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Process analysis transit of municipal waste. Part I - International provisions of law

Analiza procesu przewozowego odpadów komunalnych. Część I – Międzynarodowe przepisy prawne.

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Słowa kluczowe: transport drogowy, odpady komunalne, przepisy prawne

Abstract

One of the crucial reasons of the system changes of waste management in our legal system in Poland was a need to implement solutions and mechanisms that are applied in the European Union. At the European Union law level, a Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives constitutes a basic legal document described in this part of the article. The essential idea of the quoted directive is creating legal measures, promotion of eliminating waste production and treating it as a source instead. Achievement of these assumptions requires providing segregation at source and recycling of the main waste streams above all. It is necessary to encourage this action and support the reuse of products and waste utilization. Indicated international legal instruments are of primary importance for internal rules, which shall be constructed in a way that enables the achievement of goals determined by the EU law. Legal-organizational internal systems associated with the management of waste have undergone substantial changes from 2010. National legal provisions will be presented in the second part of the article.

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The article discusses the process of a road transport operation planning that is connected with municipal waste transport and presents the mixed waste collection on the basis of transport routes examination. The means of transport are delivered by the service company ALTWATER PIŁA SP. Z O.O. (LLC) – ENERIS in Wałcz commune, located in West Pomeranian voivodeship. The article consists of seven parts, all of which depict the elements of planning and transport processes of municipal waste in road transport from legal, technical and economic perspective. Information provided in the article concerns legal background related to waste collection and management, road transport of goods (waste) and also the requirements that have to be met by the service company that carries out the transport and conducts business activity. Moreover, technical and legal aspects

Streszczenie

Jednym z kluczowych powodów zmian systemu gospodarowania odpadami była konieczność implementacji do naszego systemu prawnego w Polsce rozwiązań i mechanizmów obowiązujących w Unii Europejskiej. Na szczeblu prawa unijnego podstawowym aktem prawnym opisanym w tej części artykułu i ustalającym cele i zadania dotyczące właściwego postępowania z odpadami jest obecnie dyrektywa Parlamentu Europejskiego i Rady 2008/98/WE z dnia 19 listopada 2008 r. w sprawie odpadów oraz uchylająca niektóre dyrektywy. Podstawową ideą przywołanej dyrektywy jest tworzenie środków prawnych promujących eliminowanie wytwarzania odpadów oraz dążenie do wykorzystania odpadów jako zasobu. Realizacja tych założeń wymaga przede wszystkim zapewnienia segregacji u źródła oraz recyklingu głównych strumieni odpadów. Powinno odbywać się to poprzez zachęcanie i podejmowanie wszelkich działań umożliwiających wspieranie ponownego wykorzystanie produktów oraz wykorzystaniu ewentualnych odpadów. Wskazane międzynarodowe akty prawne mają podstawowe znaczenia dla przepisów wewnętrznych, które muszą być skonstruowane w sposób umożliwiający realizację celów określonych prawem unijnym. Wewnętrzne systemy prawno-organizacyjne związane z gospodarowaniem odpadami ulegają istotnym zmianom już od 2010 roku. W drugiej części artykułu zostaną przedstawione przepisy krajowe.

of vehicles used for municipal waste transport were described. The article recounted transport process characteristics, transport technologies and systems and the analysis of labour productivity on the grounds of drivers' working time. Optimal routes for commune management were prepared in the light of technological transport process, together with all the actions that accompany the said process. The assumptions of municipal waste management system were detailed, including the obligations and duties of communes that stem from the necessity of the mentioned process organization, the rules of dealing with waste that the transporting entity incorporates and the possibilities of waste management. The aim of the first article is the analysis of international provisions of law, connected with various municipal waste management related issues from logistic perspective, that

has great influence on the operation of an integrated logistic system which supports waste management in public utility.

