

DIWASS 2026

Practical Guide to Transporting
Plastic Waste in the EU

Operational Impact - Real Scenarios -
Step-by-Step Guide

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Your Plastic Industry Hub

**The first DIWASS guide dedicated to the
Romanian market**

WHAT IS DIWASS?


An EU digital system that replaces paper in cross-border waste shipments.


WHO DOES IT MATTER TO?

- Manufacturers sending plastic waste to another EU country
- Traders and brokers who organize international shipments
- Recyclers receiving waste from other Member States
- Carriers that physically move goods across borders
- Consultants and environmental managers from companies

WHAT CHANGES COMPARED TO "BEFORE"?

Next	With DIWASS
Paper or email documents	Centralized digital flow
Each actor works separately	All actors connected in the same folder
Hard and slow border control	Check quickly, consistent dates
Errors that are difficult to detect	Inconsistencies are immediately visible

 **KEY DATE: 21 MAY 2026** From this date, DIWASS becomes the mandatory channel for the electronic exchange of documents on waste shipments in the EU.

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WHY THIS GUIDE?

Waste shipment in the European Union is entering a new phase with the introduction of the DIWASS digital system, which is mandatory for the exchange of documents on waste shipments between Member States. For traders, recyclers, manufacturers, transporters and consultants, the change is not just "a new online form", but a change of process.

This guide has three clear objectives:

- briefly explain what DIWASS is and why it matters
- to show, step by step, what you need to do to be prepared
- highlight common mistakes and how you can avoid them

✦ This is not a theoretical guide. It is a working guide, built on the basis of the official documents of the European Commission and the practical materials used by market operators.

WHO IS THIS GUIDE FOR?

- for companies that generate or hold plastic waste and send it outside the country
 - for traders/brokers organising cross-border shipments
 - for recycling facilities receiving waste from other Member States
 - for hauliers who want to know what is required of them in DIWASS
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WHAT IS DIWASS?

DIWASS (Digital Waste Shipment System) is the European Union's digital system for managing cross-border waste shipments. It is the 'single place' through which notifications, movement documents and Annex VII documents for waste on the green list are transmitted and exchanged in electronic format.

Through this system:

- Documents no longer circulate only on paper or in disparate files
- The information is centralized and easy to follow by the authorities
- All actors are visible in the same chain

📌 Official page: https://environment.ec.europa.eu/topics/waste-and-recycling/waste-shipments/implementation-waste-shipment-regulation_en

IN SHORT:

- Waste transport goes fully digital
- Each stage of a transport is tracked
- Each actor has a specific and visible role in the case

💬 **BOX – For those who want details:**

DIWASS is set out in Regulation (EU) 2024/1157 on shipments of waste and in Implementing Regulation (EU) 2025/1290, which defines technical and interoperability requirements. The system can be accessed directly via the Commission interface or via national systems/connected commercial software.

WHEN DOES DIWASS BECOME RELEVANT?

As of **21 May 2026**, DIWASS becomes the mandatory channel for the electronic exchange of information and documents on waste shipments within the EU.

In practice, this means that:

✓ transport notifications and related documents

must be managed digitally ✓ Annex VII progressively moves from the on-the-fly

format to electronic format through DIWASS ✓ authorities can check and correlate the data much more easily., near in real time

✦ : https://green-forum.ec.europa.eu/green-business/digital-waste-shipment-system-diwass_en

⚠ IMPORTANT FOR COMPANIES:

The transition period does NOT mean "relaxation". Operators must organise their flows and register all their actors in the chain before DIWASS becomes the only supported modality.

HOW TO SIGN UP FOR DIWASS

Step 1 – Create an EU Login

👉 account <https://webgate.ec.europa.eu/cas>

- create a user account (name, email, password)
- confirm the email sent by the system

📌 Recommendation: Use an official company email (e.g. nume@companie.ro), not a generic or personal one.

