)
Necessary action	System accepts the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification). Module 3 sends an FoP (COMR) message.
Achieved Results	Problem is solved outside the system



Suggested

Austria, 2011-07-14

Agreed

2011-11-25, Luxembourg



4 FREQUENTLY ASKED QUESTIONS (FAQ)

5 GLOSSARY AND LINKS

5.1 Glossary

Term / Abbreviation	Description
AR	Agreed Rule
CA	Competent Authority
CoWD	Certificate of Waste Recovery Disposal
CoWR	Certificate of Waste Receipt
EDI	Electronic Data Interchange
EMS	EUDIN Messaging System = EUDIN Message Broker = Module 2
FR	Failure Rule
GN	General Notification
MD	Movement Document
MA	Movement Announcement (in other documents maybe wrongly named Movement Document)
Module 1	National Application to administrate Transfrontier Waste Shipment
Module 2	EUDIN Messaging System
Module 3	Module responsible for the handling of incoming and outgoing messages between Module 1 und Module 2
TMW-BRS	Transfrontier Movements of Waste – Business Requirements Specifications
WSR	Waste Shipment Regulation
XML	Extensible Markup Language (XML) is a set of rules for encoding documents in machine-readable form.

5.2 Links/References

1. EUDIN Website
<http://www.eudin.org>
2. UN/CEFACT Business Requirements Specifications (BRS) – Transfrontier Movements of Waste (TMW-BRS):
<http://www.unece.org/cefact/brs/BRS-TransFrontierMovementOfWaster.pdf>
3. "Specification of messages for electronic data interchange related to transboundary movements of waste":
TransboundaryMovementsOfWaste_EUMessageSpecification_v0.10_Rev01.pdf
4. Reference Lists - should be provided in future at the EUDIN-Website, meanwhile at:
http://www5.umweltbundesamt.at/dataharmonisation/codelist/codelisthc_en.html
5. EUDIN XML Schema:
XSD File: WasteMovementInterface.xsd Version 0.10
6. EC Legislation Waste Shipments
<http://ec.europa.eu/environment/waste/shipments/legis.htm>



6 ATTACHMENTS

6.1 Document Management

This document is managed by the Austrian EUDIN Team and every new version will be shared with all members by publishing at Kennisnetwerk Afval (see 5.2 **Fehler! Verweisquelle konnte nicht gefunden werden.**)

6.1.1 Proposals

Every member can bring in a proposal for either new rules or adopting already agreed rules. A proposal should be shared with all members.

Austria will adopt any proposal for a new version of the document in chapter 6.2.

6.1.2 Agreement

Generally every proposal will be discussed at the next EUDIN-Meeting.

In urgent cases there should be a possibility to agree on new rules or changes by email-communication or the EUDIN internal Communication Platform (see 5.2 **Fehler! Verweisquelle konnte nicht gefunden werden.**).

Generally all members should agree on a new rule or change of a rule. In case this is not possible a proposal is agreed on approval of at least a qualified majority of 2/3 of the members.

6.1.3 Publishment

As soon as there is an agreement on new or changed rules Austria transfers it from chapter 6.2 to the concerning chapter. A new version of the document will be versioned and published on the EUDIN Website (see 5.2).

6.2 Open Issues

6.2.1 General

6.2.1.1 Scale of the Dokument

Proposal of the Netherlands (2011-07-15):

Some rules are either technical or Business-minded. It is difficult to determine in which document these rules should be contained. I therefore suggest that this document should contain all the rules which are not described in the technical interface specification but are needed for a successful implementation of the communication between Module 1-systems, unless these rules will be included in a new version of the technical specification. To be able to get an overview of all the rules that should be described I suggest to include the technical specification document in all meetings concerning the Businessrules.

6.2.2 Chapter 1 – General Overview

6.2.3 Chapter 2 – EUDIN Messages

6.2.3.1 Mapping Paperform – EUDIN-Scheme (2.1.1)

It was suggested at the EUDIN-Meeting June 2011 to add a mapping of the fieldnumbers and attributes of the Movement Document (paper)form to the fields of the EUDIN-Scheme.