1. INTRODUCTION

The problem of municipal waste management involves people and societies globally. This notion covers collection, storage and utilization of waste. Transport constitutes a significant part of the whole process. It is a key factor of an efficient waste collection, which in turn leads to keeping our planet clean. The process can be improved through implementing modern technical measures integrated with organization and effectiveness enhancing systems. Throughout the years, a substantial progress can be observed in the field of waste management. Means of transport are becoming more and more modern, including a multifunctional character that does not limit the collection to one kind of waste. The logistic process of waste is very interesting and concerns every human being. This issue is currently often raised by the media which makes it even more appealing. It should be said that service companies that specialize in waste collection and transport perform a responsible task. The effectiveness of undertaken activities is of great importance, which means performing every collection from all target points as fast as possible in order to meet the needs of clients, but also take care of their own budget.

2. MATERIALS AND A METHOD OF SCIENTIFIC RESEARCH

This article is the first part of a planned thematic series of articles concerning the problems and rules of logistic transport operations planning. The issue is examined with regard to transport and management of municipal waste, using specialized transport technology and modern shipping fleet. Empirical research was carried out in one of the largest companies dealing with municipal waste collection in northern Greater Poland voivodeship ALTVATERPIŁAS.P. Z.O.O. (LLC)- ENERIS. Basic criteria of choice are as follows: time, comfort, accessibility to means of transport, frequency of waste collection, availability of the collection area, costs, safety, pace and timeliness of a service. The basic element of research was the analysis of effectiveness and competitiveness of the company collecting and distributing municipal waste, and the process of collection and transport within the territory of Wałcz commune. This service and production company is authorized to provide transport and distribution of waste. Another issue that was to describe the savings with the background of time devoted to provide services and distance – all were analysed with the view of optimal time, distance and savings.

The area of research also included the service of collection and transport of municipal waste checked from the perspective of effectiveness and competition in comparison with other similar companies that operate in the same area. Further, the research focused on the usage of technical properties of the means of transport. Moreover, the loading capacity was analysed and the phenomenon of vehicle overloading with the background of waste collected in 2015. Next, based on the collected data, the effectiveness of driver's work, followed by suitable parameters

of external characteristics and traditional means of transport was checked. The analysis of the above-mentioned parameters became a factor that enabled presenting the optimizing means, in the scope of transport routes – all analysed in the calendar days of the operated area. What was also taken into consideration is as follows: time, distance and availability of waste collection area on the basis of a utility company from Great Poland voivodeship.

2.1. International legal regulations

One of the underlying reasons for changes in waste management was the necessity of adjusting our provisions of law, solutions and mechanisms to the ones that are in force in the European Union. Such changes are vital in order to determine solid rules that need to be abided by the entrepreneurs from waste branch. Transport and waste collection should be based on the provisions of law that make the whole operation safe for people and natural environment. Obeying the laws is significant in terms of social protection from detrimental effects of hazardous and municipal waste.

Basic international regulations in this field are:

- a. Regulation (EC) No 1071 of the European Parliament and of the Council of 2009
Regulation (EC) No 1071 of the European Parliament and of the Council of 2009, establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator, came into force on 14 December 2009; however, it took effect from 4 December 2011 [Starkowski et al. 2012].
Regulation (EC) No 1071 of the European Parliament and of the Council of 2009 concerns basic issues in the scope of: [Regulation (EC) No 1071/2009.....2009]
 - designating transport managers in the company,
 - possessing registered office as a requirement to conduct business activity,
 - the Community authorization identical for all member states,
 - good repute,
 - having appropriate financial standing,
 - rules of granting, suspending and withdrawing authorization.