Step 2 – Become a DIWASS

👉 https://green-forum.ec.europa.eu/green-business/digital-waste-shipment-system-diwass_en user

- log in with EU Login
- Follow the instructions to become an active user

Clarification:

A consultant or a person in the company can act both as a DIWASS user and as an "initiator" of the company's registration. It is important that the internal role of this person is clear, because they will receive notifications and requests for action in the system

PAGE 6 – HOW TO JOIN DIWASS (PART 2)

Pasul 3 – Înregistrarea companiei ca „economic operator"

👉 https://green-forum.ec.europa.eu/green-business/digital-waste-shipment-system-diwass/how-register-economic-operators-diwass_en

Complete:

- Company name
- Headquarters address
- identifiers (TVA, EORI)
- contact details (phone, official email)

Step 4 – Choosing roles in DIWASS

- notifier / person organising the transport
- Manufacturer / Waste Generator
- Transporter
- Destination
- Recovery / Recycling Plant

📌 You can have multiple roles at once.

Step 5 – Determine the Account Manager

- manage internal users in DIWASS
- Control who can create, edit, or validate documents
- follows up on notifications and requests from the competent authority

Step 6 – Validation by the competent authority After submitting the application, the competent authority validates the operator and may request clarifications or additional documents.

✓ CHECKLIST RAPID:

- EU Login account created
 - active DIWASS user
 - Company registered as an "economic operator"
 - Correctly selected roles
 - Designated and active account administrator
-

WHO APPEARS IN DIWASS?

Producer / Holder→ generates the waste or owns it at the time of organizing the transport

Trader / Broker→ intermediates or organizes the transfer between the manufacturer and the recipient


Notifier / Transport Organiser→ initiates the notification file or Annex VII document. It has the most critical role in data accuracy.

Carrier→ effectively handles the physical movement of the waste

Recipient→ the entity receiving the waste

Recycling/recovery facility→ the facility where the waste is treated or recovered

Competent authorities→ verify, approve, monitor and can intervene in case of irregularities

 **Important:** A trader can have several roles simultaneously in the same folder. If an operator is not registered in DIWASS, it cannot be entered in any document.

WHAT IS THE "GREEN LIST"?

Waste on the 'green list' is considered to be lower risk streams that can be transported under simplified conditions. In the field of plastics, this usually means clean materials, with a clear destination for recovery or recycling.

✓ **Common examples in practice (indicative):**

- PE, PP, PET clean, post-industrial
- Clean and sorted grinding by polymer type
- Clean PET flakes without significant contamination

✗ **They are not, as a rule, "green list":**

- contaminated waste or unsorted mixtures
- flows with significant hazardous material content

✦ **Important:** "Green list" does NOT mean lack of control. Misclassification is one of the main reasons for shipments being blocked.

💬 **BOX – Differences by types of operators:**

- **Manufacturer:** correct classification at source avoids renegotiations and bottlenecks
 - **Trader:** a classification mistake directly hits reputation and return costs
 - **Recycler:** Classification clarity influences capacity planning and compliance audit
-


HOW TO COMPLETE ANNEX VII

The Annex VII document accompanies the shipments of waste from the "green list" and must be completed with the same principles of rigor as the notification documents.

1. The organizer of the shipment → usually the trader or the person arranging the transfer. Answer for the correctness of the document in DIWASS.

2. The Producer/Holder → the source of the waste; They can be one or more, but there must be clear traceability.

3. The consignee → the customer receiving the waste, the entity that appears in the main contract.

 This data must be consistent with commercial contracts and transport documents (CMRs, invoices). Inconsistencies are the first thing checked by the authorities.

4. The recycling/recovery facility→ the final location where the waste is treated; It must be clearly identified, not just the name of the group.

5. The carrier→ the transport company; must be an entity registered in DIWASS.

6. Description of the waste (CRITICAL)

Example of correct description:

👉 "PP regrind, natural, post-industrial, clean, 20,000 kg"

Essentials:

- polymer type (PP, PE, PET, etc.)
- shape (regrind, granules, bales, flakes)
- originea (post-industrial / post-consumer)
- Quality (clean, washed, sorted)

7. The quantity→ expressed in kg or tonnes, in accordance with the contract and the transport documents.

✚ **Attention:** Most problems arise in the description and quantity. Ambiguities or differences between documents may trigger further checks or refusal of transport.

WHAT DO THE AUTHORITIES CHECK?