6.2.4 Business Documents (2.1)

Additionally there is the Note (Transport Statement) message available. This message is not contained in the regulation. *(This sentence was shifted with version 1.5 to open issues)*

6.2.4.1 Note (Transport Statement)

This message type has not been implemented yet.

"Note" is the future name of the message currently called "TransportStatement" within the EUDIN Schema (see 5.2 5.) and the Specification of messages (see 5.2 3.)

This message may in other documents also be referred to as "Waste Transport Statement" (WTS). This is an "exceptional message" and is not provided in the regulation and is therefore an additional message for EUDIN purposes.

The purpose of this message is the transmission of issues with respect to a shipment of waste in an unstructured way. It allows a CA to send messages describing e.g. problems or additional information concerning a shipment/message.

Example:

MA has been sent, but on date of shipment usage of announced border crossing is not possible (e.g. avalanche). As the transport has to use another border crossing a Note Message is sent.

The content is

- Notification number
- Actual (serial) number of the shipment
- Issue type

- Issue description (text),
- Issue severity

Figure 9 gives a brief overview on the structure of this message.

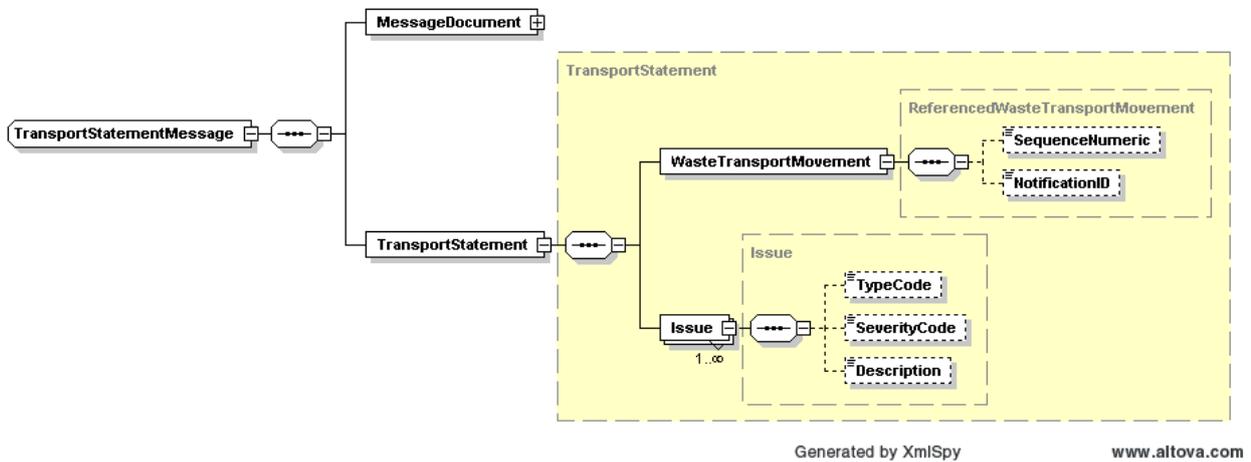


Figure 9 – Note Message (Transport Statement Message)

6.2.4.2 Notification Documents (2.1.3)

6.2.4.2.1 Notification Submission

This message type has not been implemented yet.

The submission of a notification of one or more intended movements of waste, pursuant to Article 4 of the Regulation (EC) No 1013/2006 can be transmitted by this message.

This document contents all necessary data to be provided by the exporter, especially:

- Intended period of time for the movements of waste
- Intended total quantity of waste
- Intended total number of waste movements

Figure 10 gives a brief overview on the structure of this message.