A significant change that was introduced by the regulation was appointing a transport manager. Apart from Professional Competence Certificate, a manager has to take part in the undertaking, which means managing transport operation effectively and continuously on behalf of the employer. Such person should have a genuine link to the undertaking, such as being an employee, director, owner and his place of residence has to be within the boundaries of the European Union. Another condition that the undertaking has to meet in order to conduct the activity is pursuant to regulation No 1071 of 2009 a condition of good repute. In such an undertaking, there needs to be an appointed manager who deals with transport operations [Stanisławska et al. 2015]. The transport manager or transport undertaking director can't be convicted of serious criminal offence or incur a penalty for a serious infringement of Community rules relating to:

- commercial law,
 - road traffic,
 - insolvency law,
 - pay and employment conditions in the profession,
 - professional liability,
 - trafficking in human beings or drugs.
- b. Regulation (EC) No 1072 of the European Parliament and of the Council of 2009
 Regulation (EC) No 1072 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market came into force just like regulation No 1071 of 2009 on 14 December 2009; however, it took effect from 4 December 2011 [Poskrobko et al. 2012]. Regulation (EC) No 1072 of 2009 concerns basic changes in the scope of: [Regulation (EC) No 1072/ 20092009]
- the community license to carry out international carriage of goods by road,
 - a driver's certificate for non-resident haulier,
 - cabotage operations.
- c. Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (Journal of Laws 312, 22/11/2008 P.3).
 Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives establishes the framework for handling of waste and recovery. The aim of the directive is to protect human health and environment from the negative impact of waste. The directive defines requirements that need to be fulfilled to make the handling of waste more effective and safer for the environment. It also determines the hierarchy of waste handling and ways of disposal [Directive..... 2008/98/EC]. The directive of the European Parliament and the Council aims at limiting the amount of waste and labelling of hazardous waste. The ways of keeping record of hazardous waste and plans of management are required. Moreover, it establishes solutions connected with reducing waste and finding new waste recovery methods. Development of recycling has an impact on a better standing of the natural environment, which entails better and healthier human lives. The rules of directive determine the hierarchy of waste dealing, which promotes the re-use of energy. The principle set forth in this matter says that the costs of waste management shall be borne by a waste producer. Furthermore, the producer is obliged to take the products that were not disposed of and are brought back. The process of hazardous waste management should be carried out on conditions providing protection for soil, water and air [Klatka et al. 2012]. The handling process should not produce noise or unpleasant smell that can be troublesome for people living in the neighbourhood. Authorized bodies of the European Union drew up plans that are supposed to reduce the amount of waste. Depicted standards that countries should follow are reducing household waste by 50% and construction site waste by 70%.
- d. Regulation (EC) No 1013/2006 of the European Parliament and of the Council of 14 June 2006 on shipments of waste (Journal of Laws. L 190, 12/07/2006 P.1).
 Regulation establishes procedures of control for the shipment of waste, depending on the origin, destination and route of the shipment. It also determines a type of treatment to be applied at the place of waste destination. [Regulation (EC) No 1013/ 20062006].
- e. Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods. [Directive.....2008/68/EC].
 The directive presents rules of the transport of dangerous goods by road, rail or inland waterway within the area of member states or between them. It also covers the activities connected with loading, reloading, unloading and stops which are indispensable due to transport conditions [Miąsko et al. 2015].
- f. European Parliament and Council Directive 94/62/EC of 20 December 1994 on packaging and packaging waste (Journal of Laws. L 365, 31/12/1994 P.10). [Directive.....94/62/EC].
 The directive covers the packaging management and packaging waste in order to prevent any impact on the environment. It applies measures that prevent packaging waste production and introduces reusing of packaging and other forms of waste recovery.
- g. Council Directive 91/156/EEC of 18 March 1991 amending Directive 75/442/EEC on waste (Journal of Laws. L 078, 26/03/1991 P.32).
 The directive establishes a set of rules on waste disposal. Its role is to enhance the effectiveness of waste management and harmonize waste terminology in the European Union. The emphasis is put on waste recovery and disposal instead of storage: [Directive.....91/156/EEC]
- member states take the necessary measures to ensure that every waste producer or waste holder carried out waste management or hired a dealer, a company or an undertaking that
 - deals with waste management or assigned private or public entity to collect waste;
 - if waste is relocated from an original producer or holder to one of the entities in order to carry out pre-process, there is no exemption from responsibility in connection with the final recovery process or disabling;
 - member states may stipulate the conditions of sharing or transferring responsibility between the participants of management chain;
 - member states may decide that waste producers or distributors remain wholly or partly responsible for waste management organization;
 - member states shall take all necessary steps in order to guarantee that all enterprises and business entities that deal with waste collection and transportation carry out waste management in proper disposal-sites.