Both at the border and in subsequent controls, the authorities shall check in particular:

- the consistency of the data between Annex VII, the contracts, the CMR and the reality of the cargo
- Qualification of the waste in relation to the description and codes used
- cleanliness and the actual nature of the material
- the correctness of the declared destination and the recovery facility

⚠ If there are any significant inconsistencies:

- Shipping can be blocked or returned
 - Significant additional costs may arise (storage, return, penalties)
 - in serious cases, sanctions may be applied
-

Clarification:

Impact by type of actor:

- **Manufacturer:** a problematic control can lead to the loss of trading partners
- **Trader:** inconsistencies directly hit the trust of partners and authorities
- **Carrier:** bottlenecks mean stationary, costs and pos

WHAT A TRANSPORT LOOKS LIKE IN PRACTICE

1. Waste classification→ Correct determination of the type of waste, applicable codes, origin and quality of the material.

→ This is the most important stage: a mistake here affects everything that follows.

2. Preparation of documents and Annex VII→ Completion of the document in DIWASS or via connected software.

→ Verification that all actors in the chain are registered and can be selected in the document. → Consistency with contracts, invoices and CMR checked before sending.

3. Transport organization→ Choosing the carrier registered in DIWASS.

→ Scheduling the upload. → Final verification that digital and physical documents match.

4. Delivery and reception→ Actual movement of goods.

→ Checking upon arrival that the material corresponds to the description in the document. → Immediately reporting any inconsistency.

5. Confirmation in DIWASS→ The recycler / recipient confirms the receipt in the system within a maximum of 24 hours.

→ The file is closed correctly. → The complete traceability of the shipment is kept in the system.

 **BOX – The difference between trained and untrained operators:**

The operators who will work without jams in DIWASS are not necessarily the largest or the most experienced. There are those who have invested time in internal training, have clear roles and have coherent data in the system since the first shipment.

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REAL SCENARIOS – HOW IT WORKS IN PRACTICE

Scenario 1 – Car manufacturer + trader + EU recycler

Context:

A company in Romania produces post-industrial PP waste from the manufacturing line (rejected auto parts, casting channels, clean production waste). He regularly sells to a German trader, who then delivers to a recycler in Poland.


What the flow looks like in DIWASS:

- The Romanian producer is registered as a "generator/holder" and appears in Annex VII as a source of the waste
- The German trader is the "transport organiser" and completes Annex VII in DIWASS
- Polish recycler confirms receipt in DIWASS after shipment arrives

Where problems typically arise:

- The Romanian manufacturer is not yet registered in DIWASS → the trader cannot select it in the document
- The description of the waste is too generic ("PP waste") → risk of control
- The quantity in Annex VII differs from the CMR → alert signal for authorities

Practical lesson:

 The manufacturer must register with DIWASS even if he "does not fill in the documents". Without registration, it cannot appear in any file.

Scenario 2 – Trader consolidating low volumes from multiple manufacturers

Background:

A trader in Romania collects small batches of post-industrial PE and PP from 4–5 different producers, consolidates them and makes a one-time shipment to a recycler in Hungary.

What the flow looks like in DIWASS:


- The trader is the "organiser of the transport" and is responsible for the correctness of Annex VII
- Each source manufacturer must be mentioned in the document
- The Hungarian recycler confirms receipt and may ask for clarification if the material does not match

Where problems typically arise:

- One or more source producers are not registered in DIWASS
- Mix of materials (PE + PP) declared as a single stream → risk of misclassification

- Differences between individual invoices and the total quantity in Annex VII

 **Practical lesson:**

 A trader working with several suppliers needs a clear internal procedure: the list of suppliers registered in DIWASS and a person who checks the consistency of the data before each shipment.

PAGE 14 – CONCRETE SCENARIOS (PART 2)

Scenario 3 – Romanian recycler receiving waste from another Member State

Background:

A recycling facility in Romania regularly receives bales of clean PET flakes from an Italian trader. Shipments are organized by the trader, but the recycler has clear responsibilities in DIWASS.


What the flow looks like in DIWASS:

- The recycler appears in DIWASS as a "recipient" and as a "recovery facility"
- Upon arrival of the shipment, the recycler confirms the receipt in the system
- If the material does not correspond to the description, the recycler has the obligation to report

Where problems typically arise:

- The recycler is not registered in DIWASS → the trader cannot complete the document
- The incoming material is contaminated or different from the description → must be reported
- Delays in confirming the receipt → "open" file, requests from the authorities

Practical lesson:

 The recycler is not "passive" in DIWASS. It has an active role of confirmation and verification at reception. Correct reporting protects him from the authorities.