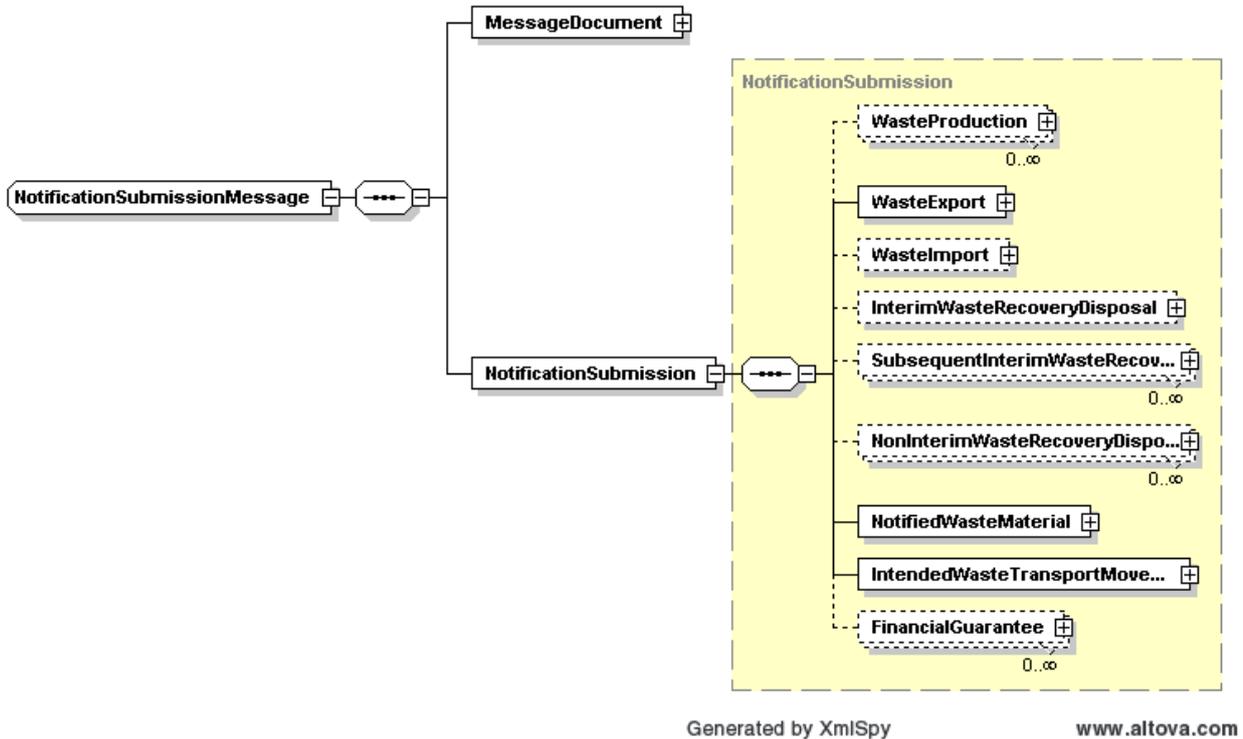


Figure 10 - Notification Submission Message

6.2.4.2.2 Request For Further Notification Information

This message type has not been implemented yet.

This message can be used if the need for further notification information and documentation by the competent authorities, pursuant to Article 8 (1) of the Regulation (EC) No 1013/2006, arises.

The content is

- Number of the notification to which the request relates
- Request expressed as text

Figure 11 gives a brief overview on the structure of this message.

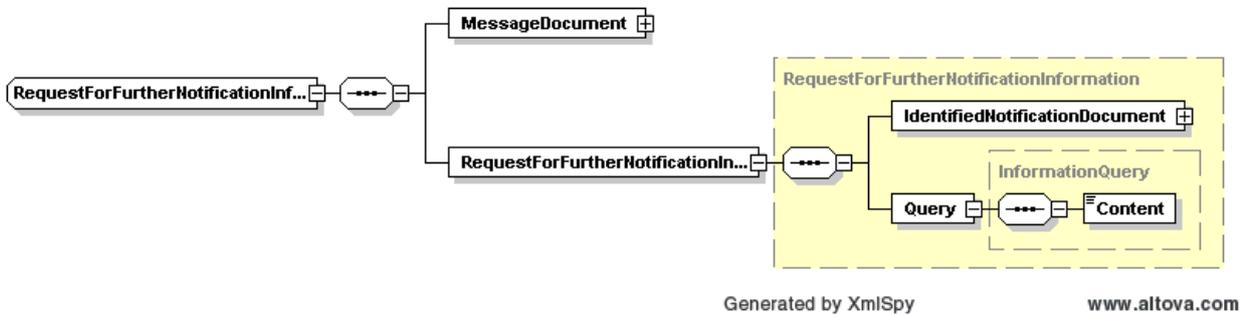


Figure 11 - Request For Further Notification Information Message

6.2.4.2.3 Notification Acknowledgement

This message type has not been implemented yet.