- h. European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (*fr.* L' Accord Européen Relatif au Transport International des Marchandises Dangereuses par Route) made in Geneva on 30 September 1957; the present edition came into force on 1 January 2017 until 30 June 2019. The agreement comprises a set of regulations that concern transport of dangerous goods including hazardous waste. The aim of the agreement is laying down guidelines on road transport of dangerous goods. Abiding by these rules makes waste transport appropriately safe. Hazardous waste transport is carried out with maintaining provisions that relate thereto. The European Agreement ADR constitutes a foundation for transport operations. Waste transport undertakings are obliged to attain a permit to carry out transport of waste. [European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR),.....2017/2019].
- i. Regulation (EC) No 1272/2008 of the European Parliament and of the Council of 16 December 2008 on classification, labelling and packaging of substances and mixtures, amending and repealing Directives 67/548/EEC and 1999/45/EC, and amending Regulation (EC) No 1907/2006 (Journal of Laws 353, 31/12/2008 P.1). This regulation assures high level of human health and environment protection due to proper labelling. Information about a danger is communicated through pictograms. The document contains the rules of classification and labelling. [Regulation (EC) No 1272/20082008].
- j. Directive 2000/76/EC of the European Parliament and of the Council of 4 December 2000 on the incineration of waste. The aim of the directive is to reduce negative effects of incineration on soil, water, air and prevent risks to human health and life. The directive lays down requirements that incineration plant has to meet, one which is getting a special permit and limiting emission of hazardous substance in the process of incineration. Acceptable level of hazardous gaseous substances is established, as well as the method of measurement and the period of carrying out the monitoring. Moreover, the directive presents methods and formulas that help to estimate the amount of hazardous gaseous substances emitted to the environment. All listed methods should be implemented in incineration and co-incineration plants. The operator of the incineration is required to take all necessary precautions to prevent the practical negative effects on the environment and human health, as far as possible. Prior to accepting hazardous waste at the incineration or co-incineration plant, the operator is required to have available information about the waste and to also follow specific reception procedures in order to realize the impact it may have on the environment [Rześny-Cieplińska et al. 2011]. There were also regulations that concern atmospheric pollutions and sewage sludge, where in case of the latter a special permit is required. Additionally, sewage cannot exceed the limit of emission of hazardous substance in the plant. If possible, incineration waste should be recycled and any waste substances that affect water, air and soil should be measured regularly or cyclically. An incineration permit that a plant needs to attain has to be accessible for all interested parties. Fines that are imposed on the countries that do not abide by these rules are also determined in the directive. [Directive.....2000/76/EC].
- k. Council Directive 96/61/EC of 24 September 1996 on integrated pollution prevention and control– IPPC. The directive applies an integrated environmental approach to certain industries. It sets out the permit that an undertaking is obliged to possess in order to manage hazardous waste and determines common aims of the European community in respect of the environment protection. The directive presents a list of various industries divided into categories. It highlights the significance of introducing new technologies that would help to protect the environment and explains the procedures which aim at gaining permits to develop the installations that already exist. Member states are expected to present all changes that are introduced to the Council of Europe [Directive.....96/61/EC]. What is also worth mentioning is that the society needs to have an access to information if a given undertaking is in the process of applying for new installations. The appendices provide information on main pollutant substances which influence the natural environment liminality.
- l. Directive 2005/20/EC of the European Parliament and of the Council of 9 March 2005 amending Directive 94/62/EC on packaging and packaging waste. The aim of the directive is to reduce the amount of packaging waste. All packaging should be intended for reuse and its final disposal should be treated as an outmost solution. This idea is the most effective and environment-friendly. Member states ought to abide by these rules. [Directive.....2005/98/WE].
- ł. CMR - Convention on the Contract for the International Carriage of Goods by Road (*fr.* Convention relative au contrat de transport international de marchandises par route) was signed in Geneva in 1956. It was ratified in Poland in 1962, and from this year, Poland became a party in the international European road trade. The agreement introduced and specified conditions concerning transport of goods and shipping documents. The agreement applies only to paid services in international road transport of goods carried out by professional and qualified carriers [Starkowski et al. 2011]. CMR waybill is the most important document issued in three basic colourful copies, where the red copy goes to sender, the blue to receiver and the green one to the carrier. Although the rules of using colours were not determined in the agreement that makes them optional, still they are valuable. Apart from three original copies, one or two additional copies are used very often in practice. If cargo is to be loaded on few vehicles or is divided into several parts, then a sender and a carrier may demand as many waybills as the number of vehicles or parts of cargo there were. Additional waybills are usually of grey colour if intended for shipping, and of black colour if intended for