Scenario 4 – Carrier

Context:

A transport company in Romania regularly makes trips with plastic waste (bales, big bags, IBCs) between Romania and Germany or the Czech Republic.

What does the role look like in DIWASS:

- The carrier appears in Annex VII as a "carrier" and must be registered in DIWASS
- He does not fill in the document, but he must have the correct documents on board
- It is the first to interact with the border authorities

What the carrier checks before loading:

- The Annex VII document exists and is complete
- The data in the document corresponds to the physical goods
- His company appears correctly in the document as a carrier

Warning signs:

 Missing or incomplete document at the time of

⚠ loading The description of the waste does not correspond to what you physically see in the truck

⚠ The recipient or destination seems unclear

💬 **Practical lesson:**

👉 A simple 5-minute check before departure can avoid locks of hours or days at the border.

TOP 10 TYPICAL MISTAKES AND HOW TO AVOID THEM

Mistake 1 – The company is not registered in DIWASS

- What happens: the transport cannot leave legally
- How to avoid: register as early as possible, not in the last week before May 21, 2026

Mistake 2 – Wrongly chosen roles when recording

- What happens: the company cannot act correctly in the documents
- How to avoid: carefully analyze all the real roles of the company before registration

Mistake 3 – The description of the waste is too generic

- What is happening: "plastic waste" is not enough → warning signal for the authorities
- How to avoid: Full description: polymer type + shape + origin + quality + quantity
👉 Correct example: "PP regrind, natural, post-industrial, clean, 18,500 kg"

Mistake 4 – Contaminated waste declared as a "green list"

- What happens: blocked transport, return costs, penalties
- How to avoid: correct classification at source; If in doubt, consult the competent authority

Mistake 5 – Differences between the quantity in Annex VII and the CMR

- What happens: additional check, possible blockage
- How to avoid: cross-check the data in all documents before departure

Mistake 6 – The source manufacturer is not in DIWASS

- What happens: incomplete file, impossible transport
- How to avoid: All suppliers in the chain must be registered before the first shipment

Mistake 7 – No internally appointed account administrator

- What's happening: notifications aren't seen, deadlines expire
- How to avoid: Clearly designate a person responsible for daily account monitoring

Mistake 8 – Waiting "let's see how it's going to be"

- What's happening: operational chaos on May 21, 2026
- How to avoid: gradual preparation at least 30 days in advance

Mistake 9 – The carrier does not check the documents before departure

- What happens: border blockade, stationary, costs, vehicle detention
- How to avoid: Simple checklist to check when charging (5 minutes)

Mistake 10 – Recycler does not confirm receipt in DIWASS

- What happens: the file remains "open", the authority sends requests
 - How to avoid: confirmation in DIWASS within 24 hours of receipt
-

GOOD DAY IN DIWASS: All

actors are recorded. Annex VII shall be complete and coherent. The control takes a few minutes. The recycler confirms receipt on the same day. The file closes correctly.

BAD DAY IN DIWASS:

the manufacturer is not in the system. The description is vague. The quantities do not match. The control locks the truck. The phone rings from all directions. Costs increase by the hour.

 **The message is simple: it is not the regulation that kills you. The lack of internal training kills you.**

WHO DOES WHAT, WHEN AND WHAT DOES HE RISK IF HE DOESN'T

MANUFACTURER / GENERATOR

- Before May 21, 2026: registration in DIWASS with the correct role; standardised material sheets for each waste stream
- For each consignment: checks that his/her data is entered correctly in the document by the organiser
- Risk if wrong: cannot appear in the file; The trader cannot arrange the transport

TRADER / BROKER

- Before May 21, 2026: registration with all relevant roles; updated list of suppliers and recyclers registered in DIWASS
- For each shipment: complete Annex VII completely and coherently; check consistency with CMR and invoice
- Risk if wrong: incomplete file, blocked transport, return costs, deterioration of business relations

RECYCLER / INSTALLATION

- Before 21 May 2026: registration as a consignee and recovery facility; Check if it can become a "pre-consented facility"
- For each shipment: check at reception that the material corresponds to the description; confirm receipt in DIWASS within 24 hours
- Risk if he makes a mistake: the file remains open; requests from the authorities; Affecting partners