An authority sends its acknowledgement of the receipt of a properly completed notification, pursuant to Article 8 (2) of the Regulation (EC) No 1013/2006.

The content is

- Notification number
- Date of receipt
- Date of acknowledgement
- Acknowledging authority

Figure 12 gives a brief overview on the structure of this message.

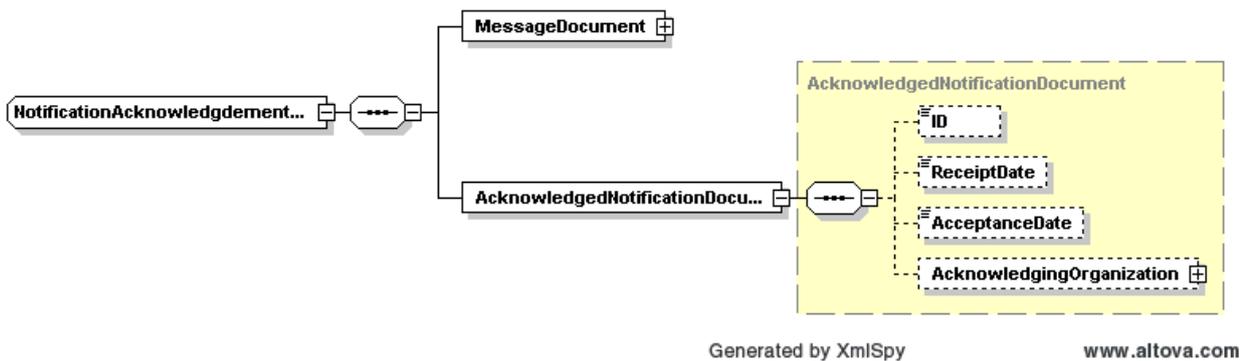


Figure 12 - Notification Acknowledgement Message

6.2.4.2.4 Notification Decision

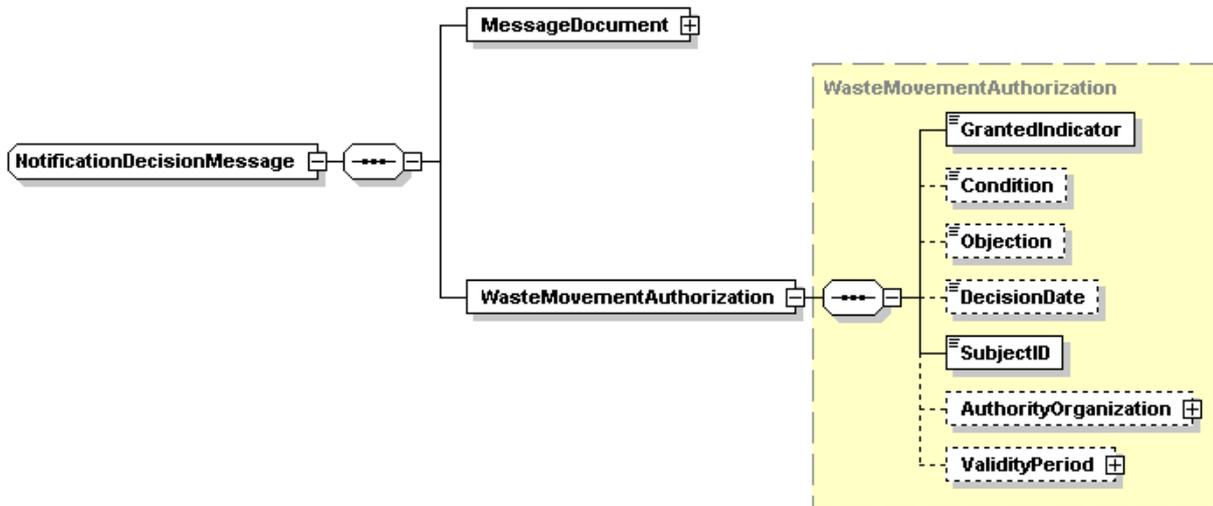
This message type has not been implemented yet.

The decision (consent or withdrawal) of an authority concerning a general notification, pursuant to Article 9 of the Regulation (EC) No 1013/2006 can be sent by this message.