administration authorities. A waybill is usually issued in Polish and English, and divided into 24 enumerated sections that are filled in by a sender, carrier and receiver of cargo. [Starkowski et al. 2012]. As set forth in a convention, the agreement does not have to be drawn up in a written form, as the waybill is the most important document. It is a proof of concluding an agreement, its conditions and reception of goods by a carrier, if there are no contraindications or nonconformities of goods in terms of the amount, symbols, numbers or damage of goods or packaging in conformity with a waybill [Convention (CMR).....1956].

m. Commission Regulation (EU) 2016/403 of 18 March 2016 supplementing the Regulation (EC) No 1071/2009 of the European Parliament and of the Council with regard to the classification of serious infringements of the Union rules, which may lead to the loss of good repute by the road transport operator, and amending Annex III to Directive 2006/22/EC of the European Parliament and of the Council (Text with EEA relevance) Basic information that the newest regulation lays down is:

1. a list of categories, types and degrees of seriousness of serious infringements of Union rules, which may lead to the loss of good repute of the road transport undertaking or the transport manager;
2. the degree of seriousness of infringements by reference to the loss of good repute;
3. a good repute evaluation of the Road transport undertaking is dependent on the kind of proceedings that are carried out against the carrier or the transport manager [Commission Regulation (EU) 2016.4032016].

n. Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording the equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonization of certain social legislation relating to road transport. The regulation came into force on 2 March 2016.

Changes introduced by the regulation: [Regulation (EU) No 165/2014....2014]

1. Unifying categories of vehicles that are subject to an exemption from the provisions of Regulation (EC) No 561/2006 of the European Parliament and of the Council. In order to ensure coherence, it should also be possible to exempt such vehicles from the scope of this Regulation.
2. Certain vehicles should be excluded from the scope of that Regulation in order to introduce some flexibility, namely vehicles with a maximum permissible mass not exceeding 7.5 tonnes used for carrying materials, equipment or machinery for the driver's use in the course of his work, and which are used only within a 100 km radius from the base of the undertaking, on condition that driving such vehicles does not constitute

the driver's main activity. In order to ensure coherence between the relevant exemptions set out in Regulation (EC) No 561/2006.

3. Inclusion of weight sensors in heavy goods vehicles and assessment of the potential for weight sensors to contribute to improved compliance with road transport legislation.

o. Regulation (EC) No 1272/2008 of the European Parliament and of the Council of 16 December 2008 on classification, labelling and packaging of substances and mixtures, amending and repealing Directives 67/548/EEC and 1999/45/EC, and amending Regulation (EC) No 1907/2006. In respect of the natural environment threats the regulation specifies: [Regulation (EC) No 1272/2008...2008]

- Carrying out control mentioned in paragraph 63 of the Act on greenhouse gas emission allowance trading scheme of 28 April 2011;
- Providing measurements of gas emission and the level of substances or energy that emerge in the environment;
- Conducting referential and comparative research;
- Conducting intercalibrate comparison between laboratories;
- Cooperation with supervisory bodies, law enforcement agencies, government administrative bodies, local government authorities, social organizations and civil-protection services in the field of the environment protection;
- Meeting requirements set forth in an Act of 18 July 2011 on Water Resources Law;
- Performing tasks defined in other separate provisions of.