TRANSPORTER

- Before 21 May 2026: registration in DIWASS as a carrier; training drivers on the documents required on board
- On each shipment: check before departure that Annex VII exists, is complete and corresponds to the physical cargo
- Risk if he makes a mistake: border blockade, parking, costs, possible vehicle detention

INTERNAL MANAGER / CONSULTANT

- Before May 21, 2026: Flow mapping; organization of recordings; In-house role-based training
- At each shipment: DIWASS account monitoring; Responding to requests from the competent authority
- Risk if he makes a mistake: missed deadlines; missed notifications; Incomplete files

✓ **GOLDEN RULE:**

No actor in the chain is "passive" in DIWASS. Everyone has at least one active responsibility.

PAGE 17 – PREPARATION IN 30 DAYS

MINI-COURSE: PREPARATION IN 30 DAYS FOR DIWASS

You don't have to do everything at once. You have to do things in the right order.

WEEK 1 – Understand and map

- Identify all types of plastic waste that you generate, trade or receive across borders
- Determine for each flow: which code corresponds to it, which regime applies, which states are involved
- Make a list of all the partners in the chain and check if they are registered in DIWASS
- Designates

further away?

Completed 2 steps

We continue where it was cut!

- Internally designates who will be the DIWASS account administrator and who will be operational responsible for documents

✦ **Expected result:**

A clear map of your waste streams + a list of partners with their status in DIWASS (registered / unregistered).

WEEK 2 – Registration and Setup

- Create an EU Login account for the designated account
👉 administrator <https://webgate.ec.europa.eu/cas>
- Register the
👉 company in DIWASS as an "economic operator" with all the correct roles https://green-forum.ec.europa.eu/green-business/digital-waste-shipment-system-diwass/how-register-economic-operators-diwass_en
- Add the necessary internal users and clearly determine who can create, edit, and validate documents

- Contact partners who are not yet in DIWASS and send them the registration links

 **Expected result:**

Your company is active in DIWASS, roles are configured correctly and the account administrator has functional access.

WEEK 3 – Simulation and testing

- Fill out an Annex VII test for one of your real streams
- Verifies that all actors in the chain appear correctly in the system and can be selected in the document
- Compare the data in the simulated document with the CMR and invoice → identify any inconsistencies
- If you have notified feeds, simulate a notification folder as well
- Write down all questions and blockages that have arisen

 **Expected result:**

At least one fully tested flow. List of issues identified and resolved.

WEEK 4 – Internal Training and Completion


- Organize a short internal workshop (1–2 hours) with the relevant teams: logistics, sales, procurement, environment/compliance
- Introduces roles, document flow, and common mistakes (use the pages in this guide directly)
- Complete the internal written procedure: who fills in, who checks, who confirms, who monitors the account
- Make a simple transport checklist and display it at the loading site and in the logistics office
- Test a full feed again and check that everything is working correctly

 **Expected result:**

The team informed, the internal procedure exists in writing and the company is ready to operate in DIWASS from day one.

✓ AT THE END OF THE 30 DAYS YOU SHOULD HAVE:

- active and correctly configured DIWASS account
- All actors in your chain registered in the system
- a clear internal procedure on roles and responsibilities
- at least one tested and validated flow

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PAGE 18 – FAQ – FREQUENTLY ASKED QUESTIONS

FREQUENTLY ASKED QUESTIONS

Clear answers to the questions you ask most often

"If I'm just a carrier, do I have to do something in DIWASS?"

Yes. The carrier must be registered in DIWASS in order to be selected in the transport documents. Without registration, you cannot appear in Annex VII and your partner cannot organize the legal transport. Drivers need to know what documents they need to have on board and what the border authorities are checking.

"If I'm a producer and I work with only one trader, doesn't he take care of everything?"

The trader fills in the documents, but you must be registered in DIWASS as a manufacturer/generator in order to appear correctly in the file. Without your registration, the trader cannot enter you into the system and the shipment cannot be organized legally. Registration takes a few hours and is a step that you cannot fully delegate.

"Green list means I don't need approvals anymore?"

No. Green list means simplified procedure, not lack of control. Shipments on the green list must be accompanied by the correctly completed Annex VII document and are subject to control by the authorities. Misclassification is one of the main reasons for shipments being blocked.

"Can I still use my internal paper or Excel?"