The main content is

- Consent indications
- Conditions
- Objections
- Date of decision

Figure 13 gives a brief overview on the structure of this message.



Generated by XmlSpy

www.altova.com

Figure 13 - Notification Decision Message

6.2.5 Chapter 3 – Business Rules

6.2.5.1 Movement Announcement (MA) (3.1.2)

6.2.5.1.1 Mandatory attributes must be agreed on!

6.2.5.1.2 Belgium (2011-07-15):

Filled in:

- Notification number
- Actual "shipment (amount)"
- Actual date of shipment
- Carrier (with a date that is missing in the XML but can be added on paper, possibility to extend the XML)

Provided by Notification:

- Packaging
- Waste generators
- Border crossing

6.2.5.2 Certificate of Waste Receipt (CoWR) (3.1.3)

6.2.5.2.1 Mandatory attributes must be agreed on!

6.2.5.2.2 Belgium (2011-07-15):

Filled in:

- Date of reception
- Quantity received
- Accepted/Rejected

NOT filled in:

- Approximate date of disposal/recovery
- Disposal/recovery operation

6.2.5.3 Certificate of Waste Recovery Disposal (CoWD) (3.1.4)

6.2.5.3.1 Mandatory attributes must be agreed on!

6.2.5.3.2 Belgium (2011-07-15):

Filled in:

- Date of disposal/recovery

NOT filled in:

- Recovery or disposal facility
- Disposal/recovery operation

6.2.6 Agreed Rules and Special Cases (3.2) / Currently discussed or suggested

6.2.6.1 AR-003 Agreed Changes on Movement Announcement

ID	AR-003
Name	Agreed Changes on Movement Announcement
Description	<p>The EUDIN partner CAs have agreed, that it is allowed for the notifier to change one or more data of a previously sent Movement Announcement (see 2.1.1.1).</p> <p>Short Term Solution – Duplicate Message allowed: These changes do <u>not</u> cause a "Duplicate Message"- Failure (see FR-001). Changes of data are allowed for following attributes under stated conditions: MA: all attributes listed under 3.1.2 from 1.c to 1.g not later than at the announced date of transport and only if CoWR does not exist yet.</p> <p>Long Term Solution – Additional attribute in Message Header (MessageDocument) in EUDIN-Schema: The Header (MessageDocument) will be expanded by an additional attribute (e.g. xxxx), which indicates the type of the message (new, update, (delete)) A MA containing the value "update" for this attribute is treated not as "Duplicate Message" (see Short Term Solution above)</p>
Legal Basis	Article 17 of WSR.
Rational	This rule is necessary as the different ways of handling in different countries concerned are not compatible with an electronic system.
Application Spectrum	- <u>Postpone</u> : the shipment will not be realised at the date previously announced. The announced shipment is postponed to a new date (not later than the date announced previously). Multiple consecutive postponings of a shipment are possible. The transport keeps the original serial number.
Discussion/Comments	<p><u>Belgium (2011-07-15)</u>: This rule is in conflict with the implementation of Module 3 at Ovam. When OVAM receives an MA that is already in the database, an FoP(COMR) is sent with error message! (refers to AR-003 First Draft, in Second Draft the "Short Term Solution")</p>

Netherlands (2011-09-01):

Concerning Short Term Solution: How should the system know that it is not a duplicate message? The Ministry of Infrastructure and the environment from the Netherlands has indicated that it will not be allowed to accept MA's on a shorter term than 3 days. So this will be a big issue for the Netherlands because we are not allowed to deviate from the Regulation. For these kind of changes the Netherlands would require a new MA with a new number (and can only be announced 3 days in advance).

Legal Group Meeting, Vienna (2011-10-14):

The most important questions for the EUDIN-project is the interpretation of art. 16 lit. b of the WSR (movement announcement at least three days before shipment starts).

NL only accepts messages which are made at least 3 days in advance and postponing of the shipment is not accepted.

LU, BE, AT accept flexibility to a certain extent in such cases. It is possible to postpone a shipment which was announced in accordance with art. 16 (b) of WSR.

Furthermore it was mentioned that EUDIN should not be stricter than the paper based fax-system, because otherwise it won't be used.

It was agreed that Austria will prepare a general question to the EU Commission concerning the interpretation of this time limit and the possibility to postpone announced shipments.