p. The Basel Convention on the control of trans boundary movements of hazardous wastes and their disposal drew up in Basel on 22 March 1989. The convention regulates the issues of trans boundary movement of hazardous waste and other. The Convention places a general prohibition on the exportation or importation of wastes between Parties and non-Parties countries. The exception to this rule is where the waste is subject to another treaty that does not take away from the Basel Convention. Each of the Parties is obliged to introduce national regulations in order to prevent and punish illegal hazardous waste traffic which is a crime. From one side the convention regulates that hazardous waste management and its disposal should be carried out in a safe and pro-environment way (ESM). Hence, the Parties are expected to reduce the amount of waste that is transported, waste cleaning and disposal should be carried out as close to the plant as practicable and appropriate steps must be taken to reduce waste at root. There is also a need to introduce a strict control of every phase of hazardous waste dealing: storage, transport, processing, reuse, recycling, recovery and final disposal. Appendices I and II of the Convention list waste that are classified as hazardous: [The Basel Convention.....1989].

Appendices I and II of Convention list hazardous waste (e.g., explosive, flammable, toxic, or corrosive) and are the subject of scrutiny in compliance with the Convention. Appendices VIII and IX define the criteria of applying controlling procedures of waste in accordance with the Convention.

Examples of waste mentioned in the Basel Convention:

- biomedical waste
- waste oils
- used lead- acid batteries
- permanent organic waste
- polychlorinated biphenyl (PCB) is an organic chlorine compound deployed as fluids in electrical apparatus, electrical transformers and capacitors and also as paint
- self-copying paper, packers and plastics additives
- huge amount chemical waste produced by industry and consumers

- r. Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (so called waste framework Directive) (EU's Official Journal 312 of 22 November 2008, p. 3); the directive is in force from 12 December 2008.

The Directive defines the European policy in the field of waste management. The Directive 2008/98/EC defines the basic areas of measures through creating a hierarchy of waste management processes, including laying down the order of high priority activities, which is optimal from environment protection perspective:

1. Waste prevention
2. Reuse preparation
3. Recycling
4. Other methods of recovery, for example, energy recovery
5. Disposal

The Directive depicts goals that all member states should attain until 2020, including:

- Article 11 determines a minimum recycling level: 50% for municipal waste and 70% for demolition waste,
- Article 22 provides that all member states shall support bio-waste separation for fermentation and composting,

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- Appendix II provides that: energy efficiency of new installations of thermal waste processing should reach the level of 50% to treat the process as energy recovery (not recycling)

The Directive concentrates on more efficient use of sources and levelling recycling to 50% of the mass in 2020. It stipulates that recycling should involve waste streams such as: 'paper, metal, plastic and glass from municipal waste' [Directive.....2008/98 / EC]. This decision indicates that the goal of 50% recycling may be reached through composting and fermentation of municipal waste organic fractions (FOOK) on condition that digestate is not waste and becomes a product, which means it can be used as a fertilizer or about 24% – 179 kg (from statistical household) undergoes recycling. In order to increase the level of recycling and reach 50%, in 2018, waste organic fractions from households will be directed to biogas plant which forces limitation of waste destined for energy recovery to around 51% (380kg annually for a household). FOOK segregation in households seems to be indispensable in this case, as only then can a requirement concerning using digestate as a soil fertilizer be met. Polish local government authorities responsible for systemic solutions of waste infrastructure should take the said issues into account when planning the construction of new installations [Directive.....2008/20/EC].

3. CONCLUSIONS

Knowledge of legal provisions plays a key role in proper and safe planning of municipal waste transport operation. Economic growth of many countries is contributed by development of road infrastructure and the occurrence of road networks. Cargo transfer to the exact place of destination (from door to door principle) makes road transport one of the most significant branches of transport. It can be observed that the process of transfer is more often carried out with implementation of fundamental law regulations, which is of great importance for an international chain of deliveries between different countries.