For internal use, yes. But for the official exchange of documents with authorities and partners, from May 21, 2026 you must use DIWASS or a system connected to it. Paper or email documents are no longer sufficient for official procedures.

"What happens if my partner is not registered in DIWASS?"

You cannot complete the documents correctly and the transport cannot be legally organized. The solution is to inform your partners in advance and send them the registration links. If a partner refuses to register, you are put in the situation of reconsidering your business relationship.

"If the material arrived at the destination does not correspond to the description, what do I do?"

As a consignee or recycling facility, you are obliged to report the inconsistency in DIWASS and notify the

competent authority. Ignoring the problem can expose you to joint and several liability. Reporting correctly protects you and documents the situation in your favor.

"Is there a national system in Romania connected to DIWASS?"

At the time of publication of this guide, the Romanian authorities are in the process of clarifying how to implement it. Our recommendation is to follow the official communications of the National Environmental Protection Agency and work directly with the DIWASS interface made available by the Commission until a national system becomes available.

DIWASS Digital Waste Shipment System – the European Commission's digital system for the electronic management of documents related to cross-border shipments of waste in the EU.

Green list List of waste considered to be of lower risk, which can be transported under simplified conditions (with Annex VII, without prior notification). Correct classification is critical.

Annex VII Document accompanying shipments of waste on the green list. It contains data on all actors in the chain, waste description, quantity and destination. From 21 May 2026 it must be managed electronically via DIWASS.

Notification Mandatory procedure for shipments of waste that are not on the green list. It requires the prior approval of the competent authorities of all the states involved.

Notifier / Transport Organiser The person or company that initiates and organises the shipment of waste. It has the primary responsibility for the correctness of documents in DIWASS.

Economic operator Any authorized company or individual participating in a waste transfer chain: manufacturer, trader, transporter, consignee or recovery facility.

Competent authority The public institution in each Member State responsible for authorising, monitoring and controlling shipments of waste. In Romania: the National Agency for Environmental Protection and the county agencies.

Pre-consented facility A recovery facility that has received the prior consent of the authorities to receive certain types of waste without separate notification for each shipment. It significantly simplifies the document flow.

EU Login The European Commission's authentication system, required for access to DIWASS. It is the first mandatory step in the registration process.

CMR Document international road transport. It shall be consistent with the data in Annex VII at all times. The differences between the CMR and the DIWASS documents are the first alarm signal for the authorities.

Waste Shipment Regulation (WSR)

Regulation (EU) 2024/1157 on waste shipments – the legal basis on which DIWASS is based and all related obligations.

Implementing Regulation (EU) 2025/1290 – sets out the technical and interoperability requirements for DIWASS.

OFFICIAL AND EXPLANATORY RESOURCES

EUROPEAN COMMISSION – OFFICIAL RESOURCES

- Implementarea Waste Shipment Regulation și DIWASS:https://environment.ec.europa.eu/topics/waste-and-recycling/waste-shipments/implementation-waste-shipment-regulation_en
 - Pagina DIWASS pe Green Forum:https://green-forum.ec.europa.eu/green-business/digital-waste-shipment-system-diwass_en
 - Înregistrare operator economic în DIWASS:https://green-forum.ec.europa.eu/green-business/digital-waste-shipment-system-diwass/how-register-economic-operators-diwass_en
 - Regulation (EU) 2024/1157 (full text in Romanian):<https://eur-lex.europa.eu> – search for "Regulation (EU) 2024/1157"
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REGISTRATION AND TECHNICAL ACCESS


- Creare cont EU Login:<https://webgate.ec.europa.eu/cas>
-

EXPLANATORY AND SECTORAL RESOURCES

- DIWASS video presentation – impact for operators (TEIMAS):<https://www.youtube.com/watch?v=BPLcb5pimM0>
 - Explanatory article Waste-Move:<https://waste-move.eu/?p=1721>
 - Poziție sectorială FEAD – tranziția la documente digitale:<https://fead.be/position/eu-moves-to-digital-waste-shipments-with-a-transition-period-for-annex-vii/>
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FOLLOW DIWASS UPDATES ON PLASTINFO.EU

This guide is updated based on official documents available at the time of publication. To be up to date with all the DIWASS news, with new scenarios and with practical clarifications for the Romanian market, follow the dedicated section on [Plastinfo.eu](https://plastinfo.eu).

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