Suggested Austria, First Draft 2011-06 (modified with Second Draft 2011-07)

6.2.6.2 AR-008 Initial announcement of a shipment 3 working days in advance

ID	AR-008
Name	Initial announcement of a shipment 3 working days in advance
Description	The rule according to the WSR, that every shipment has to be announced at least 3 days in advance is adopted that just the initial MA has to be announced according to this rule. Later changes of this MA are accepted according to AR-003 until the announced date of transport.
Legal Basis	WSR
Rational	This rule is necessary in order to guarantee the consistency and accuracy of data relating AR-003 (see 6.2.6.1).
Application Spectrum	-
Discussion/Comments	<p><u>Luxembourg (2011-07-13):</u> until now 1 day in advance was accepted in Luxembourg</p> <p><u>Belgium (2011-07-15):</u> Still has to be implemented</p> <p><u>Netherlands (2011-09-01):</u> The Netherlands only accepts 1 MA, changes are ok, but then the initial MA has to be cancelled and another MA has to be done, 3 days in advance.</p> <p><u>Legal Group Meeting, Vienna (2011-10-14):</u> see comment of this meeting in AR-003 (6.2.6.1) Adaption of the Regulation should be envisaged for electronic data exchange</p>
Suggested	Austria, First Draft 2011-06

6.2.7 Failure Rules – What can go wrong (3.3) / Currently discussed or suggested

~~6.2.7.1 FR-012 Movement Announcement – Unnotified border crossing(s) or port(s) contained~~

ID	FR-012
Problem	Receiving system gets MA message which contains one or more border crossings or ports not covered by the notification – Violation of AR-005 (see 3.2.4).
Possible Implication	Message can not be persisted in receiving Module 1, as the unnotified border crossing(s) or port(s) are not listed.
Necessary action	System accepts the message and informs the authority concerned. The authority contacts the sending authority outside of the system (email, phone) and takes necessary steps (e.g. changes on notification). Module 3 sends an AoP (COMR) message.
Achieved Results	Problem is solved outside the system
Discussion/Comments	<i>Belgium (2011-07-15):</i> Still has to be implemented at OVAM. <i>Luxembourg (2011-07-25):</i> Mouvement document (paper form) does not contain any information about border crossing points. Furthermore Luxembourg does not accept multiple border crossing points especially when different CA are involved. <i>Netherlands (2011-09-11):</i> Concerning "Problem": In the Netherlands you can only use 1 border crossing point. Also this kind of information is only available in the GN and will not be a subject of changing by doing an MA, so only the border crossing that is announced in the GN can be send with an MA. Concerning "Necessary action": What is the procedure at this moment? Is this a EUDIN specific rule? This rule will result in a more complex implementation of Module 3 to Module 1.
Suggested	Austria, First Draft 2011-06

6.3 Table of revision

Version#	Date	Topic
Version 0.1	2011-05-20	First Draft Kaufmann, Kromer
Version 0.2	2011-06-07	Enhancements Kaufmann
Version 0.3	2011-06-15	Review and enhancements Lorenz, Neurauter
Version 0.4	2011-06-16	Enhancement Kromer
Version 0.5	2011-06-17	Consolidation 0.3 & 0.4 and enhancements Kaufmann
Version 0.6	2011-06-20	Enhancement Kromer
Version 0.7	2011-06-21	Review and enhancements Lorenz, Neurauter
Version 0.8	2011-06-21	Enhancements Kromer
Version 1.0	2011-06-22	Finalising Draft for EUDIN-Meeting - Kaufmann
Version 1.1	2011-07-07	Rework after EUDIN-Meeting - Kaufmann
Version 1.2	2011-07-15	Incorporation Luxembourg Input
Version 1.3	2011-07-20	Incorporation Belgium & Netherlands Input
Version 1.4	2011-07-22	Review results Neurauter Chapter 2 & 3.1
Version 1.5	2011-10-06	Incorporation Review Results Luxembourg, Netherlands & Belgium; adding Minimum Requirements for preconditions
Version 1.6	2011-11-04	Incorporation Results of meeting EUDIN Legal Group
Version 1.7	2012-01-02	Incorporation Results of EUDIN-Meeting in Luxembourg