- Dyrektywa Parlamentu Europejskiego 2008/98 / WE z dnia 19 listopada 2008 roku w sprawie odpadów oraz uchylającej niektóre dyrektywy. [Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32008L0098:EN:NOT>].
- Dyrektywa 2008/68/WE Parlamentu Europejskiego i Rady z dnia 24 września 2008 roku w sprawie transportu lądowego towarów niebezpiecznych. [Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods].
- Dyrektywa 94/62/WE Parlamentu Europejskiego i Rady z dnia 20 grudnia 1994 roku w sprawie opakowań i odpadów opakowaniowych (Dz.U. L 365, 31/12/1994 P.10). [European Parliament and Council Directive 94/62/EC of 20 December 1994 on packaging and packaging waste].
- Dyrektywa Rady 91/156/EWG z dnia 18 marca 1991 roku zmieniająca dyrektywę 75/442/EWG w sprawie odpadów (Dz.U. L 078, 26/03/1991 P.32). [Council Directive 91/156/EEC of 18 March 1991 amending Directive 75/442/EEC on waste (Journal of Laws. L 078, 26/03/1991 P.32)].
- Dyrektywa Parlamentu Europejskiego i Rady 2008/98/WE z dnia 19 listopada 2008 roku w sprawie odpadów oraz uchylająca niektóre dyrektywy (Dz.U. L 312, 22/11/2008 P.3). [Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (Journal of Laws 312, 22/11/2008 P.3)].
- Dyrektywa Parlamentu Europejskiego i Rady 2000/76/WE z dnia 4 grudnia 2000 r. w sprawie spalania odpadów. [Directive 2000/76/EC of the European Parliament and of the Council of 4 December 2000 on the incineration of waste].
- Dyrektywa Parlamentu Europejskiego i Rady 96/61/WE z dnia 24 września 1996 r. w sprawie zintegrowanego zapobiegania i ograniczania (kontroli) zanieczyszczeń – IPPC. [Council Directive 96/61/EC of 24 September 1996 on integrated pollution prevention and control – IPPC].
- Dyrektywa Parlamentu Europejskiego i Rady 2005/20/WE z dnia 9 marca 2005 r. zmieniająca dyrektywę 94/62/WE w sprawie opakowań i odpadów opakowaniowych. [Directive 2005/20/EC of the European Parliament and of the Council of 9 March 2005 amending Directive 94/62/EC on packaging and packaging waste].
- Dyrektywa Parlamentu Europejskiego i Rady 2008/98/WE z dnia 19 listopada 2008 r. w sprawie odpadów oraz uchylająca niektóre dyrektywy (tzw. dyrektywa ramowa o odpadach) (Dz. Urz. UE L 312 z 22.11.2008, str. 3). [Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (so called waste framework Directive) (EU's Official Journal 312 of 22 November 2008, p. 3)].
- Konwencja Umowa CMR - Konwencja umowa o międzynarodowym przewozie drogowym towarów (CMR), sporządzona w Genewie dnia 19 maja 1956 r [CMR - Convention on the Contract for the International Carriage of Goods by Road (CMR) signed in Geneva on 19 May 1956].
- Rozporządzenie Parlamentu Europejskiego i Rady (WE) nr 1071/2009 z dnia 21 października 2009 roku ustanawiające wspólne zasady dotyczące warunków wykonywania zawodu przewoźnika drogowego. [Regulation (EC) No 1071 of the European Parliament and of the Council of 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator came into force on 14 December 2009, however took effect from 4 December 2011].
- Rozporządzenie Parlamentu Europejskiego i Rady (WE) nr 1072/2009 z dnia 21 października 2009 roku dotyczące wspólnych zasad dostępu do rynku międzynarodowych przewozów drogowych. [Regulation (EC) No 1072 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market came into force just like regulation No 1071 of 2009 on 14 December 2009, however took effect from 4 December 2011].
- Rozporządzenie (WE) nr 1013/2006 Parlamentu Europejskiego i Rady z dnia 14 czerwca 2006 roku w sprawie przemieszczania odpadów (Dz.U. L 190, 12/07/2006 P.1). [Regulation (EC) No 1013/2006 of the European Parliament and of the Council of 14 June 2006 on shipments of waste (Journal of Laws. L 190, 12/07/2006 P.1)].
- Rozporządzenie (WE) nr 1272/2008 Parlamentu Europejskiego i Rady z dnia 16 grudnia 2008 roku w sprawie klasyfikacji, oznakowania i pakowania substancji i mieszanin, zmieniające i uchylające dyrektywy 67/548/EWG i 1999/45/WE oraz zmieniające rozporządzenie (WE) nr 1907/2006 (Dz.U. L 353, 31/12/2008 P.1) [Regulation (EC) No 1272/2008 of the European Parliament and of the Council of 16 December 2008 on classification, labeling and packaging of substances and mixtures, amending and repealing Directives 67/548/EEC and 1999/45/EC, and amending Regulation (EC) No 1907/2006 (Journal of Laws 353, 31/12/2008 P.1)].
- Rozporządzenie Komisji (UE) 2016/403 z dnia 18 marca 2016 r. Uzupełniające rozporządzenie Parlamentu Europejskiego i Rady (WE) nr 1071/2009 w odniesieniu do klasyfikacji poważnych naruszeń przepisów unijnych, które mogą prowadzić do utraty dobrej reputacji przez przewoźnika drogowego, oraz zmieniające załącznik III do dyrektywy 2006/22/WE Parlamentu Europejskiego i Rady (Tekst mający znaczenie dla EOG). [Commission Regulation (EU) 2016/403 of 18 March 2016 supplementing Regulation (EC) No 1071/2009 of the European Parliament and of the Council with regard to the classification of serious infringements of the Union rules, which may lead to the loss of good repute by the road transport operator, and amending Annex III to Directive 2006/22/EC of the European Parliament and of the Council (Text with EEA relevance)].
- Rozporządzenie Parlamentu Europejskiego i Rady (UE) nr 165/2014 z dnia 4 lutego 2014 r. w sprawie tachografów stosowanych w transporcie drogowym i uchylające rozporządzenie Rady (EWG) nr 3821/85 w sprawie urządzeń rejestrujących stosowanych w transporcie drogowym oraz zmieniające rozporządzenie (WE) nr 561/2006 Parlamentu

Europejskiego i Rady w sprawie harmonizacji niektórych przepisów socjalnych odnoszących się do transportu drogowego. [Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonization of certain social legislation relating to road transport].

Rozporządzenie Parlamentu Europejskiego i Rady (WE) nr 1272/2008 z dnia 16 grudnia 2008 r. w sprawie klasyfikacji, oznakowania i pakowania substancji i mieszanin, zmieniającego i uchylającego dyrektywy 67/548/EWG i 1999/45/WE oraz zmieniającego rozporządzenie (WE) nr 1907/2006. [Regulation (EC) No 1272/2008 of the European Parliament and of the Council of 16 December 2008 on classification, labeling and packaging of substances and mixtures, amending and repealing Directives 67/548/EEC and 1999/45/EC, and amending Regulation (EC) No 1907/2006].

Konwencja bazylejska o kontroli transgranicznego przemieszczania i usuwania odpadów niebezpiecznych, sporządzona w Bazylei dnia 22 marca 1989 r. [The Basel Convention on the control of trans boundary movements of hazardous wastes and their disposal drew up in Basel on 22 March 1989].

Umowa europejska dotycząca międzynarodowego przewozu drogowego towarów niebezpiecznych (ADR) (fr. L' Accord Européen Relatif au Transport International des Marchandises Dangereuses par Route) sporządzona w Genewie dnia 30 września 1957 roku. Edycja 2017/2019. [European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (fr. L' Accord Européen Relatif au Transport International des Marchandises Dangereuses par Route) made in Geneva on 30 September 1957]. Edition 2017/2